

Bukhara Road Network Improvement Project, Phase 2

*Environmental and Social Impact
Assessment and Paris Alignment and
Climate Finance Assessment for Bukhara
Road Network Improvement Project,
Phase 2: M37 National Highway
Rehabilitation Project*



Stakeholder Engagement Plan

September 2026



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Document Information and Control

Document Title	Stakeholder Engagement Plan
Project	Bukhara Road Network Improvement Project, Phase 2: M37 National Highway Rehabilitation Project
Contract No.	BRNIP2/QCBS/01
Financier	Asian Infrastructure Investment Bank
Assignment	Environmental and Social Impact Assessment (ESIA) and Paris Alignment and Climate Finance Assessment for Bukhara Road Network Improvement Project, Phase 2 – M37 National Highway Rehabilitation Project
Client	“Avtoyulinvest” Agency under the Committee for Roads

Version	Date	Author(s)	Approved	Comments
V1	17.07.2026	Laly Sattarova	Murod Sattarov	Bank's comments of 19.08.2026
V2	04.09.2026	Laly Sattarova	Murod Sattarov	Bank's comments of 16.09.2026
V3	18.09.2026	Laly Sattarova	Murod Sattarov	



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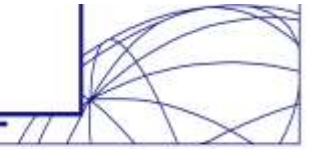


Acronyms

AIIB	Asian Infrastructure Investment Bank
AoI	Area of Influence
EIA	Environmental Impact Assessment
E&S	Environmental and Social
ESIA	Environmental and Social Impact Assessment
ESF	Environmental and Social Framework
ESMP	Environmental and Social Management Plan
ESP	Environmental and Social Policy
ESS	Environmental and Social Standards
FGD	Focus Group Discussion
GAP	Gender Action Plan
GBV	Gender-Based Violence
GFP	Grievance Focal Point
GoU	Government of Uzbekistan
GRM	Grievance Redress Mechanism
GRC	Grievance Redress Committee
IFC	International Finance Corporation
KII	Key Informant Interview
LMP	Labor Management Plan
NGO	Non-governmental Organization
OHS	Occupational health and safety
PAPs	Project-affected persons



PMO	Project Management Office
PMC	Project Management Consultant
PPE	Personal protective equipment
PPM	Project-affected People's Mechanism
RAP	Resettlement Action Plan
ROW	Right-of-Way
RC	Committee for Roads
SEA	Sexual Exploitation and Abuse
SEE	State Environmental Expertise
SEP	Stakeholder Engagement Plan
SH	Sexual Harassment
SSESMP	Site-Specific Environmental and Social Management Plan



Executive Summary

This Stakeholder Engagement Plan (SEP) was prepared for the Phase 1 of the M37 National Highway Rehabilitation Program. Phase 1 of the M37 National Highway Rehabilitation Program improves 69 km of the M37 highway (km 207 to km 276). It runs through Kyzyltepa district in Navoi Province and through Gijduvon, Vobkent and Bukhara districts in Bukhara Province. The works include rehabilitating the existing highway, building a new bypass in the western part of Bukhara and a connection to the Bukhara Ring Road, and building new junctions where roads cross at different levels. The Committee for Roads is responsible for the Project. The Asian Infrastructure Investment Bank is financing it.

This SEP explains how people and organizations affected by the Project, or interested in it, will be informed, consulted and heard, and how they can raise concerns. It explains what the Project is, how it may affect people and the environment, what will be done about those effects, how affected persons can take part, and how to make a complaint. More detail is provided in the full SEP.

Consultations to date: The SEP covers communities, landowners, businesses and workers affected by the Project, as well as government bodies and other interested parties. Extra attention is given to women, elderly people, people with disabilities and low-income households. Between February and July 2026, the Project team held meetings and discussions in all four districts, including separate discussions with women, and consulted government bodies and experts. People raised road safety and traffic, noise, dust and vibration near schools, health facilities and homes, land and compensation, effects on roadside businesses, jobs (especially for women), livestock and irrigation crossings, loss of trees, and protection of the historic center of Bukhara. Each promise made is recorded and tracked, and progress will be reported back to communities.

Land, property and livelihoods: The most significant effect on people is land acquisition. Most of it is expected at the new bypass and at new junction sites, where land not previously used for roads is needed. Some households and businesses may lose land, buildings, trees or income. Under the Resettlement Action Plan (RAP):

- affected owners will be told in advance, and their property valued individually;
- compensation will be at full replacement cost and paid before work begins in the affected area;
- roadside businesses that lose income will be offered livelihood support, for example help to relocate and skills training;
- vulnerable households (women-headed households, elderly people with no one to care for them, people with disabilities, low-income and large families) will get extra help, including home visits and help with paperwork;
- people can raise concerns at any time through the complaints process.



Daily life and jobs: Construction will bring temporary traffic disruption, noise and dust, and workers from outside the area. It will also bring jobs. Contractors must follow a worker code of conduct, and targets are set for hiring women and for separate facilities for women workers.

Habitats and wildlife: Most of the area along Phase 1 is farmland, orchards, irrigation and drainage canals, ponds and settlements, which the ecologists consulted describe as modified habitat. The Kyzyltepa district environmental authority reported no protected areas along the M37 in that district. Field surveys confirmed habitat conditions and any measures needed.

Trees: Trees in the road area will be counted and their condition recorded, including valuable species. Tree felling is currently restricted, and permission from provincial and national environmental authorities must be obtained before any tree is removed or moved. Trees that are removed will be replaced through planting or replacement measures set out in a tree management plan. Owners are compensated for privately owned trees.

Dust and noise: Contractors must control dust and noise under their site management plans. Movable noise barriers will be placed near schools, health facilities and homes close to noisy equipment. Noise and vibration will be measured during bridge works, and near the Bukhara historic center a condition survey and vibration monitoring will be carried out before and during construction.

Traffic, access and safety: Contractors will follow a traffic management plan: controlled working hours, signs and flagging near settlements, and temporary access kept open to markets, schools and health posts. Designated livestock crossings and irrigation supply will be maintained, and local roads used by construction traffic will be surveyed before and after civil works and repaired if damaged. The design includes speed-calming and priority signs near schools and residential areas.

Rivers and canals: Works at the Zarafshan River crossing will be located to avoid the riverbank margin where feasible, and canal works will be scheduled with local water user associations.

Engagement and information disclosure: Engagement is organized in four stages, and information is shared in Uzbek (and Russian where needed):

- **Design and planning:** summary documents published at least 20 days before the design is finalized, with meetings for mahalla leaders and affected households.
- **Land acquisition and resettlement:** individual meetings for each affected household and business.
- **Construction:** notices at least three days before work starts in each section, community meetings, noticeboards, and local TV and Telegram



announcements. Women-only meetings will continue before works begin in each district.

- **Operation:** regular reports, noticeboards and road safety sessions for schools and communities, twice a year for the first two years.

Documents are posted on notice boards in district khokimiyats (local administrations) and mahalla centers, on the Agency website (www.uzavtoyul.uz) and at public meetings. Progress is measured regularly, including how many settlements and households were reached, how many women and vulnerable households took part, how many promises were kept and how many complaints were resolved on time. Results are shared with communities every three months through community meetings and notice boards and reported to the AIB twice a year.

Complaints and grievance redress: Affected persons and other stakeholders can make a complaint about anything related to the Project: in person, by phone, in writing (letter, email, SMS or the grievance form), through complaint boxes at contractor sites and mahalla centers, or anonymously. Complaints can be handed to mahalla leaders, district khokimiyat representatives, staff of the Project Management Office and the Project Management Consultant, or members of a grievance committee.

- Project Implementation Unit: +998 71 207-67-68 or +998 71 200-02-04; info@uzavtoyul.uz
- District khokimiyat contacts and contractor contacts will be posted on notice boards and announced when works begin.
- Complainants receive an acknowledgement within 2 days. Most complaints are answered within 5 days, and complex cases can take up to 30 days.
- Complaints are first considered by a committee in the complainant's settlement, led by the mahalla leader. Unresolved complaints go to a project-level committee led by the Project Implementation Unit. Complainants may go to courts at any time and, after making a good-faith effort through the project process, may also contact the AIB, including through its Project-affected People's Mechanism.
- Complaints are treated with respect and without retaliation. Complaints about sexual harassment, exploitation or gender-based violence follow a separate confidential route through trained focal points, with referral to support services. Workers have their own complaint arrangements with their contractor.

After construction, the Bukhara and Navoi Regional Automobile Roads Departments take over engagement and the complaints process.

Monitoring and reporting: Indicators covering settlements and households reached, participation of women and vulnerable households, commitments implemented and grievances resolved on time are reported quarterly, by Lot. Results are included in the E&S Monitoring Reports to AIB and are shared with stakeholders through community meetings and noticeboards. The SEP is a living document and will be updated when



the design, the RAP or the national environmental impact assessment process is finalized.

Next steps:

- **Publication:** This SEP and the ESIA and RAP summaries will be published in local languages.
- **More consultations:** The draft design will be shown to communities. Affected households and businesses will be met individually, and women-only meetings will be held. Public hearings will be held if required under national environmental assessment rules, announced at least 10 days ahead.
- **Finalization of safeguard instruments:** The RAP, the site management plans for each construction contract, the tree management plan, the traffic management plan and the labor and gender plans will be finalized.
- **Before construction starts:** National environmental permitting certificate must be obtained. Compensation must be paid in each affected section, grievance committees must be set up, and contact details for the Project Implementation Unit, district khokimiyats and contractors must be posted. Notices must be issued before work begins.



1. Introduction

1.1. Project Background

The Government of the Republic of Uzbekistan (GoU), through the Committee for Roads (RC), is preparing the *Bukhara Road Network Improvement Project, Phase 2: M37 National Highway Rehabilitation Project*. The project includes rehabilitation and upgrading of approximately 69 km of the existing M37 national highway corridor together with construction of a new western bypass around Bukhara city and associated missing link sections.

The M37 National Highway Rehabilitation Program (the "Program") comprises the rehabilitation and upgrading of the M37 highway between km 207 and km 365 (approximately 158 km), divided into five procurement lots (Lots 1–5). Phase 1 of the Program comprises Lots 1–2 (km 207–276) and is being processed as a standalone project for AIB financing. In this SEP, "the Project" means Phase 1.

The M37 highway forms part of an important national and regional transport corridor connecting central Uzbekistan with the western regions of the country and the Turkmenistan border. The corridor supports domestic and international movement of passengers and freight and provides strategic connectivity between major economic centers including Samarkand, Navoi, and Bukhara.

Significant sections of the existing corridor are currently in poor to fair condition due to long-term operation, increasing traffic volumes, and heavy freight movement. Existing constraints include deteriorated pavement conditions, insufficient road safety infrastructure, inadequate drainage systems, congestion within populated areas, and limited road capacity. The absence of a completed bypass around Bukhara further contributes to traffic congestion, increased accident risks, and environmental nuisance within urban and peri-urban areas.

The project includes rehabilitation and widening of existing road sections, construction of grade-separated interchanges, bypass sections, bridges and culverts, drainage infrastructure, pedestrian facilities, road safety improvements, and other associated infrastructure necessary to improve transport efficiency and road safety conditions along the corridor.

The project is located within Navoi and Bukhara Provinces and traverses predominantly agricultural areas, roadside settlements, irrigated lands, and semi-desert terrain. Construction activities are expected to involve multiple contractors and subcontractors, temporary construction camps, borrow areas, asphalt and batching plants, transportation of construction materials, and operation of heavy machinery and equipment.



The CR will serve as the Executing Agency and will be responsible for overall project management and implementation, including environmental and social compliance, contractor supervision, stakeholder coordination, and monitoring of project activities.

The Asian Infrastructure Investment Bank (AIIB) is considering financing for the project. In accordance with applicable national legislation and the requirements of the AIIB Environmental and Social Framework (ESF), this Stakeholder Engagement Plan (SEP) has been prepared as part of the project's environmental and social management documentation.

1.2. Objectives and Scope of the SEP

1.2.1. Scope of the SEP

This Stakeholder Engagement Plan (SEP) has been prepared for the [M37 National Highway Rehabilitation Project](#), located in Bukhara and Navoi Provinces, Uzbekistan, with the project corridor starting in Kyzyltepa district, Navoi Province, and covers the following project components:

- Rehabilitation of 69 km of the M37 highway, traversing Kyzyltepa district (Navoi Province) and Gijduvon, Vobkent, and Bukhara districts (Bukhara Province), including:
 - Widening, resurfacing, and structural strengthening of the carriageway.
 - Rehabilitation or replacement of associated drainage structures, culverts, and bridges.
 - Construction and upgrading of road safety features, including signage, lighting, pedestrian crossings, and bus bays.
- Greenfield construction of road grade-separated interchanges: approximately eight in Lots 1-2.
- Greenfield construction of approximately 7.5 km bypass west of Bukhara city and 4.5 km missing link to the Bukhara Ring Road.
- Temporary construction camps, material storage and laydown areas, and borrow pits and quarries.
- Traffic management and diversion arrangements during construction.
- Associated land acquisition and resettlement activities.

This SEP has been prepared to align with the applicable requirements of the AIIB ESF, including the stakeholder engagement, disclosure, and grievance mechanism requirements set out in ESP and ESS as well as the relevant requirements of the national legislation of Uzbekistan on public participation and access to information. Where applicable, it has also had regard to Equator Principle IV (EP5 and EP6) good practice on stakeholder engagement and grievance mechanisms.



This SEP applies to Phase 1 (Lots 1–2): the existing M37 between km 207 and km 276 (69 km) through Kyzyltepa district (Navoi Province) and Gijduvon, Vobkent and Bukhara districts (Bukhara Province), the approximately 7.5 km western Bukhara bypass, the 4.5 km connection to the Bukhara Ring Road, and approximately eight grade-separated interchanges. It applies to all stages of Phase 1: pre-construction (design, land acquisition and resettlement), construction (including labor influx and traffic disruption), and operation and maintenance. Stakeholder identification, the consultation strategy, the Area of Influence, disclosure activities, institutional arrangements, monitoring indicators and the GRM are all scoped to the Phase 1 footprint and its associated impacts.

The SEP will remain a “live document” throughout the project lifecycle and will be reviewed and updated as necessary to reflect changes in project design, scope, or stakeholder dynamics. Responsibility for owning, managing, and updating the SEP lies with the PMO and Committee for Roads.

1.2.2. Objectives of the SEP

The objectives of the SEP are to:

- Identify the key stakeholders that may be affected by, or may influence the outcome of, the project, including project-affected persons (PAPs) in both Bukhara and Navoi Provinces, vulnerable and disadvantaged groups, and other interested parties.
- Establish a systematic approach to stakeholder engagement that will help the Project build and maintain constructive relationships with stakeholders, particularly those in project-affected areas along the M37 corridor from Kyzyltepa district (Navoi Province) through Bukhara Province.
- Assess the level of stakeholder interest in and support for the project and ensure stakeholder views are considered in project design and implementation, including mitigation of impacts related to land acquisition, resettlement, traffic disruption, and labor influx.
- Promote and provide means for effective, inclusive, and culturally appropriate engagement with project-affected parties throughout the project life cycle, on issues that could potentially affect them.
- Ensure timely disclosure of relevant project information, including findings on environmental and social risks and impacts, in a manner that is understandable, accessible, and appropriate, with special consideration for disadvantaged or vulnerable groups.
- Provide project-affected persons and other stakeholders with accessible and inclusive means to raise questions and grievances and establish a functioning Grievance Redress Mechanism (GRM) to address them in a timely and transparent manner.
- Provide a basis for stakeholder participation in the identification, prevention, and mitigation of environmental and social impacts and risks, including risks relating



to Gender-Based Violence (GBV), Sexual Exploitation and Abuse (SEA), and Sexual Harassment (SH).

- Devise a plan of action identifying the means, frequency, and responsible parties for engagement with each stakeholder group across both provinces.
- Allocate the necessary budgetary and other resources for stakeholder engagement and participation activities across project design, implementation, monitoring, and evaluation.

1.3. Document Structure

The SEP is organized into the following parts:

- **Chapter 1 – Introduction:** Provides the project background, objectives of the SEP, and its scope and applicability to Phase 1 (Lots 1-2).
- **Chapter 2 – Project Description:** Describes the project components, location, procurement lots, and the Area of Influence used for stakeholder identification and engagement planning.
- **Chapter 3 – Regulations and Requirements:** Summarizes the national requirements on public participation in the environmental impact assessment and on the management of public grievances, the applicable requirements of the AIB ESF (including the Project-affected People's Mechanism), and the IFC Performance Standards.
- **Chapter 4 – Previous Stakeholder Engagement Activities:** Summarizes the consultations conducted during ESIA preparation, the key issues raised and the responses provided, and the Consultation Commitments Tracking Matrix used to follow up on commitments made.
- **Chapter 5 – Roles and Responsibilities:** Defines the responsibilities of the PMO, the PMC and the Contractors for implementing the SEP and the GRM during construction.
- **Chapter 6 – Stakeholder Identification and Analysis:** Identifies and categorizes project stakeholders, including project-affected persons, vulnerable and disadvantaged groups, government authorities, civil society, and other interested parties in the Phase 1 districts of Navoi and Bukhara Provinces, and maps their influence and significance.
- **Chapter 7 – Stakeholder Engagement Programme:** Sets out the planned engagement methods, tools, timing, and frequency for each stakeholder group across four stages (design and planning; land acquisition and RAP implementation; construction; operation), the dedicated engagement stream for project-affected persons, the information disclosure strategy and schedule, and the disclosure of works package environmental and social instruments.
- **Chapter 8 – Grievance Mechanism:** Describes the two-level Grievance Redress Committee structure, submission channels, scope, timeframes and escalation, the separate arrangements for workers and for GBV/SEAH/SH complaints, access



to the courts and the AIIB Project-affected People's Mechanism, documentation and disclosure of the GRM, protection against retaliation, and contact details.

- **Chapter 9 – Monitoring and Reporting:** Establishes the indicators and the reporting arrangements for monitoring implementation of the SEP and the performance of the engagement and grievance processes, including reporting to AIIB and disclosure of monitoring results.
- **Chapter 10 – Appendices:** Includes the grievance form (Appendix 1), grievance log (Appendix 2), stakeholder engagement activities log (Appendix 3), photographs and minutes from consultations and the consultation materials (Appendix 4), and the Consultation Commitments Tracking Matrix (Appendix 5).

The structure of this SEP is intended to ensure that stakeholder engagement requirements are integrated into all phases of project implementation.



2. Project Description

2.1. Project Overview

The project involves rehabilitation and upgrading of approximately 69 km of the existing M37 international highway corridor together with construction of a new western bypass around Bukhara City in Navoi and Bukhara Provinces of Uzbekistan.

The project corridor extends between approximately km 207 and km 276 of the M37 highway and forms part of a major national and international transport route connecting central Uzbekistan with the Turkmenistan border.

The alignment starts near the Kyzyltepa interchange in Navoi Province and continues southwest through Gijduvon, Vobkent, and Bukhara districts (Bukhara Province).

The corridor traverses predominantly rural and peri-urban areas, including agricultural lands, roadside settlements, irrigated areas, and semi-desert landscapes characteristic of the Kyzylkum region. Approximately 40 mahallas (local communities) are located along or adjacent to the project corridor.

In addition to rehabilitation of the existing M37 corridor, the project includes:

- Construction of an approximately 7.5 km western bypass around Bukhara city.
- Construction of an approximately 4.5 km greenfield connection section linking the M37 corridor with the Bukhara Ring Road.
- Construction of associated interchanges, bridges, culverts, drainage systems, pedestrian infrastructure, livestock crossings, and road safety facilities.

The project is intended to improve operational efficiency, road safety, regional connectivity, and traffic circulation along one of Uzbekistan's strategic transport corridors.

The project is designed as a Category IB highway in accordance with applicable national road design standards of Uzbekistan, with a dual carriageway configuration (2x2 lanes, localized expansion to 2x3 lanes in selected settlement areas), a design speed of 120 km/h in rural sections, cement concrete pavement in rural sections, and asphalt pavement in urban and settlement areas.

For implementation, the project is divided into procurement lots, summarized in Table 1.

Table 1: Project Lots

Lot	Chainage	Length	Main Characteristics
Lot 1	km 207–249	42 km	Rehabilitation and widening of existing M37 corridor
Lot 2	km 249-276	27 km	Rehabilitation plus greenfield bypass and ring road connection



(Source: Project Design, Design Institute)

Construction activities relevant to stakeholder engagement under the project are expected to include site clearance and vegetation removal, pavement demolition and rehabilitation, earthworks and embankment formation, widening of existing carriageways, construction of bridges, culverts and drainage structures, construction of interchanges and junctions, utility relocation works, asphalt and concrete paving, installation of traffic safety infrastructure, construction of pedestrian facilities and bus stops, operation of temporary construction camps, and transportation and handling of construction materials and heavy machinery. These activities are expected to generate direct interactions with communities along the corridor, including temporary access restrictions, traffic disruption, noise and dust, and land acquisition, all of which are addressed through the stakeholder engagement activities set out in this SEP.

2.2. Project Location

The project is located in Navoi and Bukhara Provinces in southwestern Uzbekistan and covers the M37 road section between km 207 and km 276. The section starts near the interchange in Kyzyltepa district, Navoi Province, and continues southwest into Bukhara Province through Gijduvon, Vobkent and Bukhara districts. The M37 highway is a major national and international transport corridor extending from the Samarkand direction through Navoi and Bukhara Provinces toward the Turkmenistan border.

The project crosses predominantly rural and peri-urban areas, including district centers, roadside settlements, agricultural lands and semi-desert landscapes. Approximately 40 mahallas (local communities) are located along or adjacent to Phase 1, making local access, settlement connectivity and road safety key considerations for stakeholder engagement.

In addition to rehabilitation of the existing alignment, the project includes an approximately 7.5 km new western bypass alignment located west of Bukhara city. This greenfield bypass intersects with the existing A380 Road, which connects Bukhara with Khorezm Province, the Republic of Karakalpakstan, and Kazakhstan. A further 4.5 km greenfield connection section links the existing M37 alignment with the Bukhara Ring Road, completing the missing bypass link around the city.

The project corridor passes through predominantly flat desert and irrigated agricultural landscapes characteristic of the Bukhara oasis and surrounding semi-arid plains. In the northern and central sections near Kyzyltepa, Gijduvon, Vobkent, and Bukhara district, the alignment crosses densely cultivated agricultural lands and settlement areas.

The project location map is presented in Figure 1.

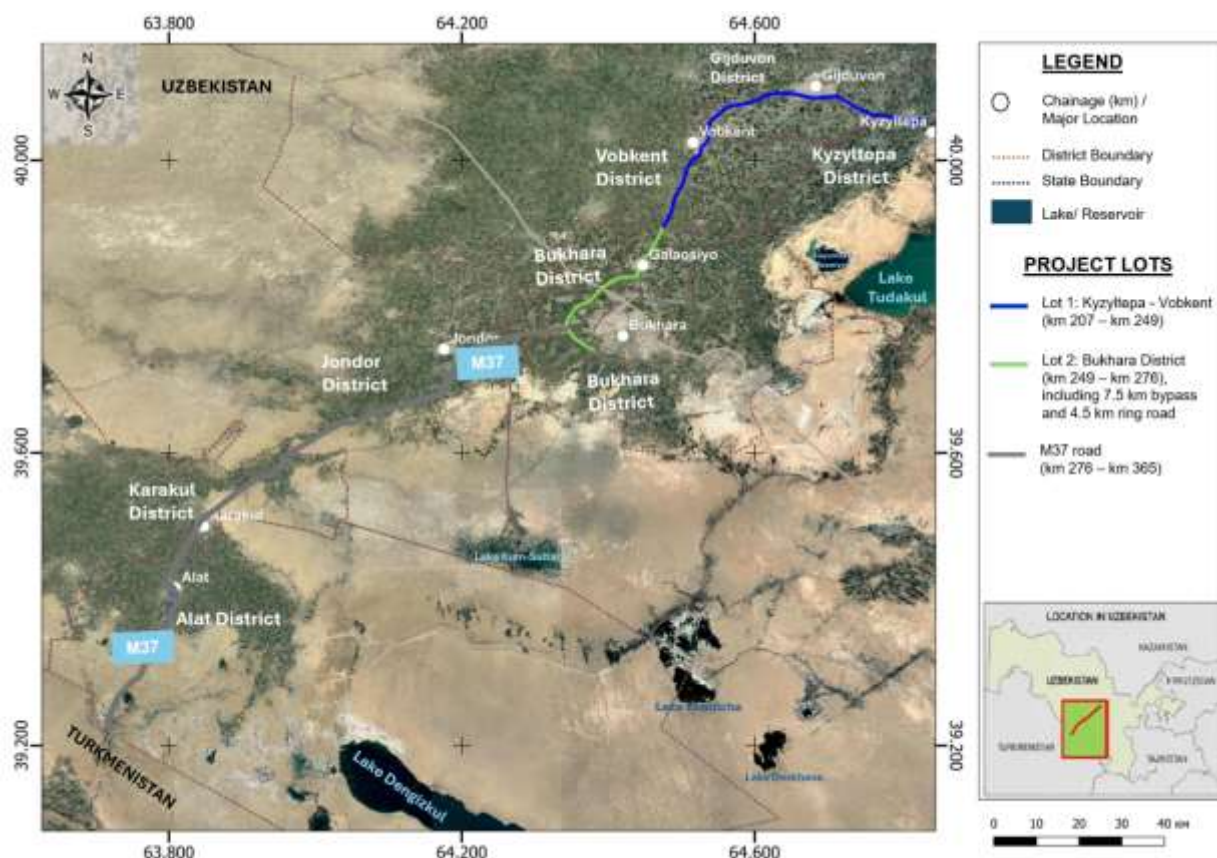


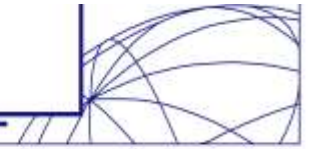
Figure 1: Project Location
(Source: Project Design)

2.3. Project Area of Influence

For the purposes of stakeholder engagement, the project Area of Influence (AoI) has been defined in line with the AIIB ESF to capture the geographic extent within which communities, land users, businesses, and other parties may experience direct or indirect project-related effects. The AoI comprises the following:

(a) Direct Area of Influence

- The road right-of-way (ROW) and immediately adjacent land along the 69 km M37 corridor (km 207–276), including two procurement lots.
- The footprint of the approximately 7.5 km western Bukhara bypass and the 4.5 km greenfield connection to the Bukhara Ring Road.
- Land required for interchanges, junctions, bridges, culverts, and drainage structures.
- Land subject to permanent or temporary acquisition for road widening, geometric improvements, or new alignment sections.
- The approximately 40 mahallas located along or adjacent to the corridor across Kyzyltepa district (Navoi Province) and Gijduvon, Vobkent, and Bukhara districts (Bukhara Province).



- Locations of temporary construction camps, material laydown and storage areas, and contractor work sites established along the corridor.

(b) Indirect Area of Influence

- Settlements and communities located near, but not directly traversed by, the corridor that may experience indirect effects such as altered traffic patterns, changes in local access, or economic effects related to roadside commerce.
- Areas served by utility networks (electricity, gas, water, irrigation) that intersect with or run parallel to the corridor and may be subject to temporary relocation or disruption.
- Communities and road users within Bukhara city, who may be affected by, or benefit from, the diversion of transit traffic to the new western bypass.
- Areas potentially affected by borrow pits, quarries, or off-site material supply sources, where such facilities are confirmed as project-related or associated facilities during detailed design.

(c) Cumulative and Associated Facilities

Consistent with the AIB ESF, the Aol also has regard to associated facilities, such as off-site utility relocations, dedicated borrow areas/quarries, and batching plants, where these are confirmed to be directly linked to and dependent on the project. As these facilities have not yet been finalized at the current design stage, they will be progressively identified and incorporated into stakeholder identification and engagement activities as detailed design and contractor mobilization proceed.

The project Aol, with approximately 40 mahallas within the direct Aol, forms the primary basis for stakeholder identification and engagement planning.



3. Regulations and Requirements

3.1. National Requirements

3.1.1. Public Participation in National EIA

Public engagement and disclosure of information begin at the earliest stages of project planning and is regulated as part of the national environmental impact assessment process (EIA). The EIA procedure in Uzbekistan is regulated by the following legislative acts:

- Law No. 754-XII dated 09.12.1992, On Nature Protection
- Law No. ZRU-1036 dated 24.02.2025, On Environmental Expertise, Environmental Impact Assessment and Strategic Environmental Assessment
- Cabinet of Ministers Resolution No. 234 dated 11.05.2026, On Measures to Introduce New Mechanisms for Environmental Impact Assessment, in force since 14.08.2026
- Law No. ZRU-117, On Motorways
- Law No. ZRU-781, On Procedures for the Withdrawal of Land Plots for Public Needs with Compensation, which requires meaningful consultation with PAPs subject to physical or economic displacement.

Resolution No. 234 replaced Cabinet of Ministers Decree No. 541 dated 07.09.2020, which ceased to be in force on 14.08.2026.

The EIA procedure is subject to State Environmental Expertise (SEE), the process of establishing the environmental compliance of an economic activity and determining the adequacy of the environmental impact assessment conducted for it. SEE is carried out by the Center for State Environmental Expertise, under the National Committee of Ecology and Climate Change.

Under Resolution No. 234, objects of environmental expertise are classified into three categories according to their environmental impact (Category I – high; Category II – medium; Category III – low), all of which are subject to mandatory SEE. The Resolution introduces screening and scoping stages into the EIA process, requires assessment of greenhouse gas emissions, and approves regulations on EIA (including public participation in EIA), on public hearings, and on public environmental expertise.

Public hearings on the environmental impacts of planned activities are conducted in accordance with the Regulation on the procedure for public hearings (Annex 4 to Resolution No. 234). The main requirements are as follows:

- **Decision to hold hearings:** Within three working days of receiving the EIA materials, the Center decides whether public hearings are to be held, taking into



account the location of the object, the zones of possible significant negative impact and the level of environmental pollution. The criteria include a high risk of environmental impact, effects on the health and living conditions of the population, and proximity to residential areas, protected natural areas, water and sanitary protection zones, and natural, historical and cultural monuments. The Center defines the area of impact and the persons whose rights and legitimate interests may be affected and notifies the local executive authorities and the customer (initiator) (paras. 10, 12–13).

- **Organization:** Within five working days of the Center's notification, the customer (initiator) agrees to the place and time of the hearing with the local executive authorities and notifies the territorial body of the National Committee and the Center of the date and time (para. 14).
- **Announcement and access to materials:** The customer, together with the local executive authorities and territorial bodies of the National Committee, announces the place and time of the hearing in the mass media at least ten days in advance, in the state language or another language spoken by most of the population. The announcement states the place and time; the name of the activity, its main production indicators and the environmental aspects of the EIA materials; the address where printed materials can be reviewed; the internet address (or an e-mail address for requests) of the electronic version; and an e-mail address for comments and suggestions. From the date of the announcement, the customer ensures that interested parties can review the EIA materials and register comments and suggestions on paper and electronic forms. Local executive authorities inform the population of the district about the hearing (paras. 15–17, 19).
- **Conduct of the hearing:** Participants are registered. The hearing is opened by the customer's representative, and participants approve the agenda by majority vote and elect a chairperson and secretary. The customer's representative presents non-technical information covering: a brief description of the activity; technological solutions and alternative siting options; the current state of the environment and socio-economic conditions; the sources and types of negative impact; the forecast and assessment of changes in environmental and socio-economic conditions; the assessment of design and non-design accident scenarios; measures to prevent, reduce and/or compensate negative impacts; and, where relevant, transboundary impacts. All participants may express their opinions and ask questions, which the customer's representative must answer. Representatives of the media may attend (paras. 20–25).
- **Protocol and follow-up:** A protocol signed by the chairperson and secretary records the results of the hearing, the opinions, objections and proposals of interested parties, and the proposals and responses received before the hearing. A copy is submitted to the local executive authorities and the Center within two working days, and the protocol is published on the official websites of the National Committee and of the regional executive authority. Participants may review the protocol and send proposals and objections to the Center. If the



procedure is violated, the hearing is considered not held and must be repeated (paras. 26–30).

The national EIA for Phase 1 will be prepared and submitted to the Center for State Environmental Expertise following Resolution No. 234. The customer (initiator) for the national EIA is Committee for Roads, acting through the PMO. If the Center for State Environmental Expertise decides that public hearings are required, they will be organized in locations agreed with the Center for State Environmental Expertise and the local executive authorities in the Phase 1 districts, and the announcement, materials and protocol will be aligned with the disclosure arrangements. The ten-day announcement period is a national minimum.

Given that the current national approach to public consultation does not always ensure broad public involvement and is at times limited to consultations with government authorities, the approach to stakeholder engagement and information disclosure adopted for this project is additionally based on good international practice and the applicable requirements of the AIIB ESF.

3.1.2. Management of Public Grievances

Cabinet of Ministers Resolution No. 728 provides for a centralized GRM for the resolution of broad-ranging grievances from the public. This system operates through a publicly accessible online platform for the collection of grievances from residents across the country, allowing any member of the public to submit a grievance for the attention of the relevant authorities within local or central Government. Upon initial review of grievance by the target authority, it is allocated to the most relevant local government authority for further review and remedial action; where resolution cannot be achieved at that level, the grievance is escalated up the administrative hierarchy until an appropriate decision is issued by a competent authority.

In addition, *Law No. ZRU-378 on Appeals of Individuals and Legal Entities*, dated 03.12.2014 (as amended 17.08.2017), provides the legal basis for communication between individuals and legal entities and state organizations and their officials. Under this Law, individuals and legal entities may submit grievances and appeals in any form, verbal, written, or electronic. Submitted appeals must be reviewed within 15 days of receipt; where additional investigation is required, a response must be issued within one month.

These national mechanisms will operate alongside, and feed into, the project-level GRM established under this SEP, which is designed to provide a more accessible, decentralized, and project-specific channel for project-affected persons and other stakeholders along the M37 corridor.



3.2. AIIB Environmental and Social Framework

The project is subject to the AIIB ESF requirements. The AIIB ESF is a system that supports AIIB and its Clients in achieving environmentally and socially sustainable development outcomes. The current ESF was approved by the AIIB Board and entered into force in 2024, superseding the previous November 2022 version.

3.2.1. AIIB Environmental and Social Policy

The objective of overarching ESP is to facilitate achievement of AIIB's development through a system that integrates sound environmental and social management into projects. The ESP comprises the Environmental and Social Policy itself, the [Environmental and Social Standards](#) (ESSs), and the [Environmental and Social Exclusion List](#) (ESEL). The ESP sets out mandatory requirements for the Bank and its Clients relating to the identification, assessment, and management of environmental and social risks and impacts associated with Bank-supported projects, including requirements on stakeholder engagement, information disclosure, and grievance management.

3.2.2. Disclosure, Consultation, and Grievances

Section VII of the AIIB ESP sets out requirements regarding disclosure, consultation, and grievances management. The Bank requires to ensure timely, accessible disclosure of environmental and social information, consultation, and informed participation, in a manner commensurate with the risks to, and impacts on, affected communities.

[ESS 1](#) aims to ensure the environmental and social soundness and sustainability of projects and to support the integration of environmental and social considerations into project decision-making and implementation. ESS 1 applies where a project is likely to have adverse environmental and/or social risks and impacts, with the scope of assessment and management measures proportional to the project's risks and impacts. [ESS 1](#) requires carrying out meaningful stakeholder engagement throughout the project cycle, including:

- Stakeholder identification and analysis
- Timely disclosure of relevant environmental and social information in a form and language accessible to affected communities
- Consultation with affected people and other stakeholders that is free of manipulation, interference, coercion, or intimidation, and inclusive of disadvantaged and vulnerable groups
- Establishment of a project-level grievance mechanism to receive and facilitate resolution of stakeholder concerns.

[ESS 1](#) defines the detailed requirements for the environmental and social assessment to be carried out for any project financed by the Bank, and forms the primary basis for the stakeholder engagement, disclosure, and grievance arrangements set out in this SEP.



ESS 2 applies where the project's screening process reveals that the project would involve *Involuntary Resettlement*, including involuntary resettlement of the recent past or foreseeable future that is directly linked to the project. *Involuntary Resettlement* covers physical displacement (relocation, loss of residential land, or loss of shelter) and economic displacement (loss of land or access to land and natural resources; loss of assets or access to assets, income sources, or means of livelihood), whether resulting from involuntary acquisition of land or involuntary restrictions on land use or access, and whether such losses are full or partial, permanent or temporary.

ESS 2 requires meaningful consultation with PAPs, including host communities where relevant, and particular attention to the needs of disadvantaged or vulnerable groups. ESS 2 is applicable to the M37 Project, given the permanent and temporary land acquisition associated with road widening, junctions, interchanges, and the greenfield bypass and connection sections, and is addressed through the consultation and disclosure requirements of the Resettlement Action Plan (RAP) prepared for the project, which are aligned with and cross-referenced in this SEP.

ESS 3 applies where Indigenous Peoples, as defined under the ESF, are present in, or have a collective attachment to, the proposed project area and are likely to be affected by the Project, and requires tailored, culturally appropriate consultation and participation arrangements where such groups are present. ESS 3 is not triggered, as no groups meeting the definition of Indigenous Peoples have been identified in Uzbekistan.

3.2.3. Applicability to the Project

The project triggers not only the relevant national environmental and social laws and regulations, but also the AIIB ESP and ESSs. Under the scope of the project, ESS 1 and ESS 2 are applicable; ESS 3 is not triggered. Accordingly, the stakeholder engagement, disclosure, and grievance redress arrangements set out in this SEP have been designed to meet the combined requirements of ESS 1 and ESS 2, including the establishment of the GRM.

3.2.4. AIIB's Project-affected People's Mechanism

AIIB has established a [Project-affected People's Mechanism \(PPM\)](#) to provide an opportunity for an independent and impartial review of submissions from project-affected people who believe they have been or are likely to be adversely affected by AIIB's failure to implement the ESP when the complaints cannot be addressed satisfactorily through Project-level GRM or AIIB Management's processes. The PPM is governed by [AIIB Policy on the Project-affected People's Mechanism](#).

The PPM functions as an accountability mechanism of last resort. Affected people are expected to make good-faith efforts to seek resolution through the Project-level GRM and engagement with AIIB Management before approaching the PPM. The expected sequence is:



- Submission of concerns through the Project-level GRM, managed by the PMO in coordination with the khokimiyat.
- Engagement with AIB Management where concerns raised through the GRM remain unresolved.
- Referral to the PPM where project-related harms have not been adequately addressed and prior resolution pathways have proven insufficient.

Affected persons may also pursue national administrative or legal remedies at their own discretion at any stage; however, use or exhaustion of such remedies is not a prerequisite for accessing the PPM. Affected persons retain the right to approach the PPM without forfeiting access to any other available remedy.



3.3. IFC Performance Standards

While the project is financed by the AIIB and is therefore governed primarily by the AIIB ESF (Section 3.2), this SEP has also had regard, as international good practice, to the IFC Performance Standards (PSs), which are widely referenced by international financial institutions and lenders in relation to stakeholder engagement.

All the IFC PSs include requirements for a degree of stakeholder consultation and engagement, whether through environmental and social assessment or the client's environmental and social management system. *IFC PS1, Assessment and Management of Environmental and Social Risks and Impacts*, sets out the stakeholder engagement requirements in the most depth, stating that stakeholder engagement is the basis for building strong, constructive, and responsive relationships that are essential for the successful management of a project's environmental and social impacts. Stakeholder engagement is described as an ongoing process that may involve, in varying degrees, the following elements:

- Stakeholder analysis and planning
- Disclosure and dissemination of information
- Consultation and participation
- Grievance mechanism
- Ongoing reporting to affected communities.

The nature, frequency, and level of effort of stakeholder engagement may vary considerably and should be commensurate with the project's risks and adverse impacts, and its phase of development.

Consultation and Participation: Where affected communities are subject to identified risks and adverse impacts from a project, PS1 requires the client to undertake a process of consultation that allows affected communities to express their views on project risks, impacts, and mitigation measures, and allows the client to consider and respond to them. Effective consultation, under PS1, is a two-way process that begins early and continues on an ongoing basis as risks and impacts arise; is based on prior disclosure of relevant, transparent, and easily accessible information in a culturally appropriate local language and format; focuses on those directly affected; is free of external manipulation, interference, coercion, or intimidation; enables meaningful participation; and is documented.

Disclosure: PS1 requires that affected communities be provided access to relevant information on: (i) the purpose, nature, and scale of the project; (ii) the duration of proposed project activities; (iii) risks to, and potential impacts on, such communities, and the proposed mitigation measures; (iv) the envisaged stakeholder engagement process; and (v) the grievance mechanism.



Grievance Mechanism: PS1 requires the client to establish a grievance mechanism to receive and facilitate resolution of affected communities' concerns and grievances about the project's environmental and social performance. The grievance mechanism should be scaled to the risks and adverse impacts of the project, should address concerns promptly using an understandable and transparent process, should be culturally appropriate, readily accessible, at no cost, and without retribution to the party that originated the issue or concern, and should not impede access to other judicial or administrative remedies. The client is required to inform affected communities about the grievance mechanism during its stakeholder engagement process.

Relevance to the project: Consistent with this good practice, and in a manner supplementary to the mandatory requirements of the AIIB ESF (Section 3.2) and national legislation (Section 3.1), the stakeholder engagement, disclosure, and grievance redress arrangements set out in this SEP have had regard to the IFC PS1 principles above, in particular, ensuring that consultation with communities along the M37 corridor is timely, inclusive, culturally appropriate, and free of coercion or manipulation, and that the Project-level GRM is accessible, transparent, and responsive to the concerns of project-affected persons, including vulnerable and disadvantaged groups.



4. Previous Stakeholder Engagement

4.1. Summary of Consultations Conducted

The project is currently in the preparation stage, and the detailed design for the construction work has not yet been completed. The Design Institute and the PMO are actively conducting meetings with project stakeholders to discuss and finalize the design. This is a crucial step to ensure that all stakeholders are aligned, allowing the project to proceed smoothly once construction begins. These meetings are crucial for gathering input and feedback from the local beneficiaries, who will be directly affected by the project. By involving these organizations in the design process, the project can ensure that the final project design considers any specific requirements or considerations unique to the local road infrastructure. This collaborative approach helps to minimize potential issues or conflicts that could arise during the construction phase. In parallel with these design-stage discussions, stakeholder identification and consultations specifically for the ESIA were conducted.

Stakeholder identification and consultations for the project were conducted during the ESIA preparation stage. The stakeholder identification process identified impact-based, interest-based, and decision-making stakeholders located within the project's area of influence across Kyzyltepa district (Navoi Province) and Gijduvon, Vobkent, and Bukhara districts (Bukhara Province).

The following measures were observed throughout the consultation and engagement process:

- Confidentiality of information was maintained, and consent to participate was obtained from all participants.
- At the start of each meeting, participants were encouraged to express their opinions freely and without fear of retaliation.
- Participants were informed of the purpose of the consultation and how the information gathered would be used and were given the option of not having their names disclosed.
- All participants were informed of the grievance mechanism established for the project, through which complaints, grievances, or concerns arising during the ESIA preparation and consultation process could be raised.
- Consultations and engagement were undertaken with all participants regardless of whether they expressed support for or concerns about the project.

The consultations conducted during ESIA preparation had the following objectives:

- To introduce the objectives, scope, and process of the project to stakeholders.
- To solicit the views of local authorities, community representatives, and community members regarding the proposed project.



- To identify potential social, economic, and environmental impacts and risks, and gather stakeholder input on appropriate mitigation measures.
- To inform stakeholders of the project's resettlement, labor management, and grievance redress arrangements.
- To establish a baseline for ongoing, constructive engagement with communities and other stakeholders along the M37 corridor throughout subsequent stages of the project.

Consultation activities were conducted in February–July 2026; consultations included a combination of household surveys, focus group discussions (FGDs), and targeted consultations with government authorities across the project districts within the project's area of influence.

These activities comprised the following:

- **Technical and regulatory institution consultations** held between February and July 2026 with the Department of Agriculture and Biotechnology at Bukhara State University, the Bukhara Department of the Republican State Agricultural Soils Chemical Testing Center, the Kyzyltepa district environmental authority, the Gijduvon district public health authority, a senior specialist on sanitary and hygienic surveys, the Bukhara Department of the National Committee on Ecology and Climate Change, the State Committee for Roads (Bukhara Regional Automobile Roads Head Office), and the Department of Ecology and Climate Change of Bukhara Province, addressing biodiversity, soils, sanitary and hygienic standards, air quality monitoring, road safety and operation and maintenance, and national EIA and permitting requirements.
- **A household survey** conducted between 12 and 19 May 2026 across the rehabilitation corridor in four project districts, with 234 respondents (194 men and 40 women) covering a total of 1,342 individuals (710 men and 632 women), addressing the socio-economic status of affected people, social conditions in mahallas, awareness of Project activities, and anticipated risks and impacts during construction.
- **District-level engagement** held between 1 June and 1 July 2026 at district khokimiyats across Kyzyltepa, Gijduvon, Vobkent, and Bukhara districts, comprising 4 key informant interviews with Deputy Khokims (all women), 4 women-only FGDs (conducted separately to ensure meaningful participation by women), and 4 targeted consultations with male district officials – 12 activities in total, engaging 106 participants (91 women and 15 men). Topics covered included road safety, employment opportunities, compensation and resettlement, dust and noise management, irrigation and livestock crossing arrangements, and labor influx-related concerns. This women-only consultation format will continue to be applied throughout project implementation.
- **Separate technical consultation** was held with the Road Design Institute (Tashkent) regarding the AIIB Paris Alignment and Climate Finance Assessment requirements. As these engaged members of the project's own design team



rather than external stakeholders, participants in this consultation are not included in the stakeholder totals below.

In total, these activities engaged 359 stakeholders (226 men and 133 women), including project-affected persons, local community members, mahalla representatives, and government authorities, and directly informed both the ESIA social baseline and the stakeholder identification, engagement, and grievance redress arrangements set out in this SEP.

4.2. Key Issues Raised and Responses Provided

During consultations held at provincial and community levels, stakeholders raised various suggestions, concerns, and questions regarding project design, implementation, and benefit-sharing. A summary of the dates, locations, participants, concerns raised, and project team responses for each consultation is presented in Table 2.



Table 2: Summary Consultations Carried out during ESIA Preparation

Date, Time, and Location	Stakeholder consulted (men and women)	Stakeholder concerns	Responses
Date: 25.02.2026 Time: 10:00 – 11:00 Venue: Department of Agriculture and Biotechnology, Bukhara State University	Consultation with the dean of the Department of Agriculture and Biotechnology (A. Kodirov) and five Associate Professors (Kh Esanov, Sh. Pardayev, M. Turayev, L. Yuldoshev, Kh. Toshov, A. Umedov) (7 men)	The stakeholders noted that their faculty is in the Bukhara district, approximately 1 km from the proposed bypass route. This area is developed and consists entirely of agricultural land. It is surrounded by an irrigation and drainage network, as well as fruit orchards, isolated livestock farms, and private ponds containing fish. Together, these features create a Modified Habitat. The personnel from the Department of Agriculture and Biotechnology could assist with a biodiversity survey, as they are well acquainted with the project area.	The team accepted proposal of the Department of Agriculture and Biotechnology, Bukhara State University to assist with biodiversity survey. The team informed that biodiversity survey routes and methodology will be shared upon their approval.
Date: 25.02.2026 Time: 14:00 – 15:00 Venue: Bukhara Department of Republican State Agricultural Soils Chemical Testing Center (Respublika Agrokimyoviy Tahlil Markazi)	Consultation with the senior soil scientist, Mr. Ravshan Fattokhov (one man)	The stakeholder discussed the baseline soil conditions along the M37 corridor and clarified that reclassifying land from agricultural to infrastructure use category requires a decision from the Government of Uzbekistan. Bukhara Province's agricultural fields have yielded large cotton and wheat harvests in recent years. For instance, to reduce soil siltation, the land is flooded and then drained into the drainage network. This process helps remove salt, toxins, and other harmful substances from the soil after fertilizer application. The organization has been monitoring soil fertility and quality in the Bukhara region for many years and could play a valuable role in conducting soil survey.	The team accepted proposal of the Bukhara Department of Republican State Agricultural Soils Chemical Testing Center to assist with soil survey. The team informed the stakeholder that monitoring locations will be shared upon receipt of the approved project design.
Date: 03.04.2026 Time: 08:30 – 09:10 Venue: Kyzyltepa district environmental authority (Kyzyltepa district khokimiyat)	Consultation with the Head of Kyzyltepa district environmental authority (Mr. Fayzulla Allayorov) (one man)	The stakeholder pointed out that there are no protected areas along the M37 highway in the Kyzyltepa district. Additionally, he highlighted the existing moratorium on felling trees, particularly of valuable species, he also stated that trees transplantation permission must be coordinated with province and national environmental authorities and obtained before the project commences.	Noted and will be added to the outline of tree management plan.



Date, Time, and Location	Stakeholder consulted (men and women)	Stakeholder concerns	Responses
Date: 03.04.2026 Time: 09:30 – 10:30 Venue: Gijduvon district public health authority	Consultation with the Head of (Dr. Lola Mansurovna Razzakova), head of sanitary and hygiene survey laboratory, and finance specialist (two women and one man)	The stakeholder discussed Uzbek legislation regarding sanitary and hygienic standards for soil, water, ambient air, and noise levels and recommended to add them into the ESIA and ESMP. They emphasized the importance of monitoring these components during construction. Additionally, the stakeholder proposed conducting a survey of these elements in collaboration with the Bukhara Province Public Health and Wellbeing Service. They also asked whether their organization could participate in the instrumental monitoring during the construction phase and who will be responsible for this task from the project.	▪ The stakeholder was informed that the requirements of relevant Uzbek legislation concerning sanitary and hygienic standards for soil, water, ambient air, noise levels, and vibration will be incorporated into the ESIA along with the ESMP. Additionally, instrumental monitoring will be a key component of the environmental and social safeguards during the project's implementation. ▪ The team clarified that contractors will be responsible for implementation of environmental and social monitoring under supervision of PMO and PMC, with corresponding reports to be submitted to the Bank and Committee for Roads. They confirmed that contractors will engage a certified laboratory for environmental monitoring.
Date: 03.04.2026 Time: 14:00 – 14:30 Venue: over phone in Bukhara	Consultation with the senior specialist on sanitary and hygienic surveys (Mr. Djalil Kayumov) (one man)	▪ The stakeholder was only able to speak over the telephone, citing being very busy. Nevertheless, they showed great interest in the project and offered the organization's services for environmental surveys. ▪ The stakeholder also asked who will be responsible for environmental monitoring during construction phase.	▪ The team confirmed that they would contact the stakeholder again regarding field surveys upon receipt of the project design. ▪ The team clarified that contractors will be responsible for implementation of environmental and social monitoring under supervision of PMO and PMC, with corresponding reports to be submitted to the Bank and Committee for Roads.
Date: 12.05.2026 – 19.05.2026 Time: n/a Household survey over rehabilitation corridor across project districts	234 households (194 men and 40 women)	Road accidents, development of public transportation, job opportunities during construction period	▪ Socio-economic status of affected people, social problems in mahallas, project activities information, risks and impacts during construction period
Date: 01.06.2026, Time: 09:00 – 09:50,	KII with Deputy Khokim of the Kyzyltepa District (a woman)	The stakeholder raised concerns on behalf of women, children, and elderly residents living along the M37 corridor: safety while walking or crossing	▪ The team explained that the Contractor's Traffic Management Plan will regulate construction hours, provide flagging and signage near



Date, Time, and Location	Stakeholder consulted (men and women)	Stakeholder concerns	Responses
Venue: Kyzyltepa District Khokimiyat		the road during the construction period (heavy machinery, dust, restricted sightlines), and continued access to markets, schools, and health posts. Also asked how increased traffic speed after rehabilitation would affect children going to school and elderly residents with limited mobility during the operation phase.	settlements, and maintain temporary access to markets, schools, and health posts throughout construction. For the operation phase, the team clarified that the final design includes speed-calming measures at dedicated pedestrian crossings and prioritize signage near schools and residential areas to protect children and elderly residents. The project will implement behavior change activities aimed at women, children, the elderly, and other residents in the communities along the project corridor. These activities will include seminars, training sessions, and consultations. Examples of these initiatives are encouraging the use of reflective apparel during dawn, dusk, and nighttime commutes; promoting the use of crossings at regulated sections equipped with traffic lights or underpass pedestrian crossings; and educating children about road safety rules.
Date: 01.06.2026, Time: 10:00 – 11:30, Venue: Kyzyltepa District Khokimiyat	FGD, 21 women participants	Stakeholders expressed interest in the project and inquired about when construction would begin. They also noted that many drivers do not adhere to the posted speed limit, resulting in accidents, and mentioned the lack of controlled pedestrian crossings.	- The team explained that construction is expected to begin following approval of the project by the AIIB and the Government of Uzbekistan; the existing stage is preparation of ESIA. - The team also noted that a traffic management plan will be implemented by the contractors during construction, including speed control, signage, and flagging at active work zones. The team noted that the final road design includes dedicated pedestrian crossings, signages, and other safety infrastructure, and that these will be prioritized near schools and settlement areas.
Date: 01.06.2026, Time: 14:40 – 15:30, Venue: Gijduvon District Khokimiyat	KII with Deputy Khokim of the Gijduvon District (a woman)	The stakeholder raised concerns about children's safety walking to school along the corridor during construction, and about elderly residents' access to	The team explained that the contractors will be required to prepare and coordinate traffic management plans, which will include safety measures for school zones, such as proper



Date, Time, and Location	Stakeholder consulted (men and women)	Stakeholder concerns	Responses
		the district health facility if temporary detours are needed. Asked whether women would be considered for construction-related jobs, and how traffic noise and speed during operation would affect households and elderly residents living close to the road edge.	signage and reduced vehicle speeds during school hours. - Temporary access for health, educational, and other facilities will be maintained if construction works affect these facilities. - The team also explained that the civil works contract and bidding documents for each Lot include a requirement for contractors to employ women across construction teams, differentiated by job category: at least 10% of unskilled/semi-skilled site labor positions (general construction, earthworks, equipment operation); at least 25% of professional and technical positions (engineering, environmental, social, OHS, survey, laboratory); at least 30% of administrative and community liaison positions. - The contractors will be required to use a mobile noise barrier system made of solid timber or plywood panels, with a minimum thickness of 18 to 25 mm. These barriers are designed to reduce noise levels by 10 dBA. The noise barriers will be installed close to active equipment and will be relocated as the work progresses along the project corridor, specifically at all schools, health facilities, and residential areas.
Date: 01.06.2026, Time: 16:00 – 17:30, Venue: Gijduvon District Khokimiyat	FGD, 22 women participants	Participants asked whether women would have opportunities for employment during construction and raised concerns about dust and noise affecting households and roadside shops, as well as the safety of children walking to school along the corridor.	- The team explained that the project will include a local hiring target with specific provisions for women's (e.g., separate sanitary facilities, lockable changing rooms, dedicated prayer rooms, etc.). - As part of their site-specific environmental and social management plan, contractors will be required to implement dust suppression and noise control measures. - The team specified that school-zone safety measures, including signage and restricted



Date, Time, and Location	Stakeholder consulted (men and women)	Stakeholder concerns	Responses
			vehicle speeds during school hours, will be included in the traffic management plan.
Date: 02.06.2026, Time: 09:05 – 09:50, Venue: Bukhara District Khokimiyat	KII with Deputy Khokim of the Bukhara District (a woman)	The stakeholder expressed concern regarding the presence of construction workers from outside the community, including personal safety and security for women and children, and asked how access to local markets and shops would be maintained during works.	- The team explained that contractors will implement a Labor Management Plan, including a workforce Code of Conduct and a dedicated referral pathway for any concerns related to worker conduct, and that the project grievance mechanism will include a specific channel for such complaints. Moreover, regular training sessions will be conducted by contractors to its personnel and by PMC to the contractors. - The team responded that temporary access to markets and shops will be maintained throughout construction.
Date: 02.06.2026, Time: 10:00 – 11:00, Venue: Bukhara District Khokimiyat	FGD, 23 women participants	Participants raised concerns about potential disruption to irrigation water flows during canal crossing works and the effect this could have on household water use and crop irrigation. Stakeholders living in the proposed bypass sections asked how livestock grazing and movement routes would be maintained during construction.	- The team explained that contractors will coordinate with local water user associations on the scheduling of canal crossing works, avoid critical irrigation periods where feasible, and provide temporary irrigation bypass arrangements where flows must be interrupted. - The team explained that designated livestock crossing points will be maintained throughout construction in coordination with mahalla committees and people having livestock; pedestrian safety measures, including signed pedestrian and livestock crossings, will be provided in affected settlement areas.
Date: 02.06.2026, Time: 16:50 – 17:20, Venue: Vobkent District Khokimiyat	KII with Deputy Khokim of the Vobkent District (a woman)	The stakeholder raised concerns about the safety of children and elderly residents crossing near the bridge works during construction, and about women's continued access to riverside markets and washing areas; also asked how noise and vibration from bridge works would affect elderly residents living closest to the crossing, and what safety measures would be in place once the upgraded road reopens to faster traffic.	- The team explained that bridge works will be scheduled and micro-sited to minimize disruption, with temporary, safe pedestrian routes and signage maintained for residents, including children and elderly community members, throughout construction. - The team clarified that noise and vibration will be monitored during works near the crossing, and that the operational design includes speed



Date, Time, and Location	Stakeholder consulted (men and women)	Stakeholder concerns	Responses
			management, signage, and pedestrian crossings to protect residents once traffic speeds increase. During construction, the contractors will be required to use a mobile noise barrier system made of solid timber or plywood panels, with a minimum thickness of 18 to 25 mm. These barriers are designed to reduce noise levels by 10 dBA. The noise barriers will be installed close to active equipment and will be relocated as the work progresses along the project corridor, specifically at all schools, health facilities, and residential areas.
Date: 02.06.2026, Time: 17:20 – 18:20, Venue: Vobkent District Khokimiyat	FGD, 21 women participants	Stakeholders asked about the compensation process for land and trees that would be affected by road widening, and the expected timing of compensation payments related to construction.	The team explained that a RAP has been prepared for the project, under which affected households will be compensated at full replacement cost for land, trees, and structures prior to the start of works in the affected area, and that a grievance mechanism will be available should households have concerns about the compensation process.
Date: 11.05.2026. 01.06.2026, 04.06.2026 Venue: Bukhara Department of the National Committee on Ecology and Climate Change	Consultation with specialists of Bukhara Department of the National Committee on Ecology and Climate Change responsible for ambient air quality monitoring (two men)	Stakeholders stated that only the Bukhara Department of the National Committee on Ecology and Climate Change has particulate matter count devices; they also noted that the organization has extensive experience of ambient air quality monitoring.	The team also informed that gaseous monitoring will be conducted by the laboratory of Public Health and Wellbeing Service, while the particulate matter monitoring will be delegated to the Bukhara Department of the National Committee on Ecology and Climate Change to assist with air quality monitoring. Monitoring locations will be shared upon receipt of the approved project design.
Date: 29.06.2026, Time: 10:00 – 11:30, Venue: Kyzyltepa District Khokimiyat	Consultation with Mr. Alijon, Chief Specialist for Economy and Finance of the District Khokimiyat, and Mr. Abduvakhobov Sh., Specialist of the Department of Construction, Communications, Public Utilities, Ecology and	Participants asked about compensation arrangements for roadside businesses and vendors affected by widening works, and about traffic management during construction.	The team explained that economically displaced roadside businesses are addressed under the RAP, including livelihood restoration support, and that the traffic management plan will maintain access and manage construction traffic through the district center.



Date, Time, and Location	Stakeholder consulted (men and women)	Stakeholder concerns	Responses
	Landscaping of the District Khokimiyat (2 men)		
Date: 29.06.2026, Time: 14:00 – 15:30, Venue: Gijduvon District Khokimiyat	Consultation with Heads of the Departments of Construction, Communications, Public Utilities, Ecology and Landscaping of the District Khokimiyat (7 men)	Participants asked about opportunities for local contractors and suppliers to be engaged on the project and raised concerns about potential damage to local roads used for construction access or haulage.	The team explained that the Contractor will be encouraged to procure goods and services from local suppliers where feasible, and that any local roads used for diversion or haulage will be surveyed before and after construction, with any damage attributable to project traffic repaired.
Date: 29.06.2026, Time: 16:30 – 17:30, Venue: Vobkent District Khokimiyat	Consultation with Mr. Azizbek Isroilov, Deputy Head of the Department of Construction, Communications, Public Utilities, Ecology and Landscaping of the District Khokimiyat and Mr. Mirkhol Bobokulov, Chief Specialist of the Department of Construction, Communications, Public Utilities, Ecology and Landscaping of the District Khokimiyat (2 men)	Participants asked about the works planned at the Zarafshan River crossing and potential effects on the river and adjacent land uses.	The team explained that works at the Zarafshan River crossing will be micro-sited to avoid the river's riparian margin where feasible, scheduled to minimize disruption, and subject to water quality management measures during construction.
Date: 29.06.2026, Time: 10:00 – 11:30, Venue: Bukhara District Khokimiyat	Consultation with Mr. S. Ochilov, Deputy Hokim and Heads of the Department of Construction, Communications, Public Utilities, Ecology and Landscaping of the District Khokimiyat (4 men)	Participants raised concerns about construction traffic effects on the Bukhara Ring Road connection and asked whether works would affect areas close to the historic city center.	The team confirmed that a traffic management plan will be implemented for works at the Ring Road connection, and that a condition survey and vibration monitoring of built heritage structures near the historic core will be undertaken prior to and during construction as a precautionary measure.
Date: 01.07.2026, Time: 10:30 – 11:30,	Consultation with Mr. Yakhshimurod Choliev, Head of the Bukhara Regional Main	Discussed noise levels, accidents, signages, operation and maintenance issues	The team explained that anticipated noise impacts and mitigation measures are addressed in the ESIA. During construction,



Date, Time, and Location	Stakeholder consulted (men and women)	Stakeholder concerns	Responses
Venue: State Committee for Roads Bukhara Region Automobile Roads Head Office	Directorate of Automobile Roads under the Roads Committee (2 men)		mobile noise barriers will be used at schools, health facilities and residential areas near active works. During operation, mitigation includes speed management and, where warranted by noise monitoring, permanent noise barriers. The final road design incorporates signage and permanent safety features such as pedestrian crossings. The team noted that operation and maintenance responsibilities, including road condition monitoring, will be transferred to the relevant road authority following construction completion, consistent with established procedure.
Date: 01.07.2026, Time: 16:00 – 17:30, Venue: Department of Ecology and Climate Change of Bukhara Region	Consultation with Mr. Ikrom Abdullaev, Chief Specialist of the Department of Ecology and Climate Change of Bukhara Region and Mr. Abdulaziz Akhatov, Specialist of the Department of Ecology and Climate Change of Bukhara Region (2 men)	Stakeholders discussed substituting Cabinet of Ministers Decree No. 541 on environmental impact assessment by new regulation to be come into effect in August 2026. They also inquired whether an environmental impact assessment has been prepared for the project. Additionally, stakeholders proposed dividing the project into components according to Cabinet of Ministers Decree No. 541, suggesting that these components are likely to fall under Category III. Moreover, M37 road section in Kyzyltepa shall be a subject for EIA examination by Navoi Province environmental authority and their territorial department.	- The team explained awareness of the forthcoming regulation and committed to reviewing the ESIA and associated permitting documentation against the new requirements once in effect, and to coordinating with the Department on any additional disclosure or approval steps that may be required as a result. - Regarding the EIA requirements set by national regulations, the team mentioned that the design is still being prepared. Once the design is approved, the design institute will prepare and submit the EIA following territorial designation. It is anticipated that the rehabilitation corridor will likely be classified as Category III, while the greenfield bypass section will likely fall under Category II.
Date: 30.06.2026-07.06.2026 Venue: Road Design Institute, Tashkent	Consultation with director of the design institute (Mr. Alisher Dolievich), chief engineer (Mr. Khasanboy Ravshanov), and senior road engineer responsible for the design of M37 road project (Mr. Sohob) (3 men)	Discussed requirements set by the AIIB for the Paris Alignment and Climate Finance Assessment under the project, including identified climate hazards and adaptation measures prepared by the ESIA team in accordance with the Uzbek building code.	- The team clarified structure of the Paris Alignment and Climate Finance Assessment, its scope and objectives, methodology of how to conduct climate risk assessment and identifying climate hazards for the specific road sections and preparation of adaptation measures. - First set of adaptation measures was prepared in accordance with good international practice



Date, Time, and Location	Stakeholder consulted (men and women)	Stakeholder concerns	Responses
			and submitted for review to the design institute; however, upon joint discussion with AIIIB and design institute the ESIA team was requested to prepare adaptation measures in accordance with Uzbek building code; this latest version of adaptation measures was approved by the design institute in the form of official letter.
Resettlement Engagement Activities			
Date: June 4, 2026 Time: 16:30 Venue: Goyibon community, Kyzyltepa district, Navoi Province	4 men and 2 women	During consultations, business owners explained that about a year and a half ago, following recommendations from the local administration, they renovated their shop facades and moved them farther back from the road. As a result, they do not currently expect demolition or permanent loss of their businesses due to the M37 road rehabilitation project. They anticipate only temporary impacts during construction, such as inconvenience or reduced access, but not full closure. At the same time, business owners emphasized that their shops are the primary source of household income and that significant investments, including loans, have been made for construction and renovation. Therefore, if demolition or resettlement were to occur unexpectedly, it would result in the loss of both income and business. In such a case, affected persons must receive full compensation for the loss of physical structures and for livelihood restoration, ensuring that families do not suffer economic displacement. Where possible, relocation of shops to alternative plots or within the same area should be permitted to maintain continuity of livelihoods.	In response to the concerns raised by business owners, the Consultant emphasized that the project will strictly follow the principles of the AIIIB Environmental and Social Policy. The AIIIB requires that all projects identify, assess, and manage potential environmental and social risks, including temporary impacts during construction. The safeguard framework obliges the Contractor and PMO to minimize disruption to livelihoods and ensure that access to businesses is maintained throughout the work. Temporary impacts such as noise, dust, or restricted access will be mitigated through site specific measures in the SSESMP, and continuous communication will be maintained with affected people. Importantly, AIIIB policy does not allow involuntary resettlement or closure of businesses without due process and compensation. Since shops have already been relocated further back from the road, permanent impacts are not anticipated. However, if demolition or resettlement were to become unavoidable, affected persons must receive full compensation for both physical structures and livelihood restoration, ensuring that families do not suffer economic displacement. Where feasible, relocation of shops to alternative plots or within the same area will be permitted to maintain continuity of income. This approach reflects AIIIB's commitment to protecting communities while enabling the
Date: June 5, 2026 Time: 13:30-18:40 Venue: Goyibon community, Kyzyltepa district, Navoi Province	5 men and 3 women		
Date: June 7, 2026 Time: 11:30-19:30 Venue: Goyibon community, Kyzyltepa district, Navoi Province	4 men and 2 women		
Date: June 8, 2026 Time: 16:00-19:00 Venue: Goyibon community, Kyzyltepa district, Navoi Province	2 men and 5 women		
Date: June 9, 2026	2 men and 3 women		



Date, Time, and Location	Stakeholder consulted (men and women)	Stakeholder concerns	Responses
Time: 16:00-19:00 Venue: Gumbaz and Bulokrabot communities, Kyzyltepa district, Navoi Province			reconstruction of the M37 road, ensuring that infrastructure improvements are implemented responsibly and with respect for the rights and livelihoods of affected persons.
Date: June 10, 2026 Time: 14:30-19:00 Venue: Bulokrabot community, Kyzyltepa district, Navoi Province; Saidkent community, Gijduvon district, Bukhara Province	3 men and 2 women	At individual meetings, business owners expressed that while they recognize the potential benefits of the project for the wider community, they are worried about possible damage to their livelihoods. They stressed that their shops are the main source of family income, with significant investments and loans already made. Their main request is that shops should not be demolished, as this would cause severe economic hardship. If demolition becomes unavoidable, they insist on full compensation for both the physical structures and the restoration of income sources, so that families do not suffer financial losses.	In response to the concerns expressed by business owners, the Consultant clarified that the project will be implemented in strict compliance with the AIB Environmental and Social Policy and safeguard requirements. The Bank obliges the Contractor and PMO to minimize temporary impacts during construction, such as dust, noise, or restricted access, through site-specific mitigation measures. Continuous communication with affected persons will be maintained, and the GRM provides a formal channel for complaints and timely resolution.
Date: June 11, 2026 Time: 15:00-19:00 Venue: Haticha community, Gijduvon district, Bukhara Province	4 men and 1 woman		The Consultant emphasized that if demolition of shops or resettlement is confirmed during project implementation, a formal valuation of property and assets will be conducted in accordance with national legislation and AIB safeguard standards. Based on this valuation, affected persons will receive full compensation for physical structures and for the restoration of their income sources, ensuring that families do not suffer economic displacement. Compensation will cover both the replacement cost of the assets and losses related to business activity. Where feasible, relocation of shops to alternative plots or within the same area will also be supported to maintain continuity of livelihoods.
Date: June 12, 2026 Time: 12:00-19:00 Venue: Zargaron community, Gijduvon district, Bukhara Province	1 man and 1 woman		
Date: June 13, 2026 Time: 15:40-17:20 Venue: Abdullo Kahhor community,	4 men and 2 women	During the meetings, some residents expressed concern that the project could affect their homes and businesses. They noted that the loss of land or business would be a serious hardship, especially given the availability of nearby vacant land that	The Consultant explained that this assignment is environmental and social impact assessment. The purpose of this Phase 1 is to identify potential risks and concerns, including possible effects on residential land and business properties. All



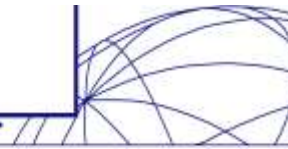
Date, Time, and Location	Stakeholder consulted (men and women)	Stakeholder concerns	Responses
Gijduvon district, Bukhara Province		could be used for the project. Residents and business owners emphasized the importance of taking community input into account when making decisions and that, if their property is affected, fair compensation for any losses incurred must be provided.	feedback received from affected persons will be considered in the preparation of the final project design. The Consultant emphasized that the final project will be developed to minimize any negative impacts on houses, land, and businesses. This is why consultations and assessments are being conducted now, to ensure that risks are properly identified and addressed. In any case, if the final design confirms that there will be negative impacts, such as demolition or loss of property, there will be a formal valuation of assets and losses. Based on this valuation, affected persons will receive full compensation for property and restoration of income sources, in line with national legislation and AIIB safeguard requirements.
Date: June 16, 2026 Time: 11:00-20:00 Venue: Abdullo Kahhor community, Gijduvon district, Bukhara Province	16 men and 2 women	During consultations, some business owners expressed worries that demolition of their shops would lead to the loss of their only source of household income. They explained that their shops are essential for supporting their families, and therefore requested that, if demolition becomes unavoidable, they be provided with alternative land or space to rebuild their businesses. Others emphasized that they wish their existing buildings to remain intact and not be demolished, as this would cause significant hardship.	The Consultant clarified that this assignment is environmental and social impact assessment. All concerns raised by potentially affected persons are being documented and will be taken into account in the preparation of the final project design. The final project will be developed to minimize negative impacts on residential and business properties.
Date: June 17, 2026 Time: 16:00-19:00 Venue: Shakarkent community, Vobkent district, Bukhara Province	9 men		At the same time, the Consultant emphasized that if demolition or resettlement is confirmed, a formal valuation of property and assets will be conducted in accordance with national legislation and AIIB safeguard requirements. Based on this valuation, affected persons will receive full compensation for physical structures and for the restoration of their income sources, ensuring that families do not suffer economic displacement. Where feasible, relocation options will also be considered to maintain continuity of livelihoods.
Date: June 19, 2026	6 men and 2 women		



Date, Time, and Location	Stakeholder consulted (men and women)	Stakeholder concerns	Responses
Time: 15:00-19:00 Venue: Bukhara district Koshkodim, Dustlik, and Istiqbol communities, and Sharmgaron community from Gijduvon district, Bukhara Province		During consultations, several business owners and residents expressed worries that the reconstruction project could negatively affect their livelihoods and properties. They emphasized that their shops are the only source of household income and losing them would mean losing their family's main financial support. Some requested that, if demolition becomes unavoidable, they be provided with alternative land or space to rebuild their businesses. Others stressed that they do not want their buildings to be demolished at all, as this would cause significant hardship. There were also remarks that if construction activities block access to shops or houses, this would disrupt their work and daily life. In addition, individuals highlighted that they had invested loans and personal funds into building their shops, and therefore any damage must be fully compensated.	The Consultant explained that this assignment is environmental and social impact assessment. The purpose of this stage is to identify potential risks and concerns, including possible effects on residential and business properties. All feedback from affected persons will be documented and considered in the preparation of the final project design. The Consultant emphasized that the final project will be developed to minimize negative impacts on houses, land, and businesses. If demolition or resettlement is confirmed, a formal valuation of property and assets will be carried out in accordance with national legislation and AIB safeguard requirements. Based on this valuation, affected persons will receive full compensation for physical structures and for the restoration of their income sources, ensuring that families do not suffer economic displacement. Where feasible, relocation options will also be considered to maintain continuity of livelihoods.
Date: July 9, 2026 Time: 15:00-20:00 Venue: Rabotak community, Bukhara district, Bukhara Province	6 men 1 woman		
Date: July 15, 2026 Time: 11:00-12:30 Venue: Gijduvon district administration, Bukhara Province	23 men and 2 women	During public consultations, participants raised a number of issues and concerns related to the road reconstruction project: Environmental Issues: Environmental representatives emphasized the need for an up-to-date tree inventory, as the previous inventory was conducted two years ago and changes have occurred since then. A list and number of affected trees, including valuable species, are required. Residential Buildings: The chairman of the Zargonon mahalla noted that 13 households are located along the road and expressed concern about their future fate under the project. Business and Income: Shop owners stated that their stores are the main source of family income. They fear loss of business and request either the	Clarifications from project representatives and local administration officials The deputy khokim (mayor) for construction explained that the project is currently being approved. Once approved, assessments will be conducted on all affected properties, including trees, residential buildings, and stores. Based on these assessments, damage compensation will be provided in accordance with legislation and international standards. It was also emphasized that all concerns and suggestions raised will be taken into account in the preparation of the final design, which will aim to minimize the negative impact on residential and commercial properties.



Date, Time, and Location	Stakeholder consulted (men and women)	Stakeholder concerns	Responses
		preservation of existing buildings or the provision of alternative sites for relocating their stores. Financial Investments: Entrepreneurs emphasized that they have invested significant funds and loans in the construction and development of their stores and therefore expect full compensation for damages in the event of demolition. Access and Operation: Residents noted that even temporary restrictions on access to buildings or blocking of entrances could negatively impact their operations.	Regarding trees: an updated inventory will be conducted to record the current quantity and condition of green spaces, including valuable species. Based on this assessment, compensatory planting or replacement measures will be determined.
Date: July 17, 2026 Time: 12.00-13.00 Venue: Vobkent district administration, Bukhara Province	24 men and 2 women	During the discussions, participants raised a number of key questions reflecting their concerns: Project Approval: Will final project approval be based on a preliminary impact assessment? Property Valuation: How will property affected by the project be assessed? Compensation: How will the compensation payment process be organized for affected individuals? Public Information: Will residents be notified in advance of which houses or plots are subject to demolition or land acquisition? Project Revision: Is it possible that the project will be further revised, considering identified risks and public suggestions?	The consultant explained that this assignment is environmental and social impact assessment, and the final design will be prepared based on its results. All identified risks and community suggestions will be considered during final approval. Property: After project approval, a formal assessment of all affected properties will be conducted in accordance with national legislation and AIB requirements. Compensation: The payment procedure will be organized based on the assessment results, ensuring full compensation for damages and restoration of livelihoods. Notification: Before land acquisition, the community will be officially notified of the affected sites or buildings. Review: The project may be adjusted based on the assessment results and consultations to minimize negative impacts on residential and commercial properties. Thus, the process aims to ensure transparency, fair compensation, and protection of community interests during the implementation of infrastructure improvements.





4.3. Consultation Commitments Tracking Matrix

Table 2 records the concerns raised by stakeholders during ESIA consultations and the responses provided at the time. To ensure these commitments are carried out throughout project design, mitigation measures, and implementation, and can be verified during construction, the specific commitments made during consultation have been consolidated into a Consultation Commitments Tracking Matrix (Appendix 5). For each commitment, the matrix records the source, the Lot and district concerned, the project document in which it is incorporated, the responsible and monitoring parties, timing, implementation status, verification method and evidence, and how progress has been reported back to stakeholders.

Each commitment carries one of five statuses: Recorded, Incorporated, In implementation, Verified or Closed. A commitment is Closed only when it has been verified and reported back to the stakeholders who raised it.

The PMO E&S Specialist maintains the matrix and updates it at least quarterly, using the Contractors' monthly Community Engagement Reports and PMC supervision findings. The PMC verifies implementation on site and through records. The matrix is also updated whenever new commitments arise from consultations, including RAP consultations, national EIA public hearings and SSESMP consultations.

The PMO reports progress to stakeholders through community meetings, mahalla committees, notice boards and women-only FGDs, at the intervals set out in Section 7.2, stating which commitments have been implemented, which are in progress and why any are delayed. A status summary is included in the E&S Monitoring Report to AIIB (Table 14), and the share of commitments implemented is reported under the indicator in Table 13.



5. Roles and Responsibilities

The Committee for Roads, as Executing Agency, is responsible for overall implementation of the SEP. The PMO manages day-to-day implementation, supported by the PMC. Each Contractor implements the SEP and the GRM at its works sites for its Lot (Lot 1 or Lot 2). District and provincial khokimiyats and mahalla committees support engagement and the GRM at the local level, and the RAP is implemented by the public authorities under the PMO's oversight. After construction, the Bukhara and Navoi Regional Automobile Roads Departments take over continued engagement and the GRM.

Table 3 sets out the key roles and responsibilities required to manage the stakeholder engagement process during construction phase.

Table 3: Roles and Responsibilities during SEP Implementation (Phase 1)

Role and Responsibility	Responsibilities
Executing Agency	
Committee for Roads	- Owns the SEP together with the PMO, and is responsible for overall management of Phase 1, including environmental and social compliance, contractor supervision, stakeholder coordination and monitoring. - Acts as the initiator of the national EIA, through the PMO and the Design Institute, and ensures that public hearings are organized in the Phase 1 districts if the Center for State Environmental Expertise decides that they are required. - Ensures that the SEP, ESIA, RAP and other safeguard documents are disclosed. - Ensures that adequate budget and staff are allocated to SEP and GRM implementation, and that responsibility for continued engagement and the GRM passes to the Regional Automobile Roads Departments when construction is completed.
Project Management Office	
PMO Head	- Ensures the implementation of the SEP. - Analyses the requirements of the ESMP and ensures the implementation of requirements by contractors and sub-contractors, including engagement with stakeholders. - Ensures fulfilment of all applicable national legislative and permitting requirements in the project. - Ensures contractors and sub-contractors are fully aligned with the SEP through contractual requirements, and that SEP requirements are incorporated into contracts made with contractors, sub-contractors, and suppliers. - Ensures adequate resources, including financial allocations, are in place for effective implementation of the SEP through the project life cycle.
PMO's E&S Specialist	- Ensures compliance of the project's social performance (including implementation of measures and actions related to stakeholder engagement, grievance and feedback management) with project standards. - Ensures effective and periodic communication with external stakeholders during the construction phase. - In coordination with the PMC's E&S specialists, ensures all project personnel (direct and contracted) receive training on the implementation of the



Role and Responsibility	Responsibilities
	internal and external grievance and feedback mechanism developed for the project (e.g., how to submit internal grievances and feedback, how to manage external grievances and feedback, etc.) at the time of employment. - Ensures community grievances and feedback are registered and responded to as per the SEP, and reports to the PMO Head. - Supports the OHS specialist of contractors in the management of internal grievances and feedback as r
Project Management Consultant	
PMC	- Provides support to the PMO Head and E&S Specialist in SEP implementation. - Supports the PMO with organization, logistical arrangements, and attendance at stakeholder engagement activities during project implementation. - Supports the PMO with documentation and management of grievances. - Supports the set-up of settlement-level Grievance Redress Committees, including training of GRC members. - Supports the set-up and management of an independent complaint-handling center for the management of worker grievances.
Contractor(s)	
Project Manager	- Coordinates stakeholder engagement activities regarding environmental and social issues in consultation with the PMO and PMC. - Ensures the contractor's overall compliance with the SEP and the ESMP during construction, including allocation of adequate personnel and resources. - Reviews and endorses the Contractor's grievance responses and corrective actions prior to submission to the PMC and PMO and ensures timely implementation of agreed corrective actions. - Escalates unresolved or high-risk stakeholder issues to the PMO Head and PMC in a timely manner.
Social Specialist	- Reports to the Project Manager on communication, establishment, implementation, and coordination of the SSESMP in terms of social issues. - Checks social-related documentation (i.e., plans and procedures) prepared by subcontractors to verify they meet project commitments. - Participates in stakeholder engagement activities regarding social issues. - Ensures implementation of the SEP in line with the project commitments. - Equips all site personnel with adequate training on the SEP. - Assists the PMO E&S Specialist in the resolution of grievances. - Assists the PMO E&S Specialist in the disclosure of the grievance mechanism to local communities appropriately. - Develops a follow-up grievance register and keeps it up to date. - Assists the PMO E&S Specialist in the organization of meetings with project stakeholders. - Records stakeholder engagement activities and reports to the PMO E&S Specialist as defined in the SEP. - Manages and maintains stakeholder consultation records.

PMO = Project Management Office; ESMP = environmental and social management plan; PMC = Project Management Consultant; E&S = environmental and social; SEP = Stakeholder Engagement Plan;



6. Stakeholder Identification and Analysis

6.1. Stakeholder Identification

Project stakeholders are typically categorized into two groups, depending on how closely they are tied to the project's outcomes:

- One group comprises project-affected stakeholders, who are directly or indirectly impacted by the project, and may experience changes to the environment, livelihoods, or well-being because of its implementation.
- The other group consists of other stakeholders, who may have a vested interest in the project but are not directly affected by its implementation.

To keep engagement targeted, proportionate, and inclusive, the project's stakeholders can be divided into the following three core categories:

- **Project affected stakeholders** are persons, groups and other entities within the project area of influence that are directly or indirectly impacted (actually or potentially) by the project and have been identified as most susceptible to change associated with the project, and who need to be closely engaged in identifying impacts and their significance, as well as in decision-making on mitigation and management measures.
- **Other interested stakeholders** are individuals, groups, or entities that may not experience direct impacts from the project, but who consider or perceive their interests as being affected by the project and/or who could affect the project and the process of its implementation in some way. These stakeholders could include government agencies, NGO, or other groups with a general interest in the project's outcomes. While their level of impact may not be as immediate as project affected stakeholders, their input and support can still be valuable in shaping the project's design and implementation.
- **Vulnerable/Disadvantage groups or people** are those who may be disproportionately impacted or further disadvantaged by the project(s) as compared with any other groups due to their vulnerable status, and that may require special engagement efforts to ensure their equal representation in the consultation and decision-making process associated with the project.

Stakeholder identification is conducted based on available primary and secondary data information, a review of available project documentation, input from the project consultants, as well as being informed by the results of site visits and the stakeholder consultations conducted across the project districts of Bukhara Province and the project districts of Navoi Province between May and July 2026. The stakeholder list will be continuously updated throughout the life of the project.

The following list of key stakeholders has been identified and is presented in Table 4.



Table 4: Identified Project Stakeholders

Stakeholder Groups	Direct / Indirect	Description of Stakeholder
(1) Project-affected Stakeholders		
Local Communities in the project area (Bukhara and Navoi Provinces)	Direct	The local communities in Kyzyltepa, Gijduvon, Bukhara, and Vobkent districts (Bukhara Province) and along the Navoi Province section of the corridor are expected to directly benefit from the project through improved road safety, reduced travel times, and better access to markets, schools, and health facilities. Local community residents are a potential source of workforce for implementation of project activities. Communities within the project area of influence will be directly affected by construction and rehabilitation works and associated activities (temporary traffic disruption, dust, noise, and restricted access), which will directly influence the daily lives of the impacted residents.
Local businesses, roadside vendors, and farms in the project area	Direct	These include private roadside shops and vendors, and farms situated along the M37 corridor that rely on road access for trade, transport of goods and workers, and irrigation or livestock crossing; enterprises that can improve logistics by reducing transport costs and time spent on transportation, or open new businesses (e.g., trucking, public transport, roadside services). Some may be economically displaced by road widening works.
Community Leaders (heads of mahalla committees)	Direct	This stakeholder is an institution holding traditional authority at the community level. It is headed by a chairperson (mahalla committee) and plays an important role in local governance, dispute resolution, and dissemination of project information to residents.
Households, landowners, and businesses whose land, structures, or trees may be impacted by project activities	Direct	These include households, individuals, and businesses whose land, trees, structures, or other assets fall within the project's right-of-way and are subject to compensation under the RAP, both formal and informal owners and users.
(2) Other Interested Stakeholders		
Committee for Roads	Direct	Acts as the Executing/Implementing Agency responsible for overall project coordination, execution of works, and management, and for compliance with government and international financing requirements.
Bukhara and Navoi Regional Automobile Roads Departments	Direct	Subordinate organizations of Committee for Roads, responsible for project implementation and for road operation and maintenance after project completion.
(3) Local Government Organizations		
Bukhara and Navoi Province Khokimiyats	Indirect	Provincial-level government administrations for Bukhara and Navoi Provinces. They are interested in the socio-economic development of the region and in business development along the corridor. These stakeholders provide high-level coordination and support for project activities and facilitate interaction between district-level authorities and the local population.
Project District Khokimiyats	Direct	District-level government administration for each of the project districts. Provides approvals for, and assistance in, project activities within its remit (land issues, road



Stakeholder Groups	Direct / Indirect	Description of Stakeholder
		conditions, local coordination), and supports engagement with mahalla committees and the local population during construction.
Ministry of Transport	Indirect	The ministry is responsible for transport sector policy and strategic oversight of the road network; interested in the successful delivery of the project in line with national transport sector priorities.
National Committee of Ecology and Climate Change and its territorial departments	Direct	Responsible for environmental regulation and compliance; territorial (province and district) departments review and approve project environmental permits and documentation, and monitor compliance with environmental requirements during construction.
Project District Land Cadaster Offices	Direct	District-level offices responsible for land records; support verification of land ownership/use rights and provide land-related data relevant to the RAP and compensation process.
Bukhara and Navoi Province Departments of Cadaster Agency	Indirect	Provincial-level branches of the State Cadaster Agency responsible for oversight and coordination of land administration matters across the province, including registration of land rights supporting the RAP process.
Bukhara and Navoi Province Departments of Public Health Service	Indirect	Provincial-level sanitary-epidemiological and public health authorities responsible for monitoring compliance with health and sanitary regulations, including construction camp conditions and community health matters.
Bukhara and Navoi Province Departments of the Ministry of Transport	Direct	Provincial-level transport departments responsible for regional road network planning and coordination; directly engaged in supporting project implementation and post-construction operation and maintenance arrangements.
(4) Construction Companies		
Regional and local construction companies	Direct	Construction companies interested in participating in the bidding for project implementation (main works and subcontracted works).
International construction companies	Direct	International construction companies interested in participating in the bidding for larger or more technically complex project works packages, often in joint venture with local firms.
Workforce	Direct	Project employees, contractors, and their workers engaged in project construction activities.
(5) Other Organizations		
International Organizations/ AIB	Indirect	Interested in monitoring the impact of the project, particularly on women, youth, and vulnerable groups, and in monitoring the application of E&S requirements.
Media	Indirect	Regional and national news and information media which could influence public opinion on the project.
(6) Vulnerable/ Disadvantaged Groups or Persons		
Vulnerable/ Disadvantaged Groups or Persons	Direct	People who, by virtue of factors (gender, ethnicity, age, physical or mental disability, economic disadvantage, or social status) beyond their control, may be more likely to be adversely affected by the project's environmental or social impacts and may be more limited than others in



Stakeholder Groups	Direct / Indirect	Description of Stakeholder
		their ability to claim or take advantage of project benefits. These are households headed by women, households with persons with disabilities, low-income households, elderly persons living alone, and other vulnerable groups. These stakeholders may require special/targeted engagement efforts (e.g., separate focus group discussions, accessible communication formats, home visits) to ensure their equal representation in the consultation and decision-making process associated with the project.

6.2. Stakeholder Mapping

Stakeholder mapping builds on the identification exercise above by sorting each stakeholder group according to the weight of the project's impact on them and the degree to which they can, in turn, shape project outcomes. This picture is then used to decide how each group's interests should be addressed and prioritized across the project's planning, permitting, and implementation stages.

The mapping exercise for the M37 corridor, including its new greenfield bypass and new grade-separated interchanges, was carried out to:

- build a profile of each stakeholder group and its role in relation to the project
- set out the specific concerns and expectations held by each group
- weigh each group's influence over the project against the project's influence on them
- identify any particular vulnerabilities within each group
- determine the engagement channels best suited to reaching each group.

Each stakeholder group's overall significance is derived by cross-referencing the scale of the project's impact on the group against the group's degree of influence (whether through authority, proximity, or both) over how the project functions. This scoring is used to set the priority and intensity of engagement warranted for each group. The scoring matrix is set out in Table 5, and the influence definitions are set out in Table 6.

Table 5: Stakeholder Significance

	Likelihood of Influence on/ by Stakeholder			
		Low	Medium	High
Magnitude of Impact/ Influence	Negligible	Negligible	Negligible	Negligible
	Small	Negligible	Minor	Moderate
	Medium	Minor	Moderate	High
	Large	Moderate	High	High



The '*Likelihood of Influence*' dimension used in Table 5 is further defined in Table 6, setting out what each influence rating (*High, Medium, or Low*) means in practice for a given stakeholder group.

Table 6: Influence Rating Definitions

Nature of Influence	Implication
High	Denotes a stakeholder whose weight in project decisions and participation is substantial, or who should be treated as a top priority for engagement.
Medium	Denotes a stakeholder with a moderate say in, and participation within, the project, engagement with this group matters but is neither the most critical nor negligible in weight.
Low	Denotes a stakeholder whose bearing on project decisions and participation is minimal, placing them lower on the list of engagement priorities.

Where a group's rating sits between two bands (e.g., low-to-medium or medium-to-high), this signals that its actual influence or importance may shift within that range depending on site-specific conditions, or on how the project responds to the community over time.

The term "stakeholders" refers to any individual, group, institution, or organization that may be affected, whether directly or indirectly, by the project, or that has an interest in or influence over it. While this document aims to incorporate a comprehensive list of stakeholder categories throughout the entire project cycle, it can be challenging to identify all potential stakeholders and assess their level of influence at every stage. Therefore, the project owners will periodically review and update the stakeholder list and profiles to ensure their relevance during any given phase of the project, as indicated in Table 7.



Table 7: Stakeholder Profiles and Influence Mapping

Stakeholder Group	Brief Profile of Stakeholder	Stakeholder Interest	Impact of the Project on Stakeholders	Influence of Stakeholder on the Project	Magnitude of Impact and Influence	Stakeholder Significance
Local Communities	Communities residing along the M37 corridor between Kyzyltepa district (Navoi Province) and the Bukhara district (Bukhara Province), including settlements adjacent to the new greenfield bypass alignment and the eight new grade-separated interchanges junctions.	- Information on the project alignment, the greenfield bypass route, and the location of new junctions; - Continued and improved access to markets, schools, and health facilities; - Employment opportunities during construction; - Minimizing disruption from dust, noise, and traffic; - A functioning channel for raising grievances or concerns.	Communities located along the new greenfield bypass and near the new junctions may face physical or economic displacement where the alignment crosses land currently in agricultural or residential use. The rehabilitated corridor and new junctions are expected to shorten travel times, reduce accident risk at previously uncontrolled crossings, and improve access to the international/state road network. Construction is expected to generate temporary local employment and related income opportunities.	This group has considerable bearing on public perception of the Project, given the scale of land take associated with the greenfield bypass and new junctions. May be engaged as a source of skilled/semi-skilled labor during construction.	Impact: Large Influence: Medium	High
Community Leaders (heads of mahalla committees)	Traditional local governance institution present in each settlement along the corridor, headed by a chairperson, holding standing in matters of local dispute resolution	- Timely, accurate information on the project schedule, the bypass alignment, and junction locations to relay to residents; - Fair treatment of the community in the land	Community leaders may face added pressure to mediate concerns arising from the presence of an outside workforce during construction, particularly near work camps associated with the greenfield bypass.	This stakeholder group can meaningfully shape how the community perceives the Project and the fairness of its compensation process.	Impact: Medium Influence: Medium	Moderate



Stakeholder Group	Brief Profile of Stakeholder	Stakeholder Interest	Impact of the Project on Stakeholders	Influence of Stakeholder on the Project	Magnitude of Impact and Influence	Stakeholder Significance
	and communication with residents.	acquisition and compensation process; Opportunities for local training or skills development linked to project activities.	They play a central role in communicating changes to road access and junction locations to residents.			
Households, landowners, and businesses subject to land acquisition/compensation	Households, individuals, and businesses whose land, structures, or trees fall within the project's right-of-way, including the footprint of the new greenfield bypass and the approximately 20 new grade-separated interchanges, which in several locations traverse land not previously part of the road reserve.	- Compensation at full replacement cost, paid before construction begins in the affected area; - A clear, accessible grievance mechanism; - Continued access to remaining land, markets, and livelihoods during and after construction.	This group faces the most direct and material impact of the project, particularly along the greenfield bypass and new junction footprints, where land not previously used for road purposes will be acquired.	Unresolved compensation grievances from this group carry a meaningful risk of delaying construction, particularly at the greenfield bypass and junction sites.	Impact: Large Influence: Medium	High
Vulnerable/Disadvantaged Groups or Persons	Women-headed households, families with more than 5 children, low-income households, disabled persons, elderly residents with no one to care for them, and unemployed people living along the corridor, including near the new bypass and junction sites.	- Accessible project information and tailored engagement formats; - Targeted support or employment opportunities; - Additional assistance navigating the compensation process; - Safe pedestrian provisions at new junctions.	Given generally limited resources, this group may be less able to absorb temporary disruption from construction activities, including changes to accustomed pedestrian routes near new junctions.	This group's direct influence over Project decisions is limited, though its needs should inform the design of engagement and mitigation measures.	Impact: Medium Influence: Medium	Moderate



Stakeholder Group	Brief Profile of Stakeholder	Stakeholder Interest	Impact of the Project on Stakeholders	Influence of Stakeholder on the Project	Magnitude of Impact and Influence	Stakeholder Significance
Workforce	Project employees, contractors, and their workers engaged in the construction works across the rehabilitation corridor, the greenfield bypass, and the grade-separated road junctions.	- Direct employment and fair wages; - Training and induction; - Timely project information; - A safe working environment; - A functioning channel for raising grievances or concerns.	The project offers direct employment opportunities. Given the scale of earthworks associated with the greenfield bypass and the number of new junctions, there is a heightened risk of health and safety incidents if adequate controls are not applied.	This group's engagement is critical to smooth delivery; unresolved labor or safety concerns carry a risk of disputes that could affect the project's schedule and reputation.	Impact: Medium Influence: High	High
Local and Regional Construction Companies	Contractors and suppliers based in Bukhara and Navoi Provinces interested in participating in the works, including supply of materials for the corridor upgrade, the greenfield bypass, and the new junctions.	- Access to bidding opportunities across several civil works packages (rehabilitation corridor, bypass, junctions); - Clarity on E&S requirements and contractual obligations; - Opportunities for local subcontracting.	The scale of works associated with the rehabilitation corridor, greenfield bypass, and construction of the approximately 20 new junctions represents a sustained business opportunity for this group.	This group plays an important role in the timely and compliant delivery of works, and its practices can influence local perception of the Project.	Impact: Medium Influence: Medium	Moderate
International Construction Companies	Firms with experience in greenfield road construction and at-grade junction design, potentially participating in association with local partners on the more technically demanding components of the works.	- Securing contracts for the rehabilitation corridor and greenfield bypass and junction works; - Clarity on the E&S standards required by the project's international lenders.	The rehabilitation corridor, bypass, and junction components are complex work packages of interest to international firms.	This group's role is largely confined to the technical delivery of specialized components rather than direct engagement with local communities.	Impact: Small Influence: Medium	Minor



Stakeholder Group	Brief Profile of Stakeholder	Stakeholder Interest	Impact of the Project on Stakeholders	Influence of Stakeholder on the Project	Magnitude of Impact and Influence	Stakeholder Significance
Lenders/ International Organizations (AIIB)	International financing institution(s) evaluating and/or financing the project and applying their own environmental and social safeguard requirements.	- E&S compliance across the project, including the rehabilitation corridor, greenfield bypass, and new junction; - Safe working conditions for the workforce; - Regular monitoring and reporting.	The project's compliance record, including the greenfield sections that require additional land, biodiversity, and resettlement due diligence, has a bearing on continued financing.	This stakeholder sets the E&S standards the Project must meet and can influence disbursement timelines if compliance gaps are identified.	Impact: Small Influence: High	Moderate
Government and Regulatory Authorities	Authorities at district, provincial, and national level (Committee for Roads, Bukhara and Navoi Regional Automobile Roads Departments, Province and District Khokimiyats, National Committee of Ecology and Climate Change and its territorial departments, Land Cadaster Offices, Ministry of Transport and its regional departments) responsible for approvals, permits, and coordination relevant to the Project.	- Timely project information (schedule, alignment, impacts); - Compliance with national laws and permitting requirements; - Clear channels of coordination with the Project team.	Because the greenfield bypass and new junctions involve land not previously part of the road reserve, this stakeholder group faces a larger-than-usual permitting and land-conversion role compared with a like-for-like rehabilitation project.	This group holds direct authority over the approvals needed for the project to proceed on schedule, including for the new greenfield sections; unresolved permitting issues could result in delays.	Impact: Medium Influence: High	High
Media	Regional and national press (print and audio-visual) covering developments related to the project.	- Timely information on the project's schedule, impacts, and benefits to inform their audience; - Newsworthy developments, including	The project's direct impact on media as a stakeholder is limited, given the nature of their role.	Media coverage can meaningfully shape public opinion toward the Project, particularly reporting on land acquisition	Impact: Small Influence: High	Moderate



Stakeholder Group	Brief Profile of Stakeholder	Stakeholder Interest	Impact of the Project on Stakeholders	Influence of Stakeholder on the Project	Magnitude of Impact and Influence	Stakeholder Significance
		the greenfield bypass and new junctions.		or environmental performance at the greenfield sections.		
NGOs operating in the area	Regional and national organizations working in human rights, community development, or advocacy, including women's and youth organizations active in Bukhara and Navoi Provinces.	- Project status updates; - Potential adverse environmental and social impacts, particularly from the greenfield bypass; - Opportunities for social investment or partnership.	The project's direct impact on this stakeholder group is limited, given the nature of their role.	This group's influence largely pertains to shaping opinion among local, national, and potentially international audiences regarding the project's E&S performance.	Impact: Small Influence: Medium	Minor

NGO = Non-governmental Organizations; E&S = environmental and social; AIIB = Asian Infrastructure Investment Bank



7. Stakeholder Engagement Programme

The Stakeholder Engagement Program sets out how the project intends to reach and engage its stakeholders in practice. It gives particular attention to Vulnerable Groups or Persons, who may otherwise face social or economic barriers to taking part directly. As stakeholder engagement is an evolving process, and stakeholders and their interests may shift as the alignment of the greenfield bypass and the design of the subgrade junctions are finalized, both the SEP and this Program will be revisited and updated accordingly. Early and sustained engagement during project preparation is central to the project's risk management approach, supporting the timely identification and management of potential impacts, positive and negative, as well as cost-effective design of the rehabilitation corridor, the greenfield bypass, and the subgrade junctions.

Stakeholder engagement continues across the project's life cycle and follows four broad stages relevant to each component of the project:

- **Stage I:** Design and Planning
- **Stage II:** Land Acquisition and RAP Implementation
- **Stage III:** Construction
- **Stage IV:** Operation.

Stage I, Design and Planning: Objectives of this stage are:

- Introduce the project, including the rehabilitation corridor, the greenfield bypass, the subgrade junctions, and the ESIA process to key stakeholders.
- Identify potential impacts and issues to be examined in subsequent phases.
- Further identify stakeholders connected to the project.
- Identify and gain access to relevant baseline data.
- Gather stakeholder views on the proposed project and feed these into the assessment process.
- Gather stakeholder feedback on management and mitigation measures under development, particularly where stakeholders may have a role in delivering them.
- Report back to stakeholders on the ESIA and associated management/mitigation measures (disclosure).
- Gather stakeholder input on the preliminary impact assessment and proposed mitigation and enhancement measures (consultation).

Key activities of this stage will include interviews with stakeholder representatives (including community and mahalla leaders) and key informant organizations (communities, authorities, NGOs), carried out through face-to-face meetings, workshops, and focus group discussions, building on the consultations already held across four project districts of Bukhara and Navoi Provinces. Other key activities will include disclosure of the Non-Technical Summary and draft ESIA/ESMP ahead of



consultation events, public meetings and presentations on the proposed design, including the bypass alignment and junction layouts.

Disclosure and consultation activities during this phase will follow these general principles:

- consultation events are to be publicized widely and proactively, particularly among project-affected communities, at least 2–3 weeks ahead of any meeting;
- a non-technical summary is to be made available ahead of any event so participants can review the assessment's content and conclusions beforehand;
- meeting locations and timing are to be chosen to maximize accessibility for project-affected stakeholders;
- information is to be presented clearly, in non-technical terms, and in the language understood by the relevant communities;
- facilitation is to be provided so stakeholders can raise concerns comfortably; and
- issues raised are to be addressed at the meeting itself or actively followed up afterward.

Stage II, Land Acquisition and RAP Implementation: This stage covers engagement activities specific to land acquisition, compensation, and resettlement, in accordance with the RAP and applicable AIIB safeguard requirements. Engagement at this stage is distinct from general project disclosure, as it involves direct, often individual, interaction with Project-Affected Persons (PAPs) regarding their specific entitlements and losses.

Objectives for this stage will include:

- Ensure PAPs understand the basis on which compensation rates and entitlements have been determined.
- Provide PAPs with a clear understanding of their individual entitlements prior to asset valuation being finalized.
- Consult with PAPs, including economically displaced households and vulnerable households, on proposed livelihood restoration measures.
- Ensure vulnerable households receive additional, targeted support to participate meaningfully in RAP-related consultation and decision-making.
- Disclose the results of resettlement and livelihood restoration monitoring to affected communities.
- Maintain engagement with PAPs following completion of compensation payments, to confirm satisfaction with the process and identify any outstanding concerns.

Key activities of this phase will include:

- **Disclosure of compensation rates and valuation methodology:** Compensation rates, replacement-cost valuation methodology, and eligibility criteria will be



disclosed to affected communities and individual PAPs prior to finalization of entitlements, through public meetings at the relevant district khokimiyat and individual notification.

- **Individual entitlement discussions:** Each PAP will be individually informed of their specific entitlements (compensation for land, structures, trees, and livelihood impacts), through one-on-one meetings with PMO/RAP implementation team representatives, with an opportunity to ask questions or raise concerns before finalization.
- **Livelihood restoration consultations:** Structured consultations will be held with economically displaced PAPs (e.g., affected roadside businesses) to identify appropriate livelihood restoration options, including relocation of businesses to alternative plots, skills training, or other support measures identified through the RAP.
- **Support to vulnerable households:** Vulnerable PAPs (e.g., female-headed households, elderly-headed households, households below the poverty line, persons with disabilities) were identified through the RAP census/socioeconomic survey and provided with additional support to participate in consultations, including home visits where needed, assistance completing documentation, and priority access to the GRM.
- **Disclosure of monitoring results:** Results of resettlement and livelihood restoration monitoring (including internal monitoring by the PMO and, where applicable, external/independent monitoring) will be disclosed to affected communities through community meetings and notice boards, at intervals defined in the RAP monitoring framework.
- **Post-compensation engagement:** Following completion of compensation payments, the PMO/RAP implementation team will conduct follow-up engagement with PAPs (e.g., at 6 and 12 months post-payment) to verify that compensation has been received as intended, assess whether livelihood restoration measures are functioning as planned, and identify any residual grievances requiring resolution through the GRM.

All land acquisition and RAP-related engagement will be conducted consistent with the principles and entitlements set out in the RAP, and grievances arising during this stage will be handled through the project GRM described in Chapter 8.

Stage III, Construction Phase: Objectives of this phase will include:

- Maintain effective ongoing consultation with communities throughout construction of the rehabilitation corridor, the greenfield bypass, and the subgrade junctions.
- Ensure communities are informed of construction activities, employment opportunities, and impact management measures, including the grievance mechanism, on an ongoing basis.

Key activities of this stage will include:



- The PMO will establish project information centers at the relevant district khokimiyats and at the project site, to disseminate project information and receive grievances.
- At the project site, the PMO and contractors will install noticeboards, updated regularly with project information, to keep community members informed of construction activities, employment opportunities, and impact management measures, including the grievance mechanism. Notice boards will also display a grievance/suggestion box and the contact details of personnel responsible for further inquiries.

Stage IV, Operation Phase: Objectives of this phase will include:

- Maintain stakeholder awareness of ongoing operational activities and any mitigation measures still in effect following handover.
- Ensure the grievance mechanism remains accessible to local stakeholders during operation.

Key activities of this phase will include:

- The relevant road authority (Bukhara or Navoi Regional Automobile Roads Department) will become the sole entity responsible for continued SEP implementation and for maintaining the grievance mechanism and will keep local stakeholders informed of project-related activities and any mitigation measures still in effect. This may be achieved through annual or quarterly reports, announcements via local mass media (TV, radio, newspapers), and updated noticeboards showing the contact details of responsible staff.

The proposed disclosure and engagement strategy for each stakeholder group, across all four project stages, is set out in Table 8.

This SEP does not assume specific audience percentages for individual communication channels. Channels are combined so that they complement one another: noticeboards, direct meetings and printed materials for residents without reliable internet access; local TV, radio and newspapers for wider public announcements; and Telegram and the project website as supplementary channels for residents with internet access. Coverage is monitored through implementation records (publication and airtime records, bulletin board installation records, meeting attendance sheets) rather than estimated audience figures. Where audience data become available (for example, station audience figures or channel follower counts), they will be reported for information only and will not be used as compliance indicators.



Table 8: Stakeholder Engagement Plan

Stakeholder Group	Consultation & Disclosure Materials	Issues / Information to be Discussed	Engagement Method	Timeline & Frequency	Coverage/ Reach Indicator	Responsibilities
Stage I: Design and Planning						
General public / local communities (broad disclosure)	Non-Technical Summary; ESIA, SEP, RAP, ESMP; flyer/brochure; GRM information materials	Non-Technical Summary; potential impacts of the corridor, bypass, subgrade junctions; ESIA, SEP, RAP, ESMP, GRM	Flyer/brochure; public meetings; website; local media (TV, newspaper, Telegram); bulletin boards at district centers	At least 20 days before design finalization; repeated once draft design (bypass alignment, junction layouts) is ready	- Non-Technical Summary and disclosure materials published on all planned channels at least 20 days before design finalization (verified by publication records: website link, newspaper issue, station airtime or channel post records). - Number of announcements published or broadcast, by channel (local TV, newspaper, Telegram, website) and district. - Bulletin boards installed or updated at 100% of the four Phase 1 district centers (verified by installation records and photographs). - Number of public meetings held and number of	Project Preparation Team, Committee for Roads, PMO



Stakeholder Group	Consultation & Disclosure Materials	Issues / Information to be Discussed	Engagement Method	Timeline & Frequency	Coverage/ Reach Indicator	Responsibilities
					attendees, disaggregated by sex, by district (attendance sheets).	
Households, landowners, businesses potentially subject to land acquisition (preliminary identification)	Preliminary impact information sheets; draft alignment/junction layout maps	Preliminary indication of potential land/asset impacts based on draft design/alignment; overview of RAP process to follow	Direct household-level meetings or small-group meetings in affected mahallas, in addition to general disclosure above	Once draft alignment and junction layouts are available, prior to Stage II commencing	100% of households, landowners, and businesses within the preliminary land acquisition footprint	PMO E&S/Social Specialist, Project Preparation Team
Community leaders (mahalla committees)	Project overview brochure; contact details of PMO/project team	Project overview; role of mahalla committees in disseminating information and facilitating consultation	Direct meetings with mahalla leadership	At least 20 days before design finalization; ongoing liaison thereafter	100% of mahalla committees within the project districts	PMO, Project Preparation Team
Government bodies (Committee for Roads, Regional Roads Departments, Local Government)	Technical review documents; draft design and permitting materials	Project overview; coordination on permitting, EIA/permitting requirements, technical inputs	Direct meetings/consultations	As required during design development	100% of relevant government counterpart agencies	PMO, Design Institute
AIIB / International Organizations, Regional and Local NGOs, Media	Full ESIA/ESMP disclosure package; executive summaries (English, Uzbek)	Project disclosure, ESIA findings, safeguard documentation	Website publication; formal disclosure per AIIB ESP; media briefings	Per AIIB disclosure requirements	All identified NGOs and media outlets on the project stakeholder list; AIIB per ESP requirements	PMO, PMO



Stakeholder Group	Consultation & Disclosure Materials	Issues / Information to be Discussed	Engagement Method	Timeline & Frequency	Coverage/ Reach Indicator	Responsibilities
Vulnerable Groups or Persons	Simplified/ accessible-format versions of Non-Technical Summary and project materials	Same project information as general public (Non-Technical Summary; potential impacts of the corridor, bypass, subgrade junctions; ESIA, SEP, RAP, ESMP, GRM), but with attention to accessibility	Targeted small-group or home-based meetings, in addition to general disclosure	Aligned with general disclosure timing, with additional outreach as needed	All identified vulnerable households within the project area	PMO E&S Specialist
Stage II: Land Acquisition and RAP Implementation						
Individual PAPs – households, landowners (compensation for land/structures)	Individual entitlement statements; compensation rate schedules; RAP summary (local language)	Individual entitlements; compensation rates and valuation methodology; asset valuation results; grievance procedures	One-on-one household meetings; individual notification letters – In addition to public disclosure of rates/methodology	Prior to finalization of individual entitlements; repeated at compensation payment stage	100% of PAPs with land or structure impacts	PMO / RAP Implementation Team
Economically displaced businesses, roadside vendors, farmers	Livelihood restoration options factsheet; business-specific support/transition information	Livelihood restoration options (relocation, skills training, other support); business-specific compensation and transition arrangements	Direct structured consultations, individual or small-group, tailored to each business/farm's circumstances	Prior to finalization of livelihood restoration measures; follow-up during transition	100% of economically displaced businesses, vendors, and farmers	PMO / RAP Implementation Team
Vulnerable PAPs (female-headed households, elderly-headed households, below-poverty-line)	Entitlement materials in accessible formats; RAP support-measures summary	Same entitlement/ compensation information as other PAPs, plus additional support needs	Home visits; assistance completing documentation; priority GRM access; identified via RAP	Throughout Stage II, with proactive outreach (not dependent on the household initiating contact)	100% of vulnerable PAPs identified through the RAP census/socioeconomic survey	PMO / RAP Implementation Team, PMO E&S Specialist



Stakeholder Group	Consultation & Disclosure Materials	Issues / Information to be Discussed	Engagement Method	Timeline & Frequency	Coverage/ Reach Indicator	Responsibilities
households, persons with disabilities)			census/socioeconomic survey			
Women whose livelihoods may be affected	Gender-sensitive RAP materials; livelihood restoration options relevant to women's income sources	Compensation and livelihood restoration measures, with attention to gender-specific impacts (e.g., home-based income, access to markets)	Women-only consultations/FGDs, at times and locations accessible to women; direct engagement, not general disclosure alone	Prior to entitlement finalization; consulted separately from general household discussions where appropriate	100% of women identified as affected through the RAP census/socioeconomic survey	PMO / RAP Implementation Team, PMO E&S/Gender Specialist
Affected communities generally (context/general awareness)	RAP process summary; public notices	RAP process overview; general timeline; where to raise concerns	Public meetings at district khokimiyat; bulletin boards; website – supplementary to, not a substitute for, the direct engagement above	Prior to compensation finalization; RAP monitoring results disclosed periodically thereafter	General population within RAP-affected settlements, via public meetings and bulletin boards	PMO, PMO
All PAPs – post-compensation	Compensation payment receipts/records; RAP monitoring report summaries	Confirmation compensation was received as intended; status of livelihood restoration measures; outstanding grievances	Follow-up household visits/interviews	At 6 and 12 months post-payment	100% of PAPs who received compensation	PMO / RAP Implementation Team
Stage III: Construction						
General local communities	Construction schedule notices; Traffic Management Plan	Construction activity announcements; Traffic Management Plan; general	Community meetings; bulletin boards; Telegram; local TV; website	At least 3 days before activities begin in each section; ongoing	Percentage of Phase 1 settlements (Phase 1 mahalla list) where bulletin boards are posted and updated at least 3 days	Contractor Safeguards Specialists, PMO E&S Specialist, PMC



Stakeholder Group	Consultation & Disclosure Materials	Issues / Information to be Discussed	Engagement Method	Timeline & Frequency	Coverage/ Reach Indicator	Responsibilities
	summary; GRM information	mitigation measures; GRM			before activities begin in each section; target 100% (verified by installation records and PMC inspection). - Number of local TV announcements broadcast before works begin in each section, by Lot (verified by station airtime records). - Number of Telegram posts (supplementary channel; not counted toward the coverage target).	
Households/businesses directly adjacent to active work sites (access, noise, dust, safety impacts)	Site-specific construction notices; safety information leaflets	Specific construction schedule for their location; temporary access arrangements; safety measures; how to raise concerns	Door-to-door leaflets; direct personal interaction; telephone notification – In addition to general community meetings	At least 3 days before work commences in their specific section; as-needed during works	100% of households and businesses directly adjacent to active work sites	Contractor Community Liaison / OHS staff
Households/PAPs with unresolved resettlement matters or under livelihood restoration monitoring	RAP/livelihood restoration monitoring reports	Status of resettlement/livelihood restoration; living standards monitoring findings	Direct household follow-up visits	Per RAP monitoring schedule (periodic, e.g., quarterly)	100% of PAPs remaining under RAP monitoring	PMO / RAP Implementation Team



Stakeholder Group	Consultation & Disclosure Materials	Issues / Information to be Discussed	Engagement Method	Timeline & Frequency	Coverage/ Reach Indicator	Responsibilities
Vulnerable Groups or Persons	Accessible-format construction update materials	Same construction information as general community, with accessibility support	Targeted small-group/home-based engagement, in addition to general channels	Aligned with general disclosure; additional outreach as needed	All identified vulnerable households along active construction sections	Contractor Community Liaison, PMO E&S Specialist
Women in communities along the corridor (safety, employment)	Women's employment opportunities factsheet; GBV/SEA-SH prevention and reporting materials	Road safety near active works; employment opportunities for women; GBV/SEA-SH prevention and reporting channels	Women-only consultations/FGDs (continuing the practice established during ESIA preparation)	Periodically throughout construction, at minimum prior to mobilization in each district	Women residing or working along active construction sections	Contractor Community Liaison, PMO E&S/Gender Specialist
Workforce (project workers)	LMP; Worker Code of Conduct; induction materials	OHS, code of conduct, grievance mechanism, worker consultation	Induction, toolbox talks, worker committees	Ongoing per LMP requirements	100% of project workforce	Contractor OHS/HR
Local, Regional, International Construction Companies, Government bodies, NGOs, Media	Progress reports; compliance updates	Project progress, compliance, coordination	Meetings, reports, media announcements as relevant	As required	All relevant contracted companies, counterpart agencies, and identified NGOs/media	PMO, PMC
Stage IV: Operation						
General local communities	Annual/quarterly operation reports; noticeboard updates	Operational activities; any residual mitigation measures	Bulletin boards at mahallas; local TV announcements	At least 3 days before relevant events; periodic thereafter	Percentage of Phase 1 settlements where bulletin boards are maintained and updated; target 100% (verified by site records).	Regional Manager, Bukhara/Navoi Regional Automobile Roads Department



Stakeholder Group	Consultation & Disclosure Materials	Issues / Information to be Discussed	Engagement Method	Timeline & Frequency	Coverage/ Reach Indicator	Responsibilities
					Number of local TV announcements broadcast per year (verified by station airtime records).	
General local communities – road safety (post-opening)	Road safety awareness materials; behavior-change messaging (continuing commitments made during ESIA consultation)	Road safety following increased traffic speeds; pedestrian crossing usage; safe behavior near the upgraded road, particularly for children and elderly residents	Community meetings; school-based road safety sessions; local TV/radio campaigns	Biannual during the first 2 years of operation, then annual	- Number of community and school sessions held and settlements covered - number of TV/radio broadcasts aired per year (verified by activity and airtime records)	Regional Roads Department, with support from local traffic safety authorities
Communities near junctions, crossings, or areas with continued access concerns	Findings on residual access issues; effectiveness of installed mitigation measures (crossings, signage, livestock crossings)	Any continued access issues at settlements, farms, or crossings; whether mitigation measures remain effective	Community meetings; site walk-throughs with community representatives	Annual for the first 3 years of operation	Number of settlements/junction areas covered per year (verifiable via activity records)	Regional Roads Department
Households/PAPs still under livelihood restoration monitoring	RAP monitoring reports	Continued monitoring of livelihood restoration outcomes, if the RAP monitoring period extends into operation	Direct follow-up visits/interviews	Per RAP monitoring schedule	100% of PAPs remaining under continued monitoring	Regional Roads Department, in coordination with PMO
GRM users / general public – GRM	Summary GRM performance data: grievances received/resolved,	How the GRM is functioning during operation; how to submit a grievance;	Public disclosure via noticeboards, annual report, and/or website	Annual	Publication confirmed via disclosure/website records	Regional Roads Department



Stakeholder Group	Consultation & Disclosure Materials	Issues / Information to be Discussed	Engagement Method	Timeline & Frequency	Coverage/ Reach Indicator	Responsibilities
performance disclosure	average resolution time, common issue types	outcomes of prior grievances (in aggregate, non-confidential form)				
Vulnerable Groups or Persons	Accessible-format operational update materials	Same operational information, with accessibility support	Targeted outreach in addition to general disclosure	As needed	All identified vulnerable households in the project area	Regional Roads Department
Local Government, Community Leaders	Operational coordination notes	Coordination on any operational concerns or maintenance issues	Direct liaison	As needed	100% of relevant local government and mahalla counterparts	Regional Roads Department



Table 8 identifies Project-Affected Persons (PAPs) as a distinct stakeholder group within Stage II (Land Acquisition and RAP Implementation), reflecting their particular importance to the project given its resettlement and economic displacement impacts. Because PAP engagement involves a sequence of specific, individually-oriented activities, extending from initial entitlement discussions through to post-compensation follow-up, that sequence is set out in full in Table 9, organized by engagement function rather than by stakeholder subgroup. Table 9 does not introduce a separate engagement process: it elaborates, in operational detail, how the direct engagement referenced in the Stage II rows of Table 8 (individual PAPs, vulnerable PAPs, women, and economically displaced businesses) will actually be delivered and should be read together with those rows rather than in isolation.

Table 9: Dedicated PAP Engagement Stream

Engagement Function	Description	Frequency	Responsible Party
Individual meetings	One-on-one meeting with each PAP household to review the specific land and/or asset impacts identified for that household.	Once, prior to entitlement finalization	PMO / RAP Implementation Team
Household visits	In-person visits to PAP households, prioritized for vulnerable households and those unable to attend group meetings.	Throughout Stage II; conducted proactively, not only on request	PMO / RAP Implementation Team
Valuation disclosure	Disclosure of compensation rates and replacement-cost valuation methodology to each PAP, with an opportunity to query the valuation of their specific assets.	Prior to finalization of individual entitlements	PMO / RAP Implementation Team, independent valuer where applicable
Compensation consultations	Discussion of the payment process, timing, and any questions on entitlement calculations.	At time of entitlement disclosure, and again at time of payment	PMO / RAP Implementation Team
Livelihood restoration consultations	Structured discussion of livelihood restoration options with economically displaced households and businesses.	Prior to finalization of livelihood restoration measures; follow-up during transition	PMO / RAP Implementation Team
RAP implementation monitoring engagement	Household-level check-ins tied to RAP monitoring indicators (e.g., income recovery, living standards) to verify compensation and livelihood restoration measures are functioning as intended.	Per RAP monitoring schedule (e.g., 6 and 12 months post-payment, then per monitoring framework)	PMO / RAP Implementation Team, independent monitor where applicable

The project will take dedicated measures to ensure Vulnerable Groups or Persons have equal opportunity to access information, provide feedback, or submit grievances. Focus groups dedicated specifically to vulnerable groups may be organized where appropriate. Where necessary, for instance, for minority or migrant populations along the corridor, information will be made available in a language they understand.



Convenient venues and smaller, targeted meetings will be organized for vulnerable groups so that participants feel comfortable raising questions and concerns. Transport will be arranged for residents of remote settlements, including those near the greenfield bypass and the more isolated subgrade junction sites, to reach the nearest meeting venue. Where needed, contact will be established with local medical institutions to help identify vulnerable residents and the most effective ways of engaging them. Barriers to participation, such as language differences, lack of transport, venue accessibility, physical limitations, or limited familiarity with the consultation process, will be identified and addressed by the consultants on a case-by-case basis.

7.1. Proposed Strategy for Information Disclosure

The full ESIA, ESMP, SEP, RAP, LMP, and GAP will be disclosed in English in a location accessible to the public and to local NGOs and will also be published online. Executive summary of these documents will be translated into Uzbek for local disclosure, ensuring project-affected communities can access the key content in a language they understand. All consultations are to be properly documented; for each consultation, this includes the date, venue, participant numbers (by age, sex, and any other relevant demographics), a matrix of feedback and recommendations, and dated photographs, and submitted together with the final reports.

The specific documents to be disclosed, their intended audience, disclosure timing, location, language, and the party responsible for disclosure are set out in Table 10, Information Disclosure Schedule. The AIIB ESP requires borrowers to make relevant E&S assessment information available in a timely manner, in an accessible location, and in a form and language(s) that PAPs and other key stakeholders can understand. E&S information relating to the project will accordingly be communicated to PAPs and other relevant stakeholders in a timely, easy-to-understand manner and in an appropriate location, so that stakeholders are able to inform the Project's design and implementation.

All disclosed information will be properly documented, and comments and feedback received will be recorded and filed by the relevant project consultants, with reporting to the PMO.

The schedule in Table 10 sets out, for each key project document, the intended audience, disclosure timing, disclosure location, disclosure language, and the party responsible for disclosure.



Table 10: Information Disclosure Schedule

Document	Target Audience	Disclosure Timing	Disclosure Location	Disclosure Language	Responsible Party
Non-Technical Summary	General public, local communities, NGOs	At least 20 days before design finalization; repeated once draft design is ready	District khokimiyat notice boards; project website; public meetings	Uzbek (full); English (full)	PMO, Project Preparation Team
Full ESIA / ESMP	AIIB, technical stakeholders, NGOs, international organizations	Prior to project approval; updated as design is finalized	Project website; PMO office (hard copy on request)	English (full); Uzbek (executive summary)	PMO, PMO
SEP	AIIB, PAPs, local communities, NGOs	Prior to project approval; updated following material changes to stakeholder engagement scope	Project website; district khokimiyat; PMO office	English (full); Uzbek (executive summary)	PMO, PMO
RAP	PAPs, affected households/businesses, AIIB	Prior to compensation finalization; updated as entitlements are confirmed	District khokimiyat; individual notification to PAPs; project website	English (full); Uzbek (full for PAP-facing sections; executive summary for general disclosure)	PMO / RAP Implementation Team
LMP	Contractors, workforce, PMO, PMC	Prior to mobilization; updated as needed	PMO office; Contractor site offices	English (full); Uzbek (executive summary)	PMO, PMO
GAP	AIIB, PMO, gender/social specialists	Prior to project approval; updated as needed	Project website; PMO office	English (full); Uzbek (executive summary)	PMO, PMO
Works Package SSESMPs	Communities near specific work packages, Contractors	Prior to commencement of each civil works package	Public place near the relevant construction site; project website	Uzbek/Russian (full); English (full, submitted to AIIB)	PMC, Contractor, PMO

7.2. Proposed Strategy for Consultation

For the purposes of this SEP, Vulnerable Groups or Persons are identified consistently with the socioeconomic survey and vulnerability assessment conducted under the RAP and include: elderly and disabled residents; female-headed households; households below the poverty line; ethnic or religious minorities, where present; and other residents facing physical, economic, or social barriers to participation. Where the RAP identifies specific vulnerable PAPs or households within the project area, the same households are treated as a priority group for consultation and engagement under this SEP, ensuring consistency between the two documents.



Elderly and disabled residents may have difficulty accessing project information online. This stakeholder group may also face restrictions on movement due to physical condition, which can make it difficult for them to access paper-based documentation and feedback forms. To address this, channels such as mahalla committees have been selected as a point through which project information materials will be distributed, and a dedicated telephone line will be set up to collect comments and/or complaints.

Women living in communities along the corridor, including near the greenfield bypass and the subgrade junctions, may also have limited time available to take part in consultations or access information. To address this, information will be made available at the mahallas at times convenient for combining with household responsibilities. Female liaisons will also be made available for direct outreach to women who are unable to attend community meetings, reflecting ESIA survey findings that 42% of surveyed households prefer a female liaison for project-related communication.

The PMO E&S Specialist will monitor comments received from Vulnerable Groups or Persons and, where necessary, will propose additional methods of involving them in the decision-making process. Project information and feedback forms will also remain available online, so that younger residents with reliable internet access are able to take part in the consultation process.

To ensure stakeholder engagement functions as a genuine two-way process, the PMO will periodically report back to affected communities on how concerns raised during consultation have been addressed, including decisions taken as a result of stakeholder input, and any issues that remain under consideration. This feedback will be provided through community meetings, mahalla committees, and noticeboards, at intervals aligned with each of four project stages, and will be documented consistent with the consultation records described in Section 7.1.

7.3. Works Package ES Instruments Disclosure

Once draft contractors' Site-Specific Environmental and Social Management Plans (SSESMPs) are prepared for a given civil works package (Lots), these documents will be subject to public consultation. The public consultation meeting on a works package SSESMP will include an announcement of the meeting on the Committee for Roads's website and in local mass media at least two weeks ahead of the meeting, giving a brief description of the relevant works package, its location, and specific contact details (including telephone numbers). In addition, the E&S team of the PMC and the Contractor, in coordination with the PMO, will announce the public consultation meeting locally, in the relevant district, by means of a printed booklet together with an invitation to attend. Documentation of the consultation will be submitted to the PMO. Versions of the works package E&S documents in Russian and Uzbek, together with records of the stakeholder consultation, will be posted in a public place close to the relevant construction site as well as on the Committee for Roads website.



For all approved civil works packages, the PMO will ensure that printed copies of the final SSESMP, including any ESMP, SEP, RAP, LMP, and GAP updates, are available in the local language in a public place. Before final approval of a works package, the Committee for Roads's will also submit the English-language versions of the final ESMP documents to the AIIB for its records.



8. GRIEVANCE MECHANISM

Construction and operation of the M37 corridor, including the rehabilitation corridor, the greenfield bypass, and the subgrade junctions, may give rise to a range of concerns among affected communities, workers, and other stakeholders, from temporary construction nuisances (dust, noise, access restriction) to more complex matters such as land acquisition, compensation, livelihoods, environmental quality, OHS, and GBV. The GRM summarized in this chapter is designed to ensure such concerns are received, registered, and resolved in a timely, transparent, impartial, and culturally appropriate manner, throughout the pre-construction, construction, and operational phases of the Project, and for all categories of affected persons, including community members, project-affected households, agricultural producers, vulnerable groups, and workers.

This chapter provides a summary of the GRM as it relates to stakeholder engagement. The GRM operates alongside, and in a manner complementary to, Project RAP and site-specific RAPs, which establish dedicated procedures for resettlement-related grievances. These procedures address disputes relating to eligibility for compensation, accuracy of asset inventories, valuation methodology, compensation amounts, livelihood restoration measures, and assistance to vulnerable households, and are set out in full in RAP. Where a grievance concerns a resettlement-related matter, it will be handled in accordance with the resettlement-specific procedures set out in the RAP, in coordination with the general GRM structure described in this chapter and is consistent with AIB ESS1 (Environmental and Social Assessment and Management) and ESS2 (Land Acquisition and Involuntary Resettlement).

8.1. Grievance Redress Committees

Grievance Redress Committees (GRCs) are the standing bodies responsible for receiving, reviewing, and facilitating resolution of project-related complaints, and operate at two levels throughout the pre-construction, construction, and operational phases of the project:

- **Settlement-level GRC (Level 1):** rather than establishing a separate committee in every project-affected mahalla, a Level 1 GRC will be established in each of the larger, more central mahallas along the M37 corridor within the four project districts (Kyzyltepa, Gijduvon, Vobkent, and Bukhara), with each such GRC serving as the designated point of contact for its own mahalla and for the smaller, neighboring mahallas within its catchment area. The selection of hub mahallas and the corresponding catchment groupings will be confirmed by the PMO in coordination with district khokimiyats prior to construction, based on criteria including population size relative to neighboring settlements, central or accessible location along the corridor, and travel distance for residents of surrounding mahallas, with the aim of ensuring that no resident is more than a



reasonable travel distance from either a Level 1 GRC or an alternative direct-submission channel. Each Level 1 GRC is chaired by the hub mahalla's leader, chaired by the mahalla leader, with the community's Women's Committee representative, the PMO E&S Specialist, the PMC E&S Specialist, the Contractor's representative, and the district khokimiyat Grievance Focal Point (GFP) as members. Aims to resolve complaints within 5 days of receipt (acknowledgement within 2 days).

- **Project-level GRC (Level 2):** operates at PMO level with jurisdiction over all project-affected settlements across the four project districts, chaired by the PMO Head, PMO E&S Specialist, the relevant Bukhara/Navoi Regional Roads Department representative, the PMC E&S Specialist, and the Provincial Khokimiyat representative as members. Handles complaints escalated from Level 1, complex or cross-cutting grievances, and sensitive complaints (including GBV/SEAH and resettlement disputes) requiring specialist input.

A complainant may submit a complaint directly to either level at any time, without being required to first approach Level 1, and without regard to which mahalla they reside in relative to the nearest hub GRC. GRC members must declare any conflict of interest and recuse themselves from a case where one exists, with an alternative member designated in their place. The PMO will ensure that all GRC members receive induction training on grievance handling, impartiality, confidentiality, and gender-sensitive approaches, with refresher training provided at the start of each construction season.

8.2. GRM's Scope

The GRM applies to all grievances arising from project activities, not only resettlement or compensation matters, including:

- **Environmental grievances:** dust, noise, or vibration; disruption of irrigation channels or drainage; damage to agricultural land, trees, or water infrastructure not covered under compensation; impacts on cultural heritage or biodiversity.
- **Social and community grievances:** land acquisition, compensation, and livelihood restoration; disrupted access to property or services during construction; road safety and traffic management concerns; inadequate consultation of vulnerable groups; failure to implement committed ESMP mitigation measures.
- **Worker grievances:** wages, working hours, personal protective equipment (PPE) and welfare facilities, accommodation conditions, discrimination or forced labor, and OHS hazards.

GBV, including sexual exploitation, abuse, and harassment, is a discrete and sensitive category handled under strict confidentiality. Anonymous complaints remain within the scope of the GRM and will be assessed to the extent possible based on the information



provided; anonymity itself does not render a complaint ineligible. Where a complaint, whether anonymous or not, lacks sufficient information to enable investigation or an individual response, the GRM will record the complaint, take any action that can reasonably be taken based on the available information (including monitoring for related patterns or recurrence), and will document the limitation rather than close the complaint as out of scope solely for that reason. Complaints unrelated to the Project, matters that pre-date the Project, and allegations of fraud or corruption fall outside the scope of the project GRM and will be referred to the appropriate authority or mechanism.

8.3. Grievance Submission Channels

Grievances may be submitted through any of the following channels, designed to be accessible regardless of literacy level, location, or communication preference:

- in person, to PMO field staff, PMC representatives, GRC members, mahalla leaders, or district khokimiyat representatives;
- by telephone, including a toll-free number accessible to workers and community members;
- in writing, by letter, email, SMS, messaging application, or the standard Grievance Form, submitted to any project office or khokimiyat;
- via a grievance register or locked complaint box at contractor worksites, mahalla centers, and other accessible community points;
- verbally, to any GRC member or PMO and PMC field staff, who will complete the form on the complainant's behalf; and
- anonymously, through any of the above channels, noting that anonymous complaints lacking sufficient detail may limit the GRC's ability to investigate.

Grievance forms will be available in Uzbek and other local languages as appropriate, and all submission points will be clearly communicated to affected communities through public disclosure activities

8.4. GRM Levels and Escalation

Complainants may enter the GRM at any level and are not required to exhaust lower levels before escalating, including to the national or judicial system. The aim is to resolve issues at the lowest practical level as rapidly as possible. Table 11 summarizes the GRM levels, responsible bodies, scope, timeframes, and escalation routes.



Table 11: GRM Levels and Escalation

Level	Body Responsible	Scope	Timeframe	Escalation
Level 1 Settlement-level GRC	Mahalla leader (Chair), Women's Committee representative, PMO E&S Specialist, PMC E&S Specialist, Contractor's representative, District Khokimiyat GFP Where a grievance concerns the Contractor or its personnel, the Contractor's representative will recuse from review and determination of that complaint; an alternative member will be designated in their place, consistent with Section 8.1.	Day-to-day construction impacts (dust, noise, traffic, access); minor environmental nuisances; property damage concerns; informal queries; initial compensation questions.	5 days (acknowledgement within 2 days)	Unresolved: refer to Level 2
Level 2 Project-level GRC	PMO Head (Chair), PMO E&S Specialist, PMC E&S Specialist, Contractor's representative, Bukhara and Navoi Regional Roads Department representative, Provincial Khokimiyat representative Same recusal requirement applies where the grievance concerns the Contractor.	All unresolved Level 1 complaints; complex/cross-cutting grievances; environmental, social, OHS, compensation, livelihood, and worker issues; resettlement/land acquisition disputes; GBV/SEAH/SH and other sensitive complaints.	5 days (complex cases: up to 30 days)	Unresolved: Complainants may pursue Court of Law at their discretion at any stage; or, having made good-faith efforts through the GRM, may engage AIIB Management, with the AIIB Project-affected People's Mechanism (PPM) available as an accountability mechanism of last resort where concerns remain unresolved (see Section 3.2.4)
Court of Law	Competent court under national legislation of Uzbekistan.	Any unresolved complaint at any stage; legal rights disputes; administrative decisions. Complainants may access courts independently at any point in the GRM process.	15–30 days (per Uzbek legislation)	Final legal determination

E&S = environmental and social; PMO = Project Management Office; PMC = Project Management Consultant; OHS = occupational health and safety; GRM = grievance redress mechanism; GBV = gender-based violence; SEA = sexual exploitation and abuse; SH = sexual harassment; AIIB = Asian Infrastructure Bank; PPM = Project-affected People's Mechanism



8.5. GRM for Workers

A dedicated Worker GRM, embedded in the project's LMP, supplements the community-facing GRM described above and applies to all categories of project workers throughout the project lifecycle. It operates through a two-level structure: Contractor-level resolution (Level 1, acknowledgement within 3 working days and resolution of routine grievances within 15 working days) and escalation to the PMO and PMC (Level 2, resolution within 20 working days). Where a grievance remains unresolved, workers retain the right to refer complaints to labor inspection authorities, trade unions, or the courts of Uzbekistan at any stage. Workers may submit grievances verbally, via locked complaint boxes, a toll-free hotline, written forms, email, SMS, or anonymously. Full procedure, including the classification of grievances, investigation steps, and monitoring indicators, is set out in the LMP.

8.6. GRM on GBV/SEA/SH

GBV/SEA/SH grievances are handled under a dedicated protocol, separate from the standard GRM process described in Sections 8.1–8.5, and governed by a policy of zero tolerance: every allegation is acted upon regardless of who is involved; the safety, rights, and dignity of survivors are the paramount concern; confidentiality is maintained throughout, with no retaliation tolerated against complainants or witnesses; and the survivor's informed choice guides how the case proceeds at every stage, including whether to pursue formal investigation, disciplinary action, referral to services, or no further action.

Complaints may be submitted through locked complaint boxes, a dedicated toll-free line, email to the PMO E&S Specialist, or directly to a female GRC member or gender focal point, including anonymously. A trained female GRC member or gender focal point will be identified, by name and contact details, in each settlement, and this information will be disclosed to communities (including through women-only consultations, per Section 7) so that women know specifically who to approach.

On receipt, the PMO E&S Specialist or gender focal point will acknowledge the complaint within 24 hours (where non-anonymous), and, with the survivor's consent, connect them to appropriate support services, which may include:

- Medical services and rehabilitation centers, as identified in GAP;
- National GBV support hotline (1146);
- Psychosocial and legal support services, as identified in GAP.

The general GRC and PMO are not responsible for conducting substantive investigation of GBV/SEA/SH allegations. Fact-finding and investigation, where the survivor consents to proceed, will be conducted only by personnel specifically trained in survivor-centered, trauma-informed investigation methods, under the project's approved



GBV/SEAH/SH response protocol. Where an allegation against a project employee is substantiated through this protocol, immediate precautionary measures, up to and including termination of the individual's engagement, may be taken, consistent with the Contractor's and PMO's Codes of Conduct.

GBV/SEAH/SH cases are not subject to the standard GRM resolution timeframes set out in Table 11 (GRM Levels and Escalation). Given the sensitivity of these cases, timing is instead determined by the survivor's needs and consent at each stage, with the trained focal point maintaining regular contact to keep the survivor informed of any progress, subject to their wishes.

GBV/SEAH/SH records are maintained separately from the general GRM database, with strictly controlled access limited to trained personnel directly involved in case management.

8.7. Court of Law

At any stage, complainants retain the right to bring a grievance to the appropriate court of law under Uzbek legislation, independent of and not conditioned on use of the project GRM. Use of the project GRM does not restrict, delay, or otherwise limit a complainant's access to judicial or administrative remedies at any time. The project GRM also operates in a complementary manner to the national complaint handling system:

- Virtual Reception of the President (pm.gov.uz)
- Unified appeals platform Murojaat.gov.uz (a direct-to-agency channel, login via OneID)
- "Xalq Nazarati" system, a civic platform useful for reporting localized infrastructure issues such as road damage or drainage blockage, though not a substitute for the project GRM on compensation or resettlement matters.

Where a project-related complaint is received through a national channel, the PMO and project GRM remain responsible for coordination, follow-up, and documentation of the outcome.

8.8. AIIB's Project-affected People's Mechanism

The project GRM described in this chapter is the primary mechanism for addressing project-level concerns and facilitating their timely resolution during implementation. AIIB's Project-affected People's Mechanism (PPM) is a separate, independent accountability mechanism operated by AIIB, intended as a mechanism of last resort where concerns relate specifically to AIIB's own failure to implement its Environmental and Social Policy (ESP). The PPM does not replace, and is not a further tier of, the project



GRM; it serves a different function – reviewing whether AIIB itself has followed its own policy requirements, rather than resolving day-to-day project implementation issues.

Affected persons who believe they have been adversely affected by AIIB's failure to implement its ESP, may approach AIIB's PPM, which handles project processing queries, requests for dispute resolution, and requests for compliance review. Affected persons are generally expected to make good-faith efforts to seek resolution through the project GRM and engagement with AIIB Management before approaching the PPM; exhaustion of these processes is not, however, a precondition for PPM access.

The PPM does not consider anonymous complaints, matters unrelated to an AIIB-financed project, or allegations of fraud or corruption, and complaints must generally be filed within 24 months of project closing or last disbursement. Affected persons retain the right to approach the PPM without forfeiting access to any other remedy.

For eligibility criteria, admissibility requirements, and procedural provisions, refer to the current AIIB Policy on the Project-affected People's Mechanism.

8.9. Documentation, Monitoring, and Reporting

All grievances will be registered by the PMO using the standard Grievance Form within 1 working day of receipt and assigned a unique identifier in the project GRM database, recording the complainant's details (or anonymous status), a description and category of the grievance, actions taken, and the resolution outcome. The PMO, PMC, and local administration will hold monthly coordination meetings to review GRM trends and identify systemic issues, and the PMO will submit consolidated GRM performance reports to AIIB on a monthly, quarterly, and semiannual basis, summarizing grievance numbers and types, resolution rates and timelines, and any escalated or serious incidents (including anonymized GBV/SEAH cases). Sensitive case records are stored separately, with access restricted to authorized personnel.

8.10. GRM Disclosure and Public Awareness

Before contractors and the PMC are mobilized, the PMO, in coordination with district khokimiyats and mahalla committees, will lead awareness-raising so that all potentially affected persons, including vulnerable households, farmers, women, youth, and business owners, understand the GRM, its procedures, and their right to lodge complaints. This includes printed brochures (in Uzbek and Russian) distributed through khokimiyat offices and mahalla committees, verbal dissemination during household visits and consultations for those with limited literacy, information boards and posters at khokimiyat offices, mahalla centers, schools, health facilities, and active construction sites, and outreach through local media and Telegram channels managed by the



khokimiyat. Attention will be given to reaching vulnerable groups, including women, elderly persons, persons with disabilities, and low-income households.

8.11. Protection Against Retaliation

The Project is committed to ensuring that no person suffers retaliation, intimidation, harassment, or any other adverse consequence as a result of submitting a grievance, raising a concern, participating in consultation, or cooperating with the GRM, GRCs, Contractors, PMO, PMC, AIIB Management, or the AIIB PPM, consistent with the AIIB Directive on Protection against Retaliation.

This protection applies to:

- Complainants, whether they submit grievances through the project GRM, AIIB Management channels, or the PPM
- Witnesses, community members, or others who provide information or support in connection with grievance
- Workers who raise concerns regarding OHS, labor conditions, or misconduct, consistent with the non-retaliation provisions of the LMP)
- Survivors and witnesses in GBV/SEAH/SH cases, for whom retaliation risk is treated with particular sensitivity given the potential severity of consequences (Section 8.6).

Retaliation may include, but is not limited to: threats, intimidation, harassment, violence, discrimination, adverse changes to employment or contractual terms, exclusion from project benefits or opportunities, or any other detrimental action taken because a person engaged, or was believed to have engaged, in any of the activities listed above.

Complainants may request confidentiality of their identity at any stage of the GRM process, including when submitting anonymously, to help mitigate retaliation risk (see Section 8.2). Where a complainant, witness, or other individual identifies a credible risk of retaliation associated with a grievance, they may raise this directly with the PMO E&S Specialist or gender focal point, who will assess appropriate protective measures, which may include maintaining confidentiality, adjusting the handling process, or, where necessary, allowing the complainant to bypass Level 1 GRC review and escalate the matter directly, consistent with the project's approach to sensitive complaints under Section 8.6.

Any allegation of retaliation will itself be treated as a grievance under this GRM and investigated on a priority basis. Where retaliation is substantiated, the PMO will take appropriate corrective action against the responsible party, which may include disciplinary measures, contractual penalties for Contractors or Subcontractors, or referral to the relevant authority, consistent with the applicable Codes of Conduct.



Neither the project GRM, the PMO, nor AIB is able to provide physical protection to complainants or witnesses. Where a complainant or witness identifies a serious or imminent safety risk, they will be advised, where relevant, to seek assistance from local law enforcement or other appropriate authorities, in addition to raising the matter through the GRM.

8.12. Contact Details

Contact details of implementing agency representatives responsible for receipt and management of grievances are provided in Table 12. Contractor contact details for the construction phase will be confirmed upon contractor mobilization and disclosed through information boards, PMO communications, and project disclosure materials.

Table 12: GRM Contact Details

Entity / Contact Person	Contact Details	Role in GRM
PMO Head and Environmental and Social Specialist	Phone: +998 71 207-67-68, +998 71 200-02-04 Email: info@uzavtoyul.uz Website: www.uzavtoyul.uz	Project-level GRC (Level 2) lead; primary point of contact for all grievances; registration, tracking, and reporting.
Navoi Province Khokimiyat	Phone: +998 79 229-62-06 Hotline: +998 79 220-10-20 Email: info@navoi.uz Address: Islom Karimov Str. 77A, Navoi	Project-level GRC (Level 2) member; provincial administrative authority embedded within the GRC, no separate escalation step required.
Bukhara Province Khokimiyat	Phone: +998 65 224-41-10 Hotline: +998 65 222-22-22 Email: info@buxoro.uz Address: I. Karimov Str. 1, Bukhara	Project-level GRC (Level 2) member; provincial administrative authority embedded within the GRC, no separate escalation step required.
Kyzyltepa District Khokimiyat (Navoi Province)	Phone: +998 79 222-00-01 Hotline: +998 79 555-22-05 Email: giziltepa@nv.uz Address: Uzbekistan Str. 43, Kyzyltepa	Settlement-level GRC (Level 1) member (District Khokimiyat GFP); first point of contact and local-level resolution.
Bukhara District Khokimiyat	Phone: +998 65 542-57-62 Phone of Deputy Khokim for Family and Women's Affairs: +998 65 542-53-35 Address: Buyuk Ipak Yuli Ave., 54, Galaosiyo	Settlement-level GRC (Level 1) member (District Khokimiyat GFP); first point of contact and local-level resolution.
Gijduvon District Khokimiyat	Phone: +998 65 572-13-33 Phone of Deputy Khokim for Family and Women's Affairs: +998 90 637-08-30 Email: gijduvon-th@umail.uz Address: Mustakillik sq. 2, Gijduvon	Settlement-level GRC (Level 1) member (District Khokimiyat GFP); first point of contact and local-level resolution.
Vobkent District Khokimiyat	Phone: +998 65 332-35-50 Phone of Deputy Khokim for Family and Women's Affairs: +998 65 332-18-92 Email: info@buxoro.uz Address: Imam Bukhari Str. 55, Vobkent	Settlement-level GRC (Level 1) member (District Khokimiyat GFP); first point of contact and local-level resolution.



Entity / Contact Person	Contact Details	Role in GRM
National: Virtual Reception of the President	Online: pm.gov.uz	National-level appeals; independent channel.
National: Murojaat.gov.uz	Online: murojaat.gov.uz Login via OneID	Direct-to-agency national appeals platform; independent of People's Reception Offices.
National: Xalq Nazorati	Online: xalqnazorati.uz	Supplementary platform for construction-phase infrastructure complaints (e.g., road damage, drainage); not a substitute for project GRM.
AIIB Project-affected People's Mechanism (PPM)	Email: ppm@aiib.org Tel: +86-10-8358-0187 Address: AIIB, Tower A, Asia Financial Center, No.1 Tianchen East Road, Chaoyang District, Beijing 100101	Last-resort accountability mechanism for AIIB-related concerns.

GRM = grievance redress mechanism; GRC = grievance redress committee; E&S = environmental and social; PPM = Project-affected People's Mechanism; AIIB = Asian Infrastructure Investment Bank; GFP = grievance focal point



9. Monitoring and Reporting

9.1. Monitoring

Effective stakeholder engagement does not end once initial consultations are complete. It continues throughout the project cycle and depends on ongoing monitoring, analysis, reporting, and disclosure so that the approach can adapt to changing circumstances and evolving stakeholder information needs.

The PMO E&S Specialist will make regular changes and additions to this SEP during project preparation and implementation, both ahead of and following the start and completion of construction activities across the rehabilitation corridor, the greenfield bypass, and the subgrade junctions, to determine:

- the forms of engagement and the means of disclosure appropriate to the various stakeholder groups
- how frequently consultations need to be conducted
- how adequately incoming appeals and complaints are being handled
- whether the stakeholders identified remain relevant, and the extent to which planned activities need to be scaled up or down accordingly.

Monitoring indicators are summarized in Table 13.

Table 13: Monitoring Indicators

Stakeholder Engagement	Key Performance Indicators	Frequency
Stakeholder Engagement Plan	▪ Number of updated versions	As per update, and at least once per year
Information Disclosure and Communication	Activity/output: ▪ Number of reports shared with stakeholders ▪ Number of engagement activities carried out ▪ List of attendees with a gender breakdown ▪ Number of announcements published or broadcast, by channel and Lot (from publication and airtime records). Effectiveness/outcome: ▪ Percentage of affected settlements engaged (settlements reached / total affected settlements identified) ▪ Percentage of PAP households directly consulted (per RAP census) ▪ Participation rate of vulnerable households in consultations (vulnerable households consulted / vulnerable households identified) ▪ Participation rate of women in consultations (as a percentage of total participants)	Quarterly
Consultation Commitments	Activity/output:	Quarterly



Stakeholder Engagement	Key Performance Indicators	Frequency
	- Number of commitments recorded in the matrix, by status (Recorded / Incorporated / In implementation / Verified / Closed), by Lot (Appendix 5) Effectiveness/outcome: - Percentage of consultation commitments implemented, by Lot (commitments Verified or Closed ÷ commitments due to date, tracked against the Consultation Commitments Tracking Matrix, Appendix 5) - Percentage of Verified or Closed commitments reported back to the stakeholders concerned (feedback provided ÷ commitments Verified or Closed)	
Grievances	Activity/output: - Level of awareness of the GRM, captured through a community feedback survey conducted by the PMO E&S Specialist - Number of grievances lodged - Number of grievances addressed/pending - Percentage of grievances addressed within the stipulated timeframe. For grievances open for longer than the stipulated period, an explanation for the delay in closure will be provided. Effectiveness/outcome: - Percentage of grievances resolved within agreed timelines, disaggregated by GRC level (Level 1 / Level 2) - Stakeholder satisfaction with the grievance handling process, measured through a periodic survey of complainants following case closure.	Monthly

GRM = grievance redress mechanism; E&S = environmental and social; PAP = Project-Affected Person

This SEP will also be adjusted if the project's implementation program changes, for example, if the alignment of the greenfield bypass or the design of the subgrade junctions is revised.

9.2. Reporting

The PMO E&S Specialist will be responsible for preparing:

- monthly reports on complaints received by the PMO during the construction stage
- semi-annual reports on complaints received by the PMO during the operational stage.

For regular reporting, the PMO will produce reports at set intervals (monthly/quarterly) through the specific communication channels set out in Table 8 (Stakeholder Engagement Plan) of this SEP. Reports such as the E&S Monitoring Report will be reviewed and disclosed to all interested stakeholders through the official website of the Committee for Roads. A sample Stakeholder Engagement Activities Log format for recording SEP-related engagement is provided in the Appendices to this SEP.

The modes of reporting are outlined in Table 14.



Table 14: Reporting

Report	From	To	Frequency
E&S Monitoring Report	PMO	AIIB	Semi-annually
E&S Performance Report	PMC	PMO	Quarterly
Contractor E&S Performance Report	Contractor	PMC and PMO	Monthly
Community Engagement Report	Contractor	PMC and PMO	Monthly

E&S = environmental and social; PMO = Project Management Office; PMC = Project Management Consultant



10. Appendices

Appendix 1. Grievance Form

Grievance Form	
Case number:	
Date of receipt:	
Channel of submission:	☐ In person ☐ Phone ☐ Letter... ☐ Email ☐ SMS ☐ Grievance box ☐ Verbal (recorded by staff) ☐ Anonymous
Please provide your contact information and describe the concern or event that is the subject of your grievance. Information provided will be treated confidentially. If you wish to submit this grievance anonymously, describe your concern without providing your contact details, your submission will still be reviewed. Please note that explanations and responses cannot be provided for anonymous submissions.	
Surname, first name, patronymic (if available):	
Preferred contact method and details: (mailing address, phone, or email)	Mailing address: Phone: Email:
Location (district / mahalla / settlement along the M37 corridor):	
Preferred language of communication:	☐ Uzbek ☐ Russian ☐ Other (please specify):
Relationship to the Project:	☐ Community member ☐ Project-affected household/landowner ☐ Worker ☐ Vulnerable/Disadvantaged group member ☐ Other (please specify):
Category of grievance	
☐ Environmental (dust, noise, water, land, biodiversity, etc.) ☐ Social/community (access, road safety, consultation, etc.) ☐ Land acquisition / compensation / resettlement ☐ Worker-related (wages, OHS, working conditions, etc.) ☐ GBV/SEAH	
Note: GBV/SEAH complaints are handled under a dedicated, confidential protocol. If your concern relates to GBV/SEAH, you may instead contact the PMO E&S Specialist directly, a female GRC member, or the dedicated toll-free line, without using this form.	



☐ Other (please specify):	
Description of the grievance or event	
What happened? Where did it happen? Who was affected? What was the impact?	
Date of the grievance/event:	☐ One-time event (date:) ☐ Repeated event (how many times?) ☐ Continuous problem (currently exists)
How would you like to see this resolved?	
Please submit this form to any Settlement-level GRC member (mahalla leader, Women's Committee representative, PMO or PMC field staff, Contractor's representative, or district khokimiyat GFP), to the PMO/PMC project office, or deposit it in the locked grievance box at your nearest community point or construction site.	
Signature (optional):	
Date:	
Confidential – for internal use only	
Registered by (name/role):	
GRM level assigned:	☐ Level 1 – Settlement-level GRC ☐ Level 2 – Project-level GRC
Acknowledgement sent to complainant on:	
Actions taken/ responsible parties:	
Resolution outcome:	
Complainant satisfaction:	☐ Satisfied ☐ Partially satisfied ☐ Unsatisfied ☐ No response
Date of closure:	
Received by (signature):	



Appendix 2. Grievance Log Form

Case Number	Name/Contact Details	Date Received	GRM Level	Details of Grievance/ Comment	Responsibility	Actions Taken	Date Resolved	Status



Appendix 3. Stakeholder Engagement Activities Log

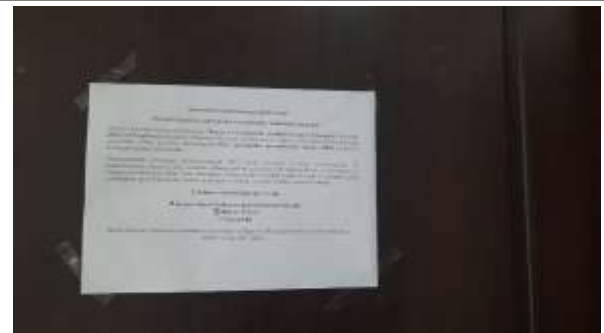
No.	Date	Stakeholder Groups	Location and Venue	Name of Key Representatives	Purpose of Engagement	Key Outcomes and Actions	Status of Actions Identified in Previous Consultations



Appendix 4. Photographs and Minutes from Public Consultations

1. Photographs from Public Consultation





Public Consultations, Vobkent District Khokimiyat, 17.07.2026

2. Minutes from FGDs and KIIs

Бухоро вилоятида "Бухоро йўл тармоғини яхшилаш лойиҳаси – 2-фаза" бўйича фокус-гурӯх муҳокамаси

ПРОТОКОЛИ

Туман: Бухоро
Сана: 2.06 2026 й.

Кун тартиби:

- Бухородаги М37 автомагистралини таъмирлаш ва қуриш лойиҳаси бўйича маълумотлар бериш
- Аҳолининг яшаш шароити, аёлларнинг транспорт воситаларидан фойдаланиш имкониятлари, мобиллик ва хавфсизлик, лойиҳанинг тендерга асосланган таъсирларини ўрганиш
- Мухрама иштирокчиларининг лойиҳа бўйича саволлари ва таклифларини сўраш ва ёзиб олиш

Фокус-гурӯх иштирокчилари билан муҳрама жараёнида Осий инфратузилмавий инвестициялар банки (ОИИБ) томонидан молиялаштирилаётган Бухоро вилояти йўл тармоғини яхшилаш лойиҳасининг амалга оширилиши ҳақида маълумот берилди. Лойиҳани амалга ошириш ва маъмурий масалалар "Автоўлиневест" агентлиги зиммасига юклатилган. Лойиҳага қўйидаги ҳудудлар киритилган – Навоий вилоятининг Қўзилтепа тумани, Бухоро вилоятининг Ғиждувон, Вобkent, Бухоро, Жондор, Қорақўл ва Олот туманлари. Лойиҳалаш ишлари М37 автомагистралининг 158 км қисmini таъмирлаш ва Бухоро шаҳрининг гарбий қисмида 12 км ли айлانма йўл қурилишини ўз ичига олади.

Қурилиш-таъмирлаш ишлари вақтида йўлларнинг ҳолати яхшиланиши, баъзи йўллар кенгайтирилиши, тирбанликларни бартараф қилиш учун янги йўл ўтказкичлар ва кўприклар қурилиши, йўлларда хавфсизлигини таъминлаш учун янги светофорлар ўрнатилиши ҳақида маълумот берилди. Лойиҳанинг фермерлар, тадбиркорлар, аёллар ва жамиятнинг заиф гуруҳларига қандай таъсир ўтказиши мумкинлиги муҳрама қилинди. Йўл ҳаракати хавфсизлигидаги аҳоли дуч келаётган асосий муаммолар таълил қилинди.

Лойиҳа ишлари давомида ерлардан фойдаланишда баъзи чекловлар бўлиши, баъзи иқтисодий объектларга (мактаб, бочча, поликлиника ва ҳ.к.) кириш йўллари вақтинчалик ёпиб қўйилиши, шунингдек, аҳолига қулайлик яратиш мақсадида вақтинчалик бошқа йўллар ташкил қилиниши ҳақида маълумот берилди. Барча қурилиш-таъмирлаш ишлари Ўзбекистоннинг амалдаги қонунчилиги доирасида қатъий равишда олиб борилиши маълум қилинди. Лойиҳа бўйича шикоятлар ва мурожаатлар юзга келган вақтда аҳолининг тегишли ҳудуддаги маҳалла қўмитаси ёки "Автоўлиневест" агентлигига озгаки ёки ёзма равишда мурожаат қилишлари мумкинлиги тушунтирилди.

Ушбу лойиҳа транспорт инфратузилмасини яхшилаш, аҳолининг турмуш даражасини ошириш, йўллардаги хавфсизлик чораларини яхшилашга қаратилган.

Учрашур моти: Айнушарифа Қўзилтепа шаҳариди

Сана: 20.06.2026

№	Иштирокчи ФИШ	Жинси	Ҳис	Маълумот	Оилавий ҳолати (Тўғилган кун / туғилган жой)	Иш моти	Ило
1	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
2	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
3	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
4	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
5	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
6	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
7	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
8	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
9	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
10	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
11	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
12	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
13	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
14	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
15	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
16	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
17	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
18	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
19	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама
20	Айнушарифа Қўзилтепа	ОМ	39	ОШ	Қўзилтепа шаҳри	Айнушарифа Қўзилтепа	Мухрама

Бухоро вилоятида "Бухоро йўл тармоғини яхшилаш лойиҳаси –
2-фаза" бўйича фокус-гурӯх муҳокамаси
ПРОТОКОЛИ

Туман: Ғиждувон
Сана: 1.06 2026 й.

Кун тартиби:

- Бухородаги M37 автомагистралини таъмирлаш ва қуриш лойиҳаси бўйича маълумотлар бериш
- Аҳолининг яшаш шартлари, айёлларнинг транспорт воситаларидан фойдаланиш имкониятлари, мобиллик ва хавфсизлик, лойиҳанинг гендерга асосланган таъсирларини ўрганиш
- Муҳокама иштирокчиларининг лойиҳа бўйича саволлари ва тақлифларини сўраш ва Ҷавоб олиш

Фокус-гурӯх иштирокчилари билан муҳокама жараёнида Осий Инфраструктуралар инвестициялар банки (ОИИБ) томонидан моликлантирилаётган Бухоро вилояти йўл тармоғини яхшилаш лойиҳасининг амалга оширилиши ҳақида маълумот берилди. Лойиҳани амалга ошириш ва маъмурий масалалар "Автойўлнинг" агентлиги зиммасига юклатилган. Лойиҳада қуйидаги ҳудудлар қиритилган – Навоий вилоятининг Қизилтепа тумани, Бухоро вилоятининг Ғиждувон, Вобант, Бухоро, Жондор, Қорайт ва Олот туманлари. Лойиҳалаш ишлари M37 автомагистралнинг 156 км қисmini таъмирлаш ва Бухоро шаҳрининг гарбий қисмида 12 км ли айланма йўл қурилишини ўз ичига олади.

Қурилиш-таъмирлаш ишлари вақтида йўлларнинг ҳолати яхшиланши, баъзи йўллар кенгайтирилиши, тирбандчиликларни бартараф қилиш учун янги йўл ўтказилчлар ва кўприклар қурилиши, йўлларда хавфсизлигини таъминлаш учун янги светофорлар ўрнатилиши ҳақида маълумот берилди. Лойиҳанинг фермерлар, тадбиркорлар, айёллар ва жамиятнинг заиф гуруҳларига қандай таъсир ўтказиши мумкинлиги муҳокама қилинди. Йўл ҳаракати хавфсизлигини яхши дуч келатган асосий муаммолар таҳлил қилинди.

Лойиҳа ишлари давомида ерлардан фойдаланишда баъзи ҳисовлар бўлиши, баъзи иқтисодий объектларга (мактаб, боғча, поликлиника ва ҳ.к.) кириш йўллари вақтинчалик ёпиб қўйилиши, шунингдек, аҳолига қулайлик яратиш мақсадида вақтинчалик бошқа йўллар таъин қилиниши ҳақида маълумот берилди. Барча қурилиш-таъмирлаш ишлари Ўзбекистоннинг амалдаги қонунчилиги доирасида қатъий равишда олиб борилиши маълум қилинди. Лойиҳа бўйича шикоятлар ва муражаатлар юзата келган вақтда аҳолининг тегишли ҳудуддаги маҳалла кўмитаси ёки "Автойўлнинг" агентлигига оғзаки ёки ёзма равишда муражаат қилишлари мумкинлиги тушунтирилди.

Ўзбў лойиҳа транспорт инфраструктурасини яхшилаш, аҳолининг турмуш даражасини ошириш, йўллардаги хавфсизлик ҳолатларини яхшилашга қаратилган.

Бухоро вилоятида "Бухоро йўл тармоғини яхшилаш лойиҳаси –
2-фаза" бўйича фокус-гурӯх муҳокамаси
ПРОТОКОЛИ

Туман: Қорақўрт
Сана: 3.06 2026 й.

Кун тартиби:

- Бухородаги M37 автомагистралини таъмирлаш ва қуриш лойиҳаси бўйича маълумотлар бериш
- Аҳолининг яшаш шартлари, айёлларнинг транспорт воситаларидан фойдаланиш имкониятлари, мобиллик ва хавфсизлик, лойиҳанинг гендерга асосланган таъсирларини ўрганиш
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Фокус-гурӯх иштирокчилари билан муҳокама жараёнида Осий Инфраструктуралар инвестициялар банки (ОИИБ) томонидан моликлантирилаётган Бухоро вилояти йўл тармоғини яхшилаш лойиҳасининг амалга оширилиши ҳақида маълумот берилди. Лойиҳани амалга ошириш ва маъмурий масалалар "Автойўлнинг" агентлиги зиммасига юклатилган. Лойиҳада қуйидаги ҳудудлар қиритилган – Навоий вилоятининг Қизилтепа тумани, Бухоро вилоятининг Ғиждувон, Вобант, Бухоро, Жондор, Қорайт ва Олот туманлари. Лойиҳалаш ишлари M37 автомагистралнинг 156 км қисmini таъмирлаш ва Бухоро шаҳрининг гарбий қисмида 12 км ли айланма йўл қурилишини ўз ичига олади.

Қурилиш-таъмирлаш ишлари вақтида йўлларнинг ҳолати яхшиланши, баъзи йўллар кенгайтирилиши, тирбандчиликларни бартараф қилиш учун янги йўл ўтказилчлар ва кўприклар қурилиши, йўлларда хавфсизлигини таъминлаш учун янги светофорлар ўрнатилиши ҳақида маълумот берилди. Лойиҳанинг фермерлар, тадбиркорлар, айёллар ва жамиятнинг заиф гуруҳларига қандай таъсир ўтказиши мумкинлиги муҳокама қилинди. Йўл ҳаракати хавфсизлигини яхши дуч келатган асосий муаммолар таҳлил қилинди.

Лойиҳа ишлари давомида ерлардан фойдаланишда баъзи ҳисовлар бўлиши, баъзи иқтисодий объектларга (мактаб, боғча, поликлиника ва ҳ.к.) кириш йўллари вақтинчалик ёпиб қўйилиши, шунингдек, аҳолига қулайлик яратиш мақсадида вақтинчалик бошқа йўллар таъин қилиниши ҳақида маълумот берилди. Барча қурилиш-таъмирлаш ишлари Ўзбекистоннинг амалдаги қонунчилиги доирасида қатъий равишда олиб борилиши маълум қилинди. Лойиҳа бўйича шикоятлар ва муражаатлар юзата келган вақтда аҳолининг тегишли ҳудуддаги маҳалла кўмитаси ёки "Автойўлнинг" агентлигига оғзаки ёки ёзма равишда муражаат қилишлари мумкинлиги тушунтирилди.

№	Категория	Минута	Сана	Маълумот	Сўраш ва Ҷавоб	Ҳа ҳолат	Ҳа ҳолат
1	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
2	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
3	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
4	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
5	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
6	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
7	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
8	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
9	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
10	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
11	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
12	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
13	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
14	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
15	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
16	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
17	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
18	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
19	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00
20	Ғиждувон	08:00	08:00	08:00	08:00	08:00	08:00

Ғиждувон

Бухоро вилояти Ғиждувон туманида йўл тармоғини яхшилаш лойиҳасининг фокус-гурӯх муҳокамаларида қатнашган шакллар рўйхати

Ушбу ҳужжат

1.06.2026

Сана

№	Категория	Минута	Сана	Маълумот	Сўраш ва Ҷавоб	Ҳа ҳолат	Ҳа ҳолат
1	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
2	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
3	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
4	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
5	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
6	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
7	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
8	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
9	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
10	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
11	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
12	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
13	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
14	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
15	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
16	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
17	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
18	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
19	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00
20	Қорақўрт	08:00	08:00	08:00	08:00	08:00	08:00

Бухоро вилояти Қорақўрт туманида йўл тармоғини яхшилаш лойиҳасининг фокус-гурӯх муҳокамаларида қатнашган шакллар рўйхати

Ушбу ҳужжат

3.06.2026

Сана

Бухоро вилоятида "Бухоро йўл тармоғини яхшилаш лойиҳаси – 2-фаза" бўйича фокус-гурӯх муҳокамаси

ПРОТОКОЛИ

Туман: Ғазилхона
Сана: 10.06 2026 й.

Кун тартиби:

- Бухородаги М37 автомагистралини таъмирлаш ва қуриш лойиҳаси бўйича маълумотлар бериш
- Аҳолининг яшаш шароити, аёлларнинг транспорт воситаларидан фойдаланиш имкониятлари, мобиллик ва хавфсизлик, лойиҳанинг гендерга асосланган таъсирларини ўрганиш
- Муҳокама иштирокчиларининг лойиҳа бўйича саволлари ва тақлифларини сўраш ва ёзиб олиш

Фокус-гурӯх иштирокчилари билан муҳокама жараёнида Осиё инфратузилмавий инвестициялар банки (ОИИБ) томонидан молиялаштирилаётган Бухоро вилояти йўл тармоғини яхшилаш лойиҳасининг амалга оширилиши ҳақида маълумот берилди. Лойиҳани амалга ошириш ва маъмурий масалалар "Автойўли-вест" агентлиги зиммасига юклатилган. Лойиҳага қуйдаги ҳудудлар киритилган – Навоий вилоятининг Қизилтепа тумани, Бухоро вилоятининг Ғиждувон, Вобжент, Бухоро, Жондор, Қорақўл ва Олот туманлари. Лойиҳалаш ишлари М37 автомагистралининг 158 км қисmini таъмирлаш ва Бухоро шаҳрининг ғарбий қисмида 12 км ли айланма йўл қурилишини ўз ичига олади.

Қурилиш-таъмирлаш ишлари вақтида йўлларнинг ҳолати яхшиланиши, баъзи йўллар кенгайтирилиши, тирбанликларни бартараф қилиш учун янги йўл ўтказгичлар ва кўприклар қурилиши, йўлларда хавфсизлигини таъминлаш учун янги светофорлар ўрнатилиши ҳақида маълумот берилди. Лойиҳанинг фермерлар, тадбиркорлар, аёллар ва жамиятнинг заиф гуруҳларига қандай таъсир ўтказиши мумкинлиги муҳокама қилинди. Йўл ҳаракати хавфсизлигидаги аҳоли дуч келаётган асосий муаммолар таҳлил қилинди.

Лойиҳа ишлари давомида ерлардан фойдаланишда баъзи чекловлар бўлиши, баъзи иқтисодий объектларга (мактаб, боча, поликлиника ва ҳ.к.) кириш йўллари вақтинчалик ёпиб қўйилиши, шунингдек, аҳолига қулайлик яратиш мақсадида вақтинчалик бошқа йўллар ташкил қилиниши ҳақида маълумот берилди. Барча қурилиш-таъмирлаш ишлари Ўзбекистоннинг амалдаги қўнуничилиги доирасида қатъий равишда олиб борилиши маълум қилинди. Лойиҳа бўйича шикоятлар ва мууроаатлар юзга келган вақтда аҳолининг тегишли ҳудуддаги маҳалла қўмитаси ёки "Автойўли-вест" агентлигига озаки ёки ёзма равишда мууроаат қилишлари мумкинлиги тушунтирилди.

Ушбу лойиҳа транспорт инфратузилмасини яхшилаш, аҳолининг турмуш даражасини ошириш, йўллардаги хавфсизлик ҳолатларини яхшилашга қаратилган.

Бухоро вилоятида "Бухоро йўл тармоғини яхшилаш лойиҳаси – 2-фаза" бўйича фокус-гурӯх муҳокамаси

ПРОТОКОЛИ

Туман: Вобжент
Сана: 10.06 2026 й.

Кун тартиби:

- Бухородаги М37 автомагистралини таъмирлаш ва қуриш лойиҳаси бўйича маълумотлар бериш
- Аҳолининг яшаш шароити, аёлларнинг транспорт воситаларидан фойдаланиш имкониятлари, мобиллик ва хавфсизлик, лойиҳанинг гендерга асосланган таъсирларини ўрганиш
- Муҳокама иштирокчиларининг лойиҳа бўйича саволлари ва тақлифларини сўраш ва ёзиб олиш

Фокус-гурӯх иштирокчилари билан муҳокама жараёнида Осиё инфратузилмавий инвестициялар банки (ОИИБ) томонидан молиялаштирилаётган Бухоро вилояти йўл тармоғини яхшилаш лойиҳасининг амалга оширилиши ҳақида маълумот берилди. Лойиҳани амалга ошириш ва маъмурий масалалар "Автойўли-вест" агентлиги зиммасига юклатилган. Лойиҳага қуйдаги ҳудудлар киритилган – Навоий вилоятининг Қизилтепа тумани, Бухоро вилоятининг Ғиждувон, Вобжент, Бухоро, Жондор, Қорақўл ва Олот туманлари. Лойиҳалаш ишлари М37 автомагистралининг 158 км қисmini таъмирлаш ва Бухоро шаҳрининг ғарбий қисмида 12 км ли айланма йўл қурилишини ўз ичига олади.

Қурилиш-таъмирлаш ишлари вақтида йўлларнинг ҳолати яхшиланиши, баъзи йўллар кенгайтирилиши, тирбанликларни бартараф қилиш учун янги йўл ўтказгичлар ва кўприклар қурилиши, йўлларда хавфсизлигини таъминлаш учун янги светофорлар ўрнатилиши ҳақида маълумот берилди. Лойиҳанинг фермерлар, тадбиркорлар, аёллар ва жамиятнинг заиф гуруҳларига қандай таъсир ўтказиши мумкинлиги муҳокама қилинди. Йўл ҳаракати хавфсизлигидаги аҳоли дуч келаётган асосий муаммолар таҳлил қилинди.

Лойиҳа ишлари давомида ерлардан фойдаланишда баъзи чекловлар бўлиши, баъзи иқтисодий объектларга (мактаб, боча, поликлиника ва ҳ.к.) кириш йўллари вақтинчалик ёпиб қўйилиши, шунингдек, аҳолига қулайлик яратиш мақсадида вақтинчалик бошқа йўллар ташкил қилиниши ҳақида маълумот берилди. Барча қурилиш-таъмирлаш ишлари Ўзбекистоннинг амалдаги қўнуничилиги доирасида қатъий равишда олиб борилиши маълум қилинди. Лойиҳа бўйича шикоятлар ва мууроаатлар юзга келган вақтда аҳолининг тегишли ҳудуддаги маҳалла қўмитаси ёки "Автойўли-вест" агентлигига озаки ёки ёзма равишда мууроаат қилишлари мумкинлиги тушунтирилди.

№	Иштироки ёши	Жинс	Ет	Маълумоти	Оқини ҳолати (йўлнинг ёши / йўлнинг ҳолати)	Йўлнинг	Йўл
1	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
2	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
3	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
4	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
5	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
6	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
7	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
8	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
9	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
10	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
11	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
12	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
13	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
14	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
15	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
16	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
17	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
18	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
19	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
20	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов
21	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов	аёл	30	Ғажалов, Ғажалов

Навоий вилояти Қўнуничилиги томонидан ўтказилган фокус-гурӯх муҳокамаларида келтирилган шикоятлар рўйхати
Ушбу лойиҳа Ғажалов, Ғажалов
Сана: 10.06.2026

№	Иштироки ёши	Жинс	Ет	Маълумоти	Оқини ҳолати (йўлнинг ёши / йўлнинг ҳолати)	Йўлнинг	Йўл
1	Ғажалов, Ғажалов	аёл	40	Ғажалов, Ғажалов	аёл	40	Ғажалов, Ғажалов
2	Ғажалов, Ғажалов	аёл	35	Ғажалов, Ғажалов	аёл	35	Ғажалов, Ғажалов
3	Ғажалов, Ғажалов	аёл	35	Ғажалов, Ғажалов	аёл	35	Ғажалов, Ғажалов
4	Ғажалов, Ғажалов	аёл	40	Ғажалов, Ғажалов	аёл	40	Ғажалов, Ғажалов
5	Ғажалов, Ғажалов	аёл	40	Ғажалов, Ғажалов	аёл	40	Ғажалов, Ғажалов
6	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов
7	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов
8	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов
9	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов
10	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов
11	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов
12	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов
13	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов
14	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов
15	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов
16	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов
17	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов
18	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов
19	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов
20	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов
21	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов	аёл	38	Ғажалов, Ғажалов

Бухоро вилояти Вобжент туманида Қўнуничилиги томонидан ўтказилган фокус-гурӯх муҳокамаларида келтирилган шикоятлар рўйхати
Ушбу лойиҳа Ғажалов, Ғажалов
Сана: 10.06.2026

Бухоро вилоятида "Бухоро йўл тармоғини яхшилаш лойиҳаси – 2-фаза" бўйича фокус-гурӯҳ муҳокамаси
ПРОТОКОЛИ

Туман: Жондор
Сана: 3.06 2026 й.

Кун тартиби:

- Бухородаги M37 автомагистралини таъмирлаш ва қуриш лойиҳаси бўйича маълумотлар бериш
- Аҳолининг яшаш шароити, айёлларнинг транспорт воситаларидан фойдаланиш имкониятлари, мобиллик ва хавфсизлик, лойиҳанинг гендерга асосланган таъсирларини ўрганиш
- Муҳокама иштирокчиларининг лойиҳа бўйича саволлари ва тақлифларини сўраш ва ёзиб олиш

Фокус-гурӯҳ иштирокчилари билан муҳокама жараёнида Осиё инфратузилмавий инвестициялар банки (ОИИБ) томонидан моликлантирилган Бухоро вилояти йўл тармоғини яхшилаш лойиҳасининг амалга оширилиши ҳақида маълумот берилди. Лойиҳани амалга ошириш ва маъмурий масалалар "Автойўл-вест" агентлиги зиммасига юклатилган. Лойиҳага қўйиладиган ҳудудлар киритилган – Навоий вилоятининг Қизилтепа тумани, Бухоро вилоятининг Ғиждуvon, Вобкант, Бухоро, Жондор, Қорақўл ва Слот туманлари. Лойиҳалаш ишлари M37 автомагистралининг 158 км қисmini таъмирлаш ва Бухоро шаҳрининг қарий қисмида 12 км ли айланма йўл қурилишини ўз ичига олади.

Қурилиш-таъмирлаш ишлари вақтида йўлларнинг ҳолати яхшиланиши, баъзи йўллар кенгайтирилиши, тирбандликларни бартараф қилиш учун янги йўл ўтказишлар ва кўприклар қурилиши, йўлларда хавфсизлиги таъминлаш учун янги савторлар ўрнатилиши ҳақида маълумот берилди. Лойиҳанинг фермерлар, тадбиркорлар, аёллар ва жамиятнинг заиф гуруҳларига қандай таъсир ўтказиши мумкинлиги муҳокама қилинди. Йўл ҳаракати хавфсизлигидаги аҳоли дуч келаётган асосий муаммолар тақрип қилинди.

Лойиҳа ишлари давомида ерлардан фойдаланишда баъзи чекловлар бўлиши, баъзи иқтисодий объектларга (мактаб, боғча, поликлиника ва ҳ.к.) кириш йўллари вақтинчалик ёпиб қўйилиши, шунингдек, аҳолига қулайлик яратиш мақсадида вақтинчалик бошқа йўллар ташкил қилиниши ҳақида маълумот берилди. Барча қурилиш-таъмирлаш ишлари Ўзбекистоннинг амалдаги қонунчилиги доирасида қатъий равишда олиб борилиши маълум қилинди. Лойиҳа бўйича шикоятлар ва мураккаблар юзата келган вақтда аҳолининг тегишли ҳудуддаги маҳалла қўмитаси ёки "Автойўл-вест" агентлигига овози ёки ёзма равишда мураккаб қилишлари мумкинлиги тушунтирилди.

Бухоро вилоятида "Бухоро йўл тармоғини яхшилаш лойиҳаси – 2-фаза" бўйича фокус-гурӯҳ муҳокамаси
ПРОТОКОЛИ

Туман: Слот
Сана: 2.06 2026 й.

Кун тартиби:

- Бухородаги M37 автомагистралини таъмирлаш ва қуриш лойиҳаси бўйича маълумотлар бериш
- Аҳолининг яшаш шароити, аёлларнинг транспорт воситаларидан фойдаланиш имкониятлари, мобиллик ва хавфсизлик, лойиҳанинг гендерга асосланган таъсирларини ўрганиш
- Муҳокама иштирокчиларининг лойиҳа бўйича саволлари ва тақлифларини сўраш ва ёзиб олиш

Фокус-гурӯҳ иштирокчилари билан муҳокама жараёнида Осиё инфратузилмавий инвестициялар банки (ОИИБ) томонидан моликлантирилган Бухоро вилояти йўл тармоғини яхшилаш лойиҳасининг амалга оширилиши ҳақида маълумот берилди. Лойиҳани амалга ошириш ва маъмурий масалалар "Автойўл-вест" агентлиги зиммасига юклатилган. Лойиҳага қўйиладиган ҳудудлар киритилган – Навоий вилоятининг Қизилтепа тумани, Бухоро вилоятининг Ғиждуvon, Вобкант, Бухоро, Жондор, Қорақўл ва Слот туманлари. Лойиҳалаш ишлари M37 автомагистралининг 158 км қисmini таъмирлаш ва Бухоро шаҳрининг қарий қисмида 12 км ли айланма йўл қурилишини ўз ичига олади.

Қурилиш-таъмирлаш ишлари вақтида йўлларнинг ҳолати яхшиланиши, баъзи йўллар кенгайтирилиши, тирбандликларни бартараф қилиш учун янги йўл ўтказишлар ва кўприклар қурилиши, йўлларда хавфсизлиги таъминлаш учун янги савторлар ўрнатилиши ҳақида маълумот берилди. Лойиҳанинг фермерлар, тадбиркорлар, аёллар ва жамиятнинг заиф гуруҳларига қандай таъсир ўтказиши мумкинлиги муҳокама қилинди. Йўл ҳаракати хавфсизлигидаги аҳоли дуч келаётган асосий муаммолар тақрип қилинди.

Лойиҳа ишлари давомида ерлардан фойдаланишда баъзи чекловлар бўлиши, баъзи иқтисодий объектларга (мактаб, боғча, поликлиника ва ҳ.к.) кириш йўллари вақтинчалик ёпиб қўйилиши, шунингдек, аҳолига қулайлик яратиш мақсадида вақтинчалик бошқа йўллар ташкил қилиниши ҳақида маълумот берилди. Барча қурилиш-таъмирлаш ишлари Ўзбекистоннинг амалдаги қонунчилиги доирасида қатъий равишда олиб борилиши маълум қилинди. Лойиҳа бўйича шикоятлар ва мураккаблар юзата келган вақтда аҳолининг тегишли ҳудуддаги маҳалла қўмитаси ёки "Автойўл-вест" агентлигига овози ёки ёзма равишда мураккаб қилишлари мумкинлиги тушунтирилди.

№	Ҳатматини ёзиш	Женс	Ета	Миллати	Оқшаб қилиш (таъриқ қилиш)	Йил вақти	Йил
1	Ҳатматини ёзиш	40	оё	оё	оё	оё	оё
2	Ҳатматини ёзиш	45	оё	оё	оё	оё	оё
3	Ҳатматини ёзиш	30	оё	оё	оё	оё	оё
4	Ҳатматини ёзиш	25	оё	оё	оё	оё	оё
5	Ҳатматини ёзиш	20	оё	оё	оё	оё	оё
6	Ҳатматини ёзиш	15	оё	оё	оё	оё	оё
7	Ҳатматини ёзиш	10	оё	оё	оё	оё	оё
8	Ҳатматини ёзиш	5	оё	оё	оё	оё	оё
9	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
10	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
11	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
12	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
13	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
14	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
15	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
16	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
17	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
18	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
19	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
20	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё

Бухоро вилояти Миллати Кўнсултант томонидан ўтказилган фокус-гурӯҳ муҳокамаларида иштирок қилган
Ушбу ҳужжат Миллати Кўнсултант томонидан
Сана: 3.06.2026

№	Ҳатматини ёзиш	Женс	Ета	Миллати	Оқшаб қилиш (таъриқ қилиш)	Йил вақти	Йил
1	Ҳатматини ёзиш	40	оё	оё	оё	оё	оё
2	Ҳатматини ёзиш	45	оё	оё	оё	оё	оё
3	Ҳатматини ёзиш	30	оё	оё	оё	оё	оё
4	Ҳатматини ёзиш	25	оё	оё	оё	оё	оё
5	Ҳатматини ёзиш	20	оё	оё	оё	оё	оё
6	Ҳатматини ёзиш	15	оё	оё	оё	оё	оё
7	Ҳатматини ёзиш	10	оё	оё	оё	оё	оё
8	Ҳатматини ёзиш	5	оё	оё	оё	оё	оё
9	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
10	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
11	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
12	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
13	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
14	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
15	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
16	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
17	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
18	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
19	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё
20	Ҳатматини ёзиш	0	оё	оё	оё	оё	оё

Бухоро вилояти Слот туманида Кўнсултант томонидан ўтказилган фокус-гурӯҳ муҳокамаларида иштирок қилган
Ушбу ҳужжат Кўнсултант томонидан
Сана: 2.06.2026

Бухоро вилоятида "Бухоро йўл тармоғини яхшилаш лойиҳаси – 2-фаза" бўйича учрашувлар ПРОТОКОЛИ	
Туман	Бухоро
Маълумот берувчининг Ф.И.Ш	Икрамова Д.А
Маълумот берувчининг лавозими	Консултант
Сана: 1.06 2026 й.	
Кун тартиби: - Бухородаги М37 автомагистрални таъмирлаш ва қуриш лойиҳаси бўйича маълумотлар бериш - Ерни бошқариш, ҳудуддаги иқтисодий ҳолат, инфратузилмадан фойдаланиш, хавф-хатарлар ва лойиҳанинг иқтисодий таъсирлари бўйича савол-жавоб ўтказиш ва мутахассислар фикрини ўрганиш - Асосий маълумот берувчиларнинг лойиҳа бўйича саволлари ва тақлифларини сўраш ва ёзиб олиш	
Асосий маълумот берувчиларга суҳбат жараёнида Осиё инфратузилмавий инвестициялар банки (ОИИБ) томонидан моликлантириладиган Бухоро вилояти йўл тармоғини яхшилаш лойиҳасининг амалга оширилиши ҳақида маълумот берилди. Лойиҳани амалга ошириш ва маъмурий масалалар "Автоўлтивест" агентлиги зиммасига юклатилган. Лойиҳага қўйиладиган ҳудудлар киритилган – Навоий вилоятининг Қизилтепа тумани, Бухоро вилоятининг Ғиждувон, Вобkent, Бухоро, Жондор, Қорақўл ва Олот туманлари. Лойиҳалаш ишлари М37 автомагистралнинг 158 км қисmini таъмирлаш ва Бухоро шаҳрининг тарбii қисмида 12 км ли айланма йўл қурилишини ўз ичига олади. Қурилиш-таъмирлаш ишлари вақтида йўлларнинг ҳолати яхшиланиши, баъзи йўллар кенайтирилиши, тирбангликлари бартараф қилиш учун янги йўл ўтказишлар ва кўприклар қурилиши, йўлларда хавфсизлигини таъминлаш учун янги светофорлар ўрнатилиши ҳақида маълумот берилди. Лойиҳанинг фермерлар, тадбиркорлар, аёллар ва жамиятнинг заиф гуруҳларига қандай таъсир ўтказиши мумкинлиги муҳокама қилинди. Йўл ҳаракати хавфсизлигидаги аҳоли дуч келадиган асосий муаммолар таққил қилинди. Лойиҳа ишлари давомида ерлардан фойдаланишда баъзи чекловлар бўлиши, баъзи иқтисодий объектларга (мактаб, боча, поликлиника ва ҳ.к.) кириш йўллари вақтинчалик ёпиб қўйилиши, шунингдек, аҳолига қулайлик яратиш мақсадида вақтинчалик бошқа йўллар ташкил қилиниши ҳақида маълумот берилди. Барча қурилиш-таъмирлаш ишлари Ўзбекистоннинг амалдаги қонунийлиги доирасида қатъий равишда олиб борилиши маълум қилинди. Лойиҳа бўйича шикоятлар ва мунокаатлар қозага келган вақтда аҳолининг тоғилиш қўлуддаги маҳалла қўмитаси ёки "Автоўлтивест" агентлигига оғзаки ёки ёзма равишда мунокаат қилишлари мумкинлиги тушунтирилди. Ушбу лойиҳа транспорт инфратузилмасини яхшилаш, аҳолининг турмуш даражасини ошириш, йўллардаги хавфсизлик ҳолатларини яхшилашга қаратилган.	
Протокол билан танишди: Туман ҳокимлиги вакили: <i>Икрамова Д.А</i> (олиб) Консултант: <i>Икрамова Д.А</i> (олиб)	

Бухоро вилоятида "Бухоро йўл тармоғини яхшилаш лойиҳаси – 2-фаза" бўйича учрашувлар ПРОТОКОЛИ	
Туман	Ғиждувон
Маълумот берувчининг Ф.И.Ш	Икрамова Д.А
Маълумот берувчининг лавозими	Консултант
Сана: 1.06 2026 й.	
Кун тартиби: - Бухородаги М37 автомагистрални таъмирлаш ва қуриш лойиҳаси бўйича маълумотлар бериш - Ерни бошқариш, ҳудуддаги иқтисодий ҳолат, инфратузилмадан фойдаланиш, хавф-хатарлар ва лойиҳанинг иқтисодий таъсирлари бўйича савол-жавоб ўтказиш ва мутахассислар фикрини ўрганиш - Асосий маълумот берувчиларнинг лойиҳа бўйича саволлари ва тақлифларини сўраш ва ёзиб олиш	
Асосий маълумот берувчиларга суҳбат жараёнида Осиё инфратузилмавий инвестициялар банки (ОИИБ) томонидан моликлантириладиган Бухоро вилояти йўл тармоғини яхшилаш лойиҳасининг амалга оширилиши ҳақида маълумот берилди. Лойиҳани амалга ошириш ва маъмурий масалалар "Автоўлтивест" агентлиги зиммасига юклатилган. Лойиҳага қўйиладиган ҳудудлар киритилган – Навоий вилоятининг Қизилтепа тумани, Бухоро вилоятининг Ғиждувон, Вобkent, Бухоро, Жондор, Қорақўл ва Олот туманлари. Лойиҳалаш ишлари М37 автомагистралнинг 158 км қисmini таъмирлаш ва Бухоро шаҳрининг тарбii қисмида 12 км ли айланма йўл қурилишини ўз ичига олади. Қурилиш-таъмирлаш ишлари вақтида йўлларнинг ҳолати яхшиланиши, баъзи йўллар кенайтирилиши, тирбангликлари бартараф қилиш учун янги йўл ўтказишлар ва кўприклар қурилиши, йўлларда хавфсизлигини таъминлаш учун янги светофорлар ўрнатилиши ҳақида маълумот берилди. Лойиҳанинг фермерлар, тадбиркорлар, аёллар ва жамиятнинг заиф гуруҳларига қандай таъсир ўтказиши мумкинлиги муҳокама қилинди. Йўл ҳаракати хавфсизлигидаги аҳоли дуч келадиган асосий муаммолар таққил қилинди. Лойиҳа ишлари давомида ерлардан фойдаланишда баъзи чекловлар бўлиши, баъзи иқтисодий объектларга (мактаб, боча, поликлиника ва ҳ.к.) кириш йўллари вақтинчалик ёпиб қўйилиши, шунингдек, аҳолига қулайлик яратиш мақсадида вақтинчалик бошқа йўллар ташкил қилиниши ҳақида маълумот берилди. Барча қурилиш-таъмирлаш ишлари Ўзбекистоннинг амалдаги қонунийлиги доирасида қатъий равишда олиб борилиши маълум қилинди. Лойиҳа бўйича шикоятлар ва мунокаатлар қозага келган вақтда аҳолининг тоғилиш қўлуддаги маҳалла қўмитаси ёки "Автоўлтивест" агентлигига оғзаки ёки ёзма равишда мунокаат қилишлари мумкинлиги тушунтирилди. Ушбу лойиҳа транспорт инфратузилмасини яхшилаш, аҳолининг турмуш даражасини ошириш, йўллардаги хавфсизлик ҳолатларини яхшилашга қаратилган.	
Протокол билан танишди: Туман ҳокимлиги вакили: <i>Икрамова Д.А</i> (олиб) Консултант: <i>Икрамова Д.А</i> (олиб)	

Бухоро вилоятида "Бухоро йўл тармоғини яхшилаш лойиҳаси – 2-фаза" бўйича учрашувлар ПРОТОКОЛИ	
Туман	Қорақўл
Маълумот берувчининг Ф.И.Ш	Икрамова Д.А
Маълумот берувчининг лавозими	консультант
Сана: 3.06.2026 й.	
Кун тартиби: - Бухородаги М37 автомагистрални таъмирлаш ва қуриш лойиҳаси бўйича маълумотлар бериш - Ерни бошқариш, ҳудуддаги иқтисодий ҳолат, инфратузилмадан фойдаланиш, хавф-хатарлар ва лойиҳанинг ақимодий таъсирлари бўйича савол-жавоб ўтказиш ва мутахассислар фикрини ўрганиш - Асосий маълумот берувчиларнинг лойиҳа бўйича саволлари ва таклифларини сўраш ва ғазиб олиш Асосий маълумот берувчиларга суҳбат жараёнида Осиё инфратузилмавий инвестициялар банки (ОИИБ) томонидан молиялаштирилётган Бухоро вилояти йўл тармоғини яхшилаш лойиҳасининг амалга оширилиши ҳақида маълумот берилди. Лойиҳани амалга ошириш ва маъмурий масалалар "Автоўлнингест" агентлиги зиммасига юклатилган. Лойиҳага қуйидаги ҳудудлар киритилган – Навоий вилоятининг Қизилтепа тумани, Бухоро вилоятининг Ғиждувон, Вобkent, Бухоро, Жондор, Қорақўл ва Слот туманлари. Лойиҳалаш ишлари М37 автомагистралнинг 158 км қисмини таъмирлаш ва Бухоро шаҳрининг гарбий қисмида 12 км ли айланма йўл қурилишини ўз ичига олади. Қурилиш-таъмирлаш ишлари вақтида йўлларнинг ҳолати яхшиланиши, баъзи йўллар кенгайтирилиши, тирбанликларни бартараф қилиш учун янги йўл ўтказгичлар ва кўприклар қурилиши, йўлларда хавфсизлигини таъминлаш учун янги светофорлар ўрнатилиши ҳақида маълумот берилди. Лойиҳанинг фермерлар, тадбиркорлар, аёллар ва жамиятнинг заиф гуруҳларига қандай таъсир ўтказиши мумкинлиги муҳокама қилинди. Йўл ҳаракати хавфсизлигидаги аҳоли дуч келатган асосий муаммолар таҳлил қилинди. Лойиҳа ишлари давомида ерлардан фойдаланишда баъзи чекловлар бўлиши, баъзи иқтисодий объектларга (мактаб, бочча, поликлиника ва ҳ.к.) кириш йўллари вақтинчалик ёпиб қўйилиши, шунингдек, аҳолига қулайлик яратиш мақсадида вақтинчалик бошқа йўллар ташкил қилиниши ҳақида маълумот берилди. Барча қурилиш-таъмирлаш ишлари Ўзбекистоннинг амалдаги қонунчилиги доирасида қатъий равишда олиб борилиши маълум қилинди. Лойиҳа бўйича шикоятлар ва мурожаатлар юзга келган вақтда аҳолининг телиши ҳудуддаги маҳалла кўмитаси ёки "Автоўлнингест" агентлигига оғзаки ёки ёзма равишда мурожаат қилишлари мумкинлиги тушунтирилди. Ушбу лойиҳа транспорт инфратузилмасини яхшилаш, аҳолининг турмуш даражасини ошириш, йўллардаги хавфсизлик чораларини яхшилашга қаратилган.	
Протокол билан танишдим: Туман ҳокимлиги вакили: <i>Икрамова Д.А.</i> (ФИШ) Консультант: <i>Икрамова Д.А.</i> (ФИШ) <i>В.Шиня</i> (ИМЗО)	

Бухоро вилоятида "Бухоро йўл тармоғини яхшилаш лойиҳаси – 2-фаза" бўйича учрашувлар ПРОТОКОЛИ	
Туман	Қизилтепа
Маълумот берувчининг Ф.И.Ш	Икрамова Д.А
Маълумот берувчининг лавозими	консультант
Сана: 3.06.2026 й.	
Кун тартиби: - Бухородаги М37 автомагистрални таъмирлаш ва қуриш лойиҳаси бўйича маълумотлар бериш - Ерни бошқариш, ҳудуддаги иқтисодий ҳолат, инфратузилмадан фойдаланиш, хавф-хатарлар ва лойиҳанинг ақимодий таъсирлари бўйича савол-жавоб ўтказиш ва мутахассислар фикрини ўрганиш - Асосий маълумот берувчиларнинг лойиҳа бўйича саволлари ва таклифларини сўраш ва ғазиб олиш Асосий маълумот берувчиларга суҳбат жараёнида Осиё инфратузилмавий инвестициялар банки (ОИИБ) томонидан молиялаштирилётган Бухоро вилояти йўл тармоғини яхшилаш лойиҳасининг амалга оширилиши ҳақида маълумот берилди. Лойиҳани амалга ошириш ва маъмурий масалалар "Автоўлнингест" агентлиги зиммасига юклатилган. Лойиҳага қуйидаги ҳудудлар киритилган – Навоий вилоятининг Қизилтепа тумани, Бухоро вилоятининг Ғиждувон, Вобkent, Бухоро, Жондор, Қорақўл ва Слот туманлари. Лойиҳалаш ишлари М37 автомагистралнинг 158 км қисмини таъмирлаш ва Бухоро шаҳрининг гарбий қисмида 12 км ли айланма йўл қурилишини ўз ичига олади. Қурилиш-таъмирлаш ишлари вақтида йўлларнинг ҳолати яхшиланиши, баъзи йўллар кенгайтирилиши, тирбанликларни бартараф қилиш учун янги йўл ўтказгичлар ва кўприклар қурилиши, йўлларда хавфсизлигини таъминлаш учун янги светофорлар ўрнатилиши ҳақида маълумот берилди. Лойиҳанинг фермерлар, тадбиркорлар, аёллар ва жамиятнинг заиф гуруҳларига қандай таъсир ўтказиши мумкинлиги муҳокама қилинди. Йўл ҳаракати хавфсизлигидаги аҳоли дуч келатган асосий муаммолар таҳлил қилинди. Лойиҳа ишлари давомида ерлардан фойдаланишда баъзи чекловлар бўлиши, баъзи иқтисодий объектларга (мактаб, бочча, поликлиника ва ҳ.к.) кириш йўллари вақтинчалик ёпиб қўйилиши, шунингдек, аҳолига қулайлик яратиш мақсадида вақтинчалик бошқа йўллар ташкил қилиниши ҳақида маълумот берилди. Барча қурилиш-таъмирлаш ишлари Ўзбекистоннинг амалдаги қонунчилиги доирасида қатъий равишда олиб борилиши маълум қилинди. Лойиҳа бўйича шикоятлар ва мурожаатлар юзга келган вақтда аҳолининг телиши ҳудуддаги маҳалла кўмитаси ёки "Автоўлнингест" агентлигига оғзаки ёки ёзма равишда мурожаат қилишлари мумкинлиги тушунтирилди. Ушбу лойиҳа транспорт инфратузилмасини яхшилаш, аҳолининг турмуш даражасини ошириш, йўллардаги хавфсизлик чораларини яхшилашга қаратилган.	
Протокол билан танишдим: Туман ҳокимлиги вакили: <i>Икрамова Д.А.</i> (ФИШ) Консультант: <i>Икрамова Д.А.</i> (ФИШ) <i>В.Шиня</i> (ИМЗО)	



Бухоро вилоятида "Бухоро йўл тармоғини яхшилаш лойиҳаси – 2-фаза" бўйича учрашувлар ПРОТОКОЛИ		Бухоро вилоятида "Бухоро йўл тармоғини яхшилаш лойиҳаси – 2-фаза" бўйича учрашувлар ПРОТОКОЛИ	
Туман	Вобkent	Туман	Жондор
Маълумот берувчининг Ф.И.Ш	Ибраимова Д.А	Маълумот берувчининг Ф.И.Ш	Ибраимова Д.А
Маълумот берувчининг лавозими	консултант	Маълумот берувчининг лавозими	консултант
Сана: 8.06.2026 й.		Сана: 3.06.2026 й.	
Кун тартиби: - Бухородаги М37 автомагистрални ташкирлаш ва қуриш лойиҳаси бўйича маълумотлар бериш - Ерни бошқариш, ҳудуддаги иқтисодий ҳолат, инфраструктурадан фойдаланиш, кафе-катарлар ва лойиҳанинг ақимодий таъсирлари бўйича савол-жавоб ўтказиш ва мутахассислар фикрини ўрганиш - Асосий маълумот берувчиларнинг лойиҳа бўйича саволлари ва тақлифларини сўраш ва ёзиб олиш Асосий маълумот берувчиларга суҳбат жараёнида Осиё инфраструктураларини инвестициялар банки (ОИИБ) томонидан молиялаштирилган Бухоро вилояти йўл тармоғини яхшилаш лойиҳасининг амалга оширилиши ҳақида маълумот берилди. Лойиҳани амалга ошириш ва маълумот масалалар "Автомобиль-вест" агентлиги зиммасига юқлатилган. Лойиҳага қўйиладиган ҳудудлар жойлашган – Навоий вилоятининг Қизилтепа тумани, Бухоро вилоятининг Гўлдарсон, Вобkent, Бухоро, Жондор, Қорақўл ва Олсот туманлари. Лойиҳадан ишлари М37 автомагистралнинг 158 км қисmini ташкирлаш ва Бухоро шаҳрининг тарббий қисмида 12 км ли айланма йўл қурилишини ўз ичига олади. Қурилиш-таъмирлаш ишлари вақтида йўлларнинг ҳолати яхшиланиши, баъзи йўллар кенгайтирилиши, тирбандликларни бартараф қилиш учун янги йўл ўтказишлар ва йўриқлар қурилиши, йўлларда қафқосизлигини таъминлаш учун янги светофорлар ўрнатилиши ҳақида маълумот берилди. Лойиҳанинг фермерлар, тадбиркорлар, аёллар ва жамиятнинг заиф гуруҳларига қандай таъсир ўтказиши мумкинлиги муҳокама қилинди. Йўл ҳаракати қафқосизлигидаги ақсир дун келатган асосий муаммолар тақлиф қилинди. Лойиҳа ишлари давомида ерлардан фойдаланишда баъзи чекловлар бўлиши, баъзи иқтисодий объектларга (мактаб, боча, поликлиника ва ҳ.к.) яқин йўлларни ақтинчалик ёпиб қўйилиши, шунингдек, ақлига қулайлик қратиш мақсадда ақтинчалик бошқа йўллар таъкил қилиниши ҳақида маълумот берилди. Барча қурилиш-таъмирлаш ишлари Ўзбекистоннинг ақалдаги қонунийлиги доираида қатъий равишда олиб борилиши маълум қилинди. Лойиҳа бўйича шикоятлар ва мураккаблар юзата келган вақтда ақлининг тегишли ҳудуддаги мақалла қимтаси ёни "Автомобиль-вест" агентлигига оқзани ёни ёзма равишда мураккаб қилишлари мумкинлиги тушунтирилди. Ушбу лойиҳа транспорт инфраструктурасини яқинлаш, ақлининг турмуш даражасини ошириш, йўллардаги қафқосизлик қораларини яқинлашга қаратилган. Протокол билан танишди: Туман ҳокимлиги вакили: Ибраимова Д.А Консултант: Ибраимова Д.А		Кун тартиби: - Бухородаги М37 автомагистрални ташкирлаш ва қуриш лойиҳаси бўйича маълумотлар бериш - Ерни бошқариш, ҳудуддаги иқтисодий ҳолат, инфраструктурадан фойдаланиш, кафе-катарлар ва лойиҳанинг ақимодий таъсирлари бўйича савол-жавоб ўтказиш ва мутахассислар фикрини ўрганиш - Асосий маълумот берувчиларнинг лойиҳа бўйича саволлари ва тақлифларини сўраш ва ёзиб олиш Асосий маълумот берувчиларга суҳбат жараёнида Осиё инфраструктураларини инвестициялар банки (ОИИБ) томонидан молиялаштирилган Бухоро вилояти йўл тармоғини яхшилаш лойиҳасининг амалга оширилиши ҳақида маълумот берилди. Лойиҳани амалга ошириш ва маълумот масалалар "Автомобиль-вест" агентлиги зиммасига юқлатилган. Лойиҳага қўйиладиган ҳудудлар жойлашган – Навоий вилоятининг Қизилтепа тумани, Бухоро вилоятининг Гўлдарсон, Вобkent, Бухоро, Жондор, Қорақўл ва Олсот туманлари. Лойиҳадан ишлари М37 автомагистралнинг 158 км қисmini ташкирлаш ва Бухоро шаҳрининг тарббий қисмида 12 км ли айланма йўл қурилишини ўз ичига олади. Қурилиш-таъмирлаш ишлари вақтида йўлларнинг ҳолати яхшиланиши, баъзи йўллар кенгайтирилиши, тирбандликларни бартараф қилиш учун янги йўл ўтказишлар ва йўриқлар қурилиши, йўлларда қафқосизлигини таъминлаш учун янги светофорлар ўрнатилиши ҳақида маълумот берилди. Лойиҳанинг фермерлар, тадбиркорлар, аёллар ва жамиятнинг заиф гуруҳларига қандай таъсир ўтказиши мумкинлиги муҳокама қилинди. Йўл ҳаракати қафқосизлигидаги ақсир дун келатган асосий муаммолар тақлиф қилинди. Лойиҳа ишлари давомида ерлардан фойдаланишда баъзи чекловлар бўлиши, баъзи иқтисодий объектларга (мактаб, боча, поликлиника ва ҳ.к.) яқин йўлларни ақтинчалик ёпиб қўйилиши, шунингдек, ақлига қулайлик қратиш мақсадда ақтинчалик бошқа йўллар таъкил қилиниши ҳақида маълумот берилди. Барча қурилиш-таъмирлаш ишлари Ўзбекистоннинг ақалдаги қонунийлиги доираида қатъий равишда олиб борилиши маълум қилинди. Лойиҳа бўйича шикоятлар ва мураккаблар юзата келган вақтда ақлининг тегишли ҳудуддаги мақалла қимтаси ёни "Автомобиль-вест" агентлигига оқзани ёни ёзма равишда мураккаб қилишлари мумкинлиги тушунтирилди. Ушбу лойиҳа транспорт инфраструктурасини яқинлаш, ақлининг турмуш даражасини ошириш, йўллардаги қафқосизлик қораларини яқинлашга қаратилган. Протокол билан танишди: Туман ҳокимлиги вакили: Ибраимова Д.А Консултант: Ибраимова Д.А	



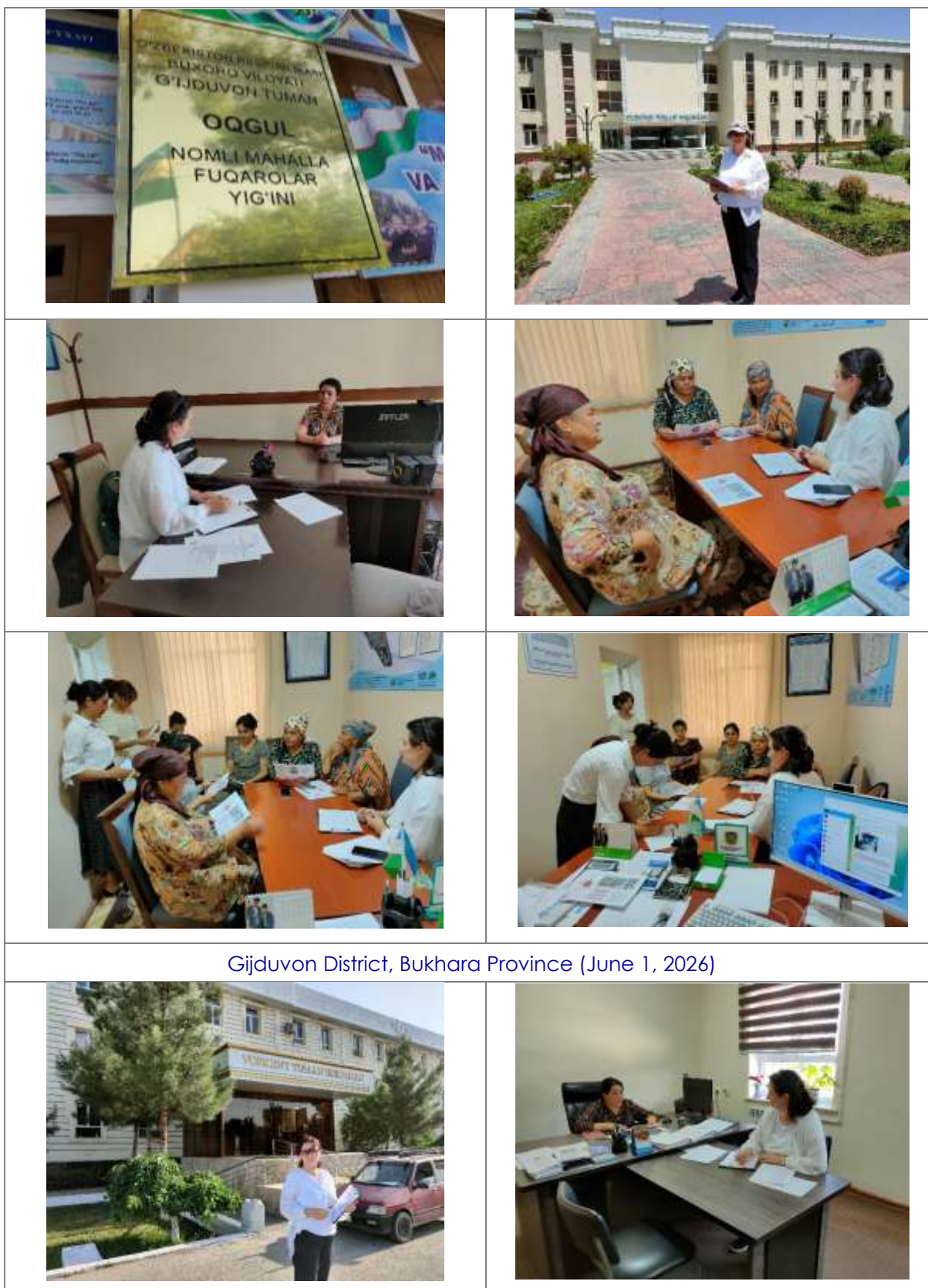
Бухоро вилоятида "Бухоро йўл тармоғини яхшилаш лойиҳаси – 2-фаза" бўйича учрашувлар ПРОТОКОЛИ	
Туман	<i>Олот</i>
Маълумот берувчининг Ф.И.Ш	<i>Икрамова Д.А</i>
Маълумот берувчининг лавозими	<i>Канцелянт</i>
Сана: <i>208</i> 2026 й	
Кун тартиби: • Бухородаги М37 автомагистралини таъмирлаш ва қуриш лойиҳаси бўйича маълумотлар бериш • Ерни бошқариш, ҳудуддаги иқтисодий ҳолат, инфратузилмадан фойдаланиш, хавф-хатарлар ва лойиҳанинг эҳтимолӣ таъсирлари бўйича савол-жавоб ўтказиш ва мутахассислар фикрини ўрнатиш • Асосий маълумот берувчиларнинг лойиҳа бўйича саволлари ва таклифларини сураш ва ёзиб олиш	
Асосий маълумот берувчиларга суҳбат жараёнида Осиё инфратузилмавий инвестициялар банки (ОИИБ) томонидан мошинлаштирилётган Бухоро вилояти йўл тармоғини яхшилаш лойиҳасининг амалга оширилиши ҳақида маълумот берилди. Лойиҳани амалга ошириш ва маълумий масалалар "Астойўлневест" агентлиги зиммасига юклатилган. Лойиҳага ҳўйидаги ҳудудлар киритилган – Навоий вилоятининг Қўзилтепа тумани, Бухоро вилоятининг Ёқудовон, Вобкент, Бухоро, Жондор, Қорақўл ва Олот туманлари. Лойиҳалаш ишлари М37 автомагистралининг 156 км қисмини таъмирлаш ва Бухоро шаҳрининг гарбий қисмида 12 км ли айланма йўл қурилишини ўз ичига олади. Қурилиш-таъмирлаш ишлари вақтида йўлларнинг ҳолати яхшиланиши, баъзи йўллар кенгайтирилиши, тирбандликларни бартараф қилиш учун янги йўл ўтказишлар ва кўприклар қурилиши, йўлларда хавфсизлигини таъминлаш учун янги светофорлар ўрнатилиши ҳақида маълумот берилди. Лойиҳанинг фермерлар, тадбиркорлар, айёллар ва жамиятнинг заиф гурўҳларига қандай таъсир ўтказиши мумкинлиги муҳокама қилинди. Йўл ҳаракати хавфсизлигидаги аҳоли дуч келаятган асосий муаммолар таҳлил қилинди. Лойиҳа ишлари давомида ерлардан фойдаланишда баъзи чекловлар бўлиши, баъзи иқтисодий объектларга (мактаб, бочка, поликлиника ва ҳ.к.) қариш йўллари вақтинчалик ёпиб қўйилиши, шунингдек, аҳолига қўлайлиқ пратиш мақсадда вақтинчалик бошқа йўллар ташкил қилиниши ҳақида маълумот берилди. Барча қўзғилиш-таъмирлаш ишлари Ўзбекистоннинг амалдаги қонунийлиги доирасида қатъий равишда олиб борилаётиши маълум қилинди. Лойиҳа бўйича шикоятлар ва муножаатлар юзга келган вақтда аҳолининг тепишли ҳўудудати маҳалла қўмитаси ёки "Астойўлневест" агентлигига оздам ёки ёзма равишда муножаат қилишлари мумкинлиги тушўнтилди. Ушбу лойиҳа транспорт инфратузилмасини яхшилаш, аҳолининг турмуш даражасини ошириш, йўллардаги хавфсизлик ҳораларини яхшилашга қаратилган.	
Протокол билан танишдим:	
Туман ҳўкмиллиги вакили:	<i>Икрамова Д.А</i> Ф.И.Ш <i>Д.Шам</i> С.И.Ш
Консултант:	<i>Икрамова Д.А</i> Ф.И.Ш <i>Д.Шам</i> С.И.Ш



3. Photographs from Focus Group Discussions

This appendix presents photographic records of conducted focus group discussions with women of project districts living in communities located along bypass road and rehabilitation corridor.





Gijduvon District, Bukhara Province (June 1, 2026)



Vobkent District, Bukhara Province (June 2, 2026)



Bukhara District, Bukhara Province (June 2, 2026)



4. Photographs from Key Informant Interviews

This appendix presents photographic records of conducted key informant interviews with institutional stakeholders and representatives of project district khokimiyats.

(a) Key Informant Interviews with Institutional Stakeholders

Meeting with representatives of the State Committee for Roads Bukhara Region Automobile Roads Head Office (July 1, 2026)	
Meeting with representatives of Department of Ecology and Climate Change of Bukhara Region (July 1, 2026)	
Kyzyltepa District, Navoi Province (June 29, 2026)	



Gijduvon District, Bukhara Province (June 29, 2026)



Vobkent District, Bukhara Province (June 29, 2026)



Bukhara District, Bukhara Province (July 2, 2026)



Kyzyltepa district environmental authority, Navoi province (03.04.2026)

5. Presentation for Meetings with Institutional Stakeholders

BUXORO VILOYATI AVTOMOBIL YO'LLARI TIZIMINI YAXSHILASH LOYIHASI M37 MILELY AVTOMOBILTRASHIN QAYTA TA'MIRLASH VA MODERNIZATSIYA QILISH	LOYIHA TAVSIFI BUXORO VILOYATI AVTOMOBIL YO'LLARI TIZIMINI YAXSHILASH LOYIHASI
LOYIHA HUDUDLARI XARITASI	QO'YILGAN MAQSADLAR
BAJARILADIGAN ISHLAR	Qurilishi rejalashtirilgan yangi yo'l kesishmalari va qayrilib olish joylari (Qiziltepa, G'ijduvon va Vobkent)
Qurilishi rejalashtirilgan yangi yo'l kesishmalari va qayrilib olish joylari (Buxoro tumani)	Qurilishi rejalashtirilgan yangi yo'l kesishmalari va qayrilib olish joylari (Jondor tumani)
Qurilishi rejalashtirilgan yangi yo'l kesishmalari va qayrilib olish joylari (Qorako'l va Olot tumanlari)	Qurilishi rejalashtirilgan yangi yo'l kesishmalari va qayrilib olish joylari (Olot tumani)

LOYIHANING ASOSIY PARAMETRLARI



#	Ushbu parametrlar	Qisqartirish
1	Uzunlik	1000 m
2	Yil	2024 yil
3	Yil	2024 yil
4	Yil	2024 yil
5	Yil	2024 yil
6	Yil	2024 yil
7	Yil	2024 yil
8	Yil	2024 yil
9	Yil	2024 yil
10	Yil	2024 yil

LOYIHANI AMALGA OSHIRISH BO'YICHA TALABLARI

QIYINLIKNI YARATADIGAN ASOSIY OMILLAR

- 1. **Yarasharlik talablarini bajarish**
- 2. **Yarasharlik talablarini bajarish**
- 3. **Yarasharlik talablarini bajarish**
- 4. **Yarasharlik talablarini bajarish**
- 5. **Yarasharlik talablarini bajarish**
- 6. **Yarasharlik talablarini bajarish**
- 7. **Yarasharlik talablarini bajarish**
- 8. **Yarasharlik talablarini bajarish**
- 9. **Yarasharlik talablarini bajarish**
- 10. **Yarasharlik talablarini bajarish**

LOYIHANING TA'SIRLARI

LOYIHANING AHOLIGA TA'SIRI VA UZATISH YUMSHATISH CHORALARI



1. **Yarasharlik talablarini bajarish**

2. **Yarasharlik talablarini bajarish**

3. **Yarasharlik talablarini bajarish**

4. **Yarasharlik talablarini bajarish**

5. **Yarasharlik talablarini bajarish**

6. **Yarasharlik talablarini bajarish**

7. **Yarasharlik talablarini bajarish**

8. **Yarasharlik talablarini bajarish**

9. **Yarasharlik talablarini bajarish**

10. **Yarasharlik talablarini bajarish**

IJTIMOY-IQTISODIY TADQIQOT

Aholining ijtimoiy-iqtisodiy holatini o'rganish



1. **Yarasharlik talablarini bajarish**

2. **Yarasharlik talablarini bajarish**

3. **Yarasharlik talablarini bajarish**

4. **Yarasharlik talablarini bajarish**

5. **Yarasharlik talablarini bajarish**

6. **Yarasharlik talablarini bajarish**

7. **Yarasharlik talablarini bajarish**

8. **Yarasharlik talablarini bajarish**

9. **Yarasharlik talablarini bajarish**

10. **Yarasharlik talablarini bajarish**

UY XO'JALIKLARI BILAN SO'ROV NOMALARI

UY XO'JALIKLARI BILAN SO'ROV NOMALARI



1. **Yarasharlik talablarini bajarish**

2. **Yarasharlik talablarini bajarish**

3. **Yarasharlik talablarini bajarish**

4. **Yarasharlik talablarini bajarish**

5. **Yarasharlik talablarini bajarish**

6. **Yarasharlik talablarini bajarish**

7. **Yarasharlik talablarini bajarish**

8. **Yarasharlik talablarini bajarish**

9. **Yarasharlik talablarini bajarish**

10. **Yarasharlik talablarini bajarish**

UY XO'JALIKLARI BILAN SO'ROV NOMALARI

UY XO'JALIKLARI BILAN SO'ROV NOMALARI



1. **Yarasharlik talablarini bajarish**

2. **Yarasharlik talablarini bajarish**

3. **Yarasharlik talablarini bajarish**

4. **Yarasharlik talablarini bajarish**

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7. **Yarasharlik talablarini bajarish**

8. **Yarasharlik talablarini bajarish**

9. **Yarasharlik talablarini bajarish**

10. **Yarasharlik talablarini bajarish**

AYOLLAR BILAN MUHOKAMALAR

AYOLLAR BILAN MUHOKAMALAR



1. **Yarasharlik talablarini bajarish**

2. **Yarasharlik talablarini bajarish**

3. **Yarasharlik talablarini bajarish**

4. **Yarasharlik talablarini bajarish**

5. **Yarasharlik talablarini bajarish**

6. **Yarasharlik talablarini bajarish**

7. **Yarasharlik talablarini bajarish**

8. **Yarasharlik talablarini bajarish**

9. **Yarasharlik talablarini bajarish**

10. **Yarasharlik talablarini bajarish**

ASOSIY MA'LUMOT BERUVCHILAR BILAN SUHBATLAR

ASOSIY MA'LUMOT BERUVCHILAR BILAN SUHBATLAR



1. **Yarasharlik talablarini bajarish**

2. **Yarasharlik talablarini bajarish**

3. **Yarasharlik talablarini bajarish**

4. **Yarasharlik talablarini bajarish**

5. **Yarasharlik talablarini bajarish**

6. **Yarasharlik talablarini bajarish**

7. **Yarasharlik talablarini bajarish**

8. **Yarasharlik talablarini bajarish**

9. **Yarasharlik talablarini bajarish**

10. **Yarasharlik talablarini bajarish**

SHIKOYATLARNI KO'RIB CHIQUISH MEKANIZMI

SHIKOYATLARNI KO'RIB CHIQUISH MEKANIZMI



1. **Yarasharlik talablarini bajarish**

2. **Yarasharlik talablarini bajarish**

3. **Yarasharlik talablarini bajarish**

4. **Yarasharlik talablarini bajarish**

5. **Yarasharlik talablarini bajarish**

6. **Yarasharlik talablarini bajarish**

7. **Yarasharlik talablarini bajarish**

8. **Yarasharlik talablarini bajarish**

9. **Yarasharlik talablarini bajarish**

10. **Yarasharlik talablarini bajarish**

SHIKOYATLARNI KO'RIB CHIQUISH TARTIBI

SHIKOYATLARNI KO'RIB CHIQUISH TARTIBI



1. **Yarasharlik talablarini bajarish**

2. **Yarasharlik talablarini bajarish**

3. **Yarasharlik talablarini bajarish**

4. **Yarasharlik talablarini bajarish**

5. **Yarasharlik talablarini bajarish**

6. **Yarasharlik talablarini bajarish**

7. **Yarasharlik talablarini bajarish**

8. **Yarasharlik talablarini bajarish**

9. **Yarasharlik talablarini bajarish**

10. **Yarasharlik talablarini bajarish**



LOYIHADAN KUTILAYOTGAN NATIJALAR MAST YOLNI TA'MIRLASH VA MODERNIZATSIYA (QO'RIQLANAYOTGAN HANGARLARDI UCHUN STRATEGIK AFZALIYATLARI VA FONDALARI) RAJION VA HANTAQARVIY DARAJADA: - Transport tizimining umumiy va tashqi ta'mirlashni ta'minlash; - Avtomobil yo'llari; - Avtomobil yo'llari uchun zarur bo'lgan asosiy va ikkinchi darajali yo'llar; - Avtomobil yo'llari uchun zarur bo'lgan asosiy va ikkinchi darajali yo'llar; MAHALLIY DARAJADA: - Yuqori darajadagi avtomobil yo'llari ta'mirlashni ta'minlash; - Avtomobil yo'llari uchun zarur bo'lgan asosiy va ikkinchi darajali yo'llar; - Avtomobil yo'llari uchun zarur bo'lgan asosiy va ikkinchi darajali yo'llar; - Avtomobil yo'llari uchun zarur bo'lgan asosiy va ikkinchi darajali yo'llar; DAVLAT MALKI VA INFRASTRUKTURA AHBORI - Avtomobil yo'llari uchun zarur bo'lgan asosiy va ikkinchi darajali yo'llar; - Avtomobil yo'llari uchun zarur bo'lgan asosiy va ikkinchi darajali yo'llar; - Avtomobil yo'llari uchun zarur bo'lgan asosiy va ikkinchi darajali yo'llar;	
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6. Women-FGD Brochure

**AYOLLAR BILAN
UCHRASHUVLARNING
ASOSIY MAQSADI**

Ayollarning turmush tarzi, transport vositalaridan foydalanish imkoniyatlari, yo'ldagi xavfsizlik bilan bog'liq muammolar va genderga asoslangan ta'sirlarni o'rganish

LOYIHA BILAN TANISHTIRISH

- Tuman ayollarini loyiha bo'yicha ma'lumotlar bilan tanishtirish

HAVJUD MUAMMOLARI

- Yo'l bilan bog'liq muammolar bo'yicha aholi fikrini o'rganish

GENDER OMILLARI

- Gender va ijtimoiy zaiflik masalalarini o'rganish

LOYIHA TA'SIRLARI

- Loyihaning ayollarga ijtimoiy va iqtisodiy ta'sirini baholash



Loyihani amalga oshirish jarayonida aholining ijtimoiy-iqtisodiy holatini o'rganish bo'yicha tadqiqot o'tkazish nazarda tutilgan. Tadqiqot ishlari davomida tuman ayollari bilan uchrashuvlar o'tkaziladi va fokus-guruh muhokamalari amalga oshiriladi.

**BUXORO
AVTOMOBIL
YO'LLARI
TIZIMINI
YAXSHILASH
LOYIHASI**

Aholining ijtimoiy-iqtisodiy holatini o'rganish bo'yicha tadqiqot ishlari

**MUROJAAT VA
TAKLIFLAR
UCHUN
BOG'LANISH**



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**YO'L INFRATUZILMASINI
YAXSHILASH VA TRANSPORT
BARQARORLIGINI TA'MINLASH**

**YO'LLARDAGI TIRBANDLIKNI
KAMAYTIRISH VA AHOILING
YUQORI MOBILIGINI TA'MINLASH**

**YO'LLARDA XAVFSIZLIKNI OSHIRISH
VA YO'LDAN FOYDALANUVCHILAR
UCHUN QULAYLIKLAR YARATISH**

LOYIHA HAQIDA

Osiyo Infratuzilmaevly Investitsiyalar banki tomonidan Buxoro viloyatidan o'tuvchi M37 avtomagistralining 158 km qismini ta'mirlash va 12 km il yangi aylanma yo'l qismini qurish loyihasi moliyalashtirilmoqda.

Loyihaga kiritilgan hududlar:

- Qiziltepa tumani (Navoiy viloyati)
- G'ijduvon tumani
- Vobkent tumani
- Buxoro tumani
- Jondor tumani
- Qorako'l tumani
- Olot tumani

7. Brochure for Household Survey (Rehabilitation Corridor)

LOYIHA MAQSADLARI

- Yo'l infratuzilmasini yaxshilash va transport barqarorligini ta'minlash
- Yo'llardagi tirbandlikni kamaytirish va aholining yuqori mobilligini ta'minlash
- Yo'llarda xavfsizlikni oshirish va yo'ldan foydalanuvchilar uchun qulayliklar yaratish

MUROJAATLAR UCHUN BOG'LANISH

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BUXORO AVTOMOBIL YO'LLARI TIZIMINI YAXSHILASH LOYIHASI

Aholining ijtimoiy-iqtisodiy holatini o'rganish bo'yicha tadqiqot tizimi

LOYIHA HAQIDA

O'zbekiston Respublikasi Prezidentining 2023-yil 10-oktabrdagi PQ-330-son qaroriga asosan M37 "Samarqand - Buxoro - Turkmanboshi" avtomobil yo'lining 207-365 km qismini rekonstruksiya qilish loyihasini amalga oshirish belgilangan.

- Loyihani moliyalashtiruvchi:** Osiyo infratuzilma investitsiyalar banki
- Loyiha buyurtmachisi:** O'zbekiston Respublikasi Avtomobil yo'llari qo'mitasi tashkilotidagi Avtoyolinvest agentligi

BAJARILADIGAN ISHLAR

- M37 milliy avtomagistralining Navoiy viloyatining Qiziltepa tumani va Buxoro viloyatining G'ijduvon, Vobkent, Buxoro, Jondor, Qorako'l va Olot tumanlari orqali o'tuvchi 158 km qismini rekonstruksiya qilish
- Buxoro shahri aylanma yo'lining 4,5 km qismini qutish
- Yangi ko'priklar, yo'l o'tkazgichlar va yer osti pilyodalar yo'lagini barpo etish

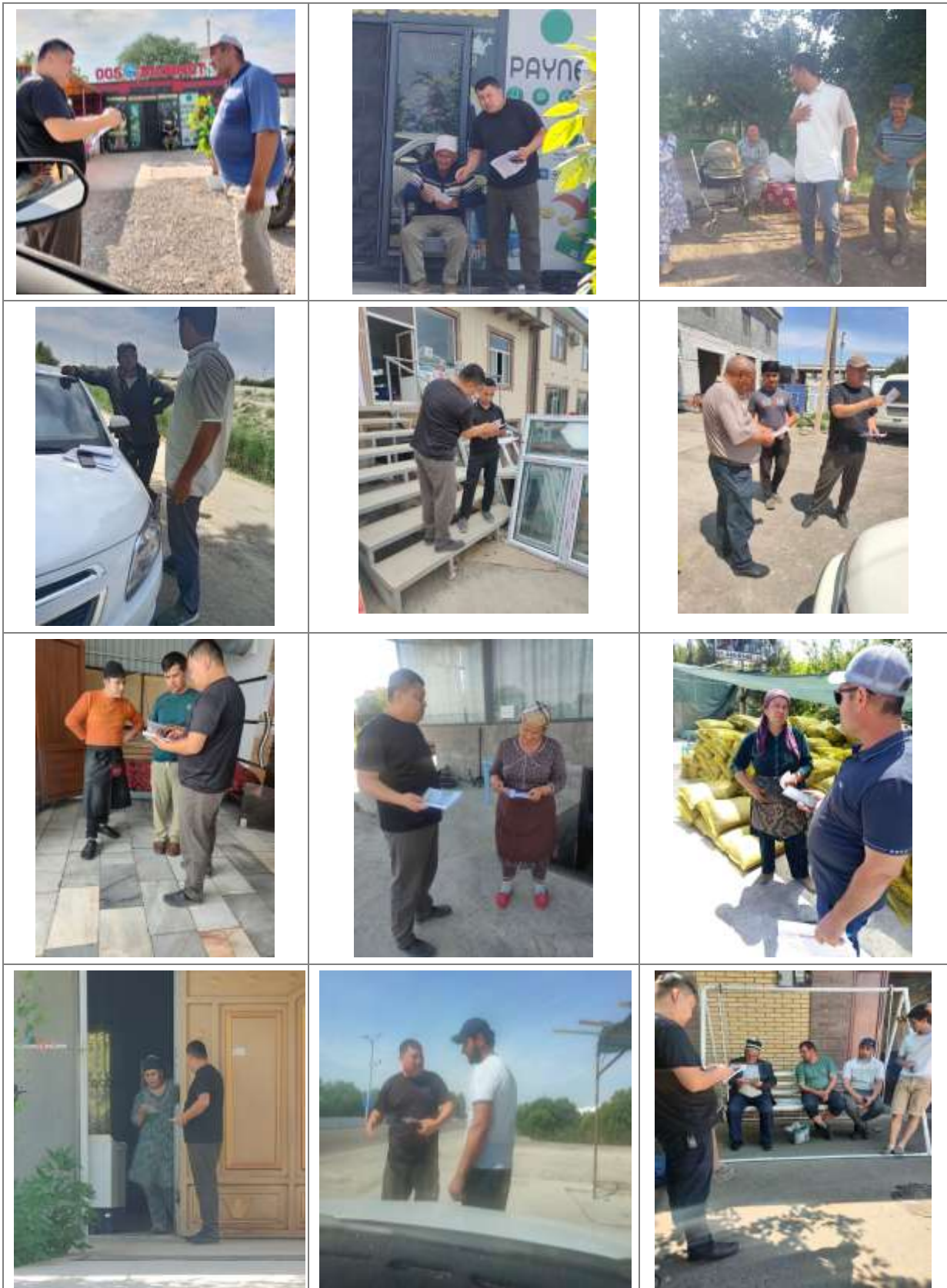
IJTIMOIY-IQTISODIY TADQIQOT DAVOMIDA QILINADIGAN VAZIFALAR

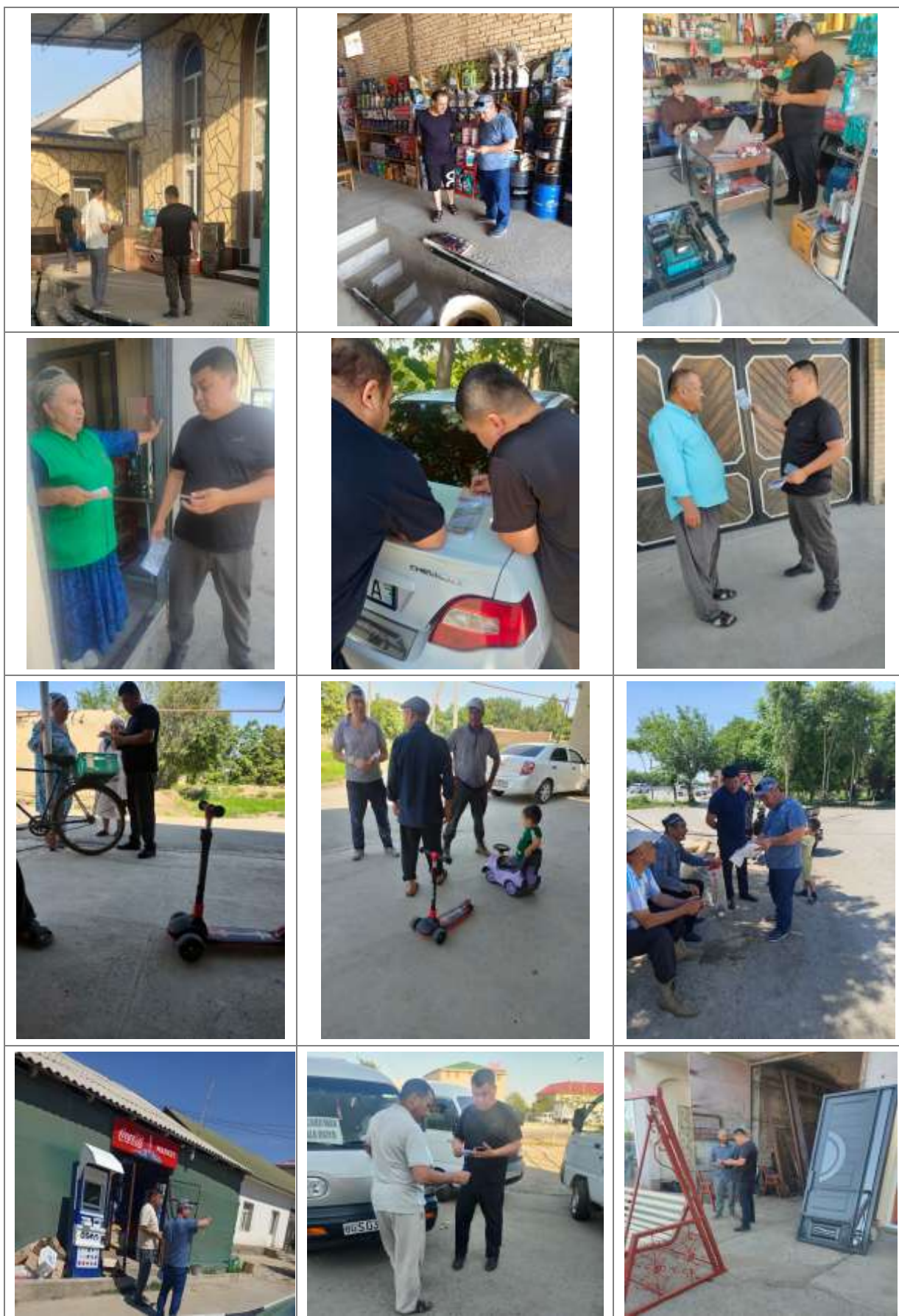
- Uy xo'jaliklari va ijtimoiy himoyaga muhtoj aholi guruhlarning ijtimoiy holatini o'rganish
- Loyihani amalga oshirishning aholiga ta'sirini o'rganish
- Aholining daromad manbalarini aniqlash
- Yo'llardagi xavfsizlik darajasini aniqlash
- Aholining mobillik darajasi va transport vositalaridan foydalanish imkoniyatlarini tahlil qilish
- Qurilishda gender omillarining ta'sirini o'rganish

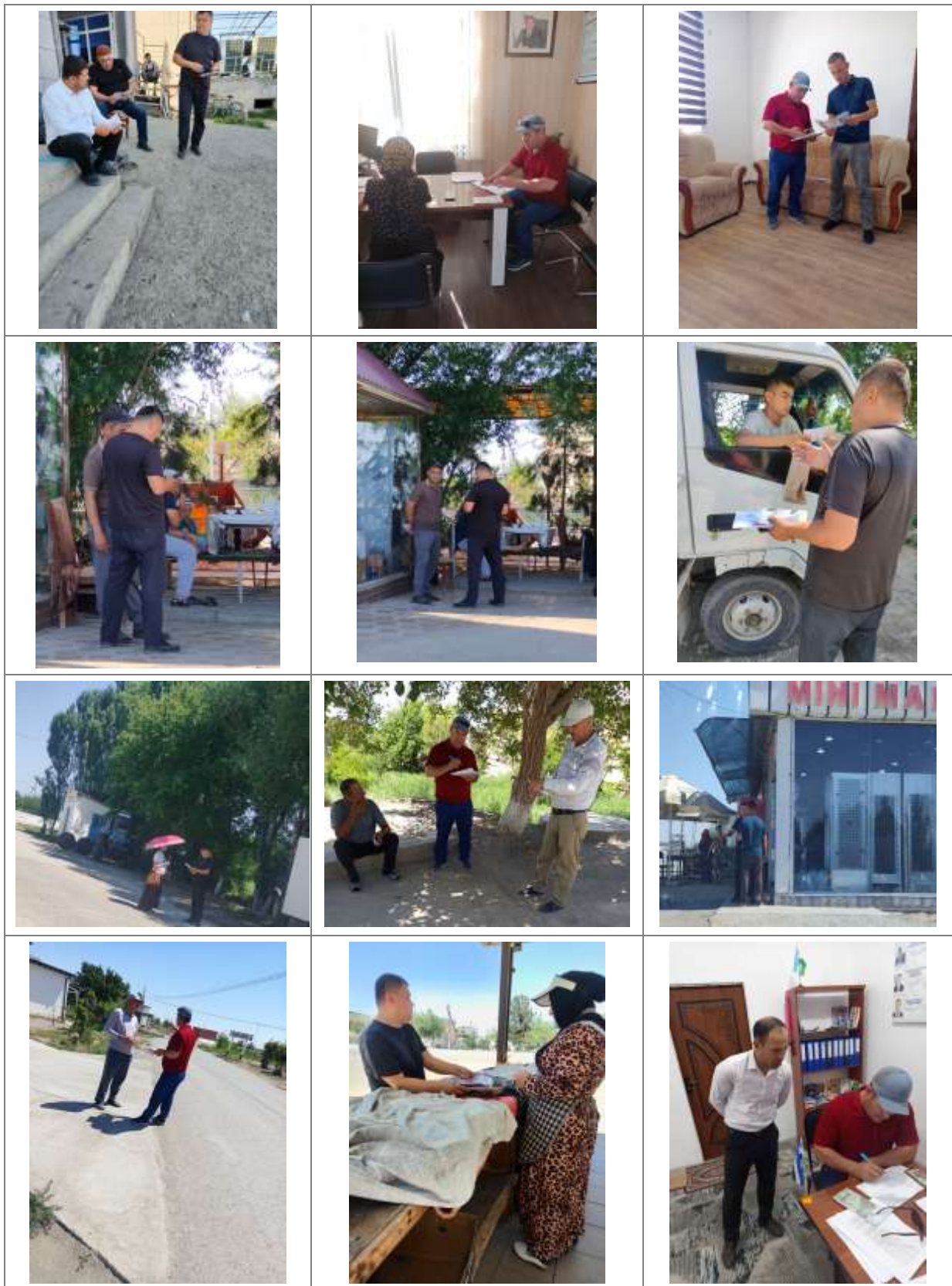
AHOLINING IJTIMOIY-IQTISODIY HOLATINI O'RGANISH NIMA UCHUN KERAK?

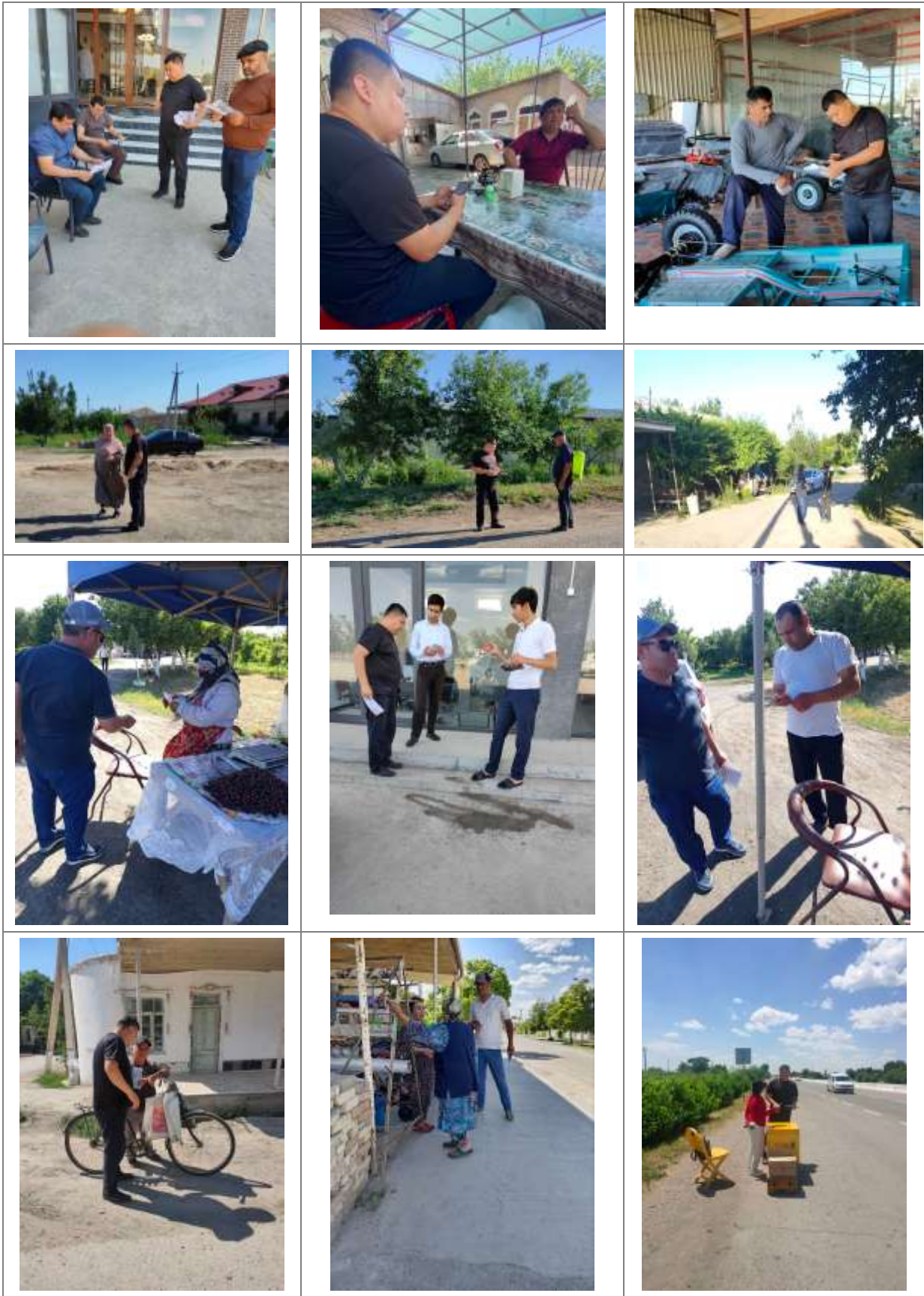
- Aholini loyiha bo'yicha ma'lumotlar bilan tanishtirish
- Yo'l bilan bog'liq muammolar bo'yicha aholi fikrini o'rganish
- Gender va ijtimoiy zotlik masalalarini o'rganish
- Loyihadan kutilayotgan natijalarni muhokama qilish
- Loyihaning aholiga ijtimoiy va iqtisodiy ta'sirini baholash

8. Selected Photographs from Household Survey (Rehabilitation Corridor)











Appendix 5. Consultation Commitments Tracking Matrix

The matrix records the commitments made during stakeholder consultations for Phase 1 (Lots 1–2), the project documents in which they are incorporated, and how their implementation is monitored, verified and reported back to stakeholders. It is maintained by the PMO E&S Specialist and updated at least quarterly (Section 4.3). Status is shown as of 18.09.2026.

Recorded	Commitment recorded in Table 2; not yet reflected in a project document.
Incorporated	Added to the design, plans, contracts or RAP; implementation not yet due or not yet started.
In implementation	Works or measures under way (recurring commitments remain in this status while ongoing).
Verified	Delivery checked against the verification method.
Closed	Verified and reported back to the stakeholders concerned.

Table 15: Consultation Commitments Tracking Matrix

No.	Commitment	Source (Table 2)	Lot / District(s)	Responsible / Monitoring	Timing / Target Date	Status (as of 18.09.2026)	Follow-up Actions Taken to Date	Verification Method and frequency
1.	Traffic Management Plan: construction-hour controls, flagging/signage near settlements, maintained temporary access to markets, schools, health posts	Kyzyltepa KII, 01.06.2026	Lot 1 – Kyzyltepa	Contractor, PMC, PMO	Prior to mobilization; ongoing during construction	Incorporated in ESMP; Contractor's TMP	Traffic Management Plan requirement is added to the ESMP	Review and approval of Contractor's Traffic Management Plan by PMC; site inspection records; contractor's monthly E&S report
2.	Speed-calming measures and prioritized signage at schools and residential areas incorporated into final design	Kyzyltepa KII, 01.06.2026	Lot 1 – Kyzyltepa	Design Institute, PMO	Final design	Incorporated into design	Measures are incorporated into design	Design drawings review; as-built verification
3.	Behavior-change road safety activities (seminars, reflective apparel promotion, crossing use,	Kyzyltepa KII, 01.06.2026	Lot 1 – Kyzyltepa	Contractor, PMO (community liaison) during construction PMO E&S and Gender Specialists	Construction and operation	Incorporated in GAP and SEP	Behavior-change road safety activities are added to	Training attendance records; activity reports in monitoring reports



No.	Commitment	Source (Table 2)	Lot / District(s)	Responsible / Monitoring	Timing / Target Date	Status (as of 18.09.2026)	Follow-up Actions Taken to Date	Verification Method and frequency
	child road safety education)			Regional Roads Department during operation			Gender Action Plan (GAP)	
4.	Women's employment targets in the contractor workforce, set per Lot (Lots 1 and 2): at least 10% of unskilled/semi-skilled site labor positions; at least 25% of professional and technical positions; at least 30% of administrative and community liaison positions. Dedicated facilities for women workers (separate sanitary facilities, lockable changing rooms, prayer rooms).	Gijduvon KII/FGD, 01.06.2026	Lot 1 – Gijduvon	Contractor	Mobilization onward	Incorporated in GAP, LMP, ESMP, civil works bidding documents (each Lot)	Requirements are added to GAP, LMP, and ESMP, and included in the civil works bidding documents for each Lot	Workforce records; site inspection of facilities; hiring data disaggregated by sex, job category and Lot in monitoring reports
5.	Mobile noise barrier system (construction phase): solid timber/plywood, 18-25mm thick, designed to reduce noise by about 10 dBA, installed at schools, health facilities, residential areas near active equipment	Gijduvon KII; Vobkent KII, 01-02.06.2026	Lot 1 – Gijduvon, Vobkent	Contractor	During construction; relocated as works progress	Incorporated in bidding documents; contractor's contract	Requirement is added to bidding documents and contract of the contractor	Noise monitoring data; site inspection records
6.	Dust suppression and noise control measures implemented per site-specific ESMP	Gijduvon FGD, 01.06.2026	Lot 1 – Gijduvon	Contractor	Throughout construction	Incorporated in ESMP	Dust suppression and noise control measures are added to the ESMP	SSESMP implementation review; environmental monitoring reports
7.	Labor Management Plan (LMP) implemented, including worker Code of Conduct and a dedicated referral pathway for worker-conduct concerns; GRM	Bukhara KII, 02.06.2026	Lot 2 – Bukhara	Contractor, PMO (GRM focal point)	Prior to mobilization	Incorporated in LMP and GRM	LMP prepared as part of ESIA and will be implemented by the contractors	LMP approval by PMO; GRM log review



No.	Commitment	Source (Table 2)	Lot / District(s)	Responsible / Monitoring	Timing / Target Date	Status (as of 18.09.2026)	Follow-up Actions Taken to Date	Verification Method and frequency
	channel established for such complaints							
8.	Coordination with local water user associations on scheduling of canal-crossing works; temporary irrigation bypass arrangements provided where flows must be interrupted	Bukhara FGD, 02.06.2026	Lot 2 – Bukhara	Contractor, PMO	Prior to and during canal-crossing works	Recorded	Activities will be implemented by the contractor and overseen by PMO and PMC	Coordination meeting records; irrigation bypass inspection
9.	Designated livestock crossing points maintained throughout construction, coordinated with mahalla committees and livestock owners	Bukhara FGD, 02.06.2026	Lot 2 – Bukhara	Contractor	Throughout construction	Recorded	Activities will be implemented by the contractor and overseen by PMO and PMC	Site inspection; mahalla committee consultation records
10.	Bridge works scheduled and micro-sited to minimize disruption; temporary safe pedestrian routes and signage maintained for residents including children and elderly	Vobkent KII, 02.06.2026	Lot 1 – Vobkent	Contractor, Design Institute	Design and construction phases	Recorded	Activities will be implemented by the contractor and overseen by PMO and PMC	Design review; site inspection
11.	Noise and vibration monitoring conducted during bridge works near the Vobkent crossing	Vobkent KII, 02.06.2026	Lot 1 – Vobkent	Contractor, independent monitor	During bridge works	Incorporated in environmental monitoring plan	Noise and vibration monitoring is added to the environmental monitoring plan	Monitoring data reports
12.	RAP compensation at full replacement cost for land, trees, and structures prior to start of works in affected areas; GRM available for	Vobkent FGD, 02.06.2026; multiple resettlement engagement sessions	Lots 1–2 – Kyzyltepa, Gijduvon, Vobkent, Bukhara	PMO, RAP implementation team	Prior to civil work commencing in each affected section	Incorporated in RAP	RAP is prepared and will be implemented by the public authorities and	RAP compliance reports; compensation payment records; GRM log



No.	Commitment	Source (Table 2)	Lot / District(s)	Responsible / Monitoring	Timing / Target Date	Status (as of 18.09.2026)	Follow-up Actions Taken to Date	Verification Method and frequency
	compensation-related concerns						overseen by the PMO	
13.	Particulate matter monitoring delegated to Bukhara Department of Ecology and Climate Change; gaseous monitoring by Public Health and Wellbeing Service laboratory	National Committee consultation, 11.05.2026, 01.06.2026, 04.06.2026	Bukhara (province-level)	PMO, Contractor (monitoring contract)	Upon receipt of approved design; ongoing during construction	Incorporated in ESMP and environmental monitoring plan	Added to the ESMP, monitoring plan	Monitoring contracts; laboratory reports
14.	Economically displaced roadside businesses addressed under RAP, including livelihood restoration support	Kyzyltepa consultation (Alijon Abduvakhobov), 29.06.2026	Lot 1 – Kyzyltepa	PMO, RAP implementation team	Prior to affected businesses being impacted	Incorporated in RAP	Addressed in RAP	RAP livelihood restoration records
15.	Local roads used for construction haulage/diversion surveyed before and after construction; any damage attributable to project traffic repaired	Gijduvon dept heads consultation, 29.06.2026	Lot 1 – Gijduvon	Contractor	Pre- and post-construction	Recorded	Activities will be implemented by the contractor and overseen by PMO and PMC	Condition survey reports
16.	Zarafshan River crossing works micro-sited to avoid riparian margin where feasible; subject to water quality management measures during construction	Vobkent consultation (Isroilov/ Bobokulov), 29.06.2026	Lot 1 – Vobkent	Contractor, Design Institute	Design and construction	Incorporated in ESMP and final design	Measure is added to the ESMP; activities will be implemented by the contractor and overseen by PMO and PMC	Design review; water quality monitoring data



No.	Commitment	Source (Table 2)	Lot / District(s)	Responsible / Monitoring	Timing / Target Date	Status (as of 18.09.2026)	Follow-up Actions Taken to Date	Verification Method and frequency
17.	Vibration monitoring of built heritage structures near the Bukhara historic core undertaken prior to and during construction near the Ring Road connection	Bukhara consultation (Ochilov), 29.06.2026	Lot 2 – Bukhara	Contractor, independent monitor	Prior to and during construction near Ring Road	Incorporated in environmental monitoring plan	Noise and vibration monitoring is added to the environmental monitoring plan	Condition survey reports; vibration monitoring data
18.	Tree inventory conducted (quantity, condition, valuable species); compensatory planting or replacement measures determined based on assessment	Gijduvon district administration, 15.07.2026	Lot 1 – Gijduvon	Design Institute, Contractor	Prior to finalization of design; prior to felling	Recorded	Activities will be implemented by the contractor and overseen by PMO and PMC	Updated inventory report; compensatory planting records
19.	Formal valuation and assessment of all affected properties (trees, residential, commercial) conducted following project approval; advance notification to community before land acquisition	Vobkent district administration, 17.07.2026; multiple resettlement sessions	Lots 1–2 – Kyzyltepa, Gijduvon, Vobkent, Bukhara	PMO, RAP implementation team	Following project approval; prior to land acquisition	Incorporated in RAP	Addressed in RAP	RAP asset valuation records; notification records