

# Semi-annual Environmental Monitoring Report

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**Project Number: 42417-033**

**Loan Number: L2752-ARM**

**June - December 2024**

## **ARM: Sustainable Urban Development Investment Program, Tranche 1**

**Prepared by the Yerevan Municipality**

**Yerevan Project Implementation Unit**

**Yerevan, Armenia**

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## ABREVIATIONS

ADB	-	Asian Development Bank
AH	-	affected households
AP	-	affected persons
CAP	-	corrective action plan
DESC	-	detailed engineering and construction supervision consultant
EA	-	executing agency
IA	-	implementing agency
EMA	-	external monitoring agency
LAR	-	land acquisition and resettlement
LARF	-	land acquisition and resettlement framework
LARP	-	land acquisition and resettlement plan
MoE	-	Ministry of Environment
MFF	-	Multi-tranche financing facility
PIU	-	project implementation unit
PMIC	-	project management and institutional strengthening consultant
PPTA	-	project preparatory technical assistance
RS	-	resettlement specialist
SUDIP	-	Sustainable Urban Development Investment Project
YUDIP	-	Yerevan Urban Development Investment Project
YM	-	Yerevan Municipality

## 1. INTRODUCTION

### 1.1. Preamble

1. This semi-annual environmental monitoring report covers the period of June-December 2024. The report is prepared by the PIU environmental specialist.

### 1.2. Headline Information

2. The Government of Armenia has received a loan from the Asian Development Bank (ADB) to finance the Sustainable Urban Development Investment Program-Project 1/Tranche 1. This project derives from a request from Yerevan Municipality (YM) to ADB to define a strategic plan to improve urban transport in Yerevan aligned with the urban master plan of Yerevan city. This plan aims at promoting a sustainable, integrated, socially affordable and cost efficient urban transport system.

3. One of the key strands of the project is re-organization of the surface public transport network into a hierarchical network. This would be based around a strategic primary network that would be supported and complemented by a secondary network that would be local in nature. Another key strand of the project is re-organization of the surface public transport network through development of a multimodal system. This includes revision of the bus network, tariff and fare system.

4. In the short term, the main objective is to complete the road based missing links of the western urban ring. The two captioned road projects will help to divert through-traffic around the city center. The economic benefits and the use to the traveling public and to freight traffic will be further improved.

5. The project comprised the following components:

#### a. Urban Infrastructure

6. Tranche/Project 1 includes the widening of two main roads, namely Arshakunyats Avenue (1.3km) and Artashat highway (1.5km) and will result in the existing two-lane alignment being widened and converted into a 4-6 lane divided road with a central reservation. A new roundabout connecting Artashat highway to Arshakunyats avenue and Shirak Street will be constructed on 8-9m height. The design total length is about 500m. The roundabout will be constructed on the embankment. As the roundabout will be over railway and Noragavit 1st street, two tunnels will be constructed within the embankment in order to allow passing railway and Noragavit 1st street.

7. Because of shortage of funds the section that will link Argavand highway and Shirak Street West, running a length of approximately 1.3km, has been moved to Tranche/Project 2, in accordance with ADB agreement dated 14 March 2014 and the Program governing and coordinating council (PGCC) agreement dated 20 June 2014.

b. **Institutional Strengthening** to strengthen institutional framework and urban transport organization, increase coordination, monitoring and financing of urban transport subsector; and

c. **Program Management and Capacity Building:** consulting services for subproject preparation, construction supervision, audit, social and environmental assessments including Yerevan Bus Depots (New Sirak Bus Depot construction IEE and Jrvej Bus Depot reconstruction) IEE, and institutional capacity development in the urban transport sector.

## 2. PROJECT DESCRIPTION AND ACTIVITIES

### 2.1. Project Description

8. The impact, outcome, outputs, performance targets and indicators of the project are summarized in the following Table 1.1 and Table 1.2:

**Table 2.1:** Project Impact, Outcome, Performance Targets and Indicators

Item	Performance Targets and Indicators	Status of Implementation
<b>Impact</b> Improved urban environment, local economy and enhanced private sector in Yerevan	<b>By 2023,</b> -Safe pedestrian passes  -Increase of real estate value compared to baseline	<b>By 2021,</b> -Several pedestrian zebra crossings were arranged and one pedestrian overpass (equipped with elevator) was constructed under Tender 1 and 2.  - Real estate value was increased by 15%
<b>Outcome</b> Efficient, reliable and affordable urban infrastructures and services provided in Yerevan	<b>By 2021,</b> -Travel time from South to North Yerevan decreased by 25% compared to 45 min in 2009  -Bus and trolleybus commercial speed increased by 3km/h, baseline 2009: 14 km/h  -Public transport ridership in Yerevan increased by 10% from 200 million pax in 2009  -Citizens enable to benefit from construction employment opportunities (300 jobs)	<b>By 2021</b> -Travel time from South to North in Yerevan is 25 min, decreased compared to 2013.  - Average travel speed on primary thorough fares during peak hour: (2023): bus – 20.6 km/hour, microbus- 20.8 km/hour, trolleybus – 14.8 km/hour.  <b>By 2023</b> -Public transport ridership in Yerevan decreased from 200 million pax in 2009 to 193 million pax in 2013 and 183 million pax in 2014 and reached 200 in 2015, in 2016-171 million pax and in 2017 161 million pax, in 2018 124 million pax and reached 150.6 million pax in 2019 and 120.5 thousand pax in 2020, 92.9 thousand pax in 2021, 101.8 million pax in 2022, and reached ~128.9 million pax in 2023.
<b>Output 1:</b> Urban Infrastructure extended, rehabilitated and improved in Yerevan	<b>By 2021,</b> -Completion of urban infrastructure: <ul style="list-style-type: none"><li>• 5.3km of road links constructed by YM;</li><li>• 1 multiple levels intersection upgraded by YM;</li><li>• 2 footbridge implemented by YM;</li><li>• 1 km of upgraded urban</li></ul>	Completed::  5 km road section was constructed.  All construction works were finalized.  The designs of Davitashen-Ashtarak and Babajanyan-Ashtarak sections are finalized. Designs of North-South junction are finalized.

	<p>street including pavement by YM;</p> <ul style="list-style-type: none"> <li>• Urban road link detailed design for tranche 2 endorsed by Yerevan municipality</li> <li>• Road/bus improvement design endorsed by YM or applicable body by 2019</li> <li>• -Strategic city roadmap endorsed by city or applicable body by 2023</li> </ul>	<p>In December 2018 a meeting was held in Yerevan Municipality regarding design solutions of Arshakunyats-Garegin Nzhdeh and Arshakunyats-Bagraturyats junctions. Construction of these junctions is removed from SUDIP.</p> <p>DESC finalized Jrvezh and New Shirak Bus depots designs. Respective approval of Complex Expertise is provided for Jrvezh Bus Depot (Q4, 2022). New Shirak depot design is also ready and submitted for the Complex Expertise.</p> <p>A positive EIA conclusion was obtained from the MoE for Jrvej Bus depot reconstruction works on 09.11.2022.</p> <p>A positive EIA conclusion was obtained from the MoE for New Shirak Bus depot construction works on 09.06.2023.</p> <p>A positive EIA conclusion was obtained from the MoE for Isakov-Arshakunyats road link construction works on 11.05.2023.</p>
<p><b>Output 2:</b>          Appropriate Institutional capacity strengthened in Yerevan</p>	<p><b>By 2023,</b></p> <p>- YM and transport operators capacity strengthened:</p> <ul style="list-style-type: none"> <li>• Multimodal coordination and management committee set up</li> <li>• Multimodal transport system with action plan prepared and implemented (including tariff, ticketing, information, signage, urban transport website, accessibility, traffic model)</li> </ul> <p>-Monitoring unit to evaluate impacts of the program including financial evaluation of the action plan set-up in Yerevan</p>	<p>Completed:: During Q4 2015 Yerevan Municipality sent to ADB the revised TOR for bus new network and integrated tariff and ticketing system and transport authority reorganization. The contract was signed with WYG International Limited in association with Ameria CJSC on 28 December 2016.</p> <p>The contract completed on 31 July 2019. During 2020 Yerevan Municipality requested technical assistance from Cities Development Initiative for Asia (CDIA) in the areas of sustainable mobility, public urban transport, bus network implementation and air quality monitoring to improve the urban livability, environmental impact and transport management in Yerevan. A comprehensive Transport Strategy, Bus Network Implementation Plan with route optimization, outline designs of Bus Priority Lanes and Bus Stops have been developed and presented to YM. For air qualities monitoring 5 sensors have been installed in Yerevan within the framework of the technical assistance.</p> <p>The technical assistance project completed by 31 July 2022.</p>
<p><b>Output 3:</b>          Establishment of skilled and efficient program Implementation</p>	<p><b>By 2016,</b></p> <p>-PIU is timely formed, and appropriately staffed and trained (with at least 25% women and at least 5 staff beneficiaries trained) within YM</p>	<p>Completed: PIU sent to ADB the proposal on hiring staff consultant for web site development and IT service provision on 17 January 2017 and ADB provided its approval on 26 January 2017. The contract with Armen Sirunyan, web designer IT specialist was signed on 10 March 2017. ADB approved the contract extension till 18 April 2021- on 20 January 2020.</p>

Unit in Yerevan		
	<p>-Consultants are recruited on time by IA</p> <p>-Yearly contract awards and disbursement targets are achieved by IA</p>	<p>Completed: Independent monitoring agency (IMA) and detailed engineering and construction supervision consultant (DESC) were recruited in the second (Q2) and the third quarter (Q3) of 2012. PMIC contract was signed in the fourth quarter (Q4) of 2012 and expired in February 2015. The contract for the Advisory Services for Audit was signed in the third quarter (Q3) of 2013. The contract for New Bus Network was signed on fourth quarter (Q4) of 2016.</p> <p>Disbursement accumulative target for Q3 of 2023 is \$1,387,347.62 which is approved by the government. Achievement rate is 47% compared to planned \$1,454,894.82 vs actual \$622,393.87.</p> <p>The targets for contract awards are taken from ADB mission Aid Memoire from April 2013 (Memorandum of Understanding 25-29 April 2013).</p>
	<p>-ADB Procedures and Policy particularly for safeguards and Procurement are timely implemented and complied with by YM staff</p> <p>-Baseline data created and surveys undertaken with sex-segregated data by YM and operators</p> <p>- Baseline data created and Environmental survey undertaken for Bus Depot Construction Project</p>	<p>- ADB Procedures and Policy particularly for safeguards and procurement section is reported through web based PPMS system.</p> <p>Baseline report for LARP 1 was approved by ADB in Q2 2015. Baseline report for LARP 2 (Argavand-Shirak) was approved on 12 December 2015. The Baseline report for Artashat highway North-South Corridor Interchange was approved by ADB on 5 July 2016. Compliance Report for Artashat highway North-South Corridor Interchange was submitted to ADB on 22 September 2016 and was approved on 20 October 2016.</p> <p>EGIS drafted IEEs for Jrvezh Bus Depot reconstruction and New Shirak Bus Depot construction projects, which were submitted to ADB for review and approval.</p> <p>EIAs according to the local/RA requirement have been developed for both depots and submitted to MoE for environmental expertise.</p> <p>A positive EIA conclusion was obtained from the MoE for Jrvezh Bus depot reconstruction works on 09.11.2022.</p> <p>A positive EIA conclusion was obtained from the MoE for New Shirak Bus depot construction works on 09.06.2023.</p>

9. Considering that the loan and project agreements for Isakov-Arshakunyats road links construction works were signed on 27 November 2023 and the loan became effective on 22 May 2024 within the framework of the YUDIP project, henceforth the project details will be presented in framework YUDIP project accountability.

### a. Project Contracts and Management

10. ADB carry out periodic Project reviews, inspections of the Project throughout the Project cycle in conformity with the principles and requirements embodied in the SPS 2009. ADB will assist the YM PIU in managing the environmental impacts and risks, thus contributing to the promotion of the long-term sustainability of investments.

11. The major tasks of the PIU ES are to carry out the overall environmental management ensuring full compliance of the Project implementation with Armenian legislation and ADB SPS (2009). The ES serves as a liaison between the safeguard team of EGIS International Company (Project Engineer), YM, the executing agency, the Ministry of Environment (former Ministry of Nature Protection) of the RA and the Ministry of Education, Science, Culture and Sport (former Ministry of Culture) of the RA, project affected people, ADB and develops and maintains direct relationships with government authorities, with the help of Engineer ES organizes and conducts public consultations, etc. PIU ES Kristine Sahakyan manages all activities related to the environmental issues and PIU land acquisition and resettlement specialist Sirak Gyulbudaghyan manages all resettlement and social aspect issues.

12. EGIS International Design Company is responsible for conducting Baseline survey for Initial Environmental Evaluation and LARP for New Shirak Bus Depot construction, as well for Jrvej Depot reconstruction projects and developed IEEs and LARPs a prior to the construction work start. All IEEs/EIAs/EMPs submitted for ADB final review and/or approval and to RA Environmental expertise. For the Jrvej Bus Depot reconstruction project a positive EIA conclusion was obtained from the MoE on 09.11.2022. For the New Shirak Bus Depot construction project a positive EIA conclusion was obtained from the MoE on 09.06.2023.

13. Edita Vardgesyan, EGIS Environmental specialist is responsible for IEE/EIA and Tigran Grigoryan, EGIS Social specialist is responsible for LARP development.

**Table 2-2.** Environmental Safeguards Staff Contacts

Organization	Status	Name of person	Position	Contact details
YMPIU	PIU	Mrs. Krisatine Sahakyan	ES	<a href="mailto:kristine.sahakyan@yerevan.am">kristine.sahakyan@yerevan.am</a>
		Mr. Sirak Gyulbudaghyan	Resettlement specialist	<a href="mailto:sirak.gyulbudaghyan@yerevan.am">sirak.gyulbudaghyan@yerevan.am</a>
EGIS	Design Company	Mrs. EditaVardgesyan	EHSS	<a href="mailto:editavard@gmail.com">editavard@gmail.com</a>
		Mr. Tigran Grigoryan	SS	<a href="mailto:tgrigoryan1980@gmail.com">tgrigoryan1980@gmail.com</a>

### b. Project Activities during Current Reporting Period

14. No further activities during this reporting period, because all necessary actions have been done, as well as the relevant EIA conclusions have already been received, which was presented in the previous semi-annual report for period of June-December 2023.



15. No construction works at Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized on 2018.

16. No construction works started for Bus Depots construction and Reconstruction works.

**c. Description of Any Changes to Project Design**

17. No design changes for Shirak and Jrvej depots.

18. No construction works at Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized on 2018.

19. No construction works started for Isakov-Arshakunyats road link construction project.

**d. Description of Any Changes to Agreed Construction methods**

21. No construction activities started yet for Shirak new Bus and Jrvej Depots.

22. No construction works at Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized on 2018.

23. No construction works started for Isakov-Arshakunyats road link construction project.

### **3. ENVIRONMENTAL SAFEGUARD ACTIVITIES**

24. No further environmental activities during this reporting period, because all necessary actions have been done, as well as the relevant EIA conclusions have already been received.

25. Social risks/impacts and their mitigation during construction period for Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km) based on the complaints received from the residents of the houses adjacent to the construction as well as on the results of the investigations done by PIU, Constructor and the Engineer's Supervision Team, PIU prepared and submitted to ADB respective Corrective Action Plans (CAP), Emergency Reinforcement Plans (ERP).

26. During this reporting period PIU has received 1 complaint from the resident of SUDIP Tranche 1 area due to damages from construction. The APs request for compensation was rejected by PIU, as a post-construction survey was conducted in April 2017 and according to the results of the survey there were no any new cracks and/or changes compared to pre-construction situation. More information on the Grievance Redress Mechanism and existing complaints is provided in Chapter 5 of this report.

#### **3.1. General Description of Environmental Safeguard Activities**

27. Design company-EGIS implemented Baseline surveys for Initial Environmental Evaluation for New Shirak Bus Depot construction and Jrvezh depot reconstruction projects, incorporated all comments and suggestion raised during the Public Consultations and by ADB. In total 8 public consultations were provided in framework of the both depots projects (4 public consultations for each depot).

28. No further activities during this reporting period, because all necessary conclusions have already been received. Positive EIAs conclusions were obtained from the MoE for Jrvej Bus depot reconstruction works on 09.11.2022 and for New Shirak Bus depot construction works on 09.06.2023, which were presented in the previous semi-annual report for period of January-June 2023.

29. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

30. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized on 2018. No any open CAPs.

#### **3.2. Site Audits**

31. During the reporting period formal audits were not taken place. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

32. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

### **3.3. Issues Tracking (Based on Non-Conformance Notices)**

33. During the reporting period non-compliance notice was not issued. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

34. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

### **3.4. Trends**

35. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

36. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

### **3.5. Unanticipated Environmental Impacts or Risks**

37. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

38. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

## **4. RESULTS OF ENVIRONMENTAL MONITORING**

39. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

40. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized on 2018.

### **4.1. Overview of Monitoring Conducted during Current Period**

41. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

42. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

### **4.2. Trends**

43. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

44. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

### **4.3. Summary of Monitoring Outcomes**

45. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

46. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

### **4.4. Material Resources Utilization**

47. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

48. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

#### **4.4.1. Current Period**

49. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

50. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

#### **4.4.2. Cumulative Resource Utilization**

51. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

52. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

#### **4.5. Waste Management**

53. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

54. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

##### **4.5.1. Current Period**

55. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

56. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

##### **4.5.2. Cumulative Waste Generation**

57. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

58. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

#### **4.6. Health and Safety**

59. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

60. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

##### **4.6.1. Worker Safety and Health**

61. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

62. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

#### **4.7. Training**

63. Non applicable. No construction activities started yet.

## **5. GRIEVANCE REDRESS MECHANISM AND PUBLIC CONSULTATION**

64. Grievance Redress Mechanism is a part of IEE and was developed by Design Company - EGIS.

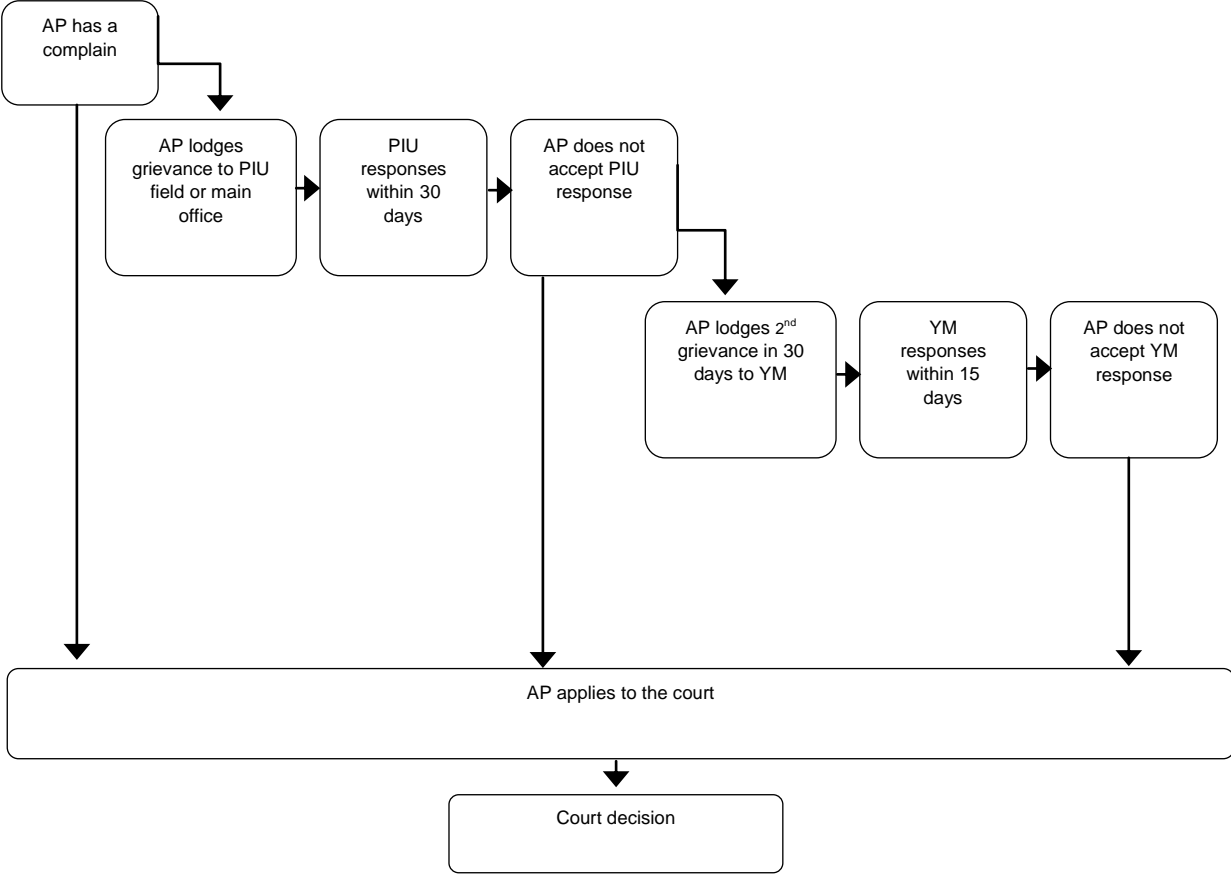
65. Several parties are involved in grievance redress mechanism: (i) PIU, (ii) YM, and (iii) PGC. To make the process accessible to APs, the GRM was presented during public consultations and was disseminated through the PIU field office and the SUDIP/PIU website.

66. The GRM process involves two main steps (Figure 1), whereby the APs firstly have to lodge their complaints to the PIU. Within a period of maximum 30 days the PIU staff must formally inform the APs of the results. If the APs are still not satisfied with the outcome, they can officially lodge their complaint with the Yerevan municipality authorities. The AP must lodge the complaint within one month after receiving response from the PIU. At this higher level the investigation and negotiation process with the APs and related stakeholders must be completed within a period of 15 days. As a final resort, but at any step of the mechanism, the APs are free to lodge their complaint with the Courts if their grievances have still not been resolved. The Grievance Resolution Process Scheme presented in the Figure 1.

67. Regardless of the set grievance mechanism and procedures, the APs have the right to submit their cases to the court of law at any point in time during the grievance process.

68. During this reporting period PIU has received 1 complaint from the resident of SUDIP Tranche 1 area due to damages from construction. The APs request for compensation was rejected by PIU, as a post-construction survey was conducted in April 2017 and according to the results of the survey there were no any new cracks and/or changes compared to pre-construction situation. Although the resident had already been officially notified of this, during this reporting period, at the suggestion of the YM PIU, he also had the opportunity to visit the YM PIU office, where all of his questions were clarified in detail, as well as the results of the studies were presented, documented with pictures, according to which the professional conclusion was that the existing cracks and injuries were not a consequence of the impact of construction work.

Figure 1: Grievance Resolution Process Scheme



## **6. FUNCTIONING OF THE SEMP**

69. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

70. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

### **6.1. SEMP Review**

71. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

72. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.



## **7. GOOD PRACTICE AND OPPORTUNITY FOR IMPROVEMENT**

### **7.1. Good Practice**

73. No any special event of good practice was recorded during the reporting period, because no construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

### **7.2. Opportunities for Improvement**

74. Non applicable. No construction activites started yet for New Shirak Bus and Jrvej Bus Depots.

75. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.

## **8. SUMMARY AND RECOMMENDATIONS**

### **8.1. Summary**

76. EIAs according to the local/RA requirement have been developed for both depots and submitted to MoE for environmental expertise. During reporting period no public consultations for New Shirak Bus Depot construction and Jrvezh depot reconstruction projects, because there was no need for it considering that EIAs positive conclusions were obtained from MoE. Positive EIAs conclusions were obtained from the MoE for Jrvej Bus depot reconstruction works on 09.11.2022 and for New Shirak Bus depot construction works on 09.06.2023.

77. No construction works at Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized on 2018.

78. No construction works started for Bus Depots construction and Reconstruction works.

### **8.2. Recommendations**

79. Non applicable. No construction activities started yet for New Shirak Bus and Jrvej Bus Depots.

80. For Project 1 Arshakunyats Avenue (1.3km) and Artashat highway (1.5km), construction works were finalized in 2018.