

BAKU METRO EXPANSION PROJECT

GREEN LINE

Resettlement Action Plan

Prepared for Baku Metropolitan Closed JSC

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EXECUTIVE SUMMARY

The Baku Metro, inaugurated on November 6, 1967, has evolved into a key component of urban mobility in Baku. The network currently comprises 27 stations, two depots, and three operational lines extending over 40.7 km. The Red Line includes 13 stations and one depot, the Green Line has 10 stations, and the Purple Line consists of 4 stations and one depot.

The Project involves the development of two new underground metro extensions: the Purple Line Extension and the Green Line Extension. These investments are designed to enhance network capacity, improve operational efficiency, and strengthen connectivity across the urban transport system. The Project supports a modal shift toward reliable, energy-efficient, and low-emission public transport, contributing to reduced road congestion and improved accessibility to residential, commercial, and employment areas.

The Green Line Extension forms a critical part of the city's east–west transport corridor. It comprises approximately 7.4 km of fully underground alignment and includes four new stations (Y-14, Y-15, Y-16, and Y-17), extending from Khatai to Hazi Aslanov. The Project will improve connectivity across densely populated districts and enhance redundancy within the metro network. Two stations (Y-15 and Y-17) include partially completed structures from earlier phases, which will be integrated and finalized. Construction works will involve tunnel excavation using Tunnel Boring Machines (TBM), station construction, and associated surface works.

The Works will be implemented under the FIDIC Red Book, ensuring clear allocation of responsibilities among the Employer, Engineer, and Contractor. This includes obligations related to design, construction, quality assurance, environmental and social risk management, and monitoring.

Land acquisition and resettlement activities associated with the Green Line are aligned with international standards, including Asian Infrastructure Investment Bank Environmental and Social Standard 2 (ESS2). This framework emphasizes avoidance and minimization of displacement, compensation at replacement cost, livelihood restoration, stakeholder engagement, and targeted support for vulnerable groups.

Land acquisition took place by the Baku City Executive Power as part of broader urban regeneration initiatives linked to the Baku 2040 Development Plan. The Baku Metro is not directly responsible for land acquisition but will utilize the land made available for construction. Land acquisition for stations Y-14 to Y-17 has largely been completed and sites are mostly cleared. Following land acquisition, some construction activities for the station locations initially began in the 2010s but were suspended due to financial constraints. These works have recently resumed under a financing structure based on external credit. Recently, in accordance with the revised engineering works for the remaining items, emergency shaft locations have also been identified, but further details regarding land acquisition processes are pending.

This Resettlement Action Plan (RAP) addresses all components requiring land acquisition, including stations, emergency exits, depots, and temporary construction areas. Systems such as signaling, electrification, and depot facilities (Narimanov and Khojasan) were assessed under the Draft ESIA and do not require additional land acquisition.

The RAP is a living document prepared in coordination with Baku Metro and relevant authorities. It will be updated as new information becomes available and as Project activities progress. During construction, the document will be maintained and revised by the Contractor and the Baku Metro Project Implementation Unit (PIU).

GLOSSARY

Compensation

Payment in cash or in kind provided to Project Affected Persons (PAPs) for the loss of land, assets, or access to assets and livelihoods resulting from project-related land acquisition or restrictions on land use.

Cut-off Date

The date established by the project for determining eligibility for compensation and assistance. Persons who occupy the project area after the cut-off date are not eligible for compensation or resettlement assistance.

Economic Displacement

Loss of land, assets, or access to land, assets, or natural resources, or restrictions on their use, resulting in the loss of income sources or other means of livelihood due to project-related activities.

Entitlements

The range of compensation, assistance, and livelihood restoration measures provided to Project Affected Persons (PAPs), depending on the nature and extent of their losses, to restore their livelihoods and socio-economic conditions.

Involuntary Resettlement

Project-related land acquisition or restrictions on land use that result in physical displacement (relocation, loss of land, or loss of shelter) and/or economic displacement (loss of land, assets, or income sources). Resettlement is considered involuntary when affected persons do not have the right to refuse land acquisition or restrictions on land use that result in displacement.

Land Acquisition

All methods of obtaining land for project purposes, including outright purchase, expropriation, acquisition of access rights (such as easements or rights-of-way), and changes in land use rights. Land acquisition may also include acquisition of unused land, repossession of public land used or occupied by individuals or households, or project impacts that render land unusable or inaccessible. Land includes anything growing on or permanently attached to it, such as crops, buildings, improvements, and water bodies legally associated with the land.

Livelihood

Refers to the full range of means that individuals, families and communities utilize to make a living, such as wage- based income, agriculture, fishing, foraging, other natural resource-based livelihoods, petty trade and bartering.

Livelihood Restoration

Measures implemented to assist affected persons in improving, or at least restoring, their income levels and livelihoods to pre-project levels.

Livelihood Restoration Plan

A planning document that outlines the necessary activities and measures to be implemented to restore livelihoods.

Physical Displacement

Loss of shelter or relocation of individuals or communities due to project-related land acquisition or restrictions on land use, the physical move of a PAP or business from her/his/the pre-Project place of residence.

Project Affected Persons (PAPs)

Individuals, households, or communities who are directly affected by project-related land acquisition or restrictions on land use and who experience physical or economic displacement full or partial (relocation, loss of residential land, or loss of shelter) and/or economic displacement (loss of land, assets, access to assets, income sources, or means of livelihoods).

Replacement Cost

The amount required to replace lost assets at current market value without deduction for depreciation or transaction costs, including any administrative charges, taxes, or registration fees.

Transaction costs

All costs that may be incurred because of the transaction or transfer of assets, e.g., taxes, stamp duties, legal and notarization fees, registration fees, travel costs, etc.

Transition period

Period between the occurrence of the displacement and the time when affected livelihoods are restored.

Vulnerable Groups

Individuals or groups who may be disproportionately affected by resettlement impacts or face greater difficulty in restoring their livelihoods, such as female-headed households, the elderly, persons with disabilities, the poor, or socially marginalized groups. Such individuals or groups are also more likely to be excluded from or unable to participate fully in the mainstream consultation process and may require specific measures or assistance (or both) to do so.

1 INTRODUCTION and PROJECT OVERVIEW

1.1 Project Description

Baku Metro, which was put into operation on November 6, 1967 and has been through a long journey of development, now has 27 stations, two depots, and three lines with a total length of 40.7 kilometers. The Red Line currently has 13 stations and one power depot in operation. The Green Line has 10 stations and the Purple Line has 4 stations and one depot.

The entire expansion Project, as per the Baku 2040 Development Plan, comprises two new underground metro extensions, the Purple Line Extension and the Green Line Extension, which are intended to increase the overall capacity, operational efficiency, and network connectivity of the urban rail system serving the Baku. The proposed Works have been conceived to support modal shift toward reliable, energy-efficient, and low-emission public transport solutions, thereby contributing to the reduction of road traffic congestion and improving accessibility to densely populated residential districts, commercial hubs, and major employment centres.

The Works will be executed under the principles of the FIDIC Red Book, ensuring clear allocation of responsibilities between the Employer, Engineer, and Contractor for design development, construction execution, quality assurance, environmental and social risk management, and monitoring obligations.

The Project's land acquisition and resettlement practices for the two lines are aligned with the applicable international standards, including AIB Environmental and Social Standard (ESS) 2 – Involuntary Resettlement, and ADB Safeguard Requirement 2 under the 2009 Safeguard Policy Statement (SPS). These standards require avoidance of involuntary resettlement where feasible, minimization of impacts through design optimization, the provision of compensation at replacement cost, restoration of livelihoods, meaningful stakeholder engagement, and special assistance to vulnerable groups.

This particular RAP is prepared for Green Line, which will be funded by Asian Infrastructure Investment Bank. This Project RAP covers impact analysis and mitigation measures arising due to construction works of Green Extensions (Phase II) and operations of Baku Metro. As reported by Baku Metro, in particular, land acquisition activities are undertaken by Baku City Executive Power (BCEP) as part of the urban regeneration in 2010s and remaining or newly required land will be made available to Baku Metro for construction by BCEP while Baku Metro is not directly in charge of land acquisition.

1.1.1 Baku Metro System

Figure 1-1 illustrates the topological layout of the Baku Metro rapid transit system, delineating both the operational alignments and the designated corridors for future expansion phases. The network architecture is primarily composed of three intersecting lines serving the Absheron Peninsula: the **Red Line**, the **Green Line**, and the **Purple Line**. While the Red Line and Purple Line is out of this RAP scope, Green Line forms the basis for the RAP implementation.



Figure 1-1 General layout of Baku metro lines

1.1.2 Green Line Extension

The Green Line forms a critical component of the city's east–west mobility axis, strengthens multimodal integration with other metro lines and surface transport, and contributes to reduced reliance on private vehicles.

The Green Line Extension comprises approximately 7.4 km of fully underground alignment and four new underground stations (Y-14, Y-15, Y-16 and Y-17), extending from Khatai to Hazi Aslanov. The alignment is designed to improve east–west connectivity across densely populated residential districts and to increase operational redundancy within the metro network. Stations Y-15 and Y-17 include civil structures that were partially constructed during earlier project phases and will be integrated, upgraded, and completed under the Project. Construction activities include tunnel excavation using TBM, station construction, and associated surface work.

The extension is planned to be financed by Asian Infrastructure Investment Bank (AIIB).

Station list and key features are summarized in Table 1-1 with details described in Chapter 5.

1.1.3 Site Conditions

As reported by Baku Metro PIU, land acquisition activities for Y14, Y15, Y16 and Y17 are completed as per the local legislation, mostly site is cleared. Construction work at some stations (Y15 and Y-17) was initiated in the 2010s but was subsequently suspended for various reasons, primarily due to financial difficulties. These projects have recently been reinstituted under a financing model based on external credit. BM re-initiated the design works in 2025 and the construction to re-commence in 2026 under loan agreement. In parallel, along with the design works, emergency shaft locations have also been identified by the designer and issued to Baku Metro for land acquisition purposes. Details for land plots of the stations and infrastructure facilities planned to be constructed within the framework of the “State Program for the Improvement of Transport Infrastructure in the City of Baku and Surrounding Areas for

2025–2030”, approved by Sərəncam No. 456 of the President of the Republic of Azerbaijan dated 30 January 2025 and their land acquisition progress is provided in Table 1-1

Controlling and Signalling details, Electrification details, Narimanov Electric Depot and Khojasan Electric Depot were addressed in the submitted Draft ESIA. However, these are not discussed further in the present document, as no additional land acquisition is required.

Below, the current site availability and construction conditions are provided per each station location under the scope of the Project.

Table 1-1 Summary of Station Locations and Their Acquisition Status

Land Acq. Status	Name of the facility for which the land plot will be allocated	Area of the land to be allocated, ha	Information on payment of fees for preparation of the Station Location	Current Status
Past	Ventilation shaft of the running tunnels between stations "Xətai"–"Y14" – "YŞ-01"	0,0836	Paid	Station layout plan submitted to the BCEP
Past	Ventilation shaft of the running tunnels between stations "Xətai"–"Y14" – "YŞ-02"	0,102	Paid	At the territorial department of the State Service on Property Issues under the Ministry of Economy, under coordination
Past	Station "Y14"	2,25	Paid	Sərəncam available
Past		Additional area required – 0.146	Paid	In the process of being coordinated with White City.
Past	Ventilation shaft of the running tunnels between stations "Y14"–"Y15" – "YŞ-03"	0,075	Paid	Station layout plan submitted to the BCEP
Past	Station "Y15"	3,69	Paid	Sərəncam available
Past		Additional area required – 1.6736	Paid	At the territorial department of the State Service on Property Issues under the Ministry of Economy, under coordination

Land Acq. Status	Name of the facility for which the land plot will be allocated	Area of the land to be allocated, ha	Information on payment of fees for preparation of the Station Location	Current Status
Past	Ventilation shaft of the running tunnels between stations "Y15"–"Y16" – "YŞ-04"	0,075	Paid	Station layout plan submitted to the BCEP
Past	Ventilation shaft of the running tunnels between stations "Y15"–"Y16" – "YŞ-05"	0,075	Paid	Station layout plan submitted to the BCEP
Past	Ventilation shaft of the running tunnels between stations "Y15"–"Y16" – "YŞ-06"	0,09	Paid	Station layout plan submitted to the BCEP
Past	Station "Y16"	3,563	Paid	Station layout plan submitted to the BCEP
Past	Ventilation shaft of the running tunnels between stations "Y16"–"Y17" – "YŞ-07"	0,082	Paid	Station layout plan submitted to the BCEP
Past	Ventilation shaft between stations "Cəfər Cabbarlı"–"Nizami" – "YŞ-121A"	0,058	Paid	Station layout plan submitted to the BCEP

1.2 Scope and Limitations

This Resettlement Action Plan (RAP) for Baku Metropolitan JSCV (Baku Metro) and Baku Metro Expansion Project (The Project) sets out the route to be followed in the management of the impacts of land acquisition. Baku Metro approached to the AIIB and ADB for Project finance; as the conclusion of the negotiations with the lenders, finance discussions for Green Line are progressing with Asian Infrastructure and Investment Bank.

The Project entails acquisition of private land, and as part of global sustainability goals, all land acquisition for the Project must comply with AIIB ESS2. This standard requires avoidance of involuntary resettlement where feasible, minimization of impacts through design optimization, the provision of compensation at replacement cost, restoration of livelihoods, meaningful stakeholder engagement, and special assistance to vulnerable groups.

This RAP covers all the components that the Project would need for land acquisitions including stations, emergency exits, depots, and temporary construction areas that will be reinstated upon completion of the works. This document has been prepared in coordination with Baku Metro (BM) and shall be updated in coordination with the relevant authorities.

The main objectives of RAP are as follows:

- Avoid or minimize physical and economic displacement as much as possible by providing the guidelines that sets out how the Project will address economic displacement resulting from its development through livelihood restoration and ensuring that the standards of living of the Project Affected Persons (PAPs) are not worse off following Project implementation;
- Analyse the legislative approach to be followed during land acquisition and present the legal framework, identify the gaps between national law and lenders requirements) and identify how to overcome such gaps
- Identify the potential impacts of the Project on physical and economic displacement,
- Ensure the PAPs without legal lease agreements/contracts or any recognisable legal rights to land are eligible for compensation for loss of non-land assets and livelihood restoration;
- Determine the existence of vulnerable groups among the PAPs to ensure they are provided with applicable additional support
- Provide the PAPs eligibility criteria and entitlement matrix according to type of lost assets and impact;
- Outline a framework for sustainable livelihood restoration of the project affected households (PAHs) and affected enterprises (if any);
- Ensure that resettlement activities are implemented with appropriate disclosure of information, consultation and informed participation of those affected,
- Describe grievance mechanism that will be followed to address any concerns/complaints, request for additional information etc of the PAPs
- Establish organisational arrangements and processes to monitor the implementation of the final LRP and take corrective actions as necessary
- Determine monitoring and reporting requirements, set out the monitoring requirements of the livelihood restoration outcomes, their impacts on the standard of living of the PAPs is carried out, and whether the objectives of the draft and final LRP have been met

On the other hand, the Project has certain limitations.

- BM issued correspondence to BCEP to provide land acquisition data of retrospective and ongoing land acquisition process. During the preparation of this RAP, Past land acquisition data could not yet been available to the Consultant, therefore does not specify exact number of parcels nor the PAPs affected. While this RAP does not comply the absolute necessity as per the ESS2 principles due to unavailable information, the RAP shall be further updated by RAP Implementation Committee that will be established within the BM to ensure a formal,

retrospective due diligence or compliance audit of the 2010s land acquisition process to evaluate it against the principles and the Government's laws and regulations (at the time land acquisition and resettlement were conducted). Past land acquisition data is yet to be provided; however, it is the fact that the land acquisition and construction history started in 2010s, almost 15 years ago, continued a while and suspended until now. Under the light of this, as 16 years old data would not be indicative, this RAP concentrates on recent developments of 2-3 years. If any gaps or outstanding grievances are identified, a time-bound Corrective Action Plan (CAP) will be developed and implemented by RAP Implementation Committee.

- There are certain social sensitivities reported by Baku Metro, therefore, a diligent site survey could not be performed by affected PAPs on a one-to-one interview, therefore their perceptions will be captured during the Public Meetings and RAP will be updated as it necessitates. This action also will be fulfilled by the RAP Implementation Committee.
- Ongoing land acquisition data has also been requested from relevant authorities through Baku Metro, response is awaited. Once acquired, the RAP shall be updated.
- Design work for metro entrances/exits and shafts have been determined. As their land acquisition has newly been introduced, land acquisition data could not yet be established.
- Storage sites for excavated materials are not defined yet by the designer, but as reported by the designer, excavated material will be store temporarily on the station locations and transferred to the final disposal area. This is excluded in the RAP.

In that respect, this RAP reflects the available information acquired through discussions with Baku Metro and limited site visit took place in early October 2025.

This is a living document that will be updated as new actions are taken and additional information becomes available. These updates will be made by the RAP Implementation Committee that will be established within the BM PIU and followed by the Contractor and the Baku Metro Project Implementation Unit (PIU) during construction.

2 LEGAL FRAMEWORK

2.1 National Standards

2.1.1 Constitution of the Republic of Azerbaijan

The Constitution guarantees the protection of property rights while allowing the state to acquire land for public or state needs under specific conditions:

1. Right to Property (Article 29)

Everyone has the fundamental right to own property. All forms of property, including private property, are legally protected and recognized by law. Property may consist of movable and immovable assets, and ownership includes the right to possess, use, and dispose of such property either individually or jointly with others.

No person may be deprived of their property except pursuant to a lawful court decision. Total confiscation of property is prohibited. Expropriation for state or public needs is permitted only in accordance with the law and subject to prior and fair compensation.

The exercise of property rights carries social responsibilities. Accordingly, property rights may be restricted by law when necessary to promote social justice and ensure the efficient and responsible use of land.

2. Right to Housing (Article 41)

The right to housing is recognized as a fundamental legal principle, ensuring that every individual is entitled to adequate and secure accommodation. These right safeguards the stability and inviolability of one's dwelling, which may not be subject to arbitrary deprivation under any circumstances. Any interference with housing rights must be strictly grounded in law and carried out in accordance with established legal procedures.

The State assumes a primary role in the realization of this right. It is responsible for promoting and facilitating housing development, establishing appropriate regulatory frameworks, and implementing measures designed to ensure access to adequate housing. Through legislative, administrative, and policy initiatives, the State undertakes to safeguard housing rights while maintaining legal certainty and social stability within the housing sector.

3. Principles for Land Acquisition (Multiple Articles)

Any deprivation of property shall be carried out strictly in accordance with the law and subject to established legal procedures. Such measures must be based on clear legal grounds and implemented in a manner that ensures transparency, due process, and legal certainty. Prior to any lawful deprivation or expropriation, fair and adequate compensation shall be provided in advance, reflecting the value of the affected property and safeguarding the legitimate interests of the owner.

In exercising the power of expropriation, due consideration must be given to the social obligations attached to ownership as well as to the rights and interests of the individuals concerned. Any action undertaken must pursue a legitimate public purpose and be proportionate to that objective. Under no circumstances may expropriation be arbitrary; it must fully respect individual rights and adhere to the principles of fairness, necessity, and proportionality.

2.1.2 Civil Code of the Republic of Azerbaijan

In the context of the legislation of the Republic of Azerbaijan under Civil Code, this area of law covers the following:

1. Ownership Rights

Ownership rights encompass the legal authority to possess, use, and dispose of both movable and immovable property. These rights may be exercised individually or jointly, subject to applicable law. The State ensures the recognition, registration, and legal protection of ownership rights, thereby providing certainty, enforceability, and protection against unlawful interference.

2. Movable Property

Movable property includes assets that are part of civil circulation and may, as a general rule, be freely transferred, assigned, or otherwise disposed of in accordance with contractual and statutory provisions. Certain categories of movable property may be subject to restricted circulation or specific regulatory exceptions, as determined by law, in order to protect public order, safety, or other legitimate interests.

3. Immovable Property / Real Estate

Immovable property comprises land plots, buildings, constructions, and integrated property complexes. Rights in immovable property are subject to mandatory state registration within the official registry system. Such registration establishes legal validity, priority, and enforceability of rights, including ownership and other real rights, and ensures transparency through publicly accessible security records.

4. Security Rights / Encumbrances

Security rights and other encumbrances may be established over land plots, buildings, and other eligible property as guarantees for the performance of obligations. Mortgage rights constitute a primary form of security over immovable property and acquire legal effect upon proper registration. Entries in the relevant registry serve to notify third parties and determine the priority and enforceability of such secured interests.

5. Compensation for Damage / Indemnity

In the event of unlawful interference or violation of property rights, the affected party is entitled to full compensation for damages. Such compensation shall cover actual loss and, where applicable, lost profit, in accordance with governing legal standards, thereby restoring the injured party to the position they would have occupied absent the violation.

6. Restriction and Protection of Rights

Property rights may be subject to limitations established by law in order to advance legitimate social, environmental, or public interests. The use or acquisition of property for state or public needs shall be conducted strictly in accordance with statutory procedures, ensuring due process, proportionality, and, where applicable, fair compensation.

2.1.3 Land Code of the Republic of Azerbaijan - Azərbaycan Respublikasının Torpaq Məcəlləsi¹

The Land Code regulates land relations in Azerbaijan, defining ownership, use, and management of land by the state, municipalities, legal entities, and individuals. It establishes the legal framework for acquiring, transferring, leasing, and using land while ensuring sustainable and efficient land use.

Key points include:

- **Types of Land Ownership:** Land can be state-owned, municipal, or privately owned. Ownership carries both rights and social responsibilities.
- **Land Use:** Land must be used according to its designated purpose, including agricultural, residential, industrial, or public uses. Unauthorized use or misuse is prohibited.

¹ (25 iyun 1999-cu il tarixli 695-IQ nömrəli Qanunu, <https://e-qanun.az/framework/46942> Azərbaycan Respublikasının Torpaq Məcəlləsi)

- **Acquisition and Transfer:** Procedures for acquiring, transferring, or leasing land are regulated, requiring registration with the state authorities.
- **Expropriation:** The state may acquire land for public or state needs, but this must follow legal procedures and include fair compensation to owners.
- **Protection and Preservation:** The Code emphasizes protection of soil fertility, reclamation of degraded lands, and environmental conservation.
- **Registration:** Rights to land and land plots are recorded in the State Land Cadastre to ensure legal clarity and protection.
- **If land that is under lease or use by a person is acquired by the state for public/state needs,** the lessee/user does not lose all rights without protection: the Land Code requires full compensation for any damage caused by the acquisition, or by limiting rights or deteriorating soil.
- **The lessee/user rights are formally recognised:** they are protected under law, and any interference (such as state taking over the land) must comply with legal grounds and provide for compensation.
- **The Code implies that when a state acquisition happens,** the rights of users/lessees must be taken into account: e.g., replacing rights or compensating for losses in yield or improvements is required.
- **Termination of lease or use rights** because of state needs is possible, but the Code imposes obligations on the state or acquiring authority to compensate; rights cannot simply vanish without remedy.

Users/lessees must also follow their obligations under their lease/use agreements (use the land properly, abide by terms). Failure may lead to termination of their rights independent of expropriation. Overall, the Land Code balances property rights, social obligations, and sustainable use to support economic development and public interest.

2.1.4 Law on Appraisal (Valuation) Activities of the Republic of Azerbaijan – Summary (Qiymətləndirmə Fəaliyyəti Haqqında Azərbaycan Respublikasının Qanunu, Qiymətləndirmə fəaliyyəti haqqında)

The Law regulates appraisal (valuation) activities in Azerbaijan to ensure transparency, accuracy, and professionalism in determining the value of property, assets, and other objects. Its main purpose is to protect the rights and legal interests of individuals, legal entities, and the state during valuation processes.

The Law applies to all types of property valuation, including movable and immovable property, land, buildings, constructions, and other assets. Appraisal activities are conducted for commercial, legal, or state purposes, including mortgage transactions, sales, taxation, and legal proceedings.

Only certified and licensed appraisers are authorized to carry out valuation activities. Appraisers must follow professional standards, ethical rules, and legal requirements. They have the right to access necessary information for accurate valuations, while clients have the right to receive appraisal reports and to challenge valuations if necessary.

Appraisal reports must comply with state standards and legislation and serve as legal evidence in contracts, courts, and other official proceedings. The government oversees appraisal activities to ensure compliance, prevent violations, and maintain market stability. Violations of the Law may lead to administrative or legal sanctions.

2.1.5 Law of the Republic of Azerbaijan on Acquisition of Lands for State Needs – Summary (Torpaqların Dövlət Ehtiyacları Üçün Alınması Haqqında Azərbaycan Respublikasının Qanunu, 987-IIIQ - Torpaqların dövlət ehtiyacları üçün alınması haqqında)

The Law regulates the process of acquiring land by the state for public or state purposes in Azerbaijan. Its main purpose is to ensure that land can be used for infrastructure, public works, or other state requirements while protecting the property rights of landowners.

The Law applies to all types of land, including private, municipal, agricultural, residential, and industrial lands that may be needed for state purposes. Acquisition must follow legal procedures and cannot be carried out arbitrarily.

The procedure for acquisition includes providing notice to landowners, justifying the state need for the land, assessing its value, and providing fair compensation. Compensation must be provided in advance and should reflect the market value of the land, including any buildings or improvements on it.

Property rights cannot be restricted without proper legal authorization or a court decision. Landowners have the right to appeal or challenge the acquisition process and the amount of compensation. Acquisition must comply with Azerbaijani Law and any relevant international agreements.

The Law also considers social obligations and aims to minimize the impact on affected individuals and communities, ensuring that the acquisition process is fair and transparent.

2.1.6 Law on Prevention of Domestic Violence (2010) & Criminal Code articles on GBVH/Harassment

The Law on Prevention of Domestic Violence establishes the legal framework for preventing violence arising from family relations or current and former cohabitation and regulates measures for victim protection, legal assistance, and the elimination of conditions that lead to domestic violence. Relevant provisions of the Criminal Code criminalize acts such as violence, harassment, and offences against personal freedom, dignity, and sexual integrity, thereby providing the legal basis for prosecution and punishment of gender-based violence and harassment.

2.1.7 Law on Gender Equality (2006) & Law on Guarantees of Gender Equality

These laws establish the legal framework for ensuring gender equality in Azerbaijan by prohibiting discrimination based on sex and promoting equal rights and opportunities for women and men in political, economic, social, and cultural spheres. The legislation also requires employers and public institutions to ensure equal treatment in employment, pay, and working conditions, and prohibits gender-based discrimination and sexual harassment in the workplace.

2.1.8 Law on Personal Data Protection (2010)

This law governs the handling of personal data in Azerbaijan, including its collection, use, storage, protection, and transfer across borders. It also defines the rights of individuals over their personal information and outlines the responsibilities of public institutions, local authorities, and private entities involved in processing and safeguarding such data.

2.2 International Standards

2.2.1 AIIB ESS 2 – Involuntary Resettlement

Purpose and Principles: ESS 2 aims to **avoid involuntary resettlement** wherever possible. When unavoidable, it seeks to **minimize displacement impacts** and ensure that affected people are **compensated at full replacement cost**, **consulted meaningfully**, and **assisted to improve or restore** their livelihoods and living conditions to at least pre-project levels. The standard reflects the

Bank's commitment to sustainable development and protection of people whose land or livelihoods are affected by AIIB-financed projects.

Scope of Application:

ESS 2 applies to project-related activities that cause:

- **Physical displacement:** Loss of shelter or relocation of households.
- **Economic displacement:** Loss of income sources, access to assets, or livelihoods (even without relocation).
- **Restricted access:** Limitations on use of legally designated parks, protected areas, or communal resources.

It covers both **formal landowners** and **informal users or occupants**, recognizing their right to assistance and livelihood restoration.

Core Requirements:

1. Avoidance and Minimization

- Projects should explore design alternatives to avoid or reduce displacement.
- Land acquisition should only occur after considering all feasible options.

2. Compensation and Benefits

- Compensation must be paid **before displacement** and at **full replacement cost** (including transaction costs).
- Livelihood and housing restoration must aim to **improve or at least restore** living standards.

3. Resettlement Planning Instruments

- A **Resettlement Plan (RP)** is prepared for identified impacts.
- A **Resettlement Framework (RF)** is developed when impacts are not fully known at appraisal.
- These documents detail entitlements, compensation, livelihood measures, implementation schedules, and budgets.

4. Consultation and Disclosure

- Affected persons must be **informed and consulted** throughout planning and implementation.
- Information about eligibility, entitlements, and grievance mechanisms must be disclosed in accessible forms.

5. Vulnerable Groups

- Special attention is required for vulnerable or disadvantaged groups—such as the poor, elderly, women, or minorities—to ensure they receive adequate support and are not disproportionately affected.

6. Livelihood Restoration

- Support includes access to employment, training, credit, or replacement land to sustain income sources.

7. Grievance Redress Mechanism (GRM)

- A transparent and accessible system must be established for affected persons to submit concerns and have them addressed promptly.

8. Monitoring and Evaluation

- Continuous monitoring of resettlement implementation is required.
- Independent evaluation may be conducted to verify that livelihoods and standards of living are restored.

Key Outcome: ESS 2 ensures that any land acquisition or resettlement linked to AIIB-financed projects is carried out **ethically, transparently, and in line with international best practice**, emphasizing **fair treatment, participation, and restoration of livelihoods**.

2.3 GAP Analysis

In the Republic of Azerbaijan, land acquisition and resettlement processes are governed primarily by national legislation, including the Land Code, the Law on Acquisition of Lands for State Needs, and related civil and property laws. These laws establish procedures for expropriation, compensation, and registration of ownership, primarily focusing on formal landowners and legal users of the land. As per the Law, registered owners are entitled to compensation for the full value of their property, and the state has a clear mandate to acquire land for public purposes, if compensation is paid. However, while national legislation recognizes legal ownership and some forms of tenancy, it provides limited protection for informal land users, temporary occupants, or other vulnerable groups whose rights may not be formally registered. Similarly, it does not fully address income loss, livelihood restoration, or the need for resettlement assistance in cases where displacement or temporary land use restrictions occur.

International standards establish a broader framework for land acquisition and involuntary resettlement. These standards require the identification of all persons affected, including informal land users, tenants, and other vulnerable populations, and mandate that they receive fair compensation and support for livelihood restoration. They also emphasize meaningful consultation, participation in decision-making, and access to grievance mechanisms. The standards specify that compensation should be provided at full replacement cost before any displacement occurs and that livelihood restoration measures should be designed to avoid impoverishment or marginalization of affected communities.

When Azerbaijan's current legislative framework is compared to AIIB ESS2, a number of social risks emerge. These include economic hardship for tenants and informal users who may not be entitled to compensation under national law, disruption of livelihoods for agricultural workers or small businesses operating on affected land, social exclusion of vulnerable groups such as women-headed households, minorities, or displaced families, and potential conflicts arising from perceived unfairness or lack of transparency in the compensation process. Temporary impacts, such as restricted access to land during construction, dust, noise, and disruption to community infrastructure, can further exacerbate social tension and affect health and safety.

To address these risks and align the project with international best practices, it is recommended to adopt a comprehensive resettlement framework that goes beyond legal ownership. This framework should include: (i) identification of all affected persons and households, including informal and temporary users; (ii) compensation at full replacement cost for lost land, structures, and other assets; (iii) livelihood restoration programs, such as alternative employment, skills training, or access to credit; (iv) culturally appropriate consultation and participation processes to ensure affected communities have meaningful input; (v) robust grievance mechanisms accessible to all affected persons, including vulnerable groups; and (vi) monitoring and reporting systems to ensure transparency, accountability, and corrective action where needed. Special attention should be given to vulnerable groups, ensuring equitable treatment and protection against adverse social impacts.

In addition, integrating temporary mitigation measures during construction—such as access routes, safety barriers, and scheduling to minimize disruption—will help reduce social and economic impacts. Comprehensive documentation, valuation of all assets, and coordination with local authorities are essential to prevent disputes and ensure timely compensation. By combining the national legal framework with the principles of AIIB ESS2, the project can achieve compliance with international

standards while safeguarding social well-being and community resilience throughout the land acquisition and resettlement process.

Table 2-1 Gap Analysis

Aspect	AIIB ESS 2	Azerbaijan Legislation	Key Social Risks & Mitigation Measures
Overall Objective	Avoid/minimize resettlement; restore/improve livelihoods	Focus on compensation for state needs; less on livelihood restoration	<i>Risk:</i> Compensation-only approach neglects livelihood aspects. <i>Measure:</i> Add livelihood restoration support (training, employment, business re-establishment).
Avoidance & Minimization	Project design must minimize displacement	No explicit requirement; land may be expropriated if project declared “public interest”	<i>Risk:</i> Limited screening before expropriation. <i>Measure:</i> Strong stakeholder engagement considering the current phase of the project. The project has already selected the station locations as per the urban regeneration as part of the Baku 2040 Development Plan.
Scope of Application, Legal Registration / Documentation	Physical & economic displacement; restrictions on land use Acknowledges unregistered rights; entitlement determined through census and engagement.	Recognizes registered landowners, legal tenants, and users of land; limited recognition of informal or temporary occupants. Vulnerable groups are not explicitly addressed. Rights must be registered in the State Land Registry; unregistered rights have limited recognition.	<i>Risk:</i> Informal users and tenants not fully recognized, delays in registration can prevent timely compensation. Vulnerable are not identified <i>Measure:</i> Include non-titled users in compensation/assistance. Conduct social survey to identify all affected persons, including informal users and temporary occupants. Perform site survey to identify potential vulnerable groups
Valuation & Compensation	Full replacement cost; paid before displacement	Market value plus 20% bonus (per Expropriation Law, 2010 on agreement); paid before relocation	No gap

Aspect	AIIB ESS 2	Azerbaijan Legislation	Key Social Risks & Mitigation Measures
Cut-off date	Conduct a land survey and census as early as feasible during Project preparation to establish clear cut-off	Article 46 of Land Code of Azerbaijan (Expropriation of Land for State and Public Needs) and Article 4 of the Law of the Republic of Azerbaijan on Expropriation for State Needs (Expropriation Procedure) refer to the date of the expropriation decision or the date when the landowner is officially notified of the expropriation. The people who own or legally occupy the land on that date are entitled to compensation.	Risk: The cut-off date is not explicitly mentioned in the legislation which may cause opportunistic encroachments. Measure: A unified project cut-off date must be established and publicly declared immediately upon the launch of the RAP Census, with visible signage posted across all station and shaft perimeters.
Resettlement / Relocation	Involuntary resettlement requires compensation, relocation support, and livelihood restoration.	Primarily applies to owners; relocation only if legally necessary; some protection for tenants.	<i>Risk:</i> Households may lose homes or income; vulnerable groups may face marginalization. <i>Measure:</i> Develop Resettlement Action Plan (RAP); provide temporary housing or relocation support; restore access to services.
Rehabilitation support	Rehabilitation support will be provided for income and livelihood restoration, compensation for severe losses, and reimbursement of expenses incurred by the PAPs during the relocation process.	No additional provisions for income rehabilitation, allowances for severely affected or vulnerable PAPs considered.	<i>Risk:</i> No additional provisions for income rehabilitation, allowances for severely affected or vulnerable PAPs considered. <i>Measure:</i> All affected persons will be provided with resettlement assistance, livelihood restoration, transitional support and development assistance, and special assistance to woman headed households and vulnerable households.

Aspect	AIIB ESS 2	Azerbaijan Legislation	Key Social Risks & Mitigation Measures
Livelihood Restoration	Required; support for income/livelihood restoration	Not specifically addressed; compensation is cash-based	<i>Risk:</i> Loss of income for traders, tenants, informal users. <i>Measure:</i> Prepare livelihood programs, temporary business support, employment support, skill development, access to credit, temporary cash assistance.
Temporary Land Use / Construction Impacts (including Tunnels)	Temporary loss of access, disruption, or partial use must be mitigated.	Azerbaijan's laws permit temporary land use and require compensation for damages but focus mainly on formal landowners.	Temporary use may disrupt small businesses, access to housing, or agricultural activities, informal users (e.g., tenants, roadside vendors) are often excluded from compensation, limited public consultation and monitoring, delays in land restoration after construction, health and safety risks. <i>Measures:</i> Alternative access routes, safety measures, temporary compensation, communication of schedule, compensate all users, including informal or seasonal occupants, provide livelihood or business interruption support where income is affected, restore land and access routes immediately after construction or tunneling, consult affected people on timing and duration, monitor restoration and resolve grievances quickly through a local GRM.
Vulnerable Groups	Focus on poor, elderly, women, minorities	No special legal category; often excluded	<i>Risk:</i> No formal definition of “vulnerable.” <i>Measure:</i> Define vulnerability and apply targeted support (social workers, extra assistance), priority access to livelihood restoration and compensation.
Consultation & Disclosure	Meaningful engagement required throughout	Limited requirement for consultation, formal notification via government channels	<i>Risk:</i> Informational, not participatory. <i>Measure:</i> Conduct community consultations and public disclosure meetings. Conduct participatory consultations; involve local authorities and community representatives; document feedback and decisions.

Aspect	AIIB ESS 2	Azerbaijan Legislation	Key Social Risks & Mitigation Measures
Grievance Redress Mechanism (GRM)	Mandatory, accessible, project-based	Legal appeals via court only	<i>Risk:</i> Legal process slow and costly. <i>Measure:</i> Establish local project-level GRM with clear timeline; ensure awareness, accessibility, and timely resolution; special attention for vulnerable groups.
Monitoring & Evaluation	Requires ongoing monitoring, reporting, and corrective actions for resettlement and land acquisition.	Limited mandatory monitoring; oversight mainly by state authorities. No formal monitoring after payment	<i>Risk:</i> No tracking of livelihood outcomes. Lack of monitoring can lead to non-compliance, unresolved grievances, and social risks. <i>Measure:</i> Assign monitoring indicators and third-party review, regular reporting to authorities, financiers, and communities; corrective action plan.
Timing of Compensation	Before displacement	Must be paid before taking possession	<i>Generally aligned</i>, but delays in valuation and payment may occur. <i>Measure:</i> Set clear implementation schedule linked to construction milestones.
Disclosure Requirements	RAP disclosed in local language	Disclosure limited to land lists and decrees	<i>Risk:</i> Low transparency. <i>Measure:</i> Publicly share RAP and entitlements matrix in local language.
Institutional Responsibility	Borrower responsible under supervision of AIIB	Land acquisition by local executive or state committee	<i>Risk:</i> Limited social safeguard capacity. <i>Measure:</i> Capacity building for local agencies.

3 INSTITUTIONAL FRAMEWORK

Baku, the capital of the Republic of Azerbaijan, functions under a **centralized unitary governance model**, where local administrative bodies operate as direct extensions of the national executive branch. The **Baku City Executive Power (BCEP)** is the highest local authority in the city, responsible for implementing presidential directives, national legislation, and state programs within the metropolitan area.

The Head of BCEP—commonly referred to as the “Baku Mayor” in English—serves as the **President’s authorized representative in Baku**, appointed and dismissed directly by the President under Article 124 of the Constitution.

Baku City Executive Power (BCEP)

The Baku City Executive Power (BCEP) serves as the primary municipal authority responsible for implementing national legislation, presidential decrees, and state programs within the city of Baku. Through its governing council, which meets regularly to review socio-economic, urban, and public welfare matters, BCEP coordinates citywide services including housing, utilities, waste management, and urban planning. The institution also plays a role in maintaining public order, civil protection, and the implementation of social welfare, gender equality, and family policy initiatives. In addition, BCEP ensures that citizen appeals are addressed and that public information is disseminated effectively while functioning as a local coordination node for several central government ministries.

District-Level Governance (Rayon Authorities)

District-level executive authorities (rayon authorities) operate under the broader municipal governance framework and are responsible for safeguarding citizen rights and supporting socio-economic development at the district level. Their functions include implementing state family, demographic, and gender policies, coordinating emergency response and mobilization procedures, and overseeing compliance with land-use regulations and communal services. Rayon authorities also manage citizen appeals and may issue legally binding normative acts within their jurisdiction.

Baku Metropolitan Closed Joint Stock Company (Baku Metro)

The Baku metro system is operated by the Baku Metropolitan Closed Joint-Stock Company, a public-private partnership entity established under Presidential Decree No. 289 dated 27 February 2014. The Company serves as the legal successor to both the former Baku Metropolitan and Azertunelmetrotikinti JSC, thereby consolidating metro operations, infrastructure development, and system expansion responsibilities under a single institutional framework.

Since its commissioning in 1967, Baku Metropolitan has developed into one of the key urban rail transportation systems in the South Caucasus, currently comprising 27 stations on three lines, with a total operational length of 40.7 km. The metro fleet underwent significant modernisation in 2015, when outdated rolling stock supplied by Metrowagonmash (116 wagons delivered during 2004–2011) was replaced with the 81-760B/761B/763B models developed in cooperation with Alstom.

Ridership levels continue to demonstrate the system’s critical role in Baku’s urban mobility. Passenger volumes increased from 222 million in 2015 (average 608,200 passengers/day) to 236.7 million in 2019 (average 648,400 passengers/day).

Baku Metropolitan is mandated to ensure the safe, reliable, and efficient operation of the metro network, while guiding system expansion and supporting the integration of metro services within the broader urban and regional transport framework.

The State Service on Property Issues under the Ministry of Economy

The State Service on Property Issues under the Ministry of Economy provides expert legal and technical support in matters related to land acquisition and property valuation. The committee is responsible for conducting detailed property assessments, maintaining accurate land inventories, and recording

documentation regarding ownership and land-use rights. Through these functions, SCPI ensures that property-related processes are compliant with national legislation and properly documented.

Courts and Legal Institutions in Azerbaijan

Courts and other legal institutions in Azerbaijan serve as the ultimate authority for resolving disputes related to land ownership, compensation, and resettlement. Affected persons retain the right to pursue legal remedies through the judicial system if administrative grievance mechanisms do not result in satisfactory outcomes. The judicial system therefore provides an independent and enforceable avenue for addressing conflicts and ensuring the protection of constitutional rights.

State Committee on Urban Planning and Architecture

The State Committee for Urban Planning and Architecture is the central executive authority responsible for state regulation, supervision, and implementation of policy in the fields of urban planning, territorial planning, architecture, and construction in the Republic of Azerbaijan.

For metro and other large-scale transport infrastructure projects, the Committee plays a central regulatory and permitting role. It ensures that proposed metro alignments, stations, depots, engineering-communication networks, and associated infrastructure comply with approved master plans, detailed planning documents, and construction legislation.

In particular, the Committee reviews infrastructure and engineering-communication projects to ensure their compliance with urban planning documentation and approved spatial planning frameworks. It is also responsible for issuing construction and operation permits in accordance with the Urban Planning and Construction Code and for maintaining the State Register of Construction Projects. Through these functions, the Committee provides regulatory oversight to ensure that construction projects comply with applicable urban planning and construction legislation.

4 SELECTION OF ALTERNATIVES

Project alternatives have been worked on for ESIA purpose and discussed in Chapter 3 of the ESIA. This chapter presents the summary of that assessment, including the No-Project scenario, route and station options, and key design optimizations.

4.1 Zero or No Alternative Scenario

The value of an infrastructure project can be better understood by considering the challenges that would arise in its absence. This section explains why the expansion of the Purple and Green Lines is essential for sustainable urban development in Baku, by outlining the potential impacts of the No-Project scenario.

The **Baku Master Plan 2040** covers the entire administrative territory of the capital (approximately 212,300 hectares) and defines the city's key development priorities. The plan promotes a multi-centered urban structure to support balanced and sustainable growth, while addressing land use planning, protection of cultural and historical heritage, transportation and social infrastructure, utility systems, and environmental improvement.

Within this framework, the **Baku Metro Expansion Project** represents a key component of Baku's long-term transport strategy. As the city's population grows and new urban sub-centers develop, expanding the metro network is critical to ensure that the transport system can meet future demand and in the absence of the project, transport demand from rapidly developing and expanding urban areas would largely be met by private vehicles. This would place increasing pressure on Baku's road network, accelerating the exceedance of its capacity limits and leading to chronic congestion on major urban corridors. Greater reliance on private cars would further intensify traffic conditions, resulting in longer travel times and a deterioration in overall urban mobility and quality of life.

At the same time, without the additional capacity and network diversification provided by the new lines, the existing metro system would face growing operational pressure as passenger demand increases. Key interchange stations, particularly 28 May, could experience excessive passenger densities during peak hours, creating congestion and bottlenecks. This would likely lead to longer waiting times, overcrowded trains, and reduced service reliability across the network.

Limited access to high-capacity public transport would also affect urban development patterns. New residential and commercial areas that lack efficient public transport connections may become poorly integrated with the rest of the city, constraining their socio-economic development and reducing their attractiveness for investment. Furthermore, insufficient transport infrastructure may encourage dispersed and unplanned urban expansion, increasing the cost and complexity of providing public services and infrastructure.

Greater reliance on road transport would also have environmental and economic consequences. Increased traffic volumes would contribute to higher greenhouse gas emissions, declining air quality, and elevated noise levels in urban areas. In addition, prolonged congestion would result in significant productivity losses due to time spent in traffic, while increased fuel consumption would impose additional financial costs on both households and the national economy support.

4.2 Line Optimisation

4.2.1 Station Y-14

The most important improvements for Station Y-14 were realized on the line route coning from Xatai Station. The line, which passed under buildings with high-rise and deep piled foundations in the initial design, was completely revised to eliminate these risks. With this revision, access of the station to 8 Noyabr Prospect was provided, and within the framework of the Project's forward-looking vision, a direct

connection entrance reservation was left for a shopping mall project planned to be built in the region in the future.

4.2.2 Station Y-15

Since excavation works were completed before Project design phase, the location of Station Y-15 was preserved. However, some physical obstacles that needed to be resolved around the station to ensure the safe passage of the Tunnel Boring Machine (TBM) were identified:

- Controlled demolition of the old factory chimney located very close to the station entrance prior to TBM passage.
- Detection and, if necessary, removal of piles belonging to old building foundations likely present in the region.

As a technical note, a crossover was placed at the station exit to increase operational flexibility. Additionally, the route between Y-15 and Y-16 stations was rearranged to prevent conflict with the existing rainwater collector, which was identified in the initial project and constituted a major engineering problem.

4.2.3 Station Y-16

Station Y-16 was designed within the existing area allocated by the Administration to ensure full integration with future urban development plans. A "low-square" (sunken plaza) concept was adopted to create a modern and accessible public space compatible with the new residential area and green space projects planned in the region. The route of this station was also revised to prevent conflict with the critically important rainwater collector, just like in Y-15.

4.2.4 Station Y-17

The location of Station Y-17, part of which has been already constructed, was preserved, but its interior design was completely renovated in accordance with passenger comfort and modern operating standards. Since it is the last station of this line, a crossover was planned in front of the station to provide operational flexibility. With the technical optimization made, this crossover was structurally brought as close to the station as possible to shorten the total station length, which provided significant efficiency in both construction costs and the area used.

4.2.5 Xocəsən Depot and Workshop Area Operational Optimization

Depot areas are the operational heart ensuring that a metro system functions uninterruptedly and safely. All critical processes such as train maintenance, parking, and preparation for service are managed here. The redesign carried out in the Xocəsən Depot area aimed to fundamentally improve efficiency, safety, and future expansion capacity by eliminating operational inefficiencies in the initial project. The design improvement criteria for Xocəsən Depot and Workshop Area is given in Table 4-1.

Table 4-1 The Design Improvement Criteria for Xocəsən Depot and Workshop Area

Feature	Initial Design (Identified Deficiencies)	Redesign (Implemented Improvements)
Operational Flow	All lines were designed as dead ends. Use of inefficient turntable for vehicle direction change. Risk of line congestion during maneuvers.	A "loop" line was created for continuous vehicle circulation. Congestion prevented by planning flow counterclockwise.

Feature	Initial Design (Identified Deficiencies)	Redesign (Implemented Improvements)
Facility Layout	Maintenance buildings are scattered.	All main functional units were consolidated in a central location to increase administrative coordination.
Xocəsən Station Location	Single-track station remains inside the depot area, restricting operations.	The station was removed from the depot interaction area. Redesigned as double-track to allow for a 2-minute headway (frequency).
Capacity Access	25 train set capacity. Personnel and passenger entrances were not separated.	25 train set capacity preserved. ~3 hectares reserved for future use. Personnel and station entrances separated.

The redesign has radically changed the functioning of the depot area. The transition from a "dead-end" system to a "loop" system is not only an increase in efficiency but also a fundamental change in operational philosophy. This new system accelerates maintenance processes by providing higher train throughput, reduces wear on vehicles caused by manoeuvring, and increases the overall resilience of the system. Separating Xocəsən Station from the depot and redesigning it as a double track is a critical step that maximizes the line's service capacity.

4.2.6 Darnagul Depot Site

This depot is in operation since 1980s, therefore no assessment is made.

5 LAND ACQUISITION BACKGROUND AND FOOTPRINT

5.1 Master Plan Development, Evacuation and Demolition²

The Baku City Master Plan 2040 is the latest urban development master plan for Baku, the capital of Azerbaijan. It is managed by Azerbaijani State Committee on Urban Planning and Architecture (SCUPA). The plan envisages sweeping urban changes between 2020 and 2040, particularly zoning, new engineering and communication systems and renewal of transport infrastructure

The Master Plan encompasses the entire administrative territory of the capital, spanning 212.3 thousand hectares. It outlines the city's main development priorities for the next 20 years. The plan includes the development of an organized, multi-centered city to ensure strong and sustainable growth. It focuses on creating a sustainable urban environment through the complex utilization of territories, protecting cultural and historical-architectural heritage, and implementing territorial zoning. The plan also addresses major construction, transportation, and social infrastructures, utility systems, and measures for the environmental cleanup and beautification of territories. Furthermore, it tackles new urban economy issues to facilitate the transition to a post-industrial era.

Although the road network faced substantial upgrades and extensions in recent years, increasing motorization rates, as well as a raised traffic demand of a growing population and occurred transport problems necessitated a new approach to the transport system of the capital. The stated approach requires a further development and expansion of public transit network of the capital city, increasing the share of public transport in ensuring transport mobility, completing the city's transport planning structure and ensuring physical and logical connectivity between major transport routes. In order to achieve these goals, the General Plan envisages implementation of the following key transport measures:

- Underground network development;
- Railway network development;
- Road network improvement and expansion;
- Cycling network introduction and development;
- Transit Hubs introduction and development;
- Dedicated public transport routes improvement and expansion.

Preparations for the plan were announced in July 2018 according to the order of Azerbaijani President Ilham Aliyev. However, some large-scale renovations and demolitions were conducted in the city earlier, in the 2010s.

Baku's Master Plan 2040 represents a **long-term vision for urban renewal**, balancing modernization with social responsibility. By replacing outdated residential buildings with modern, high-density complexes and carefully managing resident relocation, the plan aims to **enhance the city's infrastructure, improve living standards, and maintain stability in the housing market** over the next two decades. The plan specifically addresses **Soviet-era residential buildings**, including the well-known **"Minsk," "Khrushchyovka," and "German" projects**, as well as individual houses that no longer meet modern standards.

As reported by Baku Metro, all stations are readily available for construction, emergency shafts are processed under local land acquisition procedures.

5.2 Land Acquisition

As reported by the Baku Metropolitan, the project first started in early 2010s. At that time, expropriation process progressed through negotiations and that there were no obstacles to accessing the land. Before construction commenced, all land acquisition requirements are fulfilled and all payments were made

² arxkom.gov.az/en/bakinin-bas-plani/plans/baki-seherinin-bas-plani-2040

prior to land entry as per the local legislation. Land acquisition and evacuation processes have been completed in early 2010s in accordance with local legislation. At this point, a Corrective Action Plan shall be prepared to ensure international standards are fulfilled. In some station locations, Y-15 and Y-17, construction has already been initiated in late 2010 and early 2011 and been suspended due to that date's financial conditions. With the newly announced Baku 2040 Development Plan, remaining works are re-scheduled and land acquisition activities for the remaining lands commenced.

The Project is composed of:

- Green Line: Y14, Y15, Y16 and Y17
- Darnagul Depot Site
- Xocasan Depot Site

An initial site visit has been performed for the project by the project experts in Early October 2025. Limitation to identifying the land acquisition and RAP implementation against the Lender's standards is unavailability of the land acquisition data and remaining dedicated social & RAP site survey. While retrospective land acquisition data has been requested by BM from BCEP, at time of preparation of this report, were not available. Therefore, verification of the land acquisition footprint and the gaps between the local and international requirements needs to be further studied by the RAP Implementation Committee.

As informed by BM,

- station location plans have been submitted to BCEP for Ventilation shaft of the running tunnels between stations "Xətai"–"Y14" – "YŞ-01", between stations "Y14–Y15 – YŞ-03", between stations "Y15–Y16 – YŞ-04", between stations "Y15–Y16 – YŞ-05", between stations "Y15–Y16 – YŞ-06", between stations "Y16–Y17 – YŞ-07", between stations "Cəfər Cabbarlı"–"Nizami" – "YŞ-121A", Station "Y16"
- ventilation shaft of the running tunnels between stations "Xətai–Y14 – YŞ-02" and Station Y15 (additional as per recent design 1,6736ha) are under coordination at the territorial department of the State Service on Property Issues under the Ministry of Economy,
- Serencam is available for Station Y-14 (2.25ha) and Station Y-15 (3,69ha) Station Y-14 (additional as per recent design 0.146ha) is process of being coordinated with White City.
- All payments are completed as per the local legislation.

It is also informed by Baku Metro the project is making the baseline assessment for the structures along the tunnels to ensure their safety during construction. To examine the current condition of buildings/structures located above the tunnel and near the station areas, the designer submitted lists and location files to the Baku Metro. Based on these, a field survey will be conducted by Baku Metro and project design team to pro-actively identify any risk situations for collapse during construction. As reported by the Baku Metropolitan, all buildings and residents have been contacted and informed; however, we were unable to verify this on site.

The Baku Metropolitan also indicated that in areas where design work is ongoing for metro entrances/exits and shafts have not been definitively determined, additional expropriation may be required. As acquisition of such lands, if deemed necessary, will be performed as per this RAP as the acquisition methodology and potential impacts will be the same.

The design for station entry/exit as well as permanent emergency exit shafts have recently been completed. As acquisition of such lands, if deemed necessary, will be performed as per this RAP as the acquisition methodology and potential impacts will be the same.

A preliminary site visit was conducted by project experts in early October 2025. During these visits, it was noted that agreements on certain parcels could not be finalized due to disputes over valuations, and negotiations remain ongoing. Observations also revealed that enterprises, business centers, and

small kiosks continue to operate on or near some of the affected lands. To better assess potential impacts and losses, an additional site visit was planned to expedite the identification of temporary and potential impacts and define mitigation measures in line with project codes and standards. However, this visit could not be completed due to pending administrative approvals from Baku's public authorities.

A key limitation of the resettlement assessment is the absence of official land acquisition records and targeted site visits. Although Baku Metro has requested such data and permits from relevant authorities, including permission to interview Project-Affected Persons (PAPs), these were not available during the preparation of this plan. Consequently, the plan could not include one-on-one assessments of PAPs or their specific losses; instead, findings rely solely on the October 2025 site survey and discussions with Baku Metro representatives. Table 5-1 provides a summary of the land plots required for stations and infrastructure facilities, along with the status of their official land acquisition implementation. Official land acquisition data has been requested by BM from BCEP, however, not all is received during preparation of this report. For this reason, only affected areas (temporarily and permanently) could be reflected in the report which is based on design and existing documentation received. The remaining data and supporting documentation will be obtained and incorporated into the RAP by the RAP Implementation Committee.

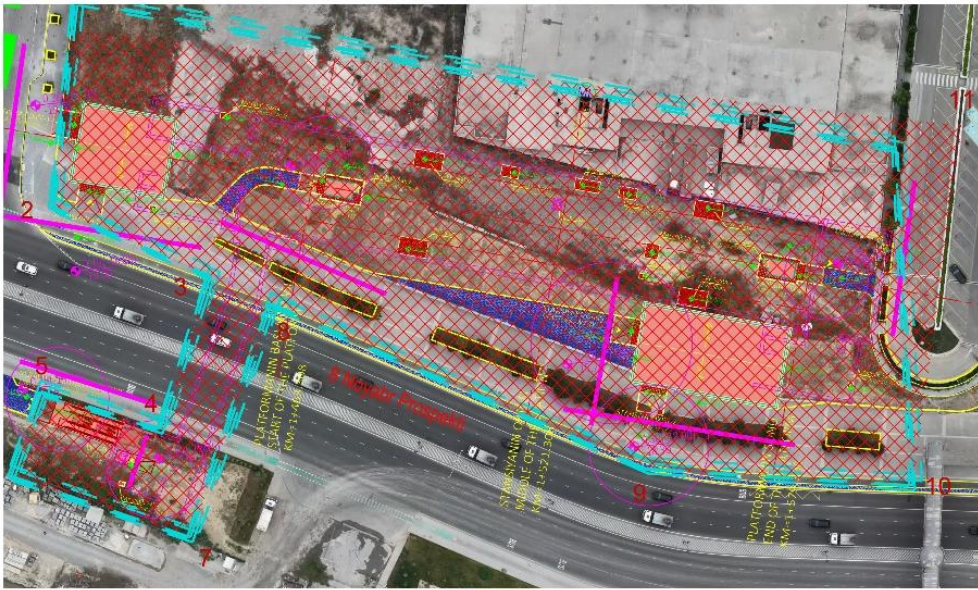
Table 5-1 Information on the Land Plots of the Stations and Infrastructure Facilities Planned to be Constructed Within the Framework of the “State Program for the Improvement of Transport Infrastructure in the City of Baku and Surrounding Areas for 2025–2030”, Approved by Sərəncam No. 456 of the President of the Republic of Azerbaijan Dated 30 January 2025 (Source: Baku Metro)

Name of the facility for which the land plot will be allocated	Location	Area of the land to be allocated, ha	Application letters	Information on payment of fees for preparation of the Station Location Plan	Current Status
Ventilation shaft of the running tunnels between stations "Xətai"–"Y14" – "YŞ-01"	Xətai district, behind the Embassy of Belarus	0,0836	An application was submitted to the BCEP by letter No. 13-19/2-1350/2025 dated 11.09.2025	Paid	Station layout plan submitted to the BCEP
Ventilation shaft of the running tunnels between stations "Xətai"–"Y14" – "YŞ-02"	Xətai district, 8 Noyabr street, "White City" area	0,102	An application was submitted to the BCEP by letter No. 13-19/2-1350/2025 dated 11.09.2025	Paid	At the territorial department of the State Service on Property Issues under the Ministry of Economy, under coordination
Station "Y14"	Xətai district, 8 Noyabr street, block 2207	2,25	Sərəncam No. 252; 27.06.2013. Allocation act No. 138; 01.08.2013	Paid	Sərəncam available (Appendix A)
		Additional area required – 0.146	An application was submitted to the BCEP by letter No. 13-19/2-1305/2025 dated 04.09.2025	Paid	In the process of being coordinated with White City.
Ventilation shaft of the running tunnels between stations "Y14"–"Y15" – "YŞ-03"	Xətai district, 8 Noyabr street	0,075	An application was submitted to the BCEP by letter No. 13-19/2-1350/2025 dated 11.09.2025	Paid	Station layout plan submitted to the BCEP

Name of the facility for which the land plot will be allocated	Location	Area of the land to be allocated, ha	Application letters	Information on payment of fees for preparation of the Station Location Plan	Current Status
Station "Y15"	Xətai district, 8 Noyabr street, block 2235	3,69	Sərəncam No. 252; 27.06.2013. Allocation act No. 139; 01.08.2013	Paid	Sərəncam available (Appendix B)
		Additional area required – 1.6736	An application was submitted to the BCEP by letter No. 13-19/2-1305/2025 dated 04.09.2025	Paid	At the territorial department of the State Service on Property Issues under the Ministry of Economy, under coordination
Ventilation shaft of the running tunnels between stations "Y15"–"Y16" – "YŞ-04"	Xətai district, 8 Noyabr street, area of the Communal Services Department of the BCEP	0,075	An application was submitted to the BCEP by letter No. 13-19/2-1350/2025 dated 11.09.2025	Paid	Station layout plan submitted to the BCEP
Ventilation shaft of the running tunnels between stations "Y15"–"Y16" – "YŞ-05"	Xətai district, 8 Noyabr street	0,075	An application was submitted to the BCEP by letter No. 13-19/2-1350/2025 dated 11.09.2025	Paid	Station layout plan submitted to the BCEP
Ventilation shaft of the running tunnels between stations "Y15"–"Y16" – "YŞ-06"	Xətai district, Rövşən Hüseynov street	0,09	An application was submitted to the BCEP by letter No. 13-19/2-1350/2025 dated 11.09.2025	Paid	Station layout plan submitted to the BCEP
Station "Y16"	Xətai district, 8 Noyabr street	3,563	Station Layout Plan No. 139; 08.04.2025	Paid	Station layout plan submitted to the BCEP (Appendix C)

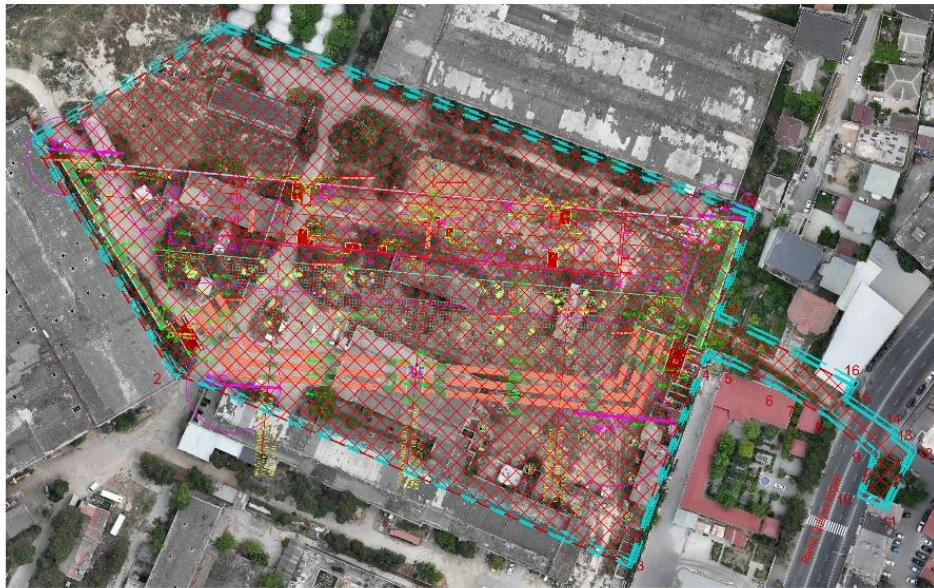
Name of the facility for which the land plot will be allocated	Location	Area of the land to be allocated, ha	Application letters	Information on payment of fees for preparation of the Station Location Plan	Current Status
Ventilation shaft of the running tunnels between stations "Y16"–"Y17" – "YŞ-07"	Xətai district, block between M.Hadi street and R.Məmmədov street	0,082	An application was submitted to the BCEP by letter No. 13-19/2-1350/2025 dated 11.09.2025	Paid	Station layout plan submitted to the BCEP
Ventilation shaft between stations "Cəfər Cabbarlı"–"Nizami" – "YŞ-121A"	Nəsimi district, area located at the intersection of S.Rəhimov street and R.Rza street	0,058	Letter No. 13-19/2-2054/2025 dated 18.11.2025. Yerquruluşu planı No. 215; 03.12.2025	Paid	Station layout plan submitted to the BCEP
Station Y-17	Information requested from BM. To be defined by RAP Implementation Committee				

Table 5-2 Station Maps, Areas, and Districts

Station	General Layout for Allocation
Y-14	
Y-15	

Station General Layout for Allocation

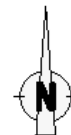
Y-16



Y-17



	STATION BUILDING LINE
	ENTRANCE BUILDING
	BORDER LINE
	TRACK AXIS (PURPLE LINE / GREEN LINE)



5.3 Ongoing land acquisition and Potential Impacts

All station locations are in-city and is surrounded with a densely populated area. Notwithstanding, for all station locations, social impacts shall be considered during construction and operation separately. During construction temporary impacts might be exposed for truck movements, or blockages due to narrowed or crossed roads. During operation, some of these impacts may continue like road closures or access problems to business spots or residentials. Emergency shafts have recently been identified by the designer, yet, the land acquisition data is not available. Each station location is evaluated in terms of construction and operation impacts below.

5.3.1 Green Line Y-14

The station area is a bare land. No significant impact is foreseen in terms of land access provided that permits are obtained. As informed by Baku Metropolitan, allocation of Land Plots for the Construction of New Metro Stations for Baku Metro has been officially obtained (Appendix A) by agreement with White

City for 2.25ha area. With recent design changes, an additional 0,146ha area is under coordination with White City.

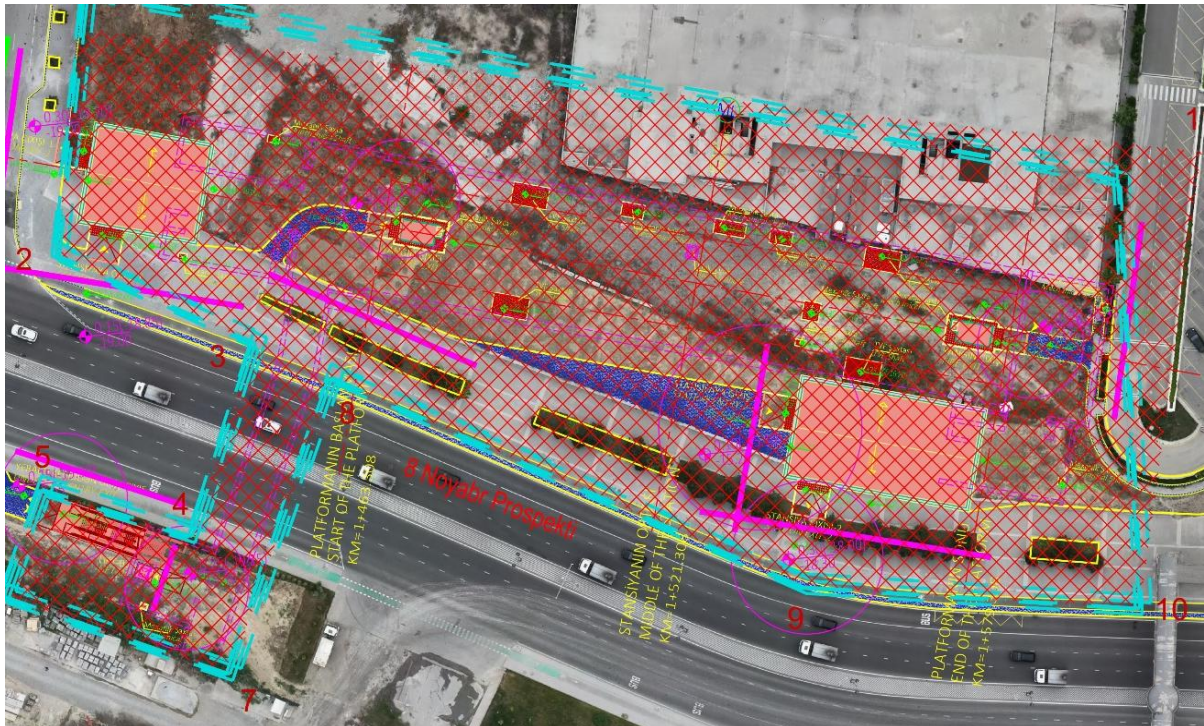


Figure 5-1 Y-14 Station Location



Figure 5-2 Y-14 Current Land Condition and Its Vicinities

While the station site is acquired and bare land, it is located in a densely populated area. The potential impacts may be related to dust, noise and vehicle movements.

5.3.2 Green Line Y-15

As reported by Baku Metropolitan, the area is former Petroleum Plant which was under the jurisdiction of state. Construction has already been initiated in late 2010 and early 2011. Occasional interruptions took place in due course but construction is still progressing. Land allocation documentation which proves the delivery is available (Appendix B), however, past land acquisition data is awaited from the local authorities.

During the site visit, no significant impact is foreseen in terms of resettlement in temporary nor permanent basis as the construction already started in 2010s. An additional area of 1,6736ha is at the territorial department of the State service on Property Issues under the Ministry of Economy and is under

coordination. The station location is not closer to residential areas and on a state land; therefore, vibration, noise or dust impact is not likely.



Figure 5-3 Y-15 Station Location

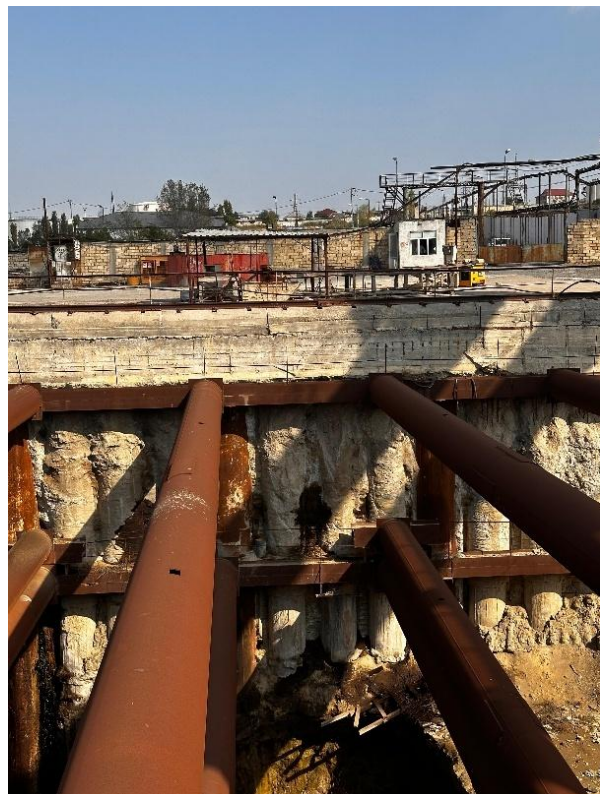




Figure 5-4 Y-15 Ongoing Construction Activities and Vicinity

5.3.3 Green Line Y-16

It will be constructed on state-owned land where the former Soviet Factory was located. According to Baku Metropolitan, there are reportedly no issues related to land acquisition; however, this could not be completely verified through available documentation. (Appendix C)

The site visit revealed that some business units may still need to be physically relocated on that land, which will be verified by the designer. Although the station footprint does not directly overlap with these business premises (as shown in the figure below), the surrounding area is designated as an urban regeneration zone. The site survey and past land acquisition data is pending for local authority permits and data delivery.

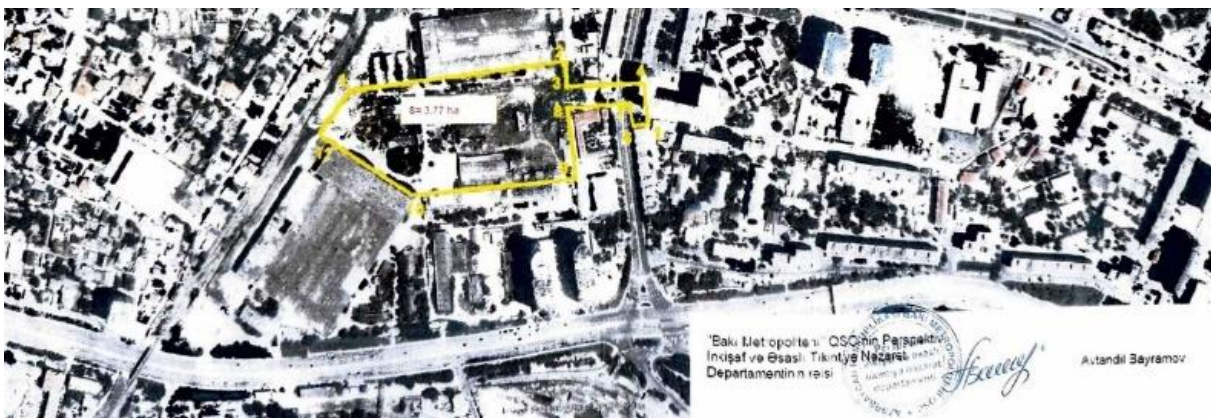


Figure 5-5 Land Acquisition (construction) Border Provided Baku Metropolitan



Figure 5-6 Y-16 - Existing Nearby Business Spots

5.3.4 Green Line Y-17

Construction began in late 2010 and early 2011 and has been ongoing since then, with intermittent pauses over time. The construction area required road narrowing, making it difficult for pedestrians to pass and potentially causing potential economic hardship for business owners along the site. At the first glance, it is evident that there are closely located residential areas which will be exposed to dust, noise and vibration. Once local authorities grant permit to site survey, one-on-one survey will be held to capture other impacts caused by the project. Land use and ownership prior to land allocation is unknown and awaited from the authorities.



Figure 5-7 Y-17 Station Location

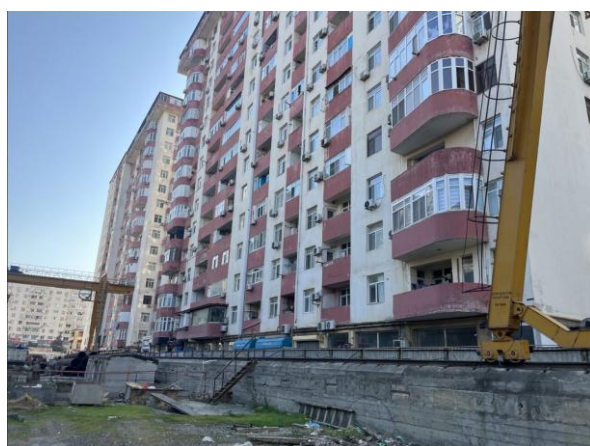


Figure 5-8 Y-16 - Ongoing Construction Activities

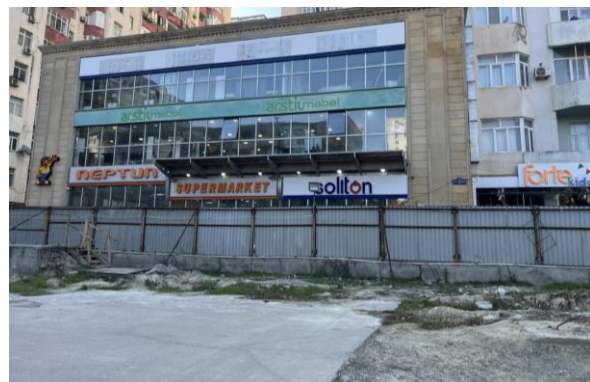


Figure 5-9 Y-16 - Existing Business Spots



Figure 5-10 Y-16 – Temporary Impacts of Construction, Narrowed Roads



Figure 5-11 Y-16 – Temporary Impacts of Construction, Narrowed Roads Potential Loss of Income

5.3.5 Darnagul Depot

The Darnagul Depot has been in use since 1986. The Baku Metropolitan provided the relevant land allocation acts and decrees for project design and land allocation dating from 1986 and 1987. These acts were subsequently extended and remain effective as of 2015 (Appendix D).

According to information provided by Baku Metropolitan, while the depot was operational, the area temporarily hosted Azerbaijani citizens deported from Armenia. During this period of temporary settlement, a cemetery naturally formed as part of the established community.

Over time, as explained by BM, the Government of Azerbaijan provided these displaced persons with permanent housing, and all related costs were covered by government funds under the arrangements of the State Committee for Refugees and Internally Displaced Persons (Kaçqın və Köçkünler Komitəsi).

Baku Metropolitan also reported that no technical documentation related to this relocation currently exists, as such records are only retained for five years, while payment records are preserved for 75 years, in accordance with archival regulations.

The cemetery remained at the site until the Darnagul Depot resumed operations, at which point the graves were relocated. According to information provided by Baku Metropolitan, the relocation was carried out with the participation and consent of the representatives of the affected families, and the graves were reinterred at locations of their choosing.

Following the completion of this process, in 2010, a contract was signed (Appendix D) for the disinfection of the relocated burial sites. Baku Metropolitan clarified that the grave relocation itself was not part of this contract. The contract was concluded between the Baku Metro – Baku Metropolitan Department, represented by its Head Mr. Arif Rasulov in accordance with the Department's Charter, and the Baku City Disinfection Station Narimanov Inter-District Department LLC, represented by its Director Ms. Sh. Chabarova, pursuant to the legislation of the Republic of Azerbaijan.

Under the terms of this agreement, the Contractor was responsible for conducting disinfection works related to the relocated graves in connection with the construction of the Darnagul Electric Depot for the Northern Section of Line III of the Baku Metro, located in the VII Microdistrict.

In relation to considerations related to intangible cultural heritage, the current operations and planned expansion works of the Darnagul Depot require a corrective action focused on targeted retrospective consultations with representatives of the internally displaced community to definitively verify that the 2010 grave relocations were conducted with full consent, dignity, and that no residual grievances remain.

5.3.6 Khojasan Depot

This is an operational site. Documentation for land allocation decree and act has been provided by Baku Metropolitan (Appendix E).

5.3.7 Green Line Emergency Shafts

For safety purposes, emergency shafts have been designed to be used in emergency situations. There are 7 shafts located along the metro alignment. The following table details the emergency shafts planned for the Green Line Extension. In the location maps provided below, the **Red Lines** represent the temporary land allocation required for construction activities, including crane operations and construction shafts necessary for turnout (scissor) installations if needed; these areas will be reinstated following the completion of works, or rehabilitated as per urban regeneration plan. The **Orange Lines** indicate the permanent land allocation required for the physical footprint of the emergency exits.

All identified locations are situated within the **Khatai (Xatai) Rayon**. Currently, specific land use and ownership data are unknown and are awaited from the relevant authorities. While the Design Consultant has submitted the formal request for land allocation, the final land acquisition data is still pending from local government bodies. Land acquisition request has been submitted to Baku Metro by the Designer, however, there is no land acquisition data yet available.

Table 5-3 Emergency Exit Locations and Land Need

Emergency Exits	Emergency Exit Locations
A.K.-8	YANĞIN ÇIKIŞI FIRE EXIT +54.18(-18.36) +53.88(-18.66) +7.58(-14.96) +55.18(-17.36) +53.89(-18.66) +54.18(-18.36) +53.48 +54.18(-18.36) Mexanik Saxta Mechanical Shaft
A.K.-9	YANĞIN ÇIKIŞI FIRE EXIT +54.18(-18.36) +53.88(-18.66) +7.58(-14.96) +55.18(-17.36) +53.89(-18.66) +54.18(-18.36) +53.48 +54.18(-18.36) Mexanik Saxta Mechanical Shaft

**Emergency
Exits**

Emergency Exit Locations

A.K.-10



A.K.-11



Emergency Exits

Emergency Exit Locations

A.K.-12



A.K.-13



**Emergency
Exits**

Emergency Exit Locations

A.K.-14



	TEMPORARY ALLOCATION
	PERMANENT ALLOCATION



6 CENSUS, LAND AND ASSET SURVEY

This section will be revised by the RAP Implementation Committee when the requested data from official local authorities is received along with the site survey held on October 2025.

The objectives of the draft RAP census include the following:

- To identify the types of land use within the project sites.
- To establish the number of project-affected landholdings within the project sites, and the pre-project tenure of all privately held land parcels.
- To provide an overview on socio-economic studies that shall be considered during the RAP and LRP implementation stage.
- To quantify potential livelihood impacts in terms of the number of Project-Affected Persons (PAPs).

During the preparation of this report, all retrospective data has been requested from authorities but were not available. This section shall be reviewed by the RAP Implementation Committee.

7 VALUATION AND COMPENSATION METHODOLOGY

This section will be revised by the RAP Implementation Committee when information is received from land acquisition bodies.

Within the scope of this study, land acquisition was completed and lands were made available to the project. Due to the unavailability of complete and verified expropriation-related data and documentation during the preparation of this report, land acquisition footprint could not be retrieved nor the valuation methodology.

Given these data limitations, comparisons with market values could not be undertaken, and the verification of monetary figures and comprehensive financial assessments fall outside the scope of this report. Therefore, detailed technical calculations related to loss assessment methodologies, replacement cost calculations, valuation formulas, value updates, and the quantitative determination of compensation types and levels (including businesses, business structures, income and wage losses, and transitional support) are excluded.

This RAP document defines the principles, framework, and institutional arrangements governing valuation and compensation processes; however, the final calculations and payments will be determined based on the results of the independent valuation study during implementation by the RAP Implementation Committee.

During the implementation phase of the Resettlement Action Plan (RAP), a RAP Implementation Committee shall be established within Baku Metro. This committee shall be responsible for verifying, updating, and finalizing the field data presented in this report in conjunction with official expropriation and valuation records to ensure that all risks are correctly handled and addressed

In accordance with AIIB ESS2, valuation and compensation calculations shall be conducted based on the full replacement cost principle and prevailing market conditions. To this end, a specialized valuation consultant will be engaged during the implementation phase to ensure full compliance with applicable national legislation as well as the requirements of AIIB ESS2.

8 ELIGIBILITY AND ENTITLEMENTS

The Entitlement Matrix presented in this section aims to systematically and comprehensively address the social and economic impacts arising from land acquisition and resettlement within the scope of the Project. The matrix clearly and transparently sets out the affected individuals and groups, the types of losses they have suffered, and the rights-based compensation and support that should be provided in response to these losses.

Eligibility covers the identification of persons and groups who are physically or economically affected by the Project, the criteria under which they qualify for compensation and livelihood support, and the applicable cut-off dates.

Eligible affected persons include, but not limited to, individuals and households experiencing loss of residential structures, loss of land or temporary occupation of land, loss of formal ownership or usage rights, and loss of informal usage rights. Eligibility further extends to owners of businesses, business operators, and employees who experience disruptions to their economic activities or income sources as a result of the Project construction and/or operation.

Both residents and non-residents are considered eligible, including property owners who do not reside on the affected land or structures, such as landlords renting out their properties.

As the one-on-one site survey has yet not been organized due to administrative issues within Baku Metro with the other local institutions, vulnerability assessment could not be performed in detail. In the coming phases of the Project, special attention shall/will be given to vulnerable individuals and households, including (but not limited to) women-headed households, low-income groups, the elderly, persons with disabilities, and other socially or economically disadvantaged groups, to ensure that compensation and assistance measures are equitable and responsive to their specific needs. Where relevant, impacts on host communities are also taken into consideration in the determination of eligibility and support measures. If deemed necessary, a separate survey shall be engaged by RAP Implementation Committee in due course of the Project to verify the vulnerabilities.

Entitlements include compensation, assistance, and support measures aimed at mitigating negative impacts, depending on the types of loss identified. These include compensation based on full replacement cost, relocation and transition period support, and measures to improve livelihoods. Reference may also be made to the disclosed Land Acquisition and Resettlement Planning Framework (LARPF) for relevant provisions.

The rights and mitigation measures presented in this matrix serve as a fundamental reference to ensure that all affected individuals and groups are fairly, timely, and equally compensated and supported during the RAP implementation phase.

Table 8-1 Eligibility and Entitlements

Type of Loss	Impacted Persons	Entitlements	Type of Impact
Loss of residential structures	Owners of residential structures (land acquisition engagement less than three years)	Impact: Permanent loss of shelter Mitigation measures: - Replacement residential structure with security of tenure - Cash compensation at replacement value, provided prior to evacuation - Relocation assistance (support with loading, moving and unloading belongings; registration; utility connections, etc.) - Rent support if new place is on a tenancy (upto 3 months of new place rent) - Compensation of lost rent income of the structure owner if the acquired structure was on rent - Salvage of materials - Transparent documentation of entitlements and clear communication to prevent disputes and ensures equitable treatment	Permanent
Loss of residential structures	Informal settlers or non-titled residents (land acquisition engagement less than 3 years)	Impact: Permanent loss of shelter Host country legislation is expected to address such users. In case they are not, then, - Compensation for structures at full replacement cost prior to evacuation regardless of formal title, based on occupancy/use established during the project's field verification - Rent support if new place is on a tenancy (upto 3 months of new place rent) - Relocation and livelihood support - Salvage of materials - Relocation assistance (support with loading, moving and unloading belongings; registration; utility connections, etc)	Permanent

Type of Loss	Impacted Persons	Entitlements	Type of Impact
		- Transparent documentation of entitlements and clear communication to prevent disputes and ensures equitable treatment.	
Loss of Commercial structures	Business owners and tenants (land acquisition engagement less than 3 years)	Impact: Permanent workplace loss when relocation required Mitigation measures: - Cash compensation for any immovable structures belonging to the business at replacement cost (as applicable) to the structure owners - Cash compensation for income loss during transition period to employers and employees (formal and informal) - Rent support if new place is on a tenancy (upto 3 months of new place rent) - Relocation assistance, including compensation for moving heavy equipment or similar items (dismantling and reassembling, calibration supports if necessary) - Support on obtaining licenses or other official registrations, if required by the business owner - Assistance for business relocation to an agreed alternative site, including support to identify a suitable business location - Salvage of materials, if asked by the material owners	Permanent
Loss of income	Affected households, business operators, employees (land acquisition engagement less than 3 years)	Impact: permanent loss of income due to relocation (land acquisition engagement less than 3 years) or temporary impacts during construction with respect to road closures or narrowing like reasons Mitigation measures: - Income restoration support to business owners - Training on a different income generation potential - Transitional allowance (upto 6 months) for employees	Temporary

Type of Loss	Impacted Persons	Entitlements	Type of Impact
		Calculating compensation proposed in the Labour Code of Azerbaijan (Chapter VI) suggests the average amount by considering the number of worked days and months. However, it is suggested to apply the best which is to consider a minimum wage for six (6) months, which would cover the potentially long transitional or intervening time until recruitment for workers.	
Livelihood Disruption	Households dependent on agriculture, small businesses, informal employment (land acquisition engagement less than 3 years)	Impact: permanent or temporary loss of income during relocation or construction phase Mitigation measures - Offering alternative land, employment opportunities, temporary financial assistance, and vocational training. - Establish livelihood restoration programs tailored to the local context to ensure that displaced persons can regain or improve their income-generating capacity depending on their impact pattern; temporary or permanent. Also skills training, capacity-building and preferential access to project opportunities with consideration of gender equity. - Calculating compensation proposed in the Labour Code of Azerbaijan (Chapter VI) suggests the average amount by considering the number of worked days and months. However, it is suggested to apply the best which is to consider a minimum wage for six (6) months, which would cover the potentially long transitional or intervening time until recruitment for workers. The transitional allowance must be extended on a monthly pro-rata basis if independent monitoring confirms that business re-establishment at the relocation site has been delayed due to project-related factors. - Developing programs to include targeted development assistance strategies designed to elevate these households to	Temporary and Permanent

Type of Loss	Impacted Persons	Entitlements	Type of Impact
		at least national minimum standards, e.g. formally linking them to state social protection systems, providing targeted micro-credit, or implementing strict employment quotas for vulnerable individuals.	
Social Exclusion and Vulnerability	Vulnerable and disadvantaged persons and households, including women-headed households, low-income groups, the elderly, persons with disabilities, elderly, minorities and other socially or economically disadvantaged groups identified during the census and vulnerability screening	Impact: Limited or no access to resources, social networks, or public services. Mitigation measures - Inclusive and participatory consultation processes, - special attention to vulnerable groups during planning and implementation, and - transparent disclosure of entitlements and project plans. - maintain community cohesion - targeted development assistance to elevate vulnerable households - Vulnerable households must be provided with a dedicated, one-time Vulnerability Cash Allowance equivalent to 3 months of the national minimum wage, plus physical packing and transport services delivered free of charge. - priority in livelihood support - formal linkage to state social protection systems, - access to targeted micro-credit and income-generation support, - priority employment in Project-related works for vulnerable individuals, and - tailored support measures defined by the RAP Implementation Committee following vulnerability screening.	Permanent and temporary
Grievances and Conflict	Affected persons, especially if entitlements are unclear, compensation is delayed, or rights of	Impact: Disputes can escalate into social tension and legal conflicts.	Permanent

Type of Loss	Impacted Persons	Entitlements	Type of Impact
	informal users are overlooked (land acquisition engagement less than 3 years).	Mitigation measures - Establishing accessible, transparent, and timely grievance mechanisms, including informal and vulnerable persons in complaint procedures, and employing third-party mediation when necessary to resolve conflicts impartially. - Transparent disclosure of the GM	
Above-tunnel areas	All PAPs	Impact: Temporary impacts shall be noted here for the structures laying above the tunnels. Though only stations will be installed on surface and require definite relocation, structures above the tunnels are/shall be paid attention for temporary and/or permanent impact. Mitigation measure: In cases where intense vibration and/or noise impact is experienced or any safety issue arises due to those, such structures shall be evacuated immediately for alternative shelters. All costs shall be born by the contractor.	Temporary
Road Closures	All PAPs and the community	Impact: Some roads will be closed due to construction activities (expected to be 6 months on the average) Mitigation measure: For proper traffic management, alternative roads will be assigned and closures will take place in order and gradually. Strong stakeholder engagement shall be in place to announce the closures and alternative diversions.	Temporary
Truck Movements	All PAPs and the community	Impact: As the construction will take place in the city center, heavy vehicles will be traveling in the city roads which will increase traffic load and other safety concerns. Mitigation Measure: During construction, time management shall be introduced to enable a smooth traffic flow, especially in rush hours and junction points	Temporary
Dust impact	All PAPs	Impact: In near located structures, such impacts are likely as the construction sites are in the city center.	Temporary

Type of Loss	Impacted Persons	Entitlements	Type of Impact
		Mitigation Measure: In cases where extensive impacts are likely, stakeholders shall be engaged regularly, construction sites shall be watered frequently to settle dust, in cases where vulnerable are present at such locations, necessary measures shall be taken upon request of the affected PAP. Cost shall be born by the contractor.	

9 STAKEHOLDER ENGAGEMENT

This section will be finalized following the detailed preparation of the RAP and the completion of site visits. It will be developed in alignment with the Stakeholder Engagement Plan (SEP) and will document consultation and engagement activities undertaken during the RAP preparation process, including relevant dates. The section will describe the consultation process, summarize key issues and concerns raised by PAP's, and outline how these have been addressed. It will also include stakeholder mapping and define the information disclosure arrangements applicable to the RAP process.

Effective stakeholder engagement and a functioning grievance mechanism (GM) are core requirements of AIIB requirements. For the Baku Metro Project, an evaluation of existing stakeholder engagement practices and grievance-handling channels was undertaken.

9.1 Stakeholder Engagement Approach

Stakeholder engagement for the Baku Metro Project has been designed to ensure transparent communication, inclusive participation, and the systematic integration of stakeholder concerns into project planning and implementation. The engagement process is aligned with national legislation and international best practices, including the requirements of international financial institutions.

The engagement approach is guided by the following principles:

- **Transparency:** Provision of accurate, timely, and accessible information regarding project activities and potential environmental and social impacts.
- **Inclusiveness:** Ensuring that all relevant stakeholder groups—including project-affected people, governmental bodies, NGOs, academic institutions, and private sector entities—are able to participate meaningfully.
- **Participation of vulnerable groups:** Special efforts to include women, low-income households, persons with disabilities, elderly people, and other vulnerable groups.
- **Continuous communication:** Maintaining ongoing two-way communication throughout all project phases through meetings, consultations, online channels, and site-based communication points.

9.2 Stakeholder Identification

Stakeholders were identified through a structured mapping process considering their level of influence, interest, and potential degree of project impact. Key stakeholder groups include:

- Directly affected residents along the project alignment
- Relevant national and municipal authorities
- Local businesses and property owners
- Transport sector representatives
- Environmental and social NGOs
- Academic and research institutions
- Media and general public

Each group's information needs and preferred communication channels have been assessed to ensure tailored engagement methods.

Detailed information can be reached through the Stakeholder Engagement Plan (SEP).

9.3 Inclusive engagement during implementation and monitoring.

To ensure that women and vulnerable persons remain actively engaged throughout the implementation and monitoring phases, the following practical measures shall be applied:

- consultations and meetings shall be scheduled at times and locations accessible to affected persons, including working women and those with care responsibilities;
- transport or childcare support shall be provided where these would otherwise prevent participation; and
- women-only focus group discussions, facilitated by female staff, shall be convened so that the views of women directly influence ongoing resettlement decisions.

10 GRIEVANCE REDRESS MECHANISM (GRM)

This section presents the Grievance Redress Mechanism (GRM) established for the Baku Metro Expansion Project (BMEP). The GRM covers both community grievances and worker grievance pathways, including GBVH-related complaints, and applies throughout the construction and operation phases of the Project.

The Project GRM builds on Baku Metropolitan CJSC's existing communication infrastructure—particularly the upgraded 964 Contact Centre—and strengthens it to ensure alignment with AIIB Environmental and Social Standard 1 (ESS1). It introduces formalized procedures, project-specific classification, contractor integration, time-bound service standards, and a confidential and survivor-centred pathway for GBVH-related complaints.

Importantly, the Project GRM does not create a parallel system. Instead, it operates as a structured, compliance-enhanced extension of the existing corporate grievance framework, using the same centralized case management system (ERP Pro), while introducing project-specific safeguards and reporting features.

10.1 Existing Corporate Communication and Complaint Handling System

Baku Metropolitan CJSC (hereafter “Baku Metro” or “BM”) maintains an established communication system for handling passenger enquiries, service complaints, and internal employee concerns. Since early 2026, BM has strengthened its public-facing complaint intake through the upgraded 964 Contact Centre, actively promoted via:

- Station posters and noticeboards
- In-train digital screens;
- Social media platforms;
- Public communication campaigns.

The corporate system is supported by an electronic case management platform (ERP Pro), which enables registration, routing, monitoring, and tracking of cases until formal closure.

While the corporate system demonstrates strong capacity for handling routine operational complaints, prior to the Project certain structural gaps were identified in relation to international financing requirements:

- Construction-related grievances were not formally distinguished;
- Contractor and subcontractor grievances were not systematically integrated;
- A structured Worker GRM aligned with Labor Management Procedures (LMP) had not been operationalized at project level;
- GBVH-sensitive and restricted handling procedures were not formalized;
- Reporting formats were not fully aligned with IFI monitoring requirements.

The Project GRM addresses these gaps by consolidating procedures under a unified, project-tagged, and time-bound framework.

10.2 Integration Approach: Project GRM within the Corporate System

The BMEP GRM functions as a project-classified subsystem within the corporate GRM.

Under this approach:

- A dedicated “BMEP / Project” classification tag is activated in ERP Pro;

- All project-related grievances (community and worker) are traceable and reportable;
- Contractors are formally integrated into intake and resolution processes;
- Service standards are standardized and monitored;
- GBVH-sensitive protocols are embedded as restricted-access workflows;
- ESMS and IFI reporting requirements are integrated.

All grievances—regardless of entry channel—are logged into the same centralized electronic system (ERP Pro). This avoids parallel databases and ensures institutional ownership and sustainability beyond the Project lifecycle.

The Worker GRM operates as an integrated pathway within the same ERP Pro system and under the same BMEP project classification tag, while applying labour-specific handling steps defined under the LMP.

10.3 Scope of the Project GRM

The Project GRM covers grievances and feedback related to both construction and operation phases, including but not limited to:

10.3.1 Construction-related impacts

- Dust, noise, and vibration;
- Traffic diversions and pedestrian access restrictions;
- Works near schools and residential areas;
- Temporary service disruptions;
- Business interruption in station areas.

10.3.2 Safety and interface risks

- Construction–operation interface incidents;
- Near-misses or unsafe conditions at worksites;
- Passenger safety concerns during works.

10.3.3 Accessibility and inclusion

- Elevator and mobility access issues;
- Wayfinding and interchange management;
- Barriers affecting persons with disabilities or vulnerable users.

10.3.4 Labour and working conditions

- Contractor/subcontractor workforce grievances;
- OHS concerns;
- Wage and working-hour complaints;
- Workplace discrimination or harassment.

10.3.5 GBVH / SEA / SH-related complaints

- Workplace or public-facing incidents;
- Safety concerns in construction zones.

10.3.6 Land or asset-related matters

- RAP/LRP-related grievances (if applicable);
- Access or compensation concerns.

This defined scope ensures that construction impacts and contractor-related issues are formally managed and not absorbed informally into routine metro operations.

10.4 Entry Channels (Integrated Intake System)

The Project GRM uses an integrated multi-channel intake system. Stakeholders are not required to distinguish between corporate and project systems; classification occurs internally within ERP Pro.

Entry channels include:

- **964 Contact Centre (Primary Channel):**
Main public entry point. All project-related calls are categorized under the BMEP classification tag and registered in ERP Pro.
- **Web-Based Submission Forms:**
Accessible via the BM website and integrated into ERP Pro.
- **Dedicated Project Email (if activated):**
If activated, the PIU will ensure ownership and registration of all submissions in ERP Pro within one working day.
- **QR Codes at Worksites and Stations:**
Provide direct digital access to grievance submission forms for affected communities.
- **Physical Assistance at Stations:**
Station personnel may facilitate submission for individuals with limited digital access; all cases must be formally registered in ERP Pro.
- **Escalation from SOS Interfaces or Station Staff:**
SOS and station staff function as escalation and facilitation interfaces. Emergency situations are handled immediately for safety purposes, and any grievance elements are subsequently logged in ERP Pro for traceability.

All grievances are recorded in the central case management system, assigned to responsible departments, and tracked until formal closure.

Anonymous complaints are permitted and formally recognized under the Project GRM.

10.5 Service Standards (Time-Bound Procedures)

To align with IFI requirements, the Project GRM applies formal service timelines:

- **Acknowledgement:** Within 2 working days of registration, the complainant receives confirmation of receipt.
- **Initial Assessment and Proposed Resolution:** Within 7–10 working days, the responsible department provides an initial response or proposed resolution.
- **Extension Rule:** If additional time is required due to technical review or coordination with external entities, the complainant will be informed of the reason and provided with a revised timeline.

- **Closure:** Cases remain open in ERP Pro until corrective actions are completed and closure is formally recorded.
- **Appeal:** Complainants may request review at PIU level if dissatisfied with the proposed resolution.
- **External Escalation — AIIB Project-affected People's Mechanism (PPM):** Project-affected people and communities who are not satisfied with the Project-level GRM response have the right to access the AIIB's independent accountability mechanism, the Project-affected People's Mechanism (PPM). The PPM provides an independent review channel for individuals or groups who believe they have been, or are likely to be, adversely affected by an AIIB-financed project. Information on the PPM including eligibility, submission procedures, and contact details will be disclosed at station sites, on the Baku Metro project website, and in GRM promotional materials throughout the Project lifecycle.

10.6 GBVH-Sensitive and Survivor-Centred Pathway

In line with AIIB ESS1, and good international practice on SEA/SH risk management, the Project establishes a confidential and survivor-centred grievance pathway for Gender-Based Violence and Harassment (GBVH), including Sexual Exploitation and Abuse (SEA) and Sexual Harassment (SH).

This pathway:

- Is embedded within the centralized ERP Pro system;
- Does not operate as a separate external mechanism;
- Applies a restricted-access protocol to sensitive cases.

10.6.1 Restricted Access Protocol

Upon identification as GBVH-related:

- The case is classified under a restricted category in ERP Pro;
- Access is limited to the PIU Social Specialist and designated trained GBVH focal persons;
- General operational departments do not have visibility over sensitive details.

Police and security personnel are not GRM handlers; they support incident response where required. Formal grievance registration remains within the GRM system.

10.6.2 Survivor-Centred Principles

- Confidentiality
- Informed Consent
- Survivor Choice and Agency
- Non-Retaliation
- Restricted Data Access
- Safe Referral (where services are available and safe)
- Anonymous Reporting

Any GBVH/SEA/SH allegations received through Worker GRM channels will be handled under this same restricted-access pathway.

Reporting to IFIs will include only aggregated and anonymized data. No personal or case-identifiable information will be disclosed.

10.7 Worker Grievance Mechanism (Integrated Pathway)

In line with AIIB ESS1, and the Labor Management Procedures (LMP), the BMEP operationalizes a Worker GRM covering:

- Baku Metro staff;
- Contractor and subcontractor workforce;
- Temporary, seasonal, and migrant workers engaged under the Project.

The Worker GRM operates within the same ERP Pro system under the BMEP project tag but follows labour-specific procedures.

Worker GRM requirements will be embedded in tender documents and contracts for all civil works contractors and subcontractors prior to procurement and construction mobilization.

10.7.1 Scope

Worker grievances may relate to:

- Occupational Health and Safety (OHS);
- Wages, overtime, contractual terms;
- Working hours and rest periods;
- Discrimination, harassment, unfair treatment;
- GBVH/SEA/SH in the workplace;
- Worker accommodation (if applicable);
- Retrenchment concerns;
- Labour rights violations.

The Worker GRM does not replace judicial remedies but provides a safe first-level resolution platform.

10.7.2 Entry Channels for Workers

Workers may submit grievances through:

- Contractor-designated GRM focal points;
- 964 Contact Centre (classified under “Worker / Project”);
- Web-based or email submission (if activated);
- Direct submission to HR (for BM staff);
- Anonymous submissions where feasible.

Workers will be informed of channels during induction, toolbox talks, OHS briefings, and through posted notices. GRM will be also a part of their contracts and will be operational before procurement/construction.

10.7.3 Non-Retaliation

No worker shall face dismissal, intimidation, demotion, or discrimination for raising a grievance in good faith. Contractors are contractually obligated to uphold non-retaliation provisions.

Confidential cases, including GBVH-related complaints, follow the restricted-access protocol described above.

11 VULNERABLE PEOPLE

This section will be finalized following once the entitlements and vulnerable groups affected under the RAP are clearly identified via interviews. It will include the identification and characterization of vulnerable persons, as well as the definition of tailored support measures to address their specific needs. This section shall be undertaken by RAP Implementation Committee once the one-to-one interviews are performed.

12 MONITORING, EVALUATION AND REPORTING

Without effective oversight, resettlement programs may fail to achieve their intended safeguards, potentially resulting in unmet entitlements, prolonged economic hardship, and community dissatisfaction. To ensure the effectiveness of the proposed measures, a comprehensive monitoring and compliance framework shall be established.

This framework shall include systematic tracking of the implementation of the Resettlement Action Plan (RAP), identification and documentation of non-compliances, and continuous assessment of gaps between planned and actual outcomes. Regular social monitoring and structured reporting mechanisms shall be instituted to evaluate progress, measure impacts on affected persons, and verify that corrective actions are undertaken in a timely manner.

In addition, independent verification of compliance with applicable Asian Infrastructure and Investment Bank (AIIB) standards shall be carried out to ensure adherence to agreed safeguards and performance requirements. An adaptive management approach shall also be applied, enabling the timely adjustment of mitigation measures in response to emerging risks, unforeseen challenges, or changing circumstances. Collectively, these mechanisms shall ensure accountability, transparency, and the effective delivery of resettlement commitments on internal and external manner.

Each monitoring will be reported to include a summary of findings and a clear set of recommendations and corrective actions. KPI will be evaluated in numerical terms. To strengthen transparency and encourage stakeholder engagement, all reports prepared for external compliance reviews, along with completion audit reports, will be made publicly available while safeguarding participant confidentiality. Where appropriate, simplified summaries in Azerbaijani can be prepared to provide accessible feedback to local communities.

This monitoring mechanism shall be revised by the RAP Implementation Committee based on the site developments considering the available data collection, inputs, measures and outcomes. These will conclude the scope, timing and implementation arrangements.

12.1 Internal Monitoring

Internal RAP Monitoring and reporting activities as part of RAP implementation will have the following specific objectives:

- Actions and commitments defined in the RAP/LRP are implemented fully and delivered on time.
- RAP/LRP actions and compensation measures are effective in helping affected persons sustain or improve pre-project living standards.
- Complaints and grievances are being followed up with appropriate corrective actions and tracking of outcomes.
- PAPs are informed about project impacts and mitigations and have a say in the design of mitigation (resettlement and/or livelihood restoration) measures.
- Vulnerable persons are tracked and assisted as necessary.
- Recurrent or systemic problems that require correction are identified and fixed.

It is recommended that internal monthly reports shall be prepared to include the mentioned items based on the following indicator.

Internal monitoring will be conducted regularly using a set of indicators that must be identified during the planning phase and included in the RAP/LRP. These indicators should be context- and program-specific, tailored to the nature and scale of displacement. Some of these indicators may also service as Key Performance Indicators (KPIs) for project management and external stakeholders. Proposed indicators are presented in Table 12-1. All monitoring indicators included in the RAP/LRP will be based on the

baseline data collected during the RAP/LRP planning process which will be performed by the RAP Implementation Committee.

Table 12-1 Internal Monitoring Indicators

Indicators	Measured how	Frequency	KPI?
Overall spending on land acquisition, resettlement and livelihood restoration activities (planning and implementation).	Financial records	Quarterly	Yes
Number of full-time and part-time staff and consultants (gender-disaggregated) dedicated to compensation, resettlement and livelihood restoration activities.	Human Resources	Quarterly	Yes
Number of households and/or people that received cash compensation in the period, with distribution by purpose and by classes of amounts	Data management system	Quarterly	No
Number of households and/or people (sex disaggregated) that received resettlement and/or livelihood restoration–related assistance/training with distribution by type of assistance and training	Data management system	Quarterly	No
Number of open grievances at the end of each quarter and trends over time.	Grievance log	Quarterly	Yes
Number of grievances opened and closed in the period and trends over time.	Grievance log	Quarterly	No
Categories of grievances and trends over time.	Grievance log	Quarterly	No
Gender of aggrieved individuals.	Grievance log	Quarterly	No
Has compensation been paid at full replacement cost? Is compensation updated to take account of value increases?	Current markets	Yearly	Yes

Indicators	Measured how	Frequency	KPI?
Use of compensation.	Conduct yearly survey of compensated households. Check use of compensation and gender aspects.	Yearly	No
Satisfaction with allocated alternative business location.	Conduct satisfaction survey one year after the move.	One year after move	No
Business reestablishment: have businesses been successfully reestablished?	Survey of businesses and compare with baseline	Yearly	Yes
Business employees: are employees still employed in the relocated businesses?	Survey of employees and compare with baseline	Yearly	No
Income: are household incomes restored?	Survey occupations and income and compare with baseline	Yearly	No
Vulnerability: Have some households become vulnerable (e.g. due to illness or death of the main wage earner or loss of their support networks?). Have any households previously identified as vulnerable improved their status?	Survey of affected households	Yearly	No

12.2 External Monitoring

The objective of the External RAP Monitoring is to review RAP implementation at regular (quarterly) intervals during RAP implementation in the Project. This is to identify the achievements consistent with the objectives of the RAP or problems hindering such achievements and to identify areas where improvements are necessary and/or develop corrective measures for areas/cases that are not compliant with the objectives of the RAP.

These services will be performed by an external independent RAP Monitoring Consultant Company hired by BM and approved by Lenders (with duty of care to Lenders). The External RAP Monitoring Consultant will assess the effectiveness of the plan in minimizing negative social impacts and maximizing benefits for affected communities, by providing periodic reporting to the Lenders. Post-implementation monitoring will also be undertaken by the External RAP Monitoring Consultant; for which period will be defined by Lenders during post RAP implementation and based on the RAP close out audit results.

The scope of External Independent RAP Monitoring will include the following:

- Interview a representative cross-section of affected households and enterprises to
 - Assess the extent to which the standards of living and livelihood of displaced households for men and women have been improved or restored.

- Measure whether men and women in households have been sufficiently informed and consulted with.
 - Gather their opinions on entitlement delivery, livelihood restoration measures, and grievance management
- Review any livelihood restoration programs and the extent to which they are assisting in improving or restoring livelihoods for affected households with consideration of gender equality.
- Verify implementation of measures to improve or restore the quality of life and livelihoods of displaced households and assess their effectiveness.
- Assess the extent to which the quality of life and livelihoods of men and women affected by the project are being improved or restored.
- Review internal monitoring and reporting procedures for conformity with the RAP/LRP.
- Review internal monitoring records and identify any potential areas of noncompliance, systemic or recurrent problems, or any vulnerable groups or households that may have not received adequate assistance.
- Review grievance records for evidence of any significant noncompliance or recurrent poor performance in livelihood restoration implementation or grievance management.
- Engage with a sample of complainants to review generic grievances (if applicable) and to obtain their views on the fairness of the grievance management process and resolution.
- Appraise systems to identify, track, and assist vulnerable people, and assess compliance with the RAP/LRP.
- Assess whether there are adequate resources to implement the RAP/LRP and any training or capacity-building requirements.
- Assess the data management system and its outputs and outcomes.
- Compare progress against the initial schedule.
- Review any situations of corruption, extortion, or other unethical behavior, and how they have been managed.

12.3 Completion Audit

The completion audits will assess whether the land acquisition, resettlement and livelihood restoration program is complete, objectives have been met, commitments delivered, and any corrective actions are needed to achieve targeted outcomes. The completion audit will be undertaken three years after implementation of resettlement and/or livelihood restoration measures has been completed. The completion audit will be conducted by a resettlement/livelihood restoration specialist or group of specialists that have not been previously involved with the project. The completion audit draws on the data generated by ongoing internal monitoring and the findings of the external compliance reviews. The LARP/LRP will define clear, measurable, and realistic completion indicators. Baseline and completion audit surveys gather data pertinent to the completion indicators as the basis for assessing completion.

The objectives of the completion audit are the following:

- Assess the effectiveness of all measures to avoid and minimize displacement impacts by comparing final project impacts on land and people against those anticipated in the LARP/LRP.
- Verify that all entitlements and commitments described in the LARP/LRP have been delivered and verify that delivery of compensation, resettlement and livelihood restoration measures was transparent, equitable, and prompt.

- Determine whether LARP/LRP measures have been effective in restoring or enhancing affected persons' living standards and livelihoods, including both men and women and vulnerable people.
- Check that grievances and court cases have been satisfactorily resolved (or that adequate provision has been made for their resolution in the near future).
- Check that gender barriers have been effectively challenged to ensure improved livelihood opportunities for women.

Identify any corrective actions to achieve completion of LARP/LRP commitments and prepare a corrective plan if warranted.

13 ROLES AND RESPONSIBILITIES

Baku Metro will be the whole responsible of the project including the RAP implementation. On that purpose, a RAP Implementation Committee shall be established by Baku Metro to ensure that RAP commitments are fulfilled to address the adverse impacts caused by the project, if not adapt alternative measures. On that purpose, in reference to the Institutional Framework section, roles and responsibilities are defined as follows:

Table 13-1 Responsibilities

Entity	Responsibility
Baku City Executive Power (BCEP)	Acting as the primary municipal authority to coordinate citywide services, implement national legislation and presidential decrees, and function as the local coordination node for government ministries.
Baku Metropolitan CJSC (Baku Metro)	Operating the metro system and managing infrastructure development, system expansion, and ensuring the safe and efficient operation of the network. Baku Metro shall provide targeted training to the RAP Implementation Committee members and field staff on the applicable resettlement requirements, replacement cost valuation, livelihood restoration, GBVH-sensitive grievance handling, and engagement with vulnerable groups.
Local District Executive Authorities (Rayon Authorities)	Responsible for safeguarding citizen rights at the district level, overseeing land-use regulations, managing communal services, and addressing local citizen appeals.
State Service on Property Issues (under the Ministry of Economy)	Providing legal and technical support for land acquisition and property valuation, maintaining land inventories, and recording ownership/land-use rights.
State Committee on Urban Planning and Architecture	Central authority for urban planning and architecture; responsible for issuing construction permits and ensuring project compliance with master plans and spatial planning frameworks
Courts and Legal Institutions	Serving as the ultimate authority for resolving disputes related to land ownership, compensation, and resettlement through the judicial system.

Entity	Responsibility
RAP Implementation Committee	The Committee operates within the Baku Metro PIU and shall report to BM PIU; the Community Liaison Officers shall report to the RAP Expert. Ensure that RAP commitments are fulfilled to address the adverse impacts caused by the project, if not, adapt alternative measures. This committee will be fully responsible to review and keep it updated, define one-to-one entitlements under light of site surveys are official land acquisition data as per the provisions given by LARPF and the RAP, arrange respective budget and monitor the livelihood standards of the PAPs. This committee first should establish a RAP Implementation Procedure to explicitly define their implementation policy. The committee shall consist of the following members: - BM executives for approval process - Land acquisition (and/or legal) representatives, BM - Finance representatives of BM - Legal Officer - RAP Expert of BM - Construction Representaives - Community Liaison Officers The Committee's responsibilities apply across two phases: - during the planning phase it shall verify and finalise field data, confirm entitlements against official land acquisition data, declare the cut-off date, and prepare the RAP Implementation Procedure; - during the implementation phase it shall deliver compensation and livelihood restoration, manage grievances, and oversee internal and external monitoring through to the completion audit. The Committee shall convene internal coordination meetings monthly during active land acquisition and compensation, and quarterly thereafter, to review progress against the implementation schedule, resolve bottlenecks, and coordinate with B CEP and the external monitoring consultant, with minutes recorded and actions tracked.

The reporting and coordination structure is illustrated in figure below.

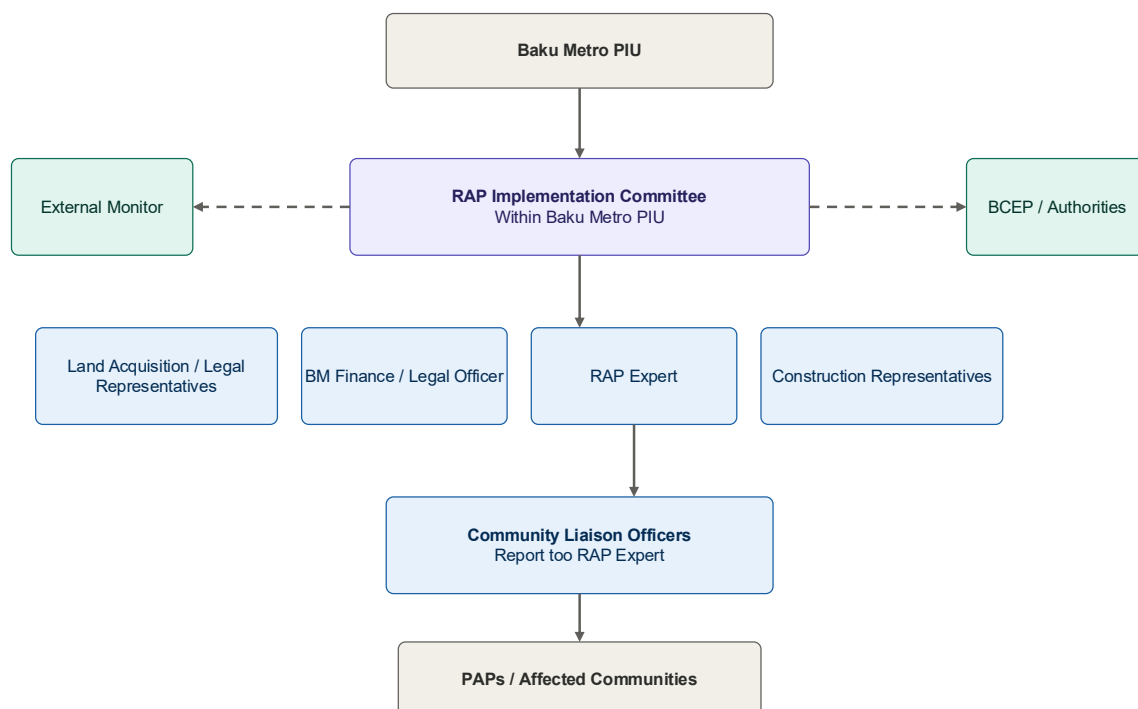


Figure 13-1 Reporting and Coordination Structure

14 IMPLEMENTATION SCHEDULE AND CHANGE MANAGEMENT

Baku Metro is fully responsible for the implementation process. During the preparation of this report, data and documents related to expropriation could not be shared with the Green team in a complete and verified manner. Therefore, the analyses are based solely on primary data obtained during fieldwork.

Implementation phase of the Resettlement Action Plan (RAP) and Livelihood Improvement Plan (LRP) should be conducted by the RAP Implementation Committee. Committee should verify, update, and finalize the field data presented in this report together with other expropriation and available data along with the RAP Implementation Procedure to be prepared by the RAP Implementation Committee.

The outstanding RAP tasks and their sequencing are summarised in Table 14-1. All indicative timing is dependent on the receipt of official land acquisition data from BCEP and the completion of field surveys; the schedule shall be aligned to run in parallel with the construction programme, observing the principle that no land entry occurs before compensation.

Table 14-1 RAP Implementation Schedule

#	Task	Responsible	Indicative Timeframe
1	Establishment of RAP Implementation Committee	BM PIU	Within 30 days of Project Effectiveness and prior to any field census or asset surveys
2	Receipt of retrospective and ongoing land acquisition data from BCEP	BM PIU	Prior to all subsequent tasks

#	Task	Responsible	Indicative Timeframe
3	Census, socio-economic, asset and enterprise surveys	RAP Implementation Committee	Prior to land entry
4	Declaration and disclosure of cut-off date	RAP Implementation Committee	At commencement of census
5	Independent valuation at replacement cost	Valuation consultant	Following completion of asset survey
6	Finalisation of entitlement matrix and compensation packages	RAP Implementation Committee	Following valuation
7	Development of Livelihood Restoration / Improvement Plan	RAP Implementation Committee	In parallel with Task 6
8	Vulnerable household support measures	RAP Implementation Committee	In parallel with Task 6
9	Stakeholder engagement and consultation	BM PIU / Committee	Throughout implementation
10	Signing of compensation agreements	RAP Implementation Committee	After Tasks 6–8
11	Payment of compensation at replacement cost	BM / Committee	Prior to land entry
12	Land entry / commencement of civil works	Contractor	Only after full disbursement
13	Internal and external monitoring	Committee / external monitor	From land entry onward
14	Completion audit	External monitor	After RAP measures complete

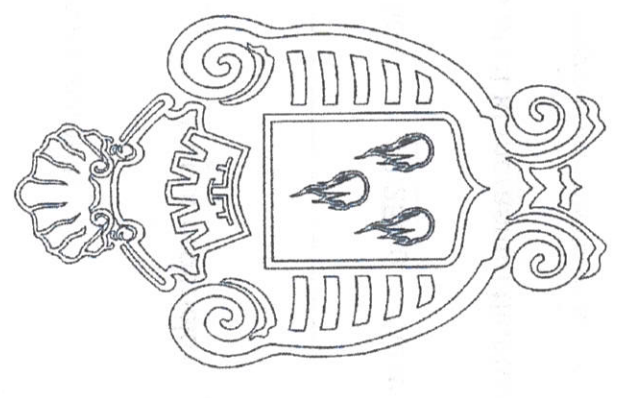
15 BUDGET

The budget will be determined by Baku Metro and the Implementation Committee following the completion, verification, and validation of the relevant documentation and data.

Appendix A. Land Allocation Documentation for Y-14

№ 14-14 sf.

Bakı Şəhər İcra Hakimiyyəti
Memarlıq və Şəhərsalma Baş İdarəsi



İstifadəyə (icarəyə) verilən
torpaq sahəsinin

AYRIC AKTI

№ 13/138

İş №

Bakı şəhəri 2013 il

Döngə nöqtələrinin nömrələri A=86°30 B=96°22 C=94°57 D=163°00 E=99°12	Nöqtələr arasında olan məsafə AB=284.07m BC=77.07 CD=63.96 DE=226.96 EA=66.76m
A,B,C,D,E nöqtələrini--birləşdirərək ayırmalı.	

Qonşu torpaqlar

Şimaldan--yaşayış evləri ilə, Şərqdən və qərbdən--tikililər ilə,
Cənubdan--Nobel prospekti ilə əhatə olunub.

Memarlıq və şəhərsalma
Baş idarəsinin rəis əvəzi,
Bakı şəhərinin Baş memarı

Şəhər ərazisinin tikinti--planlaşdırma
İdarəsinin rəis əvəzi

A. Abdullayev
Ş. Rzayev

Bakı Metropoliteni

torpaq istifadəçisi olan hüquqi (fiziki) şəxsin adı, ünvanı

Bakı Şəhər İcra Hakimiyyəti Başçısının 27/06/2013

il tarixli 252 sayılı sərəncamı ilə

Xətai rayonu, Nobel prospekti küçəsi, 2207

məhəllədə

cizgildə göstərilən sərhədlər daxilində 2.250 0 hektar

Yeni metro stansiyasının və start kamerasının tikintisinin layihələndirilməsi üçün.

torpağın verilmə məqsədi və şərti

verilib.

Akt 5 (beş) nüsxədən ibarət tərtib edilib. Onun 3 (üç) nüsxəsi

Bakı Metropoliteni

torpaq istifadəçisi olan hüquqi (fiziki) şəxsin adı, ünvanı

verilib.

iki nüsxəsi isə Bakı Şəhər İcra Hakimiyyətinin Memarlıq və Şəhərsalma Baş İdarəsində saxlanılıb.

Ayrı-ayrılıqları qeydiyyat kitabında 13/138 sayla qeydiyyata alınıb.

01/08/2013 il.

№ 138

Bakı Şəhər İcra Hakimiyyəti Başçısının 27/06/2013

il tarixli 252 sayılı sərəncamı ilə

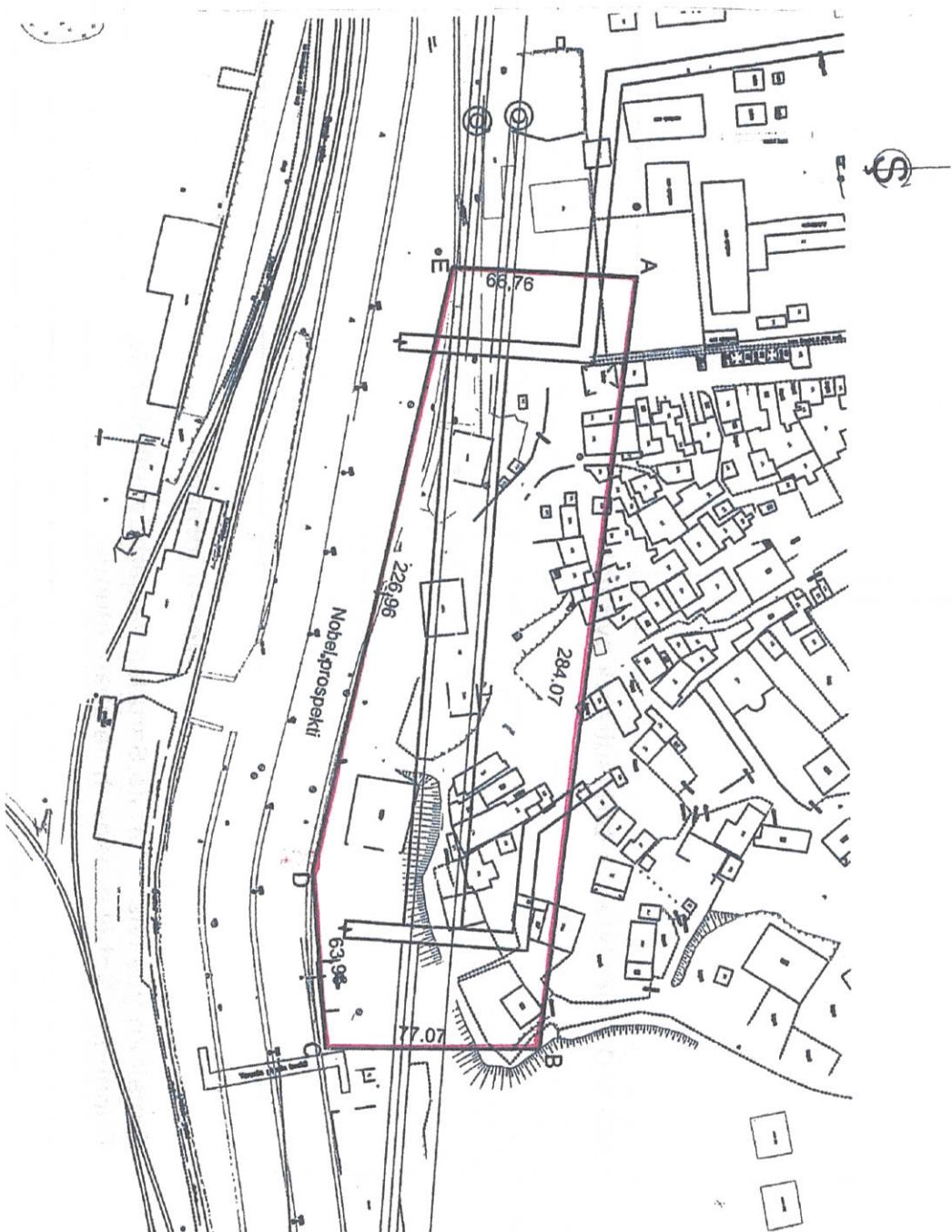
Bakı Metropoliteni

Yeni metro stansiyasının və start kamerasının tikintisinin layihələndirilməsi üçün.

ayrılmış torpaq sahəsinin

CİZGİSİ

Miqyas 1: 2500



Topoqodeziya şöbəsinin
reisi

Ayrı-ayrılıqları

Sahənin sərhədlərini
qəbul edən sifarişçi

A. Abdurəhimov

R. Əliyev, R. Vəliyev



15
24

AZƏRBAYCAN RESPUBLİKASI
BAKİ ŞƏHƏR
İCRA HAKİMİYYƏTİNİN BAŞÇISI

SƏRƏNCAM

252 №

27 06 2013 il

**Bakı Metropoliteninə yeni metrostansiyalarının tikintisi məqsədilə
torpaq sahələrinin ayrılması haqqında**

1. Azərbaycan Respublikası Prezidentinin 18.03.2011-ci il tarixli, 1408 sayılı Sərəncamı ilə təsdiq olunmuş, «Bakı Metropoliteninin 2011-2015-ci illərdə inkişafına dair Dövlət Proqramı»nın icrası ilə əlaqədar, Bakı Metropoliteninin 15.05.2013-cü il tarixli, 40№-10/3-471 sayılı müraciəti və «ADEC» Azərbaycan İnkişaf Şirkətinə aid olan ərazidə tikintilərin yerləşmə sxemlərinin razılaşdırılmasına dair həmin şirkətin 14.05.2013-cü il tarixli, Ç13-078 sayılı məktubunu nəzərə alaraq, yeni metro stansiyaların və start kamerasının tikintisinin layihələndirilməsi üçün aşağıda qeyd olunan ünvanlarda torpaq sahələri Bakı Metropoliteninin müvəqqəti istifadəsinə verilsin:

a) Xətai rayonu, M.Mehdizadə, N.Rəfiyev və İ.Orucov küçələrinin kəsişməsində 1178-ci məhəllədə;

b) Xətai rayonu, Nobel prospektindəki 2207-ci məhəllədə;

c) Xətai rayonu, Nobel prospektindəki 2235-ci məhəllədə;

2. Sifarişçiyə tapşırılsın:

2.1. Layihələndirmənin vaxtı və qaydası üzrə Memarlıq və Şəhərsalma Baş İdarəsinin apşırığını və inşaat pasportunda nəzərdə tutulan digər şərtləri yerinə yetirsin.

2.2. Layihə təşkilatı layihə-axtarış işləri apararkən inşaat pasportunda göstərilməmiş mühəndis kommunikasiyaları aşkar etdikdə, Baş plan işlənməzdən əvvəl həmin kommunikasiyaların köçürülməsini Memarlıq və Şəhərsalma Baş İdarəsi və əlaqədar təşkilatlarla azılaşdırsın.

2.3. Bu sərəncam inşaat pasportu ilə birlikdə yalnız layihələndirmə üçün əsasdır.

3. Ayrılmış torpaq sahəsinin sanitariya vəziyyətinə nəzarət, həmin sahənin özbaşına zəbt olunmasının qarşısını almaq üçün tədbirlər görmək rayon icra hakimiyyətinin başçısına apşırılsın.

4. Yuxarıda qeyd edilən bəndlərin tələbləri sifarişçi tərəfindən yerinə yetirilməyə, sərəncamın ləğv edilməsi məsələsinə qanunvericilikdə nəzərdə tutulmuş qaydada axılacaqdır.

H. Abutalıbov

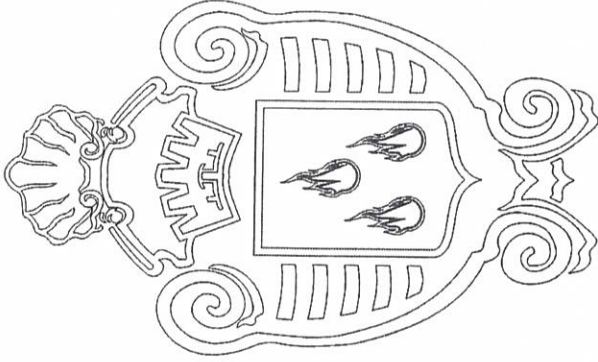
SLİ İLƏ DÜZDÜR



Appendix B. Land Allocation Documentation for Y-15

Döngə nöqtələrinin nömrələri	Nöqtələr arasında olan məsafə
A=88°56 B=91°26 C=271°23 D=90°44 E=268°32 F=94°15 G=270°21 H=90°00 K=85°35 L=91°51 M=211°58 N=244°43 P=94°31 R=165°47	AB=129.84m BC=31.38 CD=46.45 DE=13.60 EF=136.11 FG=23.64 GH=12.95 HK=76.60 KL=288.63 LM=20.51 MN=57.34 NP=9.11 PR=16.89 RA=65.72m
A,B,C,D,E,F,G,H,K,L,M,N,P,R nöqtələrini-birləşdirərək ayırmalı.	

Bakı Şəhər İcra Hakimiyyəti
Memarlıq və Şəhərsalma Baş İdarəsi



İstifadəyə (icarəyə) verilən
torpaq sahəsinin

AYRIC AKTI

Nö 13/139
İş Nö

Qonşu torpaqlar

Şimaldan və qərbdən-boru xətləri ilə,Şərqdən-tikililər ilə,
Cənubdan-Nobel prospekti ilə əhatə olunub.

Memarlıq və şəhərsalma
Baş idarəsinin rəis əvəzi,
Bakı şəhərinin Baş memarı

Şəhər ərazisinin tikinti-planlaşdırma
İdarəsinin rəis əvəzi



A.Abdullayev

Ş. Rzayev

Bakı şəhəri 2013 il

torpaq istifadəçisi olan hüquqi (fiziki) şəxsin adı, ünvanı

il tarixli	252	saylı sərəncamı ilə
------------	-----	---------------------

epelleqew

Yeni metro staniyasının ve start kamerasının layihelendirilmesi için.

verilib.

Akt 5 (beş) nüsxədən ibarət tərtib edilib. Onun 3 (üç) nüsxəsi

torpaq istifadəçisi olan hüquqi (fiziki) şəxsin adı, ünvanı

verilib.

İkinci nüsxəsi isə Bakı Şəhər İcra Hakimiyyətinin Memarlıq və Şəhərsalma Baş İdarəsində saxlanılıb.

Ayrılc aktlarının qeydiyyat kitabında	13/139	sayla qeydiyyatata alınıb.

139
No

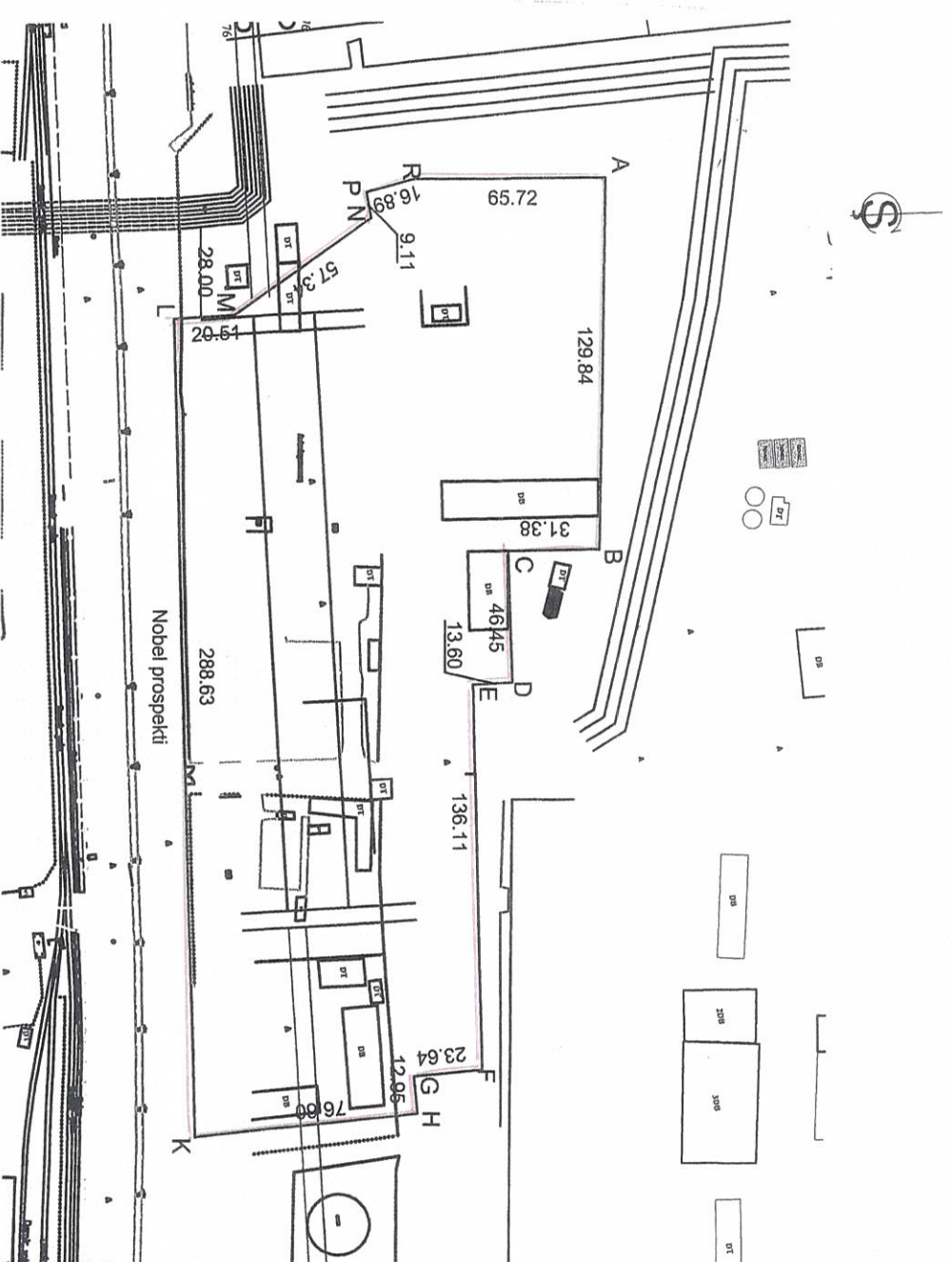
il tarixli **252** sayılı serencamı ilə

Yeni metro staniyasının ve start kamerasının tikintisinin layihelendirilmesi üçün.

ayrılmış torpaq sahəsinin

cizgisi

Miqyas 1: 2500



Topoqodeziya şöbəsinin raisi

Ayrıci aparan

Sahenin serhedlerini
qbul eden sifarişçi

imza

A. Abdurehimov

R. Əliyev. R. Vəliyev.

imza

imza

imza



Y-15 st 18
4

AZƏRBAYCAN RESPUBLİKASI
BAKİ ŞƏHƏR
İCRA HAKİMİYYƏTİNİN BAŞÇISI

SƏRƏNCAM

252 № _____

27. 06 2013 il

**Bakı Metropoliteninə yeni metrostansiyalarının tikintisi məqsədilə
torpaq sahələrinin ayrılması haqqında**

1. Azərbaycan Respublikası Prezidentinin 18.03.2011-ci il tarixli, 1408 sayılı Sərəncamı ilə təsdiq olunmuş, «Bakı Metropoliteninin 2011-2015-ci illərdə inkişafına dair Dövlət Proqramı»nın icrası ilə əlaqədar, Bakı Metropoliteninin 15.05.2013-cü il tarixli, 40№-10/3-471 sayılı müərarəti və «ADEC» Azərbaycan İnkişaf Şirkətinə aid olan ərazidə tikintilərin yerləşmə sxemlərinin razılaşdırılmasına dair həmin şirkətin 14.05.2013-cü il tarixli, Ç13-078 sayılı məktubunu nəzərə alaraq, yeni metro stansiyaların və start kamerasının tikintisinin layihələndirilməsi üçün aşağıda qeyd olunan ünvanlarda torpaq sahələri Bakı Metropoliteninin müvəqqəti istifadəsinə verilsin:

a) Xətai rayonu, M.Mehdizadə, N.Rəfiyev və İ.Orucov küçələrinin kəsişməsində 1178-ci məhəllədə;

b) Xətai rayonu, Nobel prospektindəki 2207-ci məhəllədə; - Y-14

c) Xətai rayonu, Nobel prospektindəki 2235-ci məhəllədə; - Y-15

2. Sifarişçiyə tapşırılsın:

2.1. Layihələndirmənin vaxtı və qaydası üzrə Memarlıq və Şəhərsalma Baş İdarəsinin tapşırğını və inşaat pasportunda nəzərdə tutulan digər şərtləri yerinə yetirsin.

2.2. Layihə təşkilatı layihə-axtarış işləri apararkən inşaat pasportunda göstərilməmiş mühəndis kommunikasiyaları aşkar etdikdə, Baş plan işlənməzdən əvvəl həmin kommunikasiyaların köçürülməsini Memarlıq və Şəhərsalma Baş İdarəsi və əlaqədar təşkilatlarla razılaşdırsın.

2.3. Bu sərəncam inşaat pasportu ilə birlikdə yalnız layihələndirmə üçün əsasdır.

3. Ayrılmış torpaq sahəsinin sanitariya vəziyyətinə nəzarət, həmin sahənin özbaşına zəbt olunmasının qarşısını almaq üçün tədbirlər görmək rayon icra hakimiyyətinin başçısına tapşırılsın.

4. Yuxarıda qeyd edilən bəndlərin tələbləri sifarişçi tərəfindən yerinə yetirilməse, sərəncamın ləğv edilməsi məsələsinə qanunvericilikdə nəzərdə tutulmuş qaydada baxılacaqdır.



H.Abutalıbov

İLİLƏ DÜZDÜR

Appendix C. Land Allocation Documentation for Y-16

**AZƏRBAYCAN RESPUBLİKASININ İQTİSADİYYAT NAZİRLİYİ YANINDA
ƏMLAK MƏSƏLƏLƏRİ DÖVLƏT XİDMƏTİNİN TABELİYİNDƏ OLAN
"DAŞINMAZ ƏMLAKIN DÖVLƏT KADASTRI VƏ REYESTRİ" PUBLİK HÜQUQİ ŞƏXSİNİN
1 SAYLI BAKI ƏRAZİ İDARƏSİ**

BAKİ ŞƏHƏRİ, XƏTƏİ RAYONU, RAMİZ QULİYEV KÜÇƏSİNDƏ YERLƏŞƏN, DÖVLƏT MÜLKİYYƏTİNDƏ OLAN,
SƏNAYE, NƏQLİYYAT, RABİTƏ, MÜDAFİƏ VƏ DİGƏR TƏYİNATLI TORPAQLAR KATEQORİYASINA AİD ƏRAZİDƏN,
"Y 16" STANSİYASININ TİKİNTİSİ MƏQSƏDİ İLƏ AYRILMASI NƏZƏRDƏ TUTULAN 3.563 hektar TORPAQ SAHƏSİNİN
YERQURULUŞU PLANI



Tərtib edilməsi üçün əsas: Azərbaycan Respublikası Bakı Şəhər İcra Hakimiyyətinin 11.03.2025-ci il tarixli 3-52/2-776/2025 nömrəli məktubu.

"Razılaşdırılmışdır" Sanedlerle ve Bakı şehir İcra Hakimiyyətinin qərarları ilə Ərazinin planlaşdırılması və inkişafı bəzi şəbəsini müəh


Mübariz Əhmədov
adı, soyadı

Əmlak Məsələləri Dövlət Xidmətinin
Bakı ərazi şöbəsinin müdürü

Ruslan Oliyev

adl. isvadi
maza
Azərbaycan Respublikasının
Ədliyyə Nazirliyində
Ədliyyə Məsləhətçisi Xidməti

Şarti işaralar

 Ayrılması nəzərdə tutulan torpaq sahəsi

Dövlət əmlakı

NEZ-dün bəndləri və onların mühafizə zolaqları

Tikini

Torpaq sahəsi

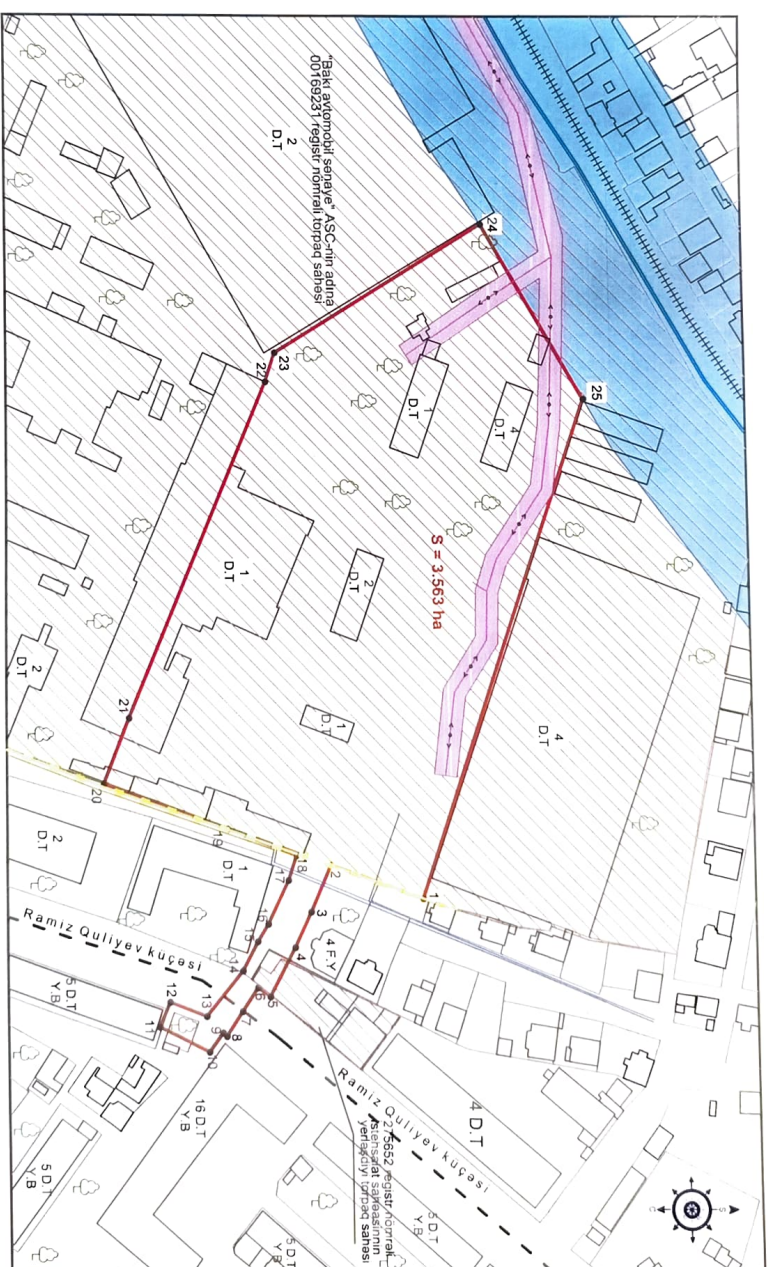
700 mm-lik su boru xatti

Aḡac

Yerüstü qaz xətti

Dönge nöqtəsi

6 kV-luq elektrik xətti



Eksplikasiya

Ayrılməsi nəzərdə tutulan torpaq sahəsi - 3.563 ha
Ondan:

Tikintialı sahə: 0.613 ha
Boş torpaq sahəsi və yaşıllıq: 2.904 ha

Azərbaycan Respublikası İqtisadiyyat Nazirliyində
Əmək Məsələləri Dövlət Xidməti
Daxili Məktub
Dövlət Kadastri və Rəyasetir" publik hüquqi şəxsinin
1 saylı Baki ərazi idarəsi

R. Babayev

K. Y. ÜM Şöbesinin müdürü:

gümlüğünün taşıdığı şöbesinin müdürü:

Kıymetli ÜM şöbəsinin mütəxəssisi:

kuruluşunun teskilı söbasinin mütexessisi:

Tarix: 08.04.2025-ci il

IX. 08.04...
No. 430

Miqyas 1:2000

Yaraqlar 1, Yaraqlar 3

**BAKİ ŞƏHƏRİ, XƏTƏİ RAYONU, RAMİZ QULİYEV KÜÇƏSİNDƏ YERLƏŞƏN, DÖVLƏT MÜLKİYYƏTİNDƏ OLAN,
SƏNAYE, NƏQLİYYAT, RABİTƏ, MÜDAFİƏ VƏ DİGƏR TƏYİNATLI TORPAQLAR KATEQORİYASINA AİD ƏRAZİDƏN, "Y 16" STANSİYASININ
TİKİNTİSİ MƏQSƏDİ İLƏ AYRILMASI NƏZƏRDƏ TUTULAN 3.563 hektar TORPAQ SAHƏSİNİN
YERQURULUŞU PLANI**

Torpaq sahəsinin kadastr göstəriciləri və qaiməsi (sertifikatı)

Sahə (ha)	Torpaq sahəsinin zonası	Torpaq sahəsinin normativ qiyməti (manatla)
3.563	10	342048

Torpaq sahəsinin döngə nöqtələrinin koordinatları

№	X	Y	Döngə nöqtələri	Məsafə (metr)
1	409875,085	4469534,410	1-2	42,6
2	409861,410	4469494,059	2-3	21,3
3	409880,801	4469485,259	3-4	16,5
4	409895,605	4469477,985	4-5	23,2
5	409915,989	4469466,889	5-6	6,6
6	409912,237	4469461,517	6-7	12,0
7	409922,136	4469454,711	7-8	12,4
8	409932,369	4469447,675	8-9	2,1
9	409931,017	4469446,080	9-10	9,9
10	409938,914	4469440,058	10-11	23,9
11	409928,532	4469418,565	11-12	11,3
12	409918,246	4469423,198	12-13	16,9
13	409924,226	4469439,014	13-14	24,8
14	409905,339	4469455,012	14-15	13,8
15	409893,206	4469461,643	15-16	8,7
16	409885,903	4469466,354	16-17	20,4
17	409867,671	4469475,439	17-18	11,0
18	409857,289	4469479,040	18-19	64,0
19	409835,193	4469419,001	19-20	24,9
20	409827,099	4469395,415	20-21	29,5
21	409799,720	4469406,500	21-22	154,0
22	409658,251	4469467,356	22-23	13,2
23	409645,790	4469471,646	23-24	107,9
24	409590,330	4469564,244	24-25	86,9
25	409665,156	4469608,359	25-1	222,6

Torpaq sahəsinin qonşu sərhədləri

1-dən	4-ə	Fərdi yaşayış evləri.
4-dən	6-ya	İstehsalat sahəsinin yerləşdiyi torpaq sahəsi
6-dən	8-ə	Yol
8-dən	10-a	Səki
10-dən	11-ə	Yol
11-dən	12-ye	Coxmərtəbəli yaşayış binası
12-dən	14-ə	Yol
14-dən	20-ye	"Mirvari" şədiq evinin yerləşdiyi torpaq sahəsi
20-dən	1-ə	"Bakı avtomobil sənaye" ASC yerləşdiyi torpaq sahəsi



Azərbaycan Respublikası İqtisadiyyat Nazirliyi yanında
Əmlak Məsələləri Dövlət Xidməti
"Daşınmaz Əmlakın Kadastrı və Reyestr" publik hüquqi şəxsinin
İsrayıl Bakı ərazi idarəsi

Mühəndis:

R. Babayev

T. Həsənov

Müdiri:

Ə. Aslanov

Müdiri:

N. Cəlilov

Müdiri:

V. Mustafayev

Tarix: 08.04.2025-ci il

№ 139

Vərəq 2. Vərəqlər 3

Rəqəmi (elektron) kadastr xəritəsindən çıxarış



Ərazinin ortofotoplanından çıxarış



Xüsusi qeydlər: Ayrılması nəzərdə tutulan torpaq sahəsinin 3,4166 ha hissəsi Əmlak Məsələləri Dövlət Xidmətinin balansında olan "Bakı avtomobil sənaye" ASC-nin adına 00169231 registrlənməli və 0.0202 ha hissəsi isə 275652 registrlənməli istehsalat sahəsinin adına dövlət əmlaklarına aid torpaq sahələri ilə üst-üstə düşür. 0.2523 ha hissəsi 6 kV-luq elektrik xətinin müvafiq zolaqlarına düşür. Torpaq sahəsinin daxilində böyük diametrlə su xətti və paylayıcı qaz xətti keçir. Ayrılması nəzərdə tutulan torpaq sahəsinin səhəd xətti "Bakı avtomobil sənaye" ASC-yə məxsus bir mərtəbəli zavod binasını, kəsir. Torpaq sahəsinin daxilində çoxillik əkmələr (əgərcən) və "Bakı avtomobil sənaye" ASC-yə məxsus tikililər mövcuddur.



Azərbaycan Respublikası İqtisadiyyat Nazirliyi yanında
Əmlak Məsələləri Dövlət Xidməti
"Daşınmaz Əmlakın Dövlət Kadastrı və Rəyçisi" publik hüquqi şəxsinin
İcraçı Bakı ərazi idarəsi

Baş mühəndis:
T. Babayev
T. Həsənov
Ə. Aslanov
N. Cəlilov
R. Abbasov

Yerləşmənin təşkilat şöbəsinin müdiri:
Yerləşmənin təşkilat şöbəsinin müxəssisi:
Yerləşmənin təşkilat şöbəsinin müxəssisi:

Təx. 08.04.2025-ci il
№ 139
Vərəq 3, Vərəqlər 3

Appendix D. Land Allocation Documentation for Darnagul Depot



4742--50 000

ГӘРАРЫ — РЕШЕНИЕ

« 01 » ноября 1986 г.

№ 20/943

г. Баку

О разрешении на проектирование строительства и об отводе земельных участков. (Е Ы П И С К А)

Исполком Бакинского городского Совета народных депутатов
р е ш и л :

12. В соответствии с распоряжением Совета Министров Азербайджанской ССР № 183р от 22 мая 1985 года и на основании комплексной транспортной схемы г.Баку удовлетворить просьбу Дирекции строящегося метрополитена г.Баку и разрешить Бакинскому филиалу "Бакметропроект" (письмо-заявка № 30162-01-2/626 от 8 апреля 1986г.) проектирование северного участка III-очереди Бакинского метрополитена от станции метро "Зодчий Аджеми" до станции "Дарнагюль", проходящей по территории Насиминского и Кировского районов.

12.1. Главному производственному управлению зелеными предприятиями по заказу Дирекции строящегося метрополитена г.Баку в посадочный сезон произвести пересадку зеленых насаждений с земельного участка, намеченного под строительство III очереди метрополитена на территорию бульварной зоны, определенной генеральным планом г.Баку между улицами 22-Нагорная и Аджеми Нахичевани на участки, предусмотренные под озеленение.

12.2. Пункт 13 решения исполкома Бакгорсовета № 16/338 от 31 октября 1969г. об отводе земельного участка Президиуму Центрального Совета Азербайджанского общества охраны природы под организацию дендропарка по ул.С.С.Ахундова в Кировском районе считать аннулированным.

12.3. Дирекции строящегося метрополитена г.Баку:

12.3.1. в месячный срок представить в исполком Кировского райсовета графический материал в масштабе 1:500 с указанием границ, подлежащих сносу жилых домов по трассе III очереди строительства метрополитена.

12.3.2. Исполкому Кировского райсовета представить в ГлазАПУ и Управление учета и распределения жилой площади исполкома Бакгорсовета списки жильцов подлежащих переселению из домов, попадающих в пределы отводимого участка III очереди строительства метрополитена ;

12.3.3. включить в смету строительства снос строений и очистку территорий, на которой будут производиться работы открытым способом, силами и средствами застройщика;

12.3.4. в процессе производства работ, в местах пересечения с автомагистралями и улицами их пересечение согласовать с ГАИ г.Баку.

см.стр.на обороте:

12.4. Управлению учета и распределения жилой площади исполкома Бакгорсовета совместно с исполкомом Кировского райсовета произвести переселение жильцов из домов попадающих в пределы участка, предусмотренного под производство работ открытым способом II-очередности строительства метрополитена.

12.5. Тресту "Бакинжстрой" исполкома Бакгорсовета передислоцировать Строительное управление № 33, расположенное по улице С.Лазо, 69-а на земельный участок в Наримановском промышленном узле по ул. 560 в кв. 2090-95, отведенный решением исполкома Бакгорсовета № 23/601 от 11 марта 1983 года под проектирование производственного участка для треста "Бакинжстрой".

13. Обязать застройщиков, упомянутых в настоящем решении:

а) выполнить задание Главного архитектурно-планировочного управления исполкома Бакгорсовета по срокам и порядку проектирования;

б) принять участки в натуре, охранять, следить за их санитарным состоянием;

в) эскизное решение архитектурно-планировочной организации территории и самого объекта в рабочем порядке согласовать с ГлавАПУ;

г) при выполнении изыскательских работ проектной организацией в случае обнаружения не выявленных инженерных коммуникаций известить ГлавАПУ об их наличии до начала составления генплана с соответствующим согласованием трассы выноса.

Председатель
исполкома Бакгорсовета

О. ЗЕЙНАЛОВ

Секретарь
исполкома Бакгорсовета

А. АНАНИЧЕВ

В е р н о:





ГЭРАР—РЕШЕНИЕ

17 и ю л я 1987 ^{н а 12}

№ 16/287

г. Баку

О разрешении на проектирование строительства
и об отводе земельных участков.

(Е Ы П И С К А)

Исполком Бакинского городского Совета народных депутатов
р е ш и л :

4. Пункт 10 решения исполкома Бакоголсоевта № 20/943 от
01.11.86г. дополнить следующими пунктами:

" 10.7. Разрешить Дирекции строящегося метрополитена г.Баку
проектирование цеха подьёмочного ремонта Северного участка Ш-оче-
реди строительства метрополитена по ул.1604 восточнее 7-микрорайона
в Кировском районе.

10.8. Считать аннулированным пункт 47 решения исполкома
Бакоголсоевта № 22/1012 от 12.12.86г. под проектирование СУМ-7 "Глава
бакстрой" в квартале 3121 по ул.Внешне-Кольцевая угол ул.1604 в
Кировском районе.

10.9. Дирекции строящегося метрополитена г.Баку:

- запроектировать и построить здание заводоуправления
Доза "Главабакстрой" взамен попадающего в пределы отводимого уча-
стка под проектирование цеха подьёмочного ремонта Северного уча-
стка Ш-очереди строительства метрополитена;
- возместить балансовую стоимость объектов УА-38/11,
попадающих в пределы отводимого участка под проектирование цеха
подьёмочного ремонта Северного участка Ш-очереди строительства
метрополитена.

10.10. Учреждению УА-38/11 МВД Азербайджанской ССР про-
извести снос незаконно возведенных строений и сооружений на неот-
веденной исполкомом Бакоголсоевта территории, предусмотренной под
проектирование цеха подьёмочного ремонта Северного участка Ш-оче-
реди строительства метрополитена".

11. Обязать застройщиков, упомянутых в настоящем решении:

- а) выполнить задание Главного архитектурно-планировочного
управления исполкома Бакоголсоевта по срокам и порядку проектиро-
вания;
- б) принять участки в натуре, охранять, следить за их
санитарным состоянием;
- в) эскизное решение архитектурно-планировочной организации
территории и самого объекта в рабочем порядке согласовать с ГлавПУ

см.стр.на обороте:

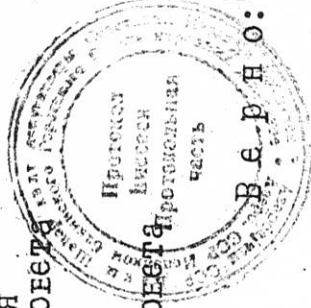
г) при выполнении изыскательских работ проектной организацией в случае обнаружения невыявленных инженерных коммуникаций известить Главу ЦУ об их наличии до начала составления генплана с соответствующим согласованием трассы выноса.

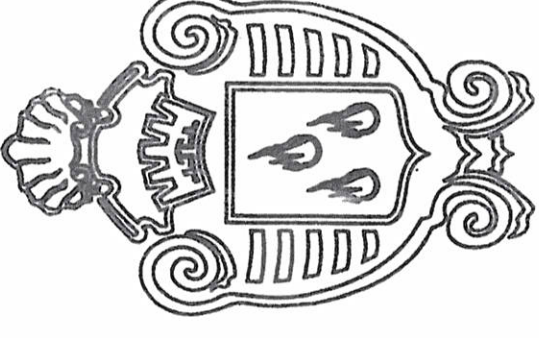
За председателя
исполкома Бакгорсовета

В. СЕМЕНОВ

Секретарь
исполкома Бакгорсовета

Г. ПАРЕНСКИЙ.





İstifadəyə (icarəyə) verilən
torpaq sahəsinin

AYRIC AKTI

Nö 15/120

İş Nö

Memarlıq və şəhərsalma Baş
idarəsinin reis əvəzi, Bakı
şəhərinin Baş memarı

A.Abdullayev

Şəhər ərazisinin tikinti-
planlaşdırma İdarəsinin reis əvəzi

I.Əliyev

Nö	X	Y	Nö	X	Y
A	403069.405	4476995.451	T	403097.752	4476323.457
B	403258.416	4476979.853	U	403085.040	4476259.467
C	403306.374	4476956.083	V	403126.014	4476160.239
D	403299.723	4476741.214	X	403123.370	4475963.713
E	403220.623	4476744.931	Y	403076.570	4475919.465
F	403209.593	4476732.891	Z	403036.725	4475922.471
G	403201.286	4476624.220	A*	403038.956	4475975.650
H	403176.468	4476584.834	B*	403024.267	4475975.706
I	403173.018	4476564.965	C*	403026.465	4476042.203
J	403212.903	4476563.229	D*	402995.274	4476043.660
K	403212.620	4476545.060	E*	403006.003	4476270.038
L	403192.196	4476545.523	F*	403018.232	4476269.471
M	403191.435	4476526.684	G*	403019.867	4476313.006
N	403167.347	4476527.483	H*	403007.876	4476313.725
O	403158.969	4476469.566	I*	403026.004	4476701.820
P	403158.589	4476389.164	J*	403033.197	4476701.497
Q	403116.279	4476347.205	K*	403042.408	4476780.200
R	403093.565	4476349.138	L*	403051.017	4476779.467
S	403091.365	4476325.132			

A,B,C,D,E,F,G,H,I,J,K,L,M,N,O,P,Q,R,S,T,U,V,X,Y,Z,A*,B*,C*,D*,E*,F*,G*,H*,I*,J*,K*,L* nöqtələrini
birləşdirərək ayrı-cədvəldə göstərilmiş koordinatlar (WGS-84, UTM-39) üzrə ayrırmalı .

Qonşu torpaqlar

Şimaldan-- daş tikililər və demir yol xətti ilə ;
Şərqdən-- daş tikililər ilə ;
Cənubdan-- daş tikililər ilə ;
Qərbdən-- M.Əliyev küçəsi və daş tikililər ilə əhatə olunub .

Bakı şəhəri 2015 il

"Bakı Metropoliteni" QSC

torpaq istifadəçisi olan hüquq (fiziki) şəxsin adı, ünvanı

Bakı Şəhər İcra Hakimiyyəti Başçısının

01.11.1986

il tarixli 20/943 sayılı sərəncamı ilə

Bineqedi rayonu, M.Əliyev küçəsi, 3126-27

məhəllədə Bakı Metropoliteninin III növbəsinin şimal sahəsinə aid olan

cizgide göstərilən sərhədlər daxilində 16.4853 hektar

"Dərnəgü" elektrik deposunun tikintisinin layihələndirilməsi üçün
(dəqiqləşdirilmiş Ayrıc Aktı)

torpağın verilmə məqsədi və şərti

verilib.

Akt 5 (beş) nüsxədən ibarət tərtib edilib. Onun 3 (üç) nüsxəsi

"Bakı Metropoliteni" QSC

torpaq istifadəçisi olan hüquq (fiziki) şəxsin adı, ünvanı

verilib.

İki nüsxəsi isə Bakı Şəhər İcra Hakimiyyətinin Memarlıq və şəhərsalma Baş İdarəsində saxlanılıb.

Ayrıc aktlarının qeydiyyat kitabında 15/120 sayla qeydiyyata alınıb.

19.06.2015 il

№ 120

Bakı Şəhər İcra Hakimiyyəti Başçısının

01.11.1986

il tarixli 20/943 sayılı sərəncamı ilə

"Bakı Metropoliteni" QSC

"Dərnəgü" elektrik deposunun tikintisinin layihələndirilməsi üçün (dəqiqləşdirilmiş Ayrıc Aktı)

ayrılmış torpaq sahəsinin

cizgisi

Miqyas 1: 5000

Qoşma vərəq

(1 ədəd A3) əlavə olunur

Topoqodeziya şöbəsinin
raisi

Ayrıcı aparan

Sahənin sərhədlərini qəbul
edən sifarişçi

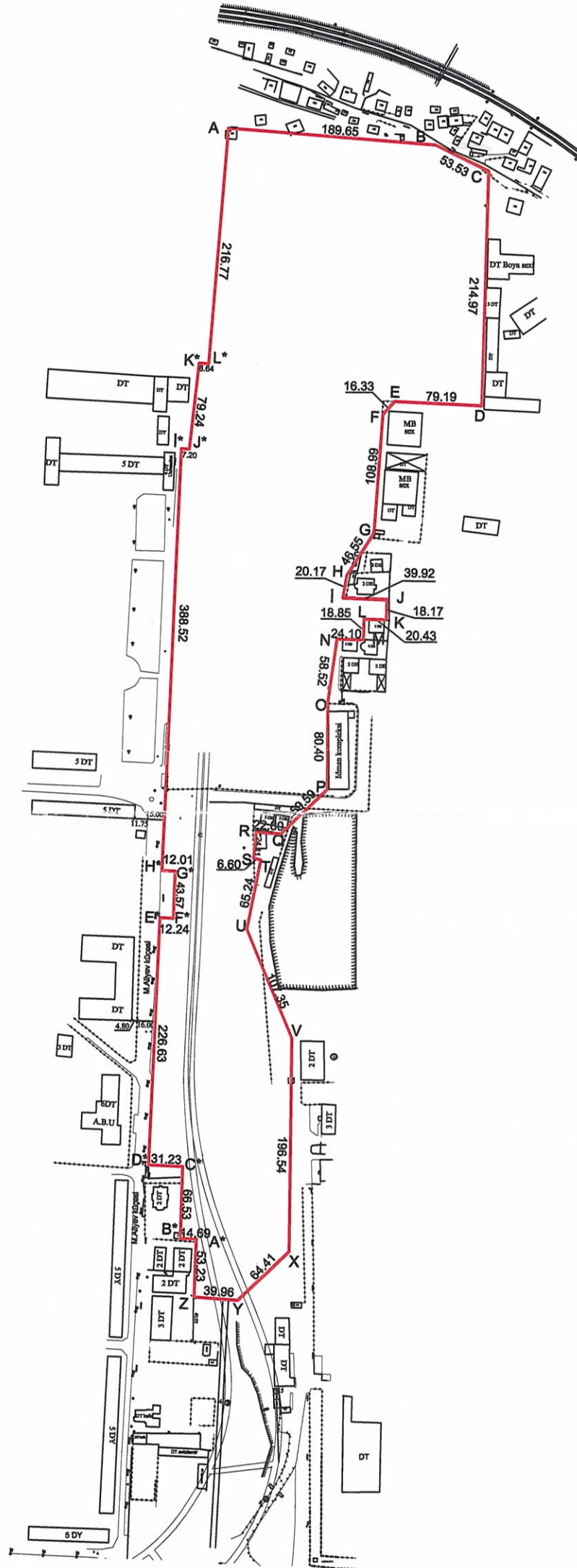
A. Abdurəhimov

T. Abdullayev

№ 284018

"Bakı Metropoliteni" QSC-yə , Binəqədi rayonu, M. Əliyev küçəsi , 3126-27-ci məhəllədə "Dərnəgül" elektrik deposunun tikintisinin layihələndirilməsi üçün ayrılmış torpaq sahəsinin dəqiqləşdirilməsinə dair 15/120 №-li ayrıc aktına əlavə qoşma vərəq A3 (sər № 20/943 01.11.1986)

Ayrılmış torpaq sahələrinin
cizgisi
Miqyas 1:5000



Topogeodeziya
reisi

şöbəsinin

A. Abdurəhimov

A. Abdurəhimov

Ayrıc apararı

T. Abdullayev

T. Abdullayev

Sahənin sərhədlərini
qəbul edən sifarişçi

Memarlıq və şəhərsalma
Baş idarəsinin rəis əvəzi,
Bakı şəhərinin Baş memarı

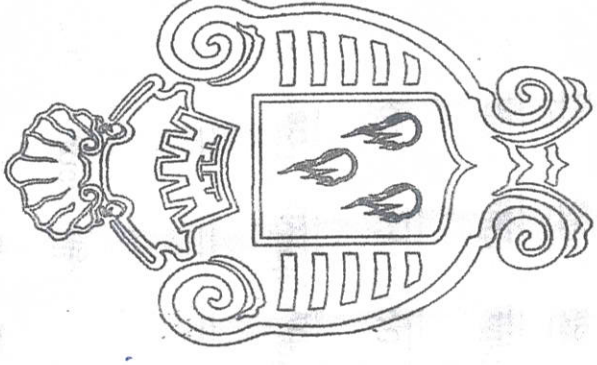
Şəhər ərazisinin tikinti-planlaşdırma
İdarəsinin rəis əvəzi



A. Abdullayev

I. Əliyev

Appendix E. Land Allocation Documentation for Khojasan Depot



istifadəyə (icarəyə) verilən
torpaq sahəsinin

AYRIC AKTI

Nº 11/134

İş № 10/i-249

Bakı şəhəri 2011 il

Döngə nöqtələrinin nömrələri	Nöqtələr arasında olan məsafə
A=84*38 B=96*53 D=92*26 E=101*44 F=164*19	AB=951.96m BD=154.91m DE=927.0m EF=100.22m FA=210.97m
AB xəttini Lökbatan-Xocəsən yoluna // 25m məsafədə ayırmalı BD xəttini məhəllədaxili yola // 10m məsafədə ayırmalı D E F A nöqtələrinin birləşdirərək sahə 21.9101 ha alınmalıdır	

Qonşu torpaqlar

Şimaldan məhəllədaxili yol ilə
Şərqdən tikililər ilə
Cənubdan Heydər Əliyev Fondun ərazisi ilə
Qərbdən Lökbatan-Xocəsən yolu ilə əhatə olunub

Memarlıq və şəhərsalma
Baş idarəsinin rəis əvəzi,
Bakı şəhərinin Baş memarı

Şəhər ərazisinin tikinti-planlaşdırma
İdarəsinin rəis əvəzi



A. Abdullayev

Ş. Rzayev

torpaq istifadəçisi olan hüquqi (fiziki) şəxsin adı, ünvanı

05/08/2011

sayılı serencamı ile

küçesi,

Xocasen-Lökbatan yolunun şərq hissəsində

21.9100 hektar

Elektrik deposunun layihelendirilmesi ve tikintisi için

torpağın verilme məqsədi və şərti

verilüb.

Akt 5 (beş) nüsxədən ibarət tərtib edilib. Onun 3 (üç) nüsxəsi

Bakı Metropoliteninə

torpaq istifadəçisi olan hüquq (fiziki) şəxsin adı, ünvanı

verilüb.

İkinci nüsxəsi isə Bakı Şəhər icra Hakimiyyətinin Memarlıq və Şəhərsalma Baş İdarəsində saxlanılıb.

Ayrıc aktlarının qeydiyyat kitabında 11/134 sayla qeydiyyatata alınıb.

27/10/2011 ii.

No 134

Bakı Şəhər İcra Hakimiyyəti Başçısının 05/08/2017

II tarixli 357 sayılı sərəncamı ilə

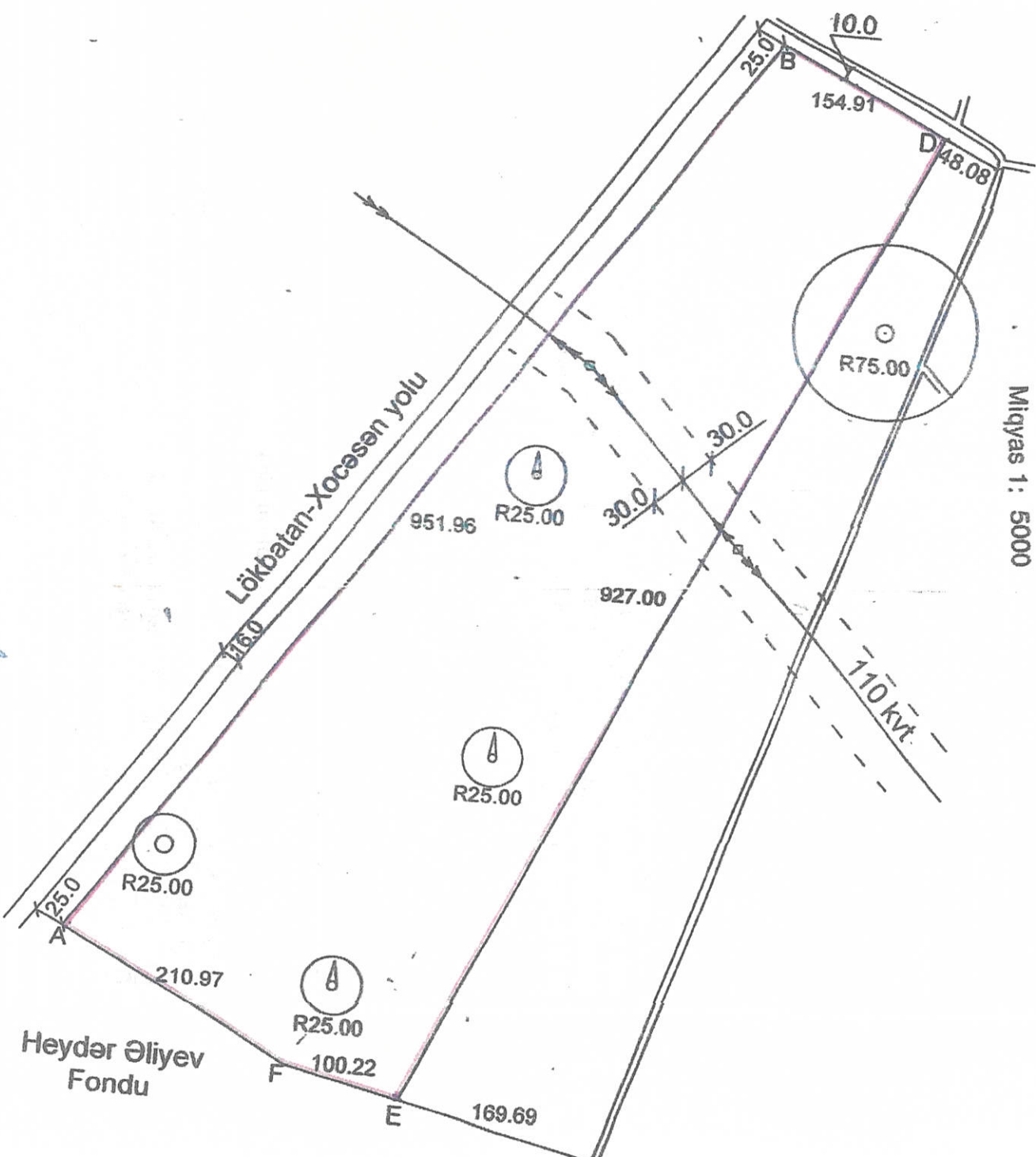
Bakı Metropoliteninə

Elektrik deposunun layihelendirilmesi ve tikintisi için

ayrılmış torpaq sahəsinin

CINGIS

Miqyas 1: 5000



Topoqodeziya şöbəsinin reisi

Ayrıca bakan

Sahenin serhedlerini
qebul eden aftarigci

A. Abdurehimov

S. Dadasev

imza



27
Jalilov

AZƏRBAYCAN RESPUBLİKASI
BAKİ ŞƏHƏR
İCRA HAKİMİYYƏTİNİN BAŞÇISI

SƏRƏNCAM

357 №

„05 „ 08 2011-ci

**Bakı Metropoliteninə elektrik deposunun tikinti işlərinin
layihələndirilməsi üçün torpaq sahəsinin ayrılması haqqında**

1. Bakı Metropoliteninin 12.05.2011-ci il tarixli, 40N-10/2-318 sayılı müraciətini və Dövlət Neft Şirkətinin 18.07.2011-ci il tarixli, 22/MQ-789 sayılı rəyini nəzərə alaraq, Binəqədi rayonu, Xocəsən-Lökbatan yolunun şərq hissəsində 23,7 ha torpaq sahəsində elektrik deposunun layihələndirilməsi və tikintisi üçün Bakı Metropoliteninin daimi istifadəsinə verilsin.

1.1. Bakı Metropoliteninə elektrik deposunun layihələndirilməsi və tikintisi ilə əlaqədar aşağıda qeyd olunan Bakı Şəhər İcra Hakimiyyətinin sərəncamları ləğv edilsin;

a) Binəqədi rayonu, Xocəsən-Lökbatan yolunun şərq hissəsində Fövqəladə Hallar Nazirliyinə yanğın depo binalarının tikintisinin layihələndirilməsinə icazə verilməsi barədə Bakı Şəhər İcra Hakimiyyəti Başçısının 17.10.2006-cı il tarixli, 308 sayılı ;

b) Binəqədi rayonu, Xocəsən-Lökbatan yolunun şərq hissəsində Səhiyyə Nazirliyinə xəstəxana binasının tikintisinin layihələndirilməsinə icazə verilməsi barədə Bakı Şəhər İcra Hakimiyyəti Başçısının 19.05.2006-cı il tarixli, 127 sayılı;

v) Binəqədi rayonu, Xocəsən-Lökbatan yolunun şərq hissəsində "Kənan" kiçik müəssisəsinə istehsalat sahəsinin tikintisinin layihələndirilməsinə icazə verilməsi barədə Bakı Şəhər İcra Hakimiyyəti Başçısının 23.07.1997-ci il tarixli, 897 sayılı ;

q) Binəqədi rayonu, Xocəsən-Lökbatan yolunun şimal hissəsində "Azəri Biznes" fərdi şirkətinə yaşayış kompleksinin tikintisinin layihələndirilməsinə icazə verilməsi barədə Bakı Şəhər İcra Hakimiyyəti Başçısının 22.11.2007-ci il tarixli, 574 sayılı sərəncamının bir hissəsi.

1.2. Ərazilərin və tikiləcək obyektin şəhərsalma əsaslandırılması Şəhərsalma və Arxitektura Komitəsindən müsbət rəy alındıqdan sonra, razılaşdırılmaq üçün Memarlıq və Şəhərsalma Baş İdarəsinə təqdim edilsin.

2. Sifarişçiyə tapşırılsın:

2.1. Sahəni yerində qəbul etsin, onun sanitar vəziyyətinə nəzarət etsin.

2.2. Layihələndirmənin vaxtı və qaydası üzrə Memarlıq və Şəhərsalma Baş İdarəsinin tapşırığını və inşaat pasportunda nəzərdə tutulan digər şərtləri yerinə yetirsin.

2.3. Ərazinin və obyektin memarlıq-planlaşdırmasının eskiz həllini layihələndirmə ərəfəsində Memarlıq və Şəhərsalma Baş İdarəsi ilə razılaşdırsın. Layihələndirmə başa çatdıqdan sonra işçi layihəsini tam həcmdə Baş idarəyə təqdim etsin.

2.4. Layihə təşkilatı layihə-axtarış işləri apararkən inşaat pasportunda göstərilməmiş mühəndis kommunikasiyaları aşkar etdikdə, Baş plan işlənməzdən əvvəl həmin kommunikasiyaların köçürülməsini Memarlıq və Şəhərsalma Baş İdarəsi və əlaqədar təşkilatlarla razılaşdırsın.

2.5. Bu sərəncam inşaat pasportu ilə birlikdə yalnız layihələndirmə üçün əsasdır.

3. Layihələndirmə işləri tam başa çatdıqdan sonra razılaşdırılmış və təsdiq edilmiş sənədlər qeydiyyatdan keçirilməsi və tikintiyə icazə verilməsi üçün Bakı Şəhər Tikintiyə İcazə və Qeydiyyat Müfəttişliyinə təqdim etsin.

4. Azərbaycan Respublikası "Torpaq Məcəlləsi"nin 66 və 67-ci maddələrinə uyğun olaraq, sifarişçi Əmlak Məsələləri Dövlət Komitəsi yanında Daşınmaz Əmlakın Dövlət Reyestri Xidmətindən çıxarışı almalıdır.

5. Layihə sənədləri mərhələsindən asılı olmayaraq, memarlıq fəaliyyəyi ilə lisenziya əsasında məşğul olan hüquqi və fiziki şəxslər tərəfindən işlənməlidir.

6. Ayrılmış torpaq sahəsinin sanitar vəziyyətinə nəzarət, həmin sahənin özbaşına zəbt olunmasının qarşısını almaq üçün tədbirlər görmək rayon icra hakimiyyətinin başçısına tapşırılsın.

7. Yuxarıda qeyd edilən bəndlərin tələbləri sifarişçi tərəfindən yerinə yetirilməse, sərəncamın ləğv edilməsi məsələsinə qanunvericilikdə nəzərdə tutulmuş qaydada baxılacaqdır.

H. Abutalıbov

Əsli ilə düzdür

