



Integrated Safeguards Data Sheet Restructuring Stage

Restructuring Stage | Date ISDS Prepared/Updated: 09-Feb-2017 | Report No: ISDSR21375

| | |
|----------------------------------|--------------------------------|
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| Task Team Leader: | Jacques Bure, Aliya Karakulova |



Note to Task Teams: The following sections are system generated and can only be edited online in the Portal.

I. BASIC INFORMATION

1. BASIC PROJECT DATA

| | |
|---------------------|---|
| Project ID | Project Name |
| P099270 | SOUTH-WEST ROADS: WESTERN EUROPE-WESTERN CHINA INTERNATIONAL TRANSIT CORRIDOR (CAREC 1B & 6B) |
| Task Team Leader(s) | Country |
| Jacques Bure | Kazakhstan |
| Approval Date | Environmental Category |
| 30-Apr-2009 | Full Assessment (A) |
| Managing Unit | Is this a Repeater project? |
| GTI10 | |

PROJECT FINANCING DATA (IN USD MILLION)

| | |
|--------------------|------------------|
| Total Project Cost | Total Financing |
| 2,500,000,000.00 | 2,500,000,000.00 |
| Financing Gap | |
| 0.00 | |

| Financing Source | Amount |
|--|-------------------------|
| Counterpart Funding | 375,000,000.00 |
| International Bank for Reconstruction and Development (IBRD) | 2,125,000,000.00 |
| Total | 2,500,000,000.00 |

2. PROJECT INFORMATION



Current Project Development Objective

The objective of the Project is to improve transport efficiency along road sections in Kyzylorda, South Kazakhstan and Almaty Oblasts, improve road management and increase traffic safety in Kazakhstan.

Note to Task Teams: End of system generated content, document is editable from here.

1. PROJECT DESCRIPTION

This proposed restructuring would constitute the third restructuring of the SWRP project. The first restructuring presented and approved by the Bank in 2012 used a first set of savings to finance an additional 80 km of the same road corridor. The second restructuring, approved by the Bank in June 2015, aimed at financing an additional 85km road section north of Almaty beyond the original project location. However, that restructuring was not countersigned by GoK and is now partially being consolidated as part of this third restructuring.

Specifically, this proposed restructuring includes upgrading of (a) around 85km between Kurty and Togyz in Almaty Oblast along the CS corridor (NOTE: This section impact was analysed as part of the SWRP ESIA process, and reviewed and cleared as part of the preparation of the SWRP restructuring; the relevant general ESMP was also cleared before the detailed design was finalized) and (b) around 96 km section between Otar and Uzynagash west of Almaty towards the border with Kyrgyzstan along the WE-WCh corridor (NOTE: This section impact was analysed, reviewed and cleared as part of the EWRP ESIA process), as well as (c) activities to further improve road safety, roadside services, and road maintenance and operation.

Civil works

- Kurty-Togyz section:** Civil works will upgrade the existing Kurty-Togyz section of the CS corridor (from km 2295 to km 2380). The alignment lies in Zhambyl and Ili district of Almaty oblast and will be expanded based on two designed sections - a 40 km length Togyz-Kanshegel (2295-2335 km) and a 45 km length, Kanshegel-Kurty (2335-2380 km). The road will be upgraded to four lane, (class-1 road) from the currently 2 lane and Category III in line with the national road standards. The planned construction includes two bridges (over Buryozek and Kurty rivers), upgrading of existing intersection affiliated road structure features and facilities (drainage system, pavements, rest areas, exit roads, borrow pits, etc) but no overpasses or bypasses. The pavement design is based on 13 tons axle load bearing capacity. The design speed is set to 120 km per hour. Average annual daily traffic reached around 6,290 vehicles in 2014. EBRD financing is sought for the the Burybaytal-Aksuek section (2152-2214 km) and the 2214-2295 km section received also EBRD financing previously. *Economic Analysis:* Project benefits have been calculated for the project over a life of 20 years from the assumed opening date. The economic evaluation indicates the estimated economic internal rate of return (EIRR) of 18.9% for a net present value of US\$135 million at 6% discount rate. A sensitivity analysis was conducted on results of the economic modeling to assess potential impacts of the variation in capital



costs and traffic. Analysis shows that the NPV reduces to US\$ 49.3 million consequently, at 12% discount rate.

- Otar-Uzynagash section:** Civil works will upgrade another section of the WE-WCh corridor, which is the existing Otar-Uzynagash road, on a section from km 63 to km 159 of the «Almaty- Kordai - Blagoveschenka-Merke-Tashkent-Termez» road. The road section will be upgraded to a four lane, class-1 road. Three bridges, 2 bypasses (for the settlements of Samsy and Targap) and four interchanges are envisaged, still overall the construction remains simple. The same technical parameters as the Kurty-Togyz investment will apply. Average annual daily traffic reached around 6,800 vehicles in 2015. *Economic Analysis:* Project benefits have been calculated for the project over a life of 20 years from the assumed opening date. The economic evaluation of the Otar-Uzynagash road section indicates the estimated EIRR of 16% for a net present value of US\$158 million at 6% discount rate. A sensitivity analysis shows that the NPV reduces to US\$ 41.8 million at 12% discount rate. If capital works are increased by 20% and road user benefits are reduced by 20%, the EIRR reduces to 11.4%, confirming the satisfactory economic justification of the project.

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3. PROJECT LOCATION AND SALIENT PHYSICAL CHARACTERISTICS RELEVANT TO THE SAFEGUARD ANALYSIS (IF KNOWN)

This restructuring includes upgrade and reconstruction of additional road sections which extend into Almaty Oblast (about 85km for Kurty-Togyz and about 96 km for Otar-Uzynagash road sections). The Kurty-Togyz section (2295-2380km) passes through Ili and Zhambyl districts of Almaty Oblast. The proposed road will be partly reconstructed along the existing road but with a widening of the present right of way (50% of the total alignment), and partly newly constructed alignment almost parallel to the existing road. The road alignment crosses several river beds (identified in ESMP) mostly always dry, notably being the Ili river..The road runs through the Zhusandaly Nature Preserve which is inhabited by a number of mammals including goitered gazelle, wolves, jackals, foxes, corsac foxes, hares and various birds. A certified archaeological company has undertaken a study and identified all sites and objects that are of cultural significance in the vicinity of the road (they are listed in ESMP with proper mitigation measures). Land acquisition of 53 land plots of around 320 ha is required. These impacts are site-specific; localized and manageable with readily available standard mitigation measures. The Otar-Uzynagash road section runs in 10-30 km away from and in parallel to Tien-Shan mountain ridge and the landscape is generally mild. Total length of the road sections, where road widening will be carried out (from 2 to 4 lanes, Category I) is 69 km and total length of bypasses (2 lanes, Category II) is 27 km. The area has abundant ground water resources. The climate has distinct continental features with cold winter and hot, dry summer and precipitation during short periods in spring and fall. There are no risks from natural hazards in the project area. The major risk factor is from the rivers crossed by the alignment. These rivers start in mountains and have high seasonal variability with significant flood potential during rainstorms. The alignment is located to the North-West from Almaty in the area of existing and historic human economic activity. The existing road network is most dense in the western part with intensive economic activity, including industries, construction, mining and intensive irrigated farming. Irrigated



farming, animal husbandry, infrastructure and transport corridors are present along the alignment in general. There will be no significant impacts on landscapes and natural habitats in the area of the alignment.

4. ENVIRONMENTAL AND SOCIAL SAFEGUARDS SPECIALISTS ON THE TEAM

| Name | Unit |
|----------------------|-------|
| Mohamed Ghani Razaak | GSU03 |
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5. SAFEGUARD POLICIES TRIGGERED

| Safeguard Policies | Triggered | Explanation |
|---|-----------|--|
| Environmental Assessment (OP) (BP 4.01) | Yes | Expected environmental and social impacts of the restructured projects will not differ from those of the original project. The major part of construction works will be confined to the existing right-of-way. The corridor of the ROW is generously dimensioned, thus no significant / major impact on local population's health, safety or quality of life is expected. The impact of the works on soils and vegetation is expected to be minor, if managed diligently. Rehabilitated road sections show natural re-vegetation only 2-3 years after works, despite the arid climatic conditions. The extraction of fill and aggregate materials will be restricted to non-river sources in the project area. Reconstruction of the road may also require temporary land use for the entire period of construction to accommodate concentrated off-the-way borrows soil, construction camps, parking areas for road-building equipment and road-building materials warehousing sites. However, some of these impacts cannot be verified accurately at this stage. RAPs have been prepared which identifies broader social impacts including potential land acquisitions, PAPs, and mitigation measures. It also specifies the procedures to be followed by the Government of Kazakhstan through the Committee for Roads (CR) and the Ministry of Investment and Development (MOID), |



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| | | as well as actions that will be taken for proper resettlement and compensation payment to the Affected Persons. Only 15 persons and properties will be affected by the road expansion from 2-to 4 lanes. Of these 10 are agricultural lands grazing and are not used for cultivation, 5 are commercial lands, which are underdeveloped lands with no structures, therefore no loss in incomes or demolition of structures is anticipated. Two ESISs and one ESMP were cleared and disclosed on May 31 (locally and June 1 (English version). Another ESMP was disclosed in May 2017 and will be finalized before the presentation to the Board. |
| Natural Habitats (OP) (BP 4.04) | Yes | The proposed additional road sections crosses over dry river beds and are located within the vicinity of Lake Alakol and Balkhash, where there is a variety of flora and fauna that could potentially be impacted. The risk associate with the proximity to those flora and fauna has been assessed as high given the sensitivities related to species and conservation value. Specifically, the existing road alignment Kurty-Togyz passes through the territory of Zhusandaly preserved area, which occupies very large territory (2 757 500 ha). As noted in ESIA/ESMP, there are a large number of species listed as rare and considered of conservation value. There is therefore a potential high risk of disruption of these natural habitats along this road section by poor construction management. |
| Forests (OP) (BP 4.36) | No | No forests or forestry activities are involved in the project. In the case of trees from the roadside need to be cut due to project activities, they will be replaced under the measures prescribed in the ESMP. This will be undertaken by a separate landscaping contract. |
| Pest Management (OP 4.09) | No | No activities related to agriculture, pest production or transportation are included in the project |
| Physical Cultural Resources (OP) (BP 4.11) | Yes | The policy is triggered for the additional road sections (Otar-Uzunagash and Kurty-Togyz) to be financed under the proposed restructuring due to physical cultural sites of archaeological and cultural significance (monuments, historical burials and cemeteries) found at the right-of-way of these sections as reported during the ESIA/ESMP |



process. The PCR management plans have been prepared in line with the national legislation and relevant elements are provided in the ESMPs.

Indigenous Peoples (OP) (BP 4.10)

No

Not applicable to the project

Involuntary Resettlement (OP) (BP 4.12)

Yes

The policy is triggered due to anticipated land acquisition and resettlement activities related to construction works associated with road upgrades. RPF was cleared and disclosed in 2009. A first RAP was cleared and disclosed on May 31, 2017. A second RAP, in draft form, was also disclosed on the same day and will be finalized and disclosed again once detailed designs will be available and prior to the signing of civil works contracts. Additional impacts are expected due to temporary land acquisition for ancillary activities such as material stockpiling, construction camps, traffic diversions and borrow pits. RAPs have been prepared for two sections - Kurty-Togyz and Otar-Uzynagash. Under the Kurty-Togyz section, there will be no need for relocation of any households and the project will not affect private or leased land plots, acquisition will be carried out for state-owned land plots only. Under the Otar-Uzynagash road section, 15 land lots are to be acquired. Of these, 10 are agricultural lands grazing and are not used for cultivation, 5 are commercial lands, which are underdeveloped lands with no structures, therefore no loss in incomes or demolition of structures is anticipated. The affected 15 owners have been paid compensations for their land plots in agreement with them. Main adverse impact would be loss of grazing lands and all the affected persons will be provided with alternative pasture lands in the same locality. Lands that required for construction of camps and borrow pits to be acquired from the State and/or obtained through rental agreement on a temporary basis by the contractor, in case of private land. It has been agreed that the contractor pays cash compensation for rental and materials at replacement value for the lands acquired. Where willing buyer/ willing arrangement is not feasible an ARAP will be prepared in accordance with the



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| | | RPF. All the lands acquired temporarily and on rental basis will be restored to original status at end of rental. Draft RAP is disclosed locally and external website of the Bank on May 31, 2017. |
| Safety of Dams (OP) (BP 4.37) | No | No dam safety issues were found during the detailed design process. |
| Projects on International Waterways (OP) (BP 7.50) | No | No international waterways will be affected by the project. The impact on the hydrological regime and flow pattern of rivers crossed by bridges will be insignificant. Moreover, the project area belongs to the basins of Lakes Balkhash and Alakul which are closed systems. |
| Projects in Disputed Areas (OP) (BP 7.60) | No | The project is not located in or near disputed areas. |

II. KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

A. SUMMARY OF KEY SAFEGUARD ISSUES

1. Describe any safeguard issues and impacts associated with the Restructured project. Identify and describe any potential large scale, significant and/or irreversible impacts.

The Client prepared ESIA studies for Kurty-Burylbaital (under original SWRP) and Otar-Uzynagash (under EWRP) and relevant ESMPs. The draft ESMPs have been disclosed in May 2017 and finalized by Board date. The baseline data (land use, vegetation, soils, fauna and flora, climate, surface and groundwater, etc), the potential impacts of the project, and the related mitigation measures are similar with the original project. The majority of construction works will be confined to the existing right-of-way. The corridor of the ROW is generously dimensioned, thus no significant / major impact on local population's health, safety or quality of life is expected. The impact of the works on soils and vegetation is expected to be minor, if managed diligently. Noise and vibration impacts are not expected to be significant. Mitigation measures to address the potential negative impacts are described in the ESMPs for both sections and will be included in the contract requirements. The archeological survey of two new sections have revealed numerous sites of cultural importance including the historic monuments, historic burial sites and modern cemeteries located in the right of way of the road. These sites will have to be protected and managed. Under the original project, the Borrower prepared a Resettlement Policy Framework (RPF) prior to Appraisal providing detailed information about procedures and standards set in Kazakhstan for the acquisition of private land and rights-of-way. The RPF also identifies any additional provisions and requirements that will be undertaken by the borrower to assure compliance with OP 4.12. The RPF was disclosed in country and in InfoShop in March 2009, and updated and disclosed in November 2015 in country and through InfoShop in May 2016. In parallel to the environmental and social impact assessment (ESIA) CR prepared draft RAPs for all sections of the project requiring land acquisition and address resettlement impacts. RAPs have been prepared for all road sections and a total 15 land lots identified for acquisition. Of these, 10 are agricultural lands grazing and are not used for cultivation, 5 are commercial lands, which are underdeveloped lands with no structures, therefore no loss in incomes or demolition of structures is anticipated. The affected 15 owners have been paid compensations for their land plots in agreement with them The



broad social impacts are expected to be similar to the original SWRP.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area.

The improved roads would provide better driving conditions for travelers leading to more efficient vehicle operation and reduce current vehicle emissions. The ESIA addresses and investigates the impact of emissions concludes that the gaseous limit values set by Kazakh authorities will continue to be respected. Regarding noise the ESIA presents a number of mitigation and management measures, such as buffer zones, sound barriers, tree plantations and, most effectively, the re-routing of the alignment around settlements via bypasses. The possible development of new activities or the extensions of existing activities along the corridor is not considered to be a significant issue and will consist mainly of additional services to the road users. Any induced and indirect impacts will take effect over a longer period and over a larger area than affected by the Project. In addition to resettlement related impacts, labor influx issues will be assessed and addressed systematically. Labor camps that have not been identified at design will be considered only if they have minimum impacts on environment and communities, with precautionary measures monitored during works. The construction activities require both skilled and unskilled labor. As per the experience from previous road sections completed through Bank funds, contractors may accompany a sizable number of outside labor force (It is difficult to make an estimate on actual size/number required at this stage). Nevertheless, influx of labor will be kept minimal and project will employ local labor force as much as possible for construction works. The road sections completed under the previous Bank support shows that the labor camps established by the contractors are managed well and no reported incidence of adverse social impacts or disputes with local communities. Most of the outside labor force that brought for previous road works belong to same cultural/religious groups as the local communities and therefore social relations between outside labor force and local community was cordial and mutually beneficial. A specific GRM was established at local community and camp level to address issues related to labor camp management. In summary, as per the experience in previous road sections, the risks related to labor influx is minimal and managed carefully.

3. Describe any potential alternatives (if relevant) considered to help avoid or minimize adverse impacts.

The bulk of the Project location is defined by the existing alignment, which will largely remain unchanged and will be rehabilitated and reconstructed. The alignment sections will be constructed based on: (i) assessments of negative impacts and nuisance for local populations, and (ii) the need to avoid any significant negative environmental impacts.

The project will have moderate environmental and social impacts. With appropriate mitigation measures during the construction phase, these impacts can be mitigated. Improved road conditions will bring social and economic benefits to communities living along the alignment. The proposed alignment and routing of bypasses has been chosen as having most socio-economic benefits and minimal potential negative environmental and social impacts.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

Potential environmental and social (including community and occupational health and safety) impacts have been identified and mitigation measures have been developed that are presented within the respective ESIA, and further mitigation measures are set out in the ESMPs in line with designs. In the course of original Project preparation the Borrower prepared the following safeguards documents: (a) a preliminary Environmental Assessment prepared (2007); (b) an Environmental Assessment Review Framework (2008); (c) an RPF (2008); and (d) an ESIA (2009) and an



Expanded RPF (2009). All of these documents have been subject to public consultation and disclosed at the InfoShop and in Kazakhstan. In 2015-2017 the ESIA, EMPs, and RAPs for Kurty and Otar have also been prepared. The project will be implemented by the same implementing agency - CR through its national road operator, JSC KazAvtoZhol (KAZ). KAZ has built its capacity through implementing projects financed by the Bank and other IFIs such as ADB and EBRD. In particular, environmental and social safeguards has become an integral part of the requirements stipulated in the tender documentation for the civil works contractors. Each contractor employs environmental specialists responsible for environmental control, monitoring and reporting. There are two people in CR responsible for the implementation of the environmental safeguards. Significant progress is observed in relation to the public participation and consultation regarding the road construction works during the project preparation as well as the project implementation and completion. Safeguards related documents are publically disclosed on the existing projects website with the opportunity for the public feedback and discussion.

5. Identify the key stakeholders and describe the mechanism for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

The key stakeholders are the population of the project area, businesses, economic sectors and countries using the corridor: (a) CR, an agency of the GoK, as the project proponent; (b) commercial and private road users (local and international) who will be the primary beneficiaries from improved road quality; and (c) PAPs such as the residents of communities along the road, farmers, herders, and proprietors of roadside services. For this last group there will be benefits as well as some disadvantages and negative impacts caused by the project. To ensure that all views and concerns of all stakeholders are reflected in project design and implementation, and env and soc safeguards instruments capture the baseline situation, the expected impacts and the views and concerns of the PAPs. Consultations took place in March-May 2015 and July-August 2015 in villages along the alignment of Kurty-Burylbaital and Otar-Uzynagash sections, respectively. Additional public consultations were conducted in April 2017 in the course of restructuring as a new safeguards policy Physical and Cultural resources and Natural Habitats have been triggered. The Client presented the potential impact on the identified cultural and historic sites located within the right-of-way of the new road sections and mitigation measures that will have to be implemented. The grievance management and implementation will follow the GRM procedures as defined by the RPF/RAP and will be applied to both safeguards and all other project related grievances, including health, safety, and labor influx issues. The social management measures, in addition RAP implementation, require attention to provision of cattle crossing, ensuring accessibility to settlements and improvements of the road signage. The contractors, through their soc. and env. mgt specialist will provide regular monitoring and work to ensure feasible adjustment needed during construction works in consultations with local beneficiaries and PAPs. The previous experience shows that the soc. and env. specialists attached to the Supervision Consultant team carry out regular visits to each construction site and record concerns and suggestions of the affected person and road users. These records then shared with the contractor and necessary actions were taken to address people's concerns and their suggestions. This has been proved to be a 'good practice' and a similar exercise will be followed under these road sections as well.

B. DISCLOSURE REQUIREMENTS

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank

01-Mar-2017

Date of submission for disclosure

03-Apr-2017



For Category 'A' projects, date of distributing the Executive Summary of the EA to the Executive Directors

26-May-2017

"In country" Disclosure

| Country | Date of Disclosure |
|------------|--------------------|
| Kazakhstan | 31-May-2017 |

Comments

Updated ESIA for Kurty-Burylbaital and the ESIA and ESMP for Otar-Uzynagash including new roads sections. Updated ESIA has been published in local language on a project website and disclosed on Bank's website. Draft ESMP for the Kurty-Togyz has been disclosed on June 1, 2017 and will be finalized and disclosed again prior to Board. Also the draft ESMP for the Otar-Uzynagash has been disclosed on June 1, 2017 and will be finalized and disclosed again prior to Board.

Resettlement Action Plan/Framework Policy Process

| Date of receipt by the Bank | Date of submission for disclosure |
|-----------------------------|-----------------------------------|
| 11-Mar-2015 | 27-May-2015 |

"In country" Disclosure

| Country | Date of Disclosure |
|------------|--------------------|
| Kazakhstan | 31-May-2017 |

Comments

RPF was disclosed in March 2019 and updated and disclosed in November 2015. Draft RAP for Kurty-Burylbaital was disclosed in local Akimats of Almaty oblast on March 30 2015. Draft RAP for Otar - Uzynagash was disclosed on May 31, 2017 and the RAP will be finalized and disclosed again prior to the signing of civil works contracts. Additional consultations were held to inform of the PCR objects found near the alignment of the Otar-Uzynagash section and the mitigation measures and preservation management.RAP for the two sections have been published on project website (in local language) and on the bank's website.

C. COMPLIANCE MONITORING INDICATORS AT THE CORPORATE LEVEL

OP/BP/GP 4.01 - Environment Assessment

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|---|-----|
| Does the project require a stand-alone EA (including EMP) report? | Yes |
| If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report? | Yes |



| | |
|---|-----|
| Are the cost and the accountabilities for the EMP incorporated in the credit/loan? | Yes |
| OP/BP 4.04 - Natural Habitats | |
| Would the project result in any significant conversion or degradation of critical natural habitats? | No |
| If the project would result in significant conversion or degradation of other (non-critical) natural habitats, does the project include mitigation measures acceptable to the Bank? | Yes |
| OP/BP 4.11 - Physical Cultural Resources | |
| Does the EA include adequate measures related to cultural property? | Yes |
| Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property? | Yes |
| OP/BP 4.12 - Involuntary Resettlement | |
| Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared? | Yes |
| If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan? | Yes |
| The World Bank Policy on Disclosure of Information | |
| Have relevant safeguard policies documents been sent to the World Bank for disclosure? | Yes |
| Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs? | Yes |
| All Safeguard Policies | |
| Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies? | Yes |



| | |
|--|-----|
| Have costs related to safeguard policy measures been included in the project cost? | Yes |
| Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies? | Yes |
| Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents? | Yes |

III. APPROVALS

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|--------------------------|----------------------------------|-------------|
| Task Team Leader(s) | Jacques Bure Aliya Karakulova | |
| Approved By | | |
| Safeguards Advisor | Nina Chee | 06-Jun-2017 |
| Practice Manager/Manager | Binyam Reja | 06-Jun-2017 |

Note to Task Teams: End of system generated content