



Project Data Sheet

Project 47281-001

Project Name	National Highway Network Development in Balochistan Project
Project Number	47281-001
Country / Economy	Pakistan
Project Status	Closed
Project Type / Modality of Assistance	Grant Loan

Loan 3134-PAK: National Highway Network Development in Balochistan Project

Source of Funding / Amount	Ordinary capital resources	US\$ 122.60 million
	Grant 0451-PAK: National Highway Network Development in Balochistan Project (Partial Substitution of ADB OCR Loan)	
	Department for International Development	US\$ 72.40 million

Strategic Agendas	Inclusive economic growth
Drivers of Change	Partnerships
Sector / Subsector	Transport / Road transport (non-urban)
Gender	No gender elements

Description

The project will rehabilitate 79 km of the existing two-lane road of Zhob-Mughal Kot (N50) and 128 km of the existing two-lane road of Qila Saifullah-Waghum Rud (N70) in Balochistan of Pakistan

Project Rationale and Linkage to Country/Regional Strategy

Balochistan is situated in the southwest of Pakistan and the largest province by area constituting 44% of Pakistan's total land mass. It is bordered by Afghanistan north and north-west, Iran to the south-west, Punjab and Sindh, and Khyber Pakhtunkhwa and the Federally Administered Tribal Areas to the north-east. To the south lies the Arabian Sea. It links the geopolitical regions of the Middle East, Central and South Asia, and provides the shortest route to seaports from Central Asia and Xinjian province of PRC. Despite the large potential as a transport hub, its economic development has been in doldrums because of poor security and political instability and its transport infrastructure is in a dire state, hardly serviceable for regional transit traffic. The road network and connectivity is poorest in the country. The length of the national highways in the province is about 2,300 km. Balochistan has still, however, the lowest density of roads among the four provinces of Pakistan. Poor connectivity and access continue to be a major problem, which particularly affect the poor, who live mostly in the rural areas. Several sections of existing roads and highways are too narrow with respect to the traffic carried, and in poor condition; the conditions cause high vehicle operating cost and compromise road safety.

Impact Accessible, affordable, and safe road network in Balochistan

Project Outcome

Description of Outcome Reduced transport cost from Balochistan to the political and industrial centers of the country

Progress Toward Outcome Mobilization advance to the contractors for all four packages was paid in July and August 2016. Supervision consultant has mobilized staff to site. The respective contractors' base camps were established. Notice-to-proceed was issued for Non-LARP sections. The revised LARP has been submitted for N70. The Works are ongoing on all road sections

Implementation Progress

Description of Project Outputs Two-lane roads of Zhob-Mughal Kot and Qila Saifullah-Waghum rehabilitated. Community facilitation centers integrated into the improved mobility through rehabilitated project roads.

Status of Implementation Progress (Outputs, Activities, and Issues) The Works are ongoing on N-50 and N-70 (Zhob- Mughal Kot) (Qila Saifulah- Waghum Rud) road sections. Local community facilitation centers will be developed along the project roads to enable local communities to take advantage of the improved mobility through rehabilitated project roads. NHA to submit the VO containing Non BOQ items pertaining to CFCs to ADB for its concurrence. Assessment of outputs will be determined at project completion.

Geographical Location

Safeguard Categories

Environment B

Involuntary Resettlement B

Indigenous Peoples C

Summary of Environmental and Social Aspects

Environmental Aspects Revised SSEMP of N70 Package 1 is submitted for approval on the 14 September 2017. SSEMP of N50 has been approved 14 March 2017. The project has been categorized environment category B. The civil works associated with the two road rehabilitation subprojects are limited to resurfacing and some widening. This will involve minimum civil works, and the entire operation will remain within the existing right-of-way (ROW) of both highways. The environmental impacts that will result from this are limited to the construction phase of the two subprojects; all impacts will be temporary in nature, with no residual long-term impacts. Initial environmental examination reports for the two project roads were prepared and uploaded on the ADB website.

Involuntary Resettlement	<p>N70: EA endorsed updated LARP cleared by ADB in January 2017. LARP implementation is in progress</p> <p>N50: LARP updating is being processed by the EA.</p> <p>The project is classified category B for resettlement impacts. The project was designed to avoid land acquisition and minimize the involuntary resettlement impacts by adopting existing alignment of the project roads and using the most feasible technical design. Resettlement plans were prepared in accordance with national legal requirements and ADB's Safeguard Policy Statement (2009). According to the census survey, no affected household will be physically or economically displaced.</p>
Indigenous Peoples	<p>The project roads are located in the settled areas of Balochistan Province, with no indigenous peoples as defined under ADB's Safeguard Policy Statement (2009). Therefore, no indigenous peoples communities will be affected by the project. Accordingly, the project is classified category C under ADB's Safeguard Policy Statement, with no indigenous peoples planning documents required.</p>

Stakeholder Communication, Participation, and Consultation

During Project Design	At the design stage of the project, due diligence are being undertaken. Discussions with the stakeholders are ongoing for the resettlement plan, initial environmental examination, and economic analysis of the project.
During Project Implementation	The consultation and information-sharing process will be continued throughout project implementation.

Business Opportunities

Consulting Services	Consulting Services are in accordance with ADB's Guidelines on the Use of Consultants (2013, as amended from time to time). A construction supervision consulting firm for the four civil works contracts was selected for the Project.
Procurement	Procurement of civil works under the project is in accordance with ADB's Guidelines for Procurement (2015, as amended from time to time) using international competitive bidding procedure. Four civil works contracts were awarded under the project: (i) Zhob-Mughal Kot-N50 (2 lots); and (ii) Qila Saifullah-Waghum Rud-N70 (2 lots).
Responsible ADB Officer	Ghafoor, Khurram
Responsible ADB Department	Central and West Asia Department
Responsible ADB Division	Pakistan Resident Mission
Executing Agencies	<i>National Highway Authority</i>

Timetable

Concept Clearance	08 Nov 2013
Fact Finding	24 Oct 2013 to 30 Oct 2013
MRM	20 May 2014
Approval	27 Jun 2014
Last Review Mission	-
Last PDS Update	10 Jan 2019

Grant 0451-PAK

Milestones

Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
03 Nov 2015	14 Jan 2016	02 Feb 2016	31 Dec 2018	31 Dec 2022	01 Aug 2021

Financing Plan

Grant Utilization

	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	72.40	Cumulative Contract Awards			
ADB	0.00	20 Oct 2022	0.00	68.57	100%
Counterpart	0.00	Cumulative Disbursements			
Cofinancing	72.40	20 Oct 2022	0.00	68.57	100%

Status of Covenants

Category	Sector	Safeguards	Social	Financial	Economic	Others
Rating	Satisfactory	Satisfactory	Satisfactory	Satisfactory	-	Satisfactory

Loan 3134-PAK

Milestones

Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
27 Jun 2014	12 May 2015	10 Aug 2015	31 Dec 2018	15 Jan 2020	01 Jan 2021

Financing Plan

Loan Utilization

	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	162.60	Cumulative Contract Awards			
ADB	122.60	20 Oct 2022	89.70	0.00	100%
Counterpart	40.00	Cumulative Disbursements			
Cofinancing	0.00	20 Oct 2022	89.70	0.00	100%

Status of Covenants

Category	Sector	Safeguards	Social	Financial	Economic	Others
Rating	Satisfactory	Satisfactory	Satisfactory	Satisfactory	-	Satisfactory

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