

Social Monitoring Report

Bi-Annual Social Monitoring Report on Involuntary Resettlement
(December 2019)

PAK: National Highway Network Development in Balochistan Project (N-50 & N-70)

Prepared by National Highway Authority; Environment, Afforestation, Land and Social Wing
(EALS) for the Asian Development Bank.

NOTES

- (i) The fiscal year (FY) of the Government of the Islamic Republic of Pakistan and its agencies ends on 30 June.
- (ii) In this report, "\$" refers to US dollars.

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GOVERNMENT OF PAKISTAN
NATIONAL HIGHWAY AUTHORITY
ISLAMABAD

**CONSULTANCY SERVICES FOR REVIEW OF DETAILED DESIGN
AND**

**CONSTRUCTION SUPERVISION OF PACKAGE CSP-1
CONSISTING OF**

- (I) ICB-3C: ZHOB-KILLI KHUDAI NAZAR (49 KM.)**
- (II) ICB-3D: KILLI KHUDAI NAZAR-MUGHAL KOT
(32.210 KM.)**
- (III) ICB-7A: QILLA SAIFULLAH-LORALAI (69.80 KM.)**
- (IV) ICB-7B: LORALAI-WAIGUM RUD (49.807 KM.)**

SECTIONS OF NATIONAL HIGHWAY N-50 & N-70

**SEMI-ANNUAL ENVIRONMENTAL
MONITORING REPORT
FOR THE PERIOD OF
JULY – DECEMBER 2019**

JUNE, 2020



MINCONSULT INTERNATIONAL LIMITED

in association with

ASSOCIATED CONSULTING ENGINEERS-ACE (PVT.) LTD.
Transportation Engineering Services Division

Social Monitoring Report

Semi-Annual Report
July – December 2019

Islamic Republic of Pakistan Widening and Improvement Project of N-50; Zhob-Mughal Kot Section (81 Km.)

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TABLE OF CONTENTS

CURRENCY EQUIVALENCE ABBREVIATIONS

NOTES

1.	THE PROJECT DETAILS.....	1
	1.1 Background of the Project.....	1
	1.2 Project Description.....	1
	1.3 Project Benefits	2
2.	PHYSICAL PROGRESS ON THE PROJECT.....	3
	2.1 Scope of Civil Works.....	3
i.	Earth work/CG.NGC.....	3
ii.	Earth work/Box Culverts, Bridges	3
iii.	Earth work/Box Culverts, Bridges, Base, Sub-base, ACBC, ACWC	3
iv.	Box Culverts, Bridges, Base, Sub-base, ACBC, ACWC,	3
v.	Protection work	3
3.	MONIOTIRNG REQUIREMENTS	5
	3.1 Scope and Requirements of Monitoring Report	5
	3.2 Objective of Semi-annual Monitoring	6
i.	To assess the compensation and assistance payments	6
ii.	To assess safeguards measures at construction site.	6
iii.	To review the consultation, information disclosure process and implementation of GRM.....	6
iv.	To assess the life skill training and status of restoration of livelihoods	6
	3.3 Changes in the Project Scope and Adjusted Safeguard Measures	6
4.	METHODOLOGY ADOPTED FOR MONITORING	6
	4.1 Methodological Approach	6
	4.2 Qualitative and Quantitative Monitoring Data	7
	4.3 Monitoring Indicators and Parameters	7
5.	SEMI-ANNUAL MONITORING RESULTS.....	9
	5.1 Land Acquisition Impact and Delivery of Entitlements.....	9
	5.2 Resettlement Impacts.....	9
	5.2.1 Land Acquisition Impact and Summary of Progress.....	10
	5.3 Livelihood Restoration and Enhancement.....	12
	5.4 Vulnerable DHs	13
	5.5 Impact on Indigenous / Tribal People and Mitigation Measures	13
	5.6 Implementation of Grievances Redress Mechanism	14
	5.6.1 Information Dissemination and Community Outreach.....	14
	5.6.2 Grievance Redress Process.....	14
	5.6.3 Grievance Redressal Results	16
	5.7 Employment Opportunities and Employment within the Project.....	16
	5.7.1 Provision of Employment Opportunities.....	16
	5.7.2 Employment opportunity within the project	17
	5.8 Social Safeguard Issues within Construction Site	17
	5.9 Construction of Community Facilitation Centers	17
	5.9.1 Coordination with District Government and Administration.....	18
	5.9.2 Progress on Community Facilitation Centers	18

6. CONCLUSIONS AND RECOMMENDATIONS..... 18
7. PHOTOGRAPH..... 21

LIST OF TABLES

Table-2.1: Physical Progress/ Construction Activities Status Jan 2017-Jan 2020	4
Table-4.1: Monitoring Indicators for Resettlement Plan Implementation.....	7
Table-4.2 : Post RP Implementation Monitoring Indicators	9
Table-5.5 : Grievance Redressal Process.....	15

LIST OF FIGURES

Figure – 1.1 : Location of Zhob - Mughal Kot Section of National Highway N-50.....	2
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CURRENCY EQUIVALENTS (31 December, 2019)

Currency Unit	=	Pakistan Rupee (PKRs)
PKRs. 1.00	=	\$ 0.0065
US \$ 1.00	=	PKRs. 154.88

ABBREVIATIONS

ADB	-	Asian Development Bank
AH/s	-	Affected Household
AP/s	-	Affected Person
BOR	-	Board of Revenue
BRC	-	Baluchistan Residential College
CBO	-	Community Based Organization
CC	-	Compensation Cost
COI	-	Corridor of Impact (Construction limits 110-220 feet wide ROW)
DH/s	-	Displaced Household
DP/s	-	Displaced Person
DPC	-	Displaced Persons Liaison Committee
EA	-	Executing Agency
EALS	-	Environment Afforestation, Land and Social wing in NHA
EMP	-	Environmental Management Plans
FGD	-	Focus Group Discussion
GRC	-	Grievance Redress Committee
GRM	-	Grievance Redress Mechanism
HH	-	Households
HQ	-	Head Quarter
JICA	-	Japan International Cooperation Agency
LAA 1894	-	Land Acquisition Act, 1984
LAC	-	Land Acquisition Collector
LAR	-	Land Acquisition and Resettlement
LARU	-	Land Acquisition and Resettlement Unit
M&E	-	Monitoring and Evaluation
MFF	-	Multi Tranche Financing Facility
NHA	-	National Highway Authority
NHDSIP	-	National Highway Development Sector Investment Program
OPL	-	Official Poverty Line
PIU	-	Project Implementation Unit
PMU	-	Project Management Unit
R&R	-	Resettlement & Rehabilitation
RD	-	Reduced Distance/Running Distance
ROW	-	Right of Way
RP	-	Resettlement Plan
CFC	-	Community Facilitation Centre
SMR	-	Social Monitoring Report

NOTES

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1. THE PROJECT DETAILS

1.1 Background of the Project

1. The Asian Development Bank (ADB) has approved financial support to the Government of Pakistan (GOP) under Pak Loan 3134 for implementing the National Highway Network Development in Baluchistan Project. Under the Project roads sections i.e. Zhob-Mughal Kot Section of N-50 is being constructed. RP was prepared at time of processing of the loan. Accordingly, the RP was updated for Zhob-Mughal Kot Section of N-50.

2. The Major portion of the Project road N-50 is located in the Baluchistan Province with a small portion in Khyber Pakhtunkhwa Province. The Project section of road starts outside the city premises of Zhob District in Baluchistan and terminates at the Mughal Kot in Khyber Pakhtunkhwa, measuring the estimated 81 km in length out of which 72 km is in Districts Zhob and Shirani of Baluchistan province and remaining 9 km falls in the uninhabited steep hilly region of Federally Administered Tribal Area with District Dera Ismail Khan in Khyber Pakhtunkhwa (KPK). It is the shortest route connecting Islamabad and Northern areas with the provincial headquarters of Baluchistan Province.

1.2 Project Description

3. For rehabilitation and improvement works the Project road N-50 has been divided into two contract packages: Contract package Lot-1 is from RD 0+000 to RD 49+000, and second contract package Lot-2 is from RD 49+000 to RD 81+300. Thus, the cumulative length subject to implementation of rehabilitation and improvement works is 81 km. However, the Resettlement Plan (RP) is prepared and updated as one document covering both packages.

4. The existing Zhob-Mughal Kot (N-50) road is a single lane carriageway (3.65 meter wide). Civil works under the project include, widening, improvement and up gradation of the road with ancillary infrastructures, including construction of bridges, box and pipe culverts according to the design. The Project envisaged improvement of this road section into a 7.3 meter wide two lane carriage way plus 2.5 meters shoulders with 0.5 m rounding on each side to accommodate the heavy traffic plying on N-50. Rehabilitation/ reconstruction activities of existing road measuring 81 km in length will include construction of the road and drainage works as below:

- | | |
|---|--|
| i. Road width (Travel Lanes) | : Two Lanes of 7.3 m with each lane of 3.65m |
| ii. Shoulder (outer/inner) plain area | : 2.5m wide each |
| iii. Shoulder (outer/inner) hilly area | : 2.5m & 1 m wide |
| iv. Total Formation width | : 13.30 m wide |
| v. Construction of new Bridges | : 08 Numbers |
| vi. Rehabilitation / Construction of Culverts | : 120 Numbers |

5. The project aims to provide an improved basic infrastructure with international standards to help improved inter provincial connectivity; improvement in living standards of en-route

inhabitants of the area; and safe and speedy road network to reduce transportation time and costs. This improvement of this road section will provide an improved and shortest route between northern areas of Pakistan and the Baluchistan Province for increased trade through this corridor to and forth from Gwader port in Baluchistan. Figure 1 and 2 below show the location of the road section to be rehabilitated and improved under the Project.

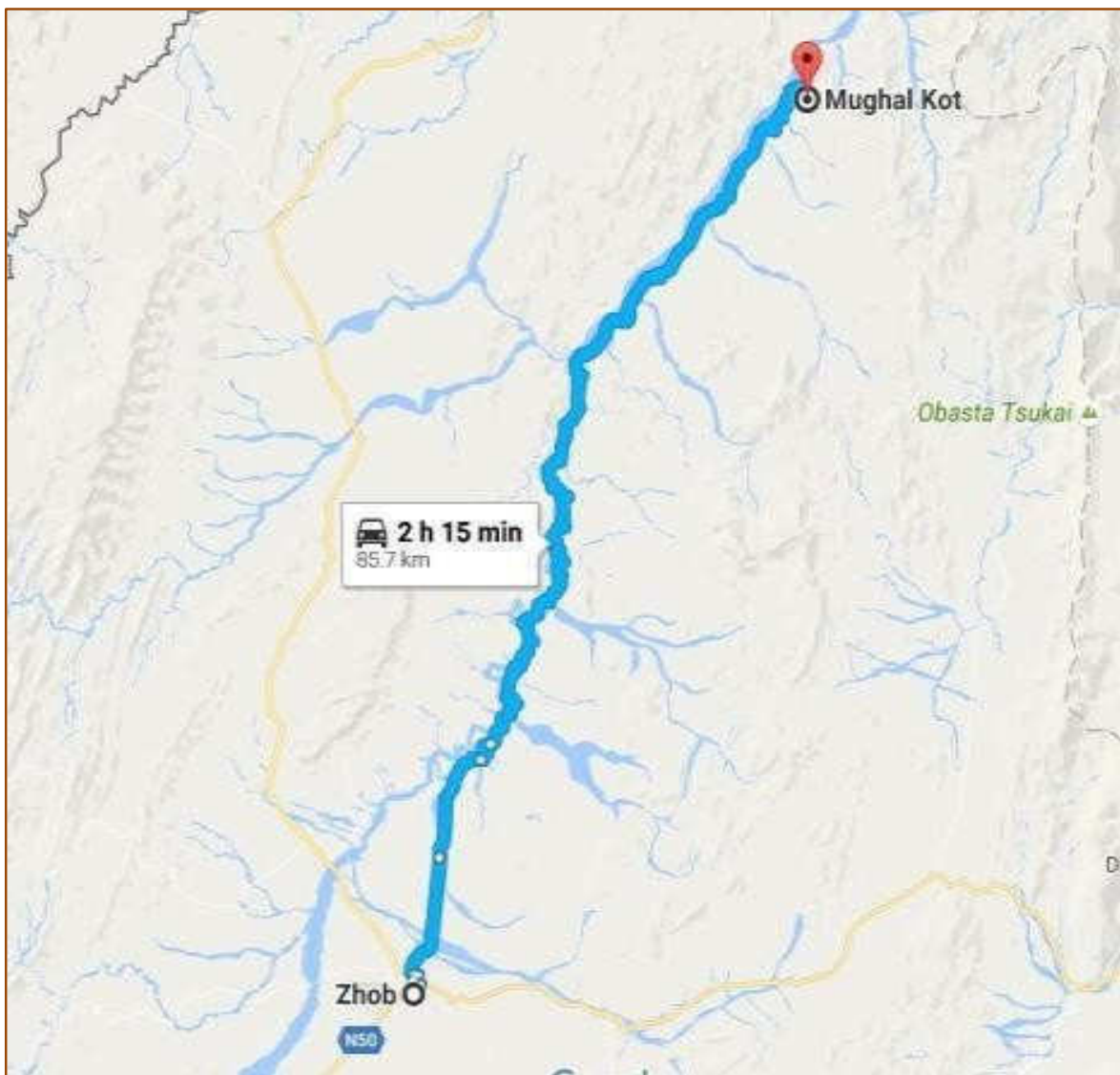


Figure – 1.1 : Location of Zhob - Mughal Kot Section of National Highway N-50

1.3 Project Benefits

6. The proposed project can be viewed as boosting economic growth and poverty reduction which will bring substantial social and economic development in the project area. The social benefits arising due to the project will be triggered off due to improved accessibility to various services such as easy access to markets, health facilities, schools, workplace, etc. which in turn increases the income of the locals, and ultimately elevating their standard of living. The possible direct and indirect positive impacts of the project are listed below.

- i. The immediate benefits of road construction and improvement will come in the form of direct employment opportunities for the roadside communities, especially for those who are engaged as petty contractors, suppliers of raw materials and wage laborers.
- ii. Improved road network will provide for improved linkages to en-route village communities and urban center, which provides wider marketing facilities, work opportunities at distant place due to reduced commuting time.
- iii. Essential and emergency services like schools, health center, public distribution system etc. can be availed faster.
- iv. Improved road with interprovincial connectivity will also help people building social network with other communities out-side the project influence area
- v. Increased frequency of interaction with outsiders will increase the awareness level of the people in the village with regard to their health and nutrition, living style, value of education and proper utilization of available resources.
- vi. Interaction with the government, non-government and other development agents will help people gain new knowledge on improved farming, land development, development and maintenance of natural resources through the formation of various economic and social development groups.

2. PHYSICAL PROGRESS ON THE PROJECT

2.1 Scope of Civil Works

7. The scope of civil work for “Widening and Improvement Project of N–50 Road from Zhob- Mughal Kot Section (81km) consists primarily of earthwork, bridges, culverts, base, sub-base, highway protection works and road beautification works. The detail of civil works is as follows.

- i. Earth work/CG.NGC
- ii. Earth work/Box Culverts, Bridges
- iii. Earth work/Box Culverts, Bridges, Base, Sub-base, ACBC, ACWC
- iv. Box Culverts, Bridges, Base, Sub-base, ACBC, ACWC,
- v. Protection work

2.2 Physical Progress of the Project Activities

8. The civil work of “Widening and Improvement Project of N–50 Road from Zhob-Mughal Kot Section (81 Km.)” has substantially been completed by end of December 2019. The details of physical progress on civil works is reflected in Table 2.1 below.

Table-2.1: Physical Progress/ Construction Activities Status Jan 2017-Jan 2020

Description	Month	Physical Progress		Scope of Work	Work Done Cost (Rs. In Million)
		Planned	Actual		
N-50 Lot # 1					
Date of Commencement 29th August 2016 : Date of Completion 28th August 2018	Jan-17	6.96%	15.26%	Earth work/CG.NGC	732.971
	Jun-17	27.13%	41.29%	Earth work/Box Culverts, Bridges	1,250.278
	Dec-17	66.72%	73.22%	Earth work/Box Culverts, Bridges, Base,Subbase,ACBC, ACWC	1,742.173
Revised date of completion 31 October 2019	Jun-18	96.63%	88.13%	Box Culverts, Bridges, Base, Subbase ,ACBC,ACWC,Protection work	813.509
	Dec-18	100%	95.78%	Protection work	581.078
	Jun-19	100%	97.21%	Protection work	78.907
	Dec-19	100%	97.21%	Protection work	
	Jan-20	100%	97.21%	Protection work	
Total					5,198.916
N-50 Lot # 2					
Date of Commencement 30th August 2016 : Date of Completion 29th August 2018	Jan-17	10.25%	9.87%	Earth work/CG.NGC	399.284
	Jun-17	22.03%	25.50%	Earth work/Box Culverts	632.300
	Dec-17	50.31%	61.49%	Earth work/Box , Culverts,Bridges,Base,Subbase,ACBC,ACWC,Protection work	1,660.406
Revised date of completion 10 January 2020	Jun-18	93.90%	74.91%	Earth work/Box Culverts,Bridges,Base,Subbase,ACBC,ACWC,Protection work	619.134
	Dec-18	100%	92.01%	Earth work/Box Culverts,Bridges,Base,Subbase,ACBC,ACWC,Protection work	788.912
	Jun-19	100%	92.80%	Earth work/Box Culverts,Bridges,Base,Subbase,ACBC,ACWC,Protection work	36.447
	Dec-19	100%	87.17%	Earth work/Box Culverts,Bridges,Base,Subbase,ACBC,ACWC,Protection work	158.562

Description	Month	Physical Progress		Scope of Work	Work Done Cost (Rs. In Million)
		Planned	Actual		
	Jan-20	100%	87.81%	Earth work/Box Culverts,Bridges,Base,Subbase,ACBC,ACWC,Protection work	129.969
Total					4,425.015

9. All the Contractors have employed their Health, Safety and the Environment (HSE) Managers who regularly visited the construction sites, workshops, plants, dumping sites and borrow areas. The HSE Managers regularly inspected fire extinguishers, hand and power tools, machinery, personal protective equipment (PPE) and the general house-keeping for the main camps facilities and plants.

3. MONITORING REQUIREMENTS

3.1 Scope and Requirements of Monitoring Report

10. The Executing Agency (EA) is fully cognizant over the monitoring requirements over implementation the resettlement plan of the project in line with ADB Safeguards Policy Statement (SPS 2009), The monitoring requirements include assessment of resettlement impacts, measures implemented to compensate the Displaced Persons(DPs) for their lost assets and to minimize, impacts on the livelihood of DPs. Effective resettlement management and its close monitoring and supervision are the keys for successful implementation of a resettlement plan. This enables the executing and / or implementing agency to make timely adjustments in implementation arrangements and take appropriate corrective measures during project implementation. Accordingly, to ensure effective planning and implementation of the resettlement plan in timely manner within the given budget all the LAR implementation activities including, payment of compensation for lost assets, assistance to restore livelihood and rehabilitation measures implemented and clearance of COI from all encumbrances to proceed with civil works were to be monitored routinely. Besides the activities like consultation process, grievances recorded and resolved and community outreach and information dissemination activities being were to be monitored to make necessary adjustments.

11. Based on the information about project impacts and census data collected during field visits, the project does not involve physical or economical displacement of the affected households and the project adverse impacts are temporary and transitory in nature during construction/rehabilitation of affected assets outside COI. Due to less significance level of the project impacts only internal monitoring was to be carried out as per SPS 2009 requirements.

12. Land Acquisition and Resettlement Unit (LARU) established under National Highway Authority (NHA) was responsible for carrying out the internal monitoring of the project activities during planning, updating and implementation phases. Monitoring of land acquisition and resettlement (LAR) tasks were to also the responsibility of LARU, with the assistance of Resettlement Specialist mobilized through Supervision Consultants. However, to ensure

effective monitoring the LAR monitoring cell were notified to carry out day to day monitoring of RP implementation progress. The monitoring results of LAR tasks and issues were included in the monthly project progress report for ADB. The compensation payments and life skill training are ongoing till date and construction work continues at site. Therefore, the scope of this semi-annual report is to explore the progress of the Involuntary Resettlement (IR) impacts and assess the status of the RP implementation.

13. The requirement of the internal social safeguard monitoring activities focuses on the current status of implementation of the social safeguard issues, effectiveness in implementation of the social program and provision of feedbacks and suggestions for the full compliance with ADB and Government of Pakistan rules and regulations. This Semi-annual Social Monitoring Report covers the status of social safeguards implementation activities for the period July – December 2019.

3.2 Objective of Semi-annual Monitoring

14. The general objective of this Semi-annual Monitoring Report is to assess the progress on social safeguard measures taken during the implementation of the project including the payment of compensations to the DPs. The specific objectives are:

- i. To assess the compensation and assistance payments
- ii. To assess safeguards measures at construction site.
- iii. To review the consultation, information disclosure process and implementation of GRM
- iv. To assess the life skill training and status of restoration of livelihoods

3.3 Changes in the Project Scope and Adjusted Safeguard Measures

15. The project scope of land acquisition and safeguard measures are included in "Resettlement Planning Documents" and there have not been any changes in the project scope. Hence, there is no need to adjust safeguard measures in this monitoring report.

4. METHODOLOGY ADOPTED FOR MONITORING

4.1 Methodological Approach

16. This semi-annual monitoring report has been prepared by review of monthly progress reports with regards to compensation as well as assistance payments made to the DPs and data on deeds transfer and available documents obtained from NHA and District Offices. Additionally, monitoring field visits have been carried out to hold site observation and to, discuss/interview with DPs. In the field visit, attention has been paid to those DPs who have lost a substantial area of their land, heads of households of vulnerable families and marginal land holders.

4.2 Qualitative and Quantitative Monitoring Data

17. To prepare Semi-annual Social Monitoring (Involuntary Resettlement) report, both qualitative and quantitative data was obtained through formal and informal consultations with the stakeholders, interviews with the DPs, key informants, review of grievances received, field visits and group discussions / interactions with the project staff and team members of the NHA, N-50 and Contractors.

4.3 Monitoring Indicators and Parameters

18. Monitoring indicators are derived from the baseline data on impacts and census of the DPs to assess the implementation progress on specific contents of the activities and entitlements matrix and make adjustment accordingly to achieve the objectives of the resettlement plan. The set forth monitoring indicators for assessment resettlement plan implementation of the project are presented in the table 4.1 below:

Table-4.1: Monitoring Indicators for Resettlement Plan Implementation

Monitoring Aspects	Potential Indicators
Delivery of Entitlements	<ul style="list-style-type: none"> ❖ Entitlements disbursed, compared with number and category of losses set out in the entitlement matrix. ❖ Disbursements against timelines. ❖ Timely disbursements of the agreed transport costs, relocation costs, income substitution support, and any resettlement allowances, according to schedule. ❖ Restoration of social infrastructure and services if required. ❖ Affected businesses receiving entitlements, including transfer and payments for net losses resulting from lost business.
Living and standard and income restored	<ul style="list-style-type: none"> ❖ Damaged structures reconstructed/restored outside construction limits. ❖ Impacted business structures (shops / stalls) constructed / relocated outside construction limits and business / income activity restored. ❖ No of DPs (especially vulnerable) provided jobs / income earning opportunities due project works. ❖ Household income improved as of base line provided in census data.
Consultation and Grievances	<ul style="list-style-type: none"> ❖ Consultations organized as scheduled including meetings, groups, and community activities. ❖ Community awareness about grievance redresses mechanism and its use. ❖ Progress on grievances recorded and resolved including information dissemination to DPs on the resolution of the grievances.
Communications	<ul style="list-style-type: none"> ❖ Number of meetings held by the DPC and social mobilizers to

Monitoring Aspects	Potential Indicators
and Participation	<p>facilitate the DPs to understand the resettlement provisions, grievance redress mechanism and compensation disbursement system.</p> <ul style="list-style-type: none"> ❖ Level of information communicated—adequate or inadequate. ❖ Number of Affected persons participated in the meetings

19. The RP implementation for each contract packages is staggered into two parts with the objective to deliver full compensation and complete implementation of RP accordingly to facilitate start of execution of works in sections where RP implementation is confirmed. The proposed timeline to complete implementation of RP for each part is more or less two months from the day RP implementation is started and thus the implementation of RP for entire road sections completed in 4-5 months. The internal monitoring process started immediately after the approval of final RP and continued till end of implementation of the project. The monitoring was conducted on day to day basis to supervise RP implementation progress by LARU and the monitoring results were compiled into monthly monitoring reports for review of the PMU and EALS in NHA. The results of monthly monitoring reports were also shared with ADB as part of monthly progress reports of the project.

20. Monthly monitoring reports were consolidated into periodic monitoring reports (quarterly monitoring report or RP implementation confirmation reports) by LARU supported by Resettlement Specialist and shared with ADB for its review, concurrence and consideration to allow construction activity in sections where RP implementation was confirmed. These reports included progress on monitoring aspects on the indicators outlined above. ADB cleared quarterly monitoring reports/RP implementation confirmation reports and disclosed these reports on ADB and NHA websites.

21. The monitoring activities remained continued even after RP implementation to ensure that issues raised during execution of civil works are amicably resolved and people are compensated for their unanticipated losses. After full implementation of RP, the internal monitoring reports were consolidated into bi-annual reports and shared with ADB for review and concurrence. For post RP implementation semi-annual social monitoring reports were prepared and submitted to ADB. Following indicators were used to prepare these consolidated reports.

Table-4.2 : Post RP Implementation Monitoring Indicators

Monitoring Aspects	Potential Indicators
Unanticipated Issues / Impacts	<ul style="list-style-type: none"> ❖ Identified issues / impacts with time bound actions reported to ADB for guidance. ❖ Corrective measures with time bound actions including Addendum RPs prepared and implemented Documentation prepared and implemented ❖ Compensation disbursements (if involved) planned and achieved to offset the losses accrued due to unanticipated impacts.
Consultation and Grievances	<ul style="list-style-type: none"> ❖ Consultations organized as scheduled including meetings, groups, and community activities. ❖ Community awareness about grievance redresses mechanism and its use. ❖ Progress on grievances recorded and resolved including information dissemination to DHs on the resolution of the grievances.
Community Facilitation and Involvement in Project Works	<ul style="list-style-type: none"> ❖ Restoration of social infrastructure and services if required. ❖ Access restoration and improvement at sections with works in progress. ❖ Level of information shared and communicated – adequate or inadequate. ❖ Number of Displaced Households / Persons participated and involved in the project related employment. ❖ Any other as relevant.

5. SEMI-ANNUAL MONITORING RESULTS

5.1 Land Acquisition Impact and Delivery of Entitlements

22. NHA established Project Management Unit (PMU) for overall supervision and control of the project. Project Implementation Unit (PIU) was established at Zhob for implementation of the project. Under PIU Land Acquisition and Resettlement Unit (LARU), was established for the implementation of RP and instituting Grievance Redress Mechanism. LARU ensured effective coordination between line government departments, concerned stakeholders and affected population during updating, implementation and monitoring of RP of the project.

5.2 Resettlement Impacts

23. Following the ADB's Resettlement planning principals to avoid and minimize resettlement and compensate the unavoidable impacts, a number of alternatives were considered and evaluated during project processing to arrive at the best option with minimum resettlement impacts. During design review, some design adjustments were also reviewed and

incorporated to improve road geometry and to further minimize the impacts. The details are given in the text below:

24. The traffic study/count revealed that the traffic on the project road has increased significantly since improvements of 300 km section of N-50 Road from Kuchlak to Zhob. The proposed project section is the only bottleneck as the section from Mughal Kot to DI Khan is already widened by the Government of Pakistan.

25. Without the Project, the existing road would continue to be the main transportation corridor in Project areas and with increased traffic loads it would deteriorate further. No project situation would have caused a main hindrance in fostering the desired benefits of huge investment made in recent years on both ends of project road. Traffic congestion was likely to increase with a resultant increase in vehicle operating costs, and the people living in the project area would have suffered due to degraded transportation access.

26. Although no project as an alternative would lead to zero resettlement impacts on the local community but this would deprive the community of the area to access better and improved infrastructure and to become part of mainstream development initiatives. Restricted / deprived access hindering better earning opportunities, education and health facilities would further degrade the living standard of the people in the project corridor. Furthermore, without project this road section would continue to be a source of traffic hazard resulting in a permanent threat to health, safety and security of the local as well as the road users.

5.2.1 Land Acquisition Impact and Summary of Progress

27. The available ROW limits for the project highway are 110 feet in urban areas and 220 feet in rural area which is confirmed by the Government of Baluchistan and Board of Revenue Baluchistan. With all civil works confined within the ROW limits, there was no land acquisition required to execute project works. However, in few sections the ROW of the road is encroached by adjoining land owners. In encroached parts of ROW some privately owned assets like structures and trees (both fruit and non-fruit) were to be cleared from active corridor of impact. It is envisaged that none of the Affected House hold will be physically or economically displaced however temporary impacts to the tune of period required for reconstruction of their impacted structure may happen. After design review and marking construction limits (corridor of impact COI) at site, impact assessment and census of Displaced Households was conducted and the impact inventory was updated accordingly.

28. Since the impacts are limited to clearance of encroached sections in the ROW hence the impacts are termed as partial and temporary in nature because the DHs can re-establish lost assets out of construction limits either at same location or nearby. Due to clearance of encroachments although 41 Displaced Persons (DPs) will face impact on 30 fixed structures (24 non-commercial and 8 commercial), and 17 DPs will require to shift/relocate 21 temporary moveable structures (thatched huts, and kiosks) out of the COI. All structure owners have adequate land available to rehabilitate / reconstruct/shift their impacted structure out of COI limits; hence neither physical nor significantly economically displacement of the Affected

Households is envisaged due to project execution. There are 14 (13 fixed structures and 1 moveable structure) common properties resources (CPR) including 5 religious structure and 9 government structures used for common purpose constructed within the existing ROW which are affected by the proposed road widening. A project census survey was carried out to identify the persons who would be affected by the project and the summary findings are presented in the following :

Table- 5.1: Impact Type with Number of Affected Households

SR. NO.	IMPACT TYPE	DISPLACED PERSONS
1.	Agricultural Infrastructure (Farm Boundary Walls, Well, Hand Pump, Rooms Check Posts, etc.)	10
2.	Shops and Veranda	13
3.	Other miscellaneous structures (Kiosks, Huts, Cabins, Sign Board requiring Shifting)	17
4.	Community Rooms (Non-Residential)	1
5.	Rental Business Operators	4
6.	Trees	10
7.	Community Structures / Mosques	2
8.	Public / Government Structures	2
9.	Households Facing Loss of Rented in Commercial Structures	2
10.	Impacted Communal Trees	1

29. In project design efforts are ensured to minimize the project impacts to maximum possible extent and with appropriate design solutions near road side settlements impacts on Grapes Vine orchards have been avoided. However, due to clearance of encroached ROW in some areas 261 trees will be impacted due to clearance of encroached construction limits. All structure owners have adequate land available to rehabilitate/reconstruct/shift their impacted structure out of COI limits. According to census survey, no affected household will be physically or significantly economically displaced due to execution of the project civil works.

30. As per census total 114 DPs were to suffer from the project impacts due to clearance of the construction limits within ROW at different locations of the project road alignment. As all DPs are the encroachers within ROW limits with no land title hence they were to be compensated to the extent of their lost assets only including structures, crops, trees and disruption in business activity in the commercial (permanent and temporary) structures. Road constructed within ROW with no land acquisition and only compensation of damages have been made to DPs as per ADB Safeguard Policy Statement (SPS) 2009. DPs are counted in multiples for structures, trees and livelihood allowances. The compensation paid to the DPs from October 2016 till December 2019 is given in Table 5.2 below.

Table- 5.2: Compensation Payment to Displaced Persons

Impact	Land (Acres)	Amount (M)	DPs No.
PACKAGE LOT-1			
Land	-	-	-
Structure		1.99	26
Trees		0.38	5
Crops		-	-
Livelihood Allowance		0.054	4
TOTAL		2.424	35
PACKAGE LOT-2			
Land	-	-	-
Structure		5.833	26
Trees		8.605	16
Crops		-	-
Livelihood Allowance		0.245	18
TOTAL		14.683	79
GRAND TOTAL : PACKAGE-1 & PACKAGE-2		17.107	114

LARP Implementation Period October 2016 –December 2019

5.3 Livelihood Restoration and Enhancement

31. With identified impacts, permanent loss of livelihood is not envisaged; however, temporary interruption of livelihood was expected on 6 Displaced Persons (DPs) facing temporary business loss (2 owners and 4 renter operators of fixed business structures), and 17 DPs faced livelihood interruption due to relocation of affected thatched huts or kiosks. All these DPs were to be provided livelihood support for temporary business loss and 4 DPs were to be entitled for transportation allowance. The economic loss for all identified DPs was temporary to the tune of rehabilitation/reconstruction of their structure and was termed as insignificant. As per entitlements matrix livelihood allowances has been paid to the DPs. The details of impact on livelihoods in the subproject are presented in the Table 5.3 below.

Table- 5.3: Detail of Affected Households Facing Loss of Livelihood

Livelihood Source	No of DHs	Impact Type
Business loss structure owner category	2	Temporary / Insignificant
Business loss for renter category	4	Temporary / Insignificant
Livelihood interruption due to relocation of Temporary Structures (Thatched Huts / Kiosks)	17	Temporary / Insignificant
Transportation Allowance	4	-

5.4 Vulnerable DHs

32. The DHs earning below poverty level are accounted as vulnerable due to their income status and are eligible for special treatment / support to restore their living standard. The income status of all Displaced Households (DHs) was analyzed to calculate the per-capita income of DHs to determine poverty and the DHs earning below OPL. In the project corridor there was no designated vulnerable class officially, so the DHs earning below Rs.1942/capita/month (estimated OPL threshold value for Pakistan 2013) were defined as poor and counted as vulnerable for the purpose of Resettlement Plan. There are no Affected Households falling in this range of per-capita income or women headed house hold or DPs in special class, i.e. disabled or scheduled class / tribal people identified.

5.5 Impact on Indigenous / Tribal People and Mitigation Measures

33. Except for 9 Km road section from Katao Debara to Mughal Kot which traverses through steep hilly part of Federally Administered Tribal Area, the project road is mostly located in settled area of Baluchistan province with mainstream population and culture. However, no indigenous people were found in the entire project corridor. Besides, due to steep hills with poor vegetative cover and life sustaining amenities the Federally Administered Tribal Area is uninhabited around (9 Km section) of the project road. Since the project was confined to rehabilitation and up-gradation of existing road alignments, the social assessments undertaken have not brought forth any impact on the tribal groups within the area of influence of the project road. No any tribal household is found to be affected by the project and the improved road network is expected to augment access to socioeconomic facilities of tribal groups along with other sections of project population. The analysis suggests that no further action on IP study and planning was required so as far as this project is concerned.

34. Although, rehabilitation works in 9 km steep hilly section of Federally Administered Tribal Area will have no direct resettlement impacts; the likelihood of indirect social issues which would occur at implementation stage of RP. Such unanticipated impacts would trigger grievances amongst the tribal community requiring redressal during implementation of the project. So a Grievances Redress Mechanism (GRM) fully corresponding to the local legal frame work and tribal customs is developed in consultation with local entities (local administration and tribal community) and put in place. GRM aimed at resolution of any

grievance raised by the local tribal community in accordance to local tribal customs, provisions of local legal framework and of ADB' SPS 2009.

5.6 Implementation of Grievances Redress Mechanism

5.6.1 Information Dissemination and Community Outreach

35. In synchronization with on-going consultative process the Grievance Redress Mechanism (GRM) information dissemination and community outreach process has been instituted to inform DPs about their rights under the statute LAA, 1894, ADB's Involuntary Resettlement Policy under ADB's SPS 2009 and approved RP for the project. DPs were informed about the GRM, its functioning, complaint process to GRC and EALS at HQ and contact details of the focal members of the GRM at both levels. The GRC sent acknowledgement to complainant to DPs, intimated to them the site visit plan to ensure DP's presence during site visit, and provided update on the progress made to resolve their complaints / grievances. Besides this formal communication the Resettlement Specialist, Land staff and the social mobilizers maintained a close liaison with the DPs through APCs at village level and provided them the requisite information on the GRM and updated them about the status of complaints under process with GRC or the EALS.

5.6.2 Grievance Redress Process

36. It is likely that affected persons may have some grievances related to project actions, their lost assets, and compensation disbursement process and compensation delivery during different stages of RP preparation and implementation. To resolve all such issues, a grievance redress mechanism is available to allow DPs to file their complaints if any and appeal any disagreeable decision, practice or activity arising from project implementation, assets assessment and compensation.

37. The Grievance redress mechanism available under LAA 1894 to address the concerns of legal title holders about asset evaluation, land ownership and payment of compensation is not applicable to the encroachers / non-title holders in the sub-project corridor. Thus, the mechanism under LAA 1894 does not enable the project executors and the DPs to resolve their issues except those related to land acquisition matters only. As the project does not involve land acquisition and the mechanism provided for redress of grievances about land valuation and compensation under LAA 1894 is not applicable. So, to address the gaps a mechanism will be established to address / resolve the project related issues including the DPs concerns or grievances related to impact assessment, valuation and compensation of non-land assets, resettlement and relocation related issues.

38. Grievance Redress Committee (GRC) was the focal unit for grievance redress at the sub-project (local) level, however to facilitate the DPs to resolve their issues at local level an informal mechanism will be put in place. If the grievances are not resolved at informal level a two-tier grievance redress mechanism was available to facilitate DPs to get their issues resolved at project level through project GRC (1st level of GRM or raise their concerns to NHA

HQ level (2nd level of GRM) in case of disagreement with GRC decision. The grievance redress mechanism ensured DHs / DPs access to a grievance redress / resolution mechanism that openly and transparently deals with the grievances and makes decision in consultation with all concerned and consistent to ADB safeguard requirements for IR and local laws. The process for grievance redressal is given in Table 5.5 below

Table–5.1 : Grievance Redressal Process

STEPS IN THE GRIEVANCE REDRESS PROCESS
Social mobilizer and/or land staff maintained regular contact with the DPs and as first line contact on issues related to LAR.
Complaints from the DPs were recorded and investigated by the social mobilizer or land staff with the help of the Affected Person’s Committee to resolve at village level, with the assistance / support of the PMU.
Unresolved complaints at village level were to be forwarded to the Grievance Redress Committee, chaired by the Project Director which was liable to resolve such complaints in the light of ADB’ IR policy and provisions of RP.
GRC was bound to present with record of GRC proceedings before EALS (2 nd level of GRM) for its review and decision in case complainant disagrees with decision of GRC.
Complainant If not satisfied with the decision of EALS, had right to submit the case to the appropriate court of law for its resolution.

39. Since British Rule in India Federally Administered Tribal Area (FATA) has distinctive administrative arrangements and legal, administrative and judicial system of the country is not applicable in the FATA regions. All administrative and legal issues are settled through consultative process with tribal maliks following tribal custom through Jirga under applicable legal and administrative frame work known as Frontier Regulation of 1901 as amended in 2011. Hence, in addition to grievance redress system proposed for the project as above, a Grievance Redress Mechanism fully commensurate with local customs and legal framework was agreed with local administration and a Grievance Redress Committee (GRC) headed by Assistant Political Agent with members from NHA, FR Administration and concerned tribal maliks has been notified by the Deputy Commissioner/Political Agent (administrative head of FR DI Khan).

40. In first instance the grievance (if any) raised by the local tribal community/group was to address at local village level through involvement of local elders (Jirga) by the project. In case grievance is not resolved at village it could be sent to Tribal Area GRC especially constituted for the tribal area. The Tribal Area GRC investigate the nature of grievance and adjudicate it in consultation with the aggrieved person/tribal groups in accordance with local Jirga customs and applicable legal framework preferably within 45 days of receipt of complaint. However, if

aggrieved person / tribal group was is unsatisfied with the decision of tribal GRC, he will have a right to elevate his grievance to the Deputy Commissioner / Political Agent of FR DI Khan. The PA/DC after hearing both parties would decide the matter or if required would refer the matter to Council of Elders under regulation 8 of FCR 1901. The Council of elders would investigate the issues and send its recommendations to the Political Agent / Deputy Commissioner for final adjudication.

5.6.3 Grievance Redressal Results

41. DPs were fully informed of their rights and of the procedures for addressing complaints (both verbally and in writing) during consultation, assessment survey, and time of compensation. Efforts were made to prevent grievances rather than going through a redress process. To achieve this, alternative options were discussed with DPs to avoid and/or minimize the LAR impacts and LAR implementation process. Consultations were held at various locations with DPs for recording any grievance related to project impacts, compensation payment and livelihood issues. Consultations were also held with other stakeholders including beneficiaries of the project. These consultations were held during the period of preceding six months. No grievance regarding land acquisition and payment of compensation was reported. DPs reported that contractors and sub-contractors have employed them and their family members as skilled/unskilled workers at contractor's camp and project sites in earthwork, concreting, culvert work, bridgework and pavement work. They informed that it helped in increasing skills amongst local workers.

42. Under N-50 road project, most of compensations were paid before commencement of civil works at various reaches. Consultation sessions with DPs were conducted at Zhob, Sherani municipality, Mani Khowa, Sangar and at NHA office Zhob, wherein no serious grievances regarding compensation payment was received. In this semi-annual period, the project did regular consultation with the Displaced Persons (DPs) and stakeholders to obtain their views, concerns and grievances. The result of the consultation is summarized as follows:

- (i) No grievance regarding to land acquisition and payment of compensation was received.
- (ii) The DPs were employed by the Contractor and the sub-contractors at site and at the camp. They have been exposed to the skilled work at site such as earthwork, concreting, culvert work, bridgework and pavement work which are good experience for them to undertake similar work in future. The DPs employed at Lot-1 have been offered work at Lot-2 subsequent to substantial completion of Lot-1 as to ensure continuity of employment.

5.7 Employment Opportunities and Employment within the Project

5.7.1 Provision of Employment Opportunities

43. It was envisaged in Resettlement plan of the project that DPs will be given preference over others to be engaged in construction activities suitable to their skills. In order to increase chances of DPs employment, PMIU identified required skills for construction works prior to

commencement of construction and provided required training to DPs". Additionally, ADB advised for construction of Community Facilitation Centers (CFCs) along the project corridor. These centers will also create more job opportunities for local people during their construction and as well as after completion as service providing centers. Planning and designing of these centers has been completed and construction activities will begin in near future.

5.7.2 Employment opportunity within the project

44. During the construction of N-50; DPs were employed at various sections of road. They are also allotted with petty sub-contracts for supply of materials, micro-contract works and allied services. As per views recorded during the consultation with DPs and local people, this employment has contributed in their income and generated economic uplift. They also opined that the formal and hands on trainings provided by the contractors has contributed a lot in uplifting their skill level.

45. In social consultation with the affected household and stakeholders, they expressed that the main problem of the APs to get employment opportunity within the current construction project was lack of suitable skills (training, experience and education) related to the nature of the project work. So, project is hiring skilled manpower from outside than APs.

5.8 Social Safeguard Issues within Construction Site

46. The social safeguard issue within construction site has mentioned in FIDIC "Conditions of Contract for Construction" Clause No 6 as Staff and Labour and sub-clauses 6.1 to 6.24, which has been closely monitored and in this semi-annual period. M/s Limak-ZKB and M/s Maqbool-Zarghoon (JV) were the contractors for Lot-1 and Lot-2 respectively It has been observed that both the contractors continuously kept employed labor from the local community. This includes appointments of site staffs and laborers with different social stratification background including project DPs. Child labor is prohibited as per government legislations. As per field observations in this semi-annual period, no child labor has been found working for any project activity. Similarly, no forced labor is seen working for project activities during this period.

5.9 Construction of Community Facilitation Centers

47. Displaced Persons (DPs) will face impact on 30 fixed structures (24 non-commercial and 8 commercial), and 17 DPs will require to shift/relocate 21 temporary moveable structures (thatched huts, and kiosks) out of the COI. All structure owners have adequate land available to rehabilitate / reconstruct/shift their impacted structure out of COI limits; hence neither physical nor significantly economically displacement of the Affected Households is envisaged due to project execution. There are 14 (13 fixed structures and 1 moveable structure) common properties resources (CPR) including 5 religious structure and 9 government structures as The highway passes through extremely remote areas where there are very few local markets, hospitals and other necessary facilities for people residing in project area. Establishment of Community Facilitations Centers (CFCs) was hence envisaged for use of commuters and local community. It is a great initiative by the government for the locals to uplift their living standards. Generally people of remote areas are always deprived of basic needs pertaining to their

healthcare, education, livestock and other day to day requirements. These centers will provide focal points to the local residents to facilitate them with provision of free excess for the marketing of their agriculture produce (crops, fruits, and vegetables) and other products. These centers will benefit women in economic empowerment as they would have sell their handicrafts on reasonable prices in these centers and even in nearby towns and cities. It was planned to provide basic health units in these centers to provide medical facilities for local residents and especially for women. This facility will also be beneficial for the road travelers. On the whole these centers will benefit local population in multiple ways in addressing their daily issues / requirements.

5.9.1 Coordination with District Government and Administration

48. It has been observed during the semi-annual period that a very good coordination and liaison with District Administration and other key stakeholders has been achieved in finalization of the details of the Community Facilitation Centers (CFCs) on N-50. In this regard numbers of meetings were held with District Government/Administration and other key stakeholders. General Manager N-50 and Project Director N-50 have extended great support in achieving this coordination. As a result District Administration provided free of cost land for construction of three Community Facilitation Centers.

5.9.2 Progress on Community Facilitation Centers

49. The detail designs of three Community Facilitation Centers (CFCs) named as Road User Facilitation Centers (RUFs) have been completed by the Supervision Consultant (SC) and submitted to NHA for further necessary action. SC has also submitted PC-1 for CFCs to NHA. The construction of RUFs has not yet started. The sites for construction are selected and designated land has been provided to NHA. PC-1 of the project is under process of approval in NHA. The construction of these centers is likely to begin by October 2020 and time required for completion of the project is estimated to be one year. The detail of RUFs is reflected in Table 5.6 below.

Table-55.6: Detail of Road User Facilitation Centers

Description	Submitted PC-1 Cost (May-2020) (Rs. In MILLION)
3 Nos. RUF on N-50	
RUF # 01 at Km. 12+032 (R/S)	86.846
RUF # 02 at Km. 38+275 (L/S)	85.869
RUF # 03 at Km. 54+700 (R/S)	87.373
Grand Total Cost	260.088

6. CONCLUSIONS AND RECOMMENDATIONS

50. The project "Widening and Improvement of N-50 Road from Zhob–Mughal Kot Section (81 Km.) financed by Asian Development Bank (ADB) aimed to improve road infrastructure to

ensures shortest, safe, speedy and cost effective inter provincial transportation facility between Baluchistan and Khyber Pakhtunkhwa provinces. Civil work on the road completed substantially by end of September 2019 when the entire section was opened for the traffic. Most of the left over punch-list work consisting of road marking and the ancillary work is near completion in December 2019.

51. Resettlement Plan for the road projects was approved by ADB. Executing Agency has carried out social monitoring on the implementation of Resettlement Plan (RP) in line with ADB's Safeguards Policy Statement (SPS) 2009. Social monitoring focused on assessment of resettlement impacts, compensation payment to Displaced Persons (DPs) for their lost assets and measures applied to minimize impacts on the livelihood of DPs. Social team collected quantitative and qualitative data through informal and formal consultation/interviews with DPs and other stakeholders. Monthly, quarterly and semi-annual monitoring reports were prepared.

52. All civil works confined within the available Right of Way (ROW) limits of highway (110 feet in urban areas and 220 feet in rural area). With all civil works confined within the ROW limits, there was no land acquisition required to execute project works. However, in few sections the ROW of the road is encroached by adjoining land owners. In encroached parts of ROW some privately owned assets like structures and trees (both fruit and non-fruit) were to be cleared from active corridor of impact. None of the Displaced Households (DHs) were physically or economically displaced however temporary impacts to the tune of period required for reconstruction of their impacted structure happened. After design review and marking construction limits (corridor of impact COI) at site, impact assessment and census of Displaced Households was conducted and the impact inventory was updated accordingly.

53. Since the impacts are limited to clearance of encroached sections in the ROW hence the impacts are termed as partial and temporary in nature because the DHs can re-establish lost assets out of construction limits either at same location or nearby. Due to clearance of encroachments although 41 Displaced Persons (DPs) will face impact on 30 fixed structures (24 non-commercial and 8 commercial), and 17 DPs will require to shift/relocate 21 temporary moveable structures (thatched huts, and kiosks) out of the COI. All structure owners have adequate land available to rehabilitate / reconstruct/shift their impacted structure out of COI limits; hence neither physical nor significantly economically displacement of the Affected Households is envisaged due to project execution. There are 14 (13 fixed structures and 1 moveable structure) common properties resources (CPR) including 5 religious structure and 9 government structures used for common purpose constructed within the existing ROW which are affected by the proposed road widening.

54. It is likely that affected persons may have some grievances related to project actions, their lost assets, and compensation disbursement process and compensation delivery during different stages of RP preparation and implementation. To resolve all such issues, a grievance redress mechanism is available to allow DPs to file their complaints if any and appeal any disagreeable decision, practice or activity arising from project implementation, assets assessment and compensation.

55. The Grievance redress mechanism available under LAA 1894 to address the concerns of legal title holders about asset evaluation, land ownership and payment of compensation is not applicable to the encroachers / non-title holders in the sub-project corridor. Thus, the mechanism under LAA 1894 does not enable the project executors and the DPs to resolve their issues except those related to land acquisition matters only. As the project does not involve land acquisition and the mechanism provided for redress of grievances about land valuation and compensation under LAA 1894 is not applicable. So, to address the gaps a mechanism will be established to address / resolve the project related issues including the DPs concerns or grievances related to impact assessment, valuation and compensation of non-land assets, resettlement and relocation related issues.

56. Executing Agency planned to construct Community Facilitation Centers (CFCs) at various reaches of highway with a purpose of provision of marketing, healthcare, education, livestock and other day to day requirements. The detail designs and PC-1 (with the cost of Rs. 260.088 million) of three CFCs named as Road User Facilitation Centers (RUFs) has been submitted to NHA which is under process of approval. District Administration has already designated land for construction of RUFs. The construction of these centers is likely to begin by October 2020 and estimated completion time is one year.

57. RP implementation is completed in the field with all compensations paid and livelihood restoration / support measures implemented, and the issues raised during execution of civil works are amicably resolved and people are compensated for their unanticipated losses. After full implementation of RP, social monitoring stands complete and no further Semi-annual report will be prepared. However, settling of outstanding OSPF case (Supreme Court case) and the construction and establishment of 03 RUFs are two aspects still not reached to conclusion. NHA needs to oversee these aspects through its land acquisition and resettlement staff.

7. PHOTOGRAPH



THE COMPLETED SECTION OF ROAD AT LOT-1



THE COMPLETED SECTION OF ROAD AT LOT-2



GOVERNMENT OF PAKISTAN
NATIONAL HIGHWAY AUTHORITY
ISLAMABAD

**CONSULTANCY SERVICES FOR REVIEW OF DETAILED DESIGN
AND
CONSTRUCTION SUPERVISION OF PACKAGE CSP-1
CONSISTING OF**

- (I) ICB-3C: ZHOB-KILLI KHUDAI NAZAR (49
KM.)**
- (II) ICB-3D: KILLI KHUDAI NAZAR-MUGHAL KOT
(32.210 KM.)**
- (III) ICB-7A: QILLA SAIFULLAH-LORALAI (69.80
KM.)**
- (IV) ICB-7B: LORALAI-WAIGUM RUD (49.807 KM.)**

SECTIONS OF NATIONAL HIGHWAY N-50 & N-70

**SEMI-ANNUAL ENVIRONMENTAL
MONITORING REPORT
FOR THE PERIOD OF
JULY – DECEMBER 2019**

JUNE, 2020



MINCONSULT INTERNATIONAL LIMITED

in association with



ASSOCIATED CONSULTING ENGINEERS-ACE (PVT.) LTD.

Transportation Engineering Services Division



GOVERNMENT OF PAKISTAN
NATIONAL HIGHWAY AUTHORITY
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Social Monitoring Report

Semi-Annual Report
July – December 2019

Islamic Republic of Pakistan Widening and Improvement Project of N-70; Qila Saifullah- Loralai-Waigum Rud Section (120 Km.)

Prepared by:

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TABLE OF CONTENTS

CURRENCY EQUIVALENCE ABBREVIATIONS

NOTES

1.	PROJECT DETAILS.....	1
1.1	Project Background	1
1.2	Project Description.....	1
1.3	Project Benefits.....	2
2.	PHYSICAL PROGRESS ON THE PROJECT.....	3
2.1	Scope of Civil Works.....	3
2.2	Physical Progress of the Project Activities	3
3.	MONIOTIRNG REQUIREMENTS	5
3.1	Scope and Requirements of Monitoring Report.....	5
3.2	Objective of Semi-annual Monitoring	6
3.3	Changes in the Project Scope and Adjusted Safeguard Measures	6
4.	METHODOLOGY ADOPTED FOR MONITORING.....	6
4.1	Methodological Approach	6
4.2	Qualitative and Quantitative Monitoring Data	6
4.3	Monitoring Indicators and Parameters	7
5.	SEMI-ANNUAL MONITORING RESULTS.....	9
5.1	Land Acquisition Impact and Delivery of Entitlements	9
5.2	Livelihood Restoration and Enhancement.....	16
5.2.1	Loss of Livelihoods.....	16
5.2.2	Loss of Crops.....	17
5.2.3	Compensation Payment to Displaced Persons.....	17
5.3	Vulnerable AHs/APs	18
5.4	Impact on Indigenous / Tribal People and Mitigation Measures	18
5.5	Impact on Indigenous Peoples and Vulnerable Groups.....	19
5.6	Social Impacts	19
5.7	Grievance Redress Mechanism	20
5.8	Information Dissemination and Community Outreach	21
5.9	Employment Opportunities and Employment within the Project.....	22
5.9.1	Provision of Employment Opportunities.....	22
5.9.2	Employment Opportunity within the Project.....	22
5.10	Social Safeguard Issues within Construction Site Staffs and Labors.....	22
5.11	Community Facilitation Centre	22
5.11.1	Coordination with District Government and Administration	23
5.11.2	Progress on Community Facilitation Centers.....	23
6.	CONCLUSIONS AND RECOMMENDATIONS.....	23
7.	PHOTOGRAPHS	25

LIST OF TABLES

Table-4.1: Monitoring Indicators for Resettlement Plan Implementation	7
Table-4.2: Post RP Implementation Monitoring Indicators	8
Table-5.1 : Impact Type with Number of Affected Households	9
Table-5.2 : Mouza / Village Wise Impacted Assets with Affected Households	10
Table-5.3 : Detail of Affected Families Facing Loss of Livelihood	17
Table-5.5 : Grievance Redress Process	20

LIST OF FIGURES

Figure – 1.1 : Location Map of the Project Road	2
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CURRENCY EQUIVALENTS (31 December, 2019)

Currency Unit	=	Pakistan Rupee (PKRs)
PKRs. 1.00	=	\$ 0.0065
US \$ 1.00	=	PKRs. 154.88

ABBREVIATIONS

ADB	-	Asian Development Bank
AH/s	-	Affected Household
AP/s	-	Affected Person
BOR	-	Board of Revenue
BRC	-	Baluchistan Residential College
CBO	-	Community Based Organization
CC	-	Compensation Cost
COI	-	Corridor of Impact (Construction limits 110-220 feet wide ROW)
DH/s	-	Displaced Household
DP/s	-	Displaced Person
DPC	-	Displaced Persons Liaison Committee
EA	-	Executing Agency
EALS	-	Environment Afforestation, Land and Social wing in NHA
EMP	-	Environmental Management Plans
FGD	-	Focus Group Discussion
GRC	-	Grievance Redress Committee
GRM	-	Grievance Redress Mechanism
HH	-	Households
HQ	-	Head Quarter
JICA	-	Japan International Cooperation Agency
LAA 1894	-	Land Acquisition Act, 1984
LAC	-	Land Acquisition Collector
LAR	-	Land Acquisition and Resettlement
LARU	-	Land Acquisition and Resettlement Unit
M&E	-	Monitoring and Evaluation
MFF	-	Multi Tranche Financing Facility
NHA	-	National Highway Authority, Pakistan
NHDSIP	-	National Highway Development Sector Investment Program
OPL	-	Official Poverty Line
PIU	-	Project Implementation Unit
PMU	-	Project Management Unit
R&R	-	Resettlement & Rehabilitation
RD	-	Reduced Distance/Running Distance
ROW	-	Right of Way
RP	-	Resettlement Plan
CFC	-	Community Facilitation Centre
SMR	-	Social Monitoring Report

NOTES

In this report, "\$" refers to US dollars.

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1. PROJECT DETAILS

1.1 Project Background

1. Government of Pakistan (GOP) has been laying great emphasis on construction of new Highways / Motorways and upgradation of existing single roads into dual carriageways or minimal to two lane carriage ways with paved shoulders on both sides in Baluchistan province. The aim behind is to facilitate movement across the country; reduce travelling/delivery time and economize on operating costs thereby increasing the pace of the development process in the country side of the province. GOP, as a part of National Highway Development Sector Investment Program (NHDSIP), National Highway Authority (NHA) has rehabilitated and up graded Muslim Bagh to Zhob Section of N – 50 (200 Km) with financial assistance of Asian Development Bank (ADB) through a Multi-tranche Financing Facility (MFF) under NHDSIP.

2. Originally the Qila Saifullah-Loralai-Waigum Rud Section of N-70 road was also included in the MFF as one of its subprojects to be implemented under NHDSIP. However, due to delayed finalization and processing the project could not be executed under the agreed MFF. Hence NHA planned construction of this road under standalone loan arrangement with ADB as Baluchistan Road Improvement Project.

1.2 Project Description

3. National Highway N-70 is a direct link between Baluchistan and Punjab provinces. It starts at Qila Saifullah on N-50 and terminates at Multan on N-5. The total length of N-70 is about 447 km. Out of this total length, approximately 266 km is situated in Baluchistan Province i.e. from Qila Saifullah to Bewata and the remaining 181 km i.e. from Bewata to Multan is situated in Punjab Province.

4. The project, being part of the National Highway N-70, is located in Northern Baluchistan and it starts from Qila Saifullah on N-50, and terminates at Waigum Rud with a total length of 120 km. For rehabilitation and improvement works the project road has been further divided into two sections: one is from RD 0+000 to RD 67+900 (before entering into Loralai city), and second component starts after crossing Loralai city at RD 78+500 to RD 128+375. Thus the cumulative length subject to implementation of rehabilitation and improvement works is 120 Km as construction of Bypass for Loralai city area measuring 10 Km is not included in the proposed Project. However, to facilitate through connectivity, rehabilitation works on 1.9 Km city portion from RD 67+900 (end point of section 1) to RD 69+800 i.e. Bacha Khan Chowk (meeting point with existing bypass constructed by city government is part of project scope).

5. The existing Qila Saifullah-Loralai-Waigum Rud Section of N-70 road was 3.65 meter wide a single lane carriageway. The proposed project civil works include, widening, improvement and up gradation of the road with ancillary infrastructures, including construction of bridges and box and pipe culverts according to the design. The project envisaged widening of this road section upto 7.3 meters with two lane carriage way, 2.5 meters shoulders with 0.5 m rounding on each side to accommodate the heavy traffic plying on N-70. Rehabilitation/reconstruction activities of existing Road measuring 120 Km in length will include construction of the road and drainage works as below :

❖	Road width (Travel Lanes)		: 7.3 m wide carriageway
❖	Shoulder (outer/inner)	plain area	: 2.5m wide each
❖	Shoulder (outer/inner)	hilly area	: 2.5m & 1 m wide.
❖	Total Formation width		: 13.30 m wide
❖	Construction of new Bridges		: 09 Numbers
❖	Rehabilitation of bridges (replacement of superstructure)		: 5
❖	Rehabilitation/ Construction of Culverts		: 264 Numbers

6. The project aims to provide an improved basic infrastructure with international standards to help improved inter provincial connectivity; improvement in living standards of en-route inhabitants of the area; and safe and speedy road network to reduce transportation time and costs. The improvement of this road section will provide an improved shortest route between Punjab Province and the Baluchistan Province for increased trade through this corridor to and forth from Gawadar port in Baluchistan. Figure 1.1 below shows the location of the road section to be rehabilitated and improved under the project.

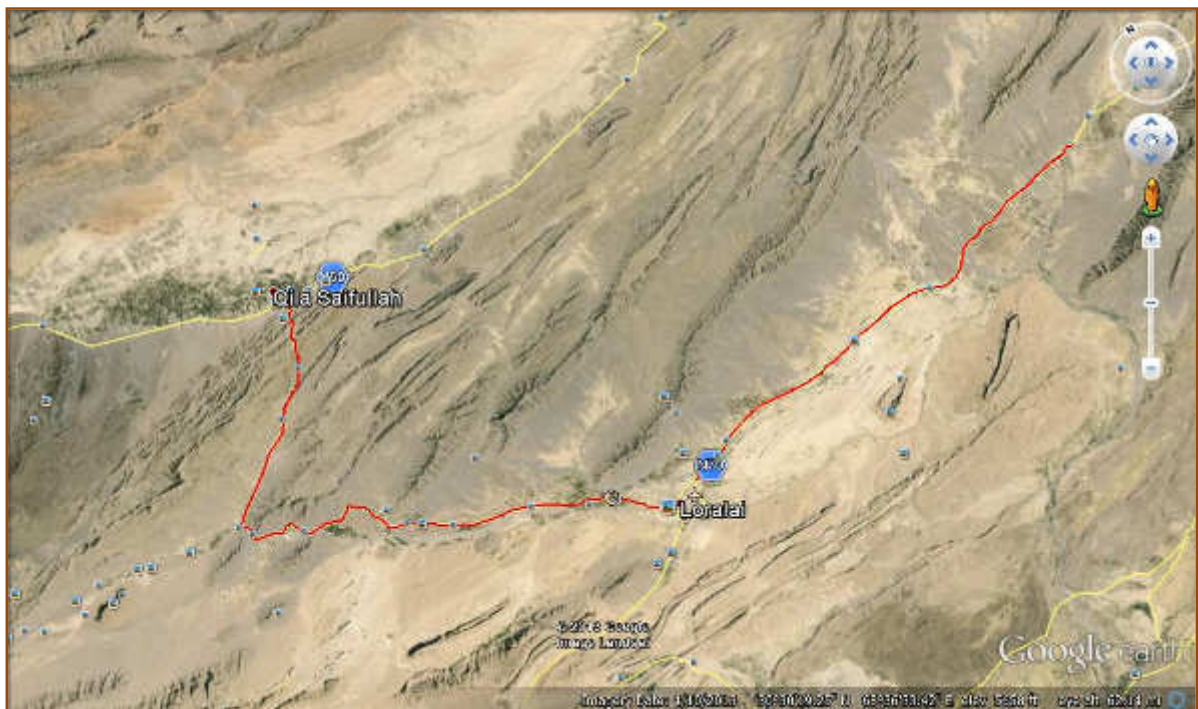


FIGURE – 1.1 : LOCATION MAP OF THE PROJECT ROAD

1.3 Project Benefits

7. The proposed project can be viewed as boosting economic growth and poverty reduction which will bring substantial social and economic development in the project area. The social benefits arising due to the project will be triggered off due to improved accessibility to various services such as easy access to markets, health facilities, schools, workplace, etc. which in turn increases the income of the locals, and ultimately elevating their standard of living. The possible direct and indirect positive impacts of the project are listed below :

- ✓ The immediate benefits of road construction and improvement will come in the form of direct employment opportunities for the roadside communities, especially for those who are engaged as petty contractors, suppliers of raw materials and wage laborers.
- ✓ Improved road network will provide for improved linkages to en-route village communities and urban center, which provides wider marketing facilities, work opportunities at distant place due to reduced commuting time.
- ✓ Essential and emergency services like schools, health center, public distribution system etc. can be availed faster.
- ✓ Improved road with interprovincial connectivity will also help people building social network with other communities out-side the project influence area
- ✓ Increased frequency of interaction with outsiders will increase the awareness level of the people in the village with regard to their health and nutrition, living style, value of education and proper utilization of available resources.
- ✓ Interaction with the government, non-government and other development agents will help people gain new knowledge on improved farming, land development, development and maintenance of natural resources through the formation of various economic and social development groups.

2. PHYSICAL PROGRESS ON THE PROJECT

2.1 Scope of Civil Works

8. The scope of civil work for “Widening and Improvement Project of N–70 Road from Qila Saifullah-Loralai-Waigum Rud Section (120 Km.) consists primarily of earthwork, asphalt work, bridges, culverts, highway protection works and road beautification works. The detail of civil works is as follows.

- i. Earth Work / Cutting & Filling
- ii. Earth Work + Sub-Base+ Aggregate & Culverts
- iii. Earth Work + Sub-Base + Aggregate + Asphalt Base Culverts + Bridges
- iv. Earth Work + Sub-Base + Aggregate + Asphalt Base + Asphalt Weraing + Culverts + Bridges
- v. Earth Work + Sub-Base + Aggregate + Asphalt Base + Asphalt Weraing + Culverts W/Walls etc. + Bridges + Highway Protection Work
- vi. Aggregate + Asphalt Base + Asphalt Weraing + Culverts W/Walls etc. + Highway Protection Work
- vii. Ancillary Work / Road Beautification + Highway Protection Work Highway Protection work, A little
- viii. Safety Guard & Breas Walls etc.

-

2.2 Physical Progress of the Project Activities

9. The civil work on “Widening and Improvement Project of N–70 Road from Qila Saifullah-Loralai-Waigum Rud Section (120 Km.)” has been completed substantially by end of September 2019. Subsequently, the entire section was opened for the traffic. Most of the left over punch-list work consisting of road marking and the ancillary work has also been completed by end of December 2020 while some of this work carried forward and completed in January 2020. The details off physical progress on civil works in reflected in Table 2.1 below

Table 2.1: Physical Progress and Construction Activities Status (Jan-2017-December 2019)

Description	Months	Physical Progress		Scope of Work	Work Done Cost (Rs. in Million)
		Planned	Achieved		
Lot-1					
Date of Commencement 29 th Aug, 2016	January-17	12.50%	12.23%	Earth Work / Cutting & Filling	355.903
	June-17	32.80%	25.00%	Earth Work + Sub- Base+ Aggregate & Culverts	598.807
Date of Completion (Original) 28 th Aug, 2018	December-17	48.80%	44.35%	Earth Work + Sub-Base + Aggregate + Asphalt Base Culverts + Bridges	1,028.689
	June-18	90.70%	66.10%	Earth Work + Sub-Base + Aggregate + Asphalt Base + Asphalt Weraing + Culverts + Bridges	937.238
Revised Date of Completion 29 th Sept, 2019	December-18	100%	84.95%	Earth Work + Sub-Base + Aggregate + Asphalt Base + Asphalt Weraing + Culverts W/Walls etc. + Bridges + Highway Protection Work	434.304
	June-19	100%	91.50%	Aggregate + Asphalt Base + Asphalt Weraing + Culverts W/Walls etc. + Highway Protection Work	1,102.222
	December-19	100%	99.60%	Ancillary Work / Road Beautification + Highway Protection Work	357.955
	January-20	100%	100%	Highway Protection work, A little Safety Guard & Breas Walls etc.	141.030
					Total W/done Cost (Million) Rs.
Lot-2					
Date of Commencement 7 th Aug, 2016	January-17	9.15%	11.16%	Earth Work / Cutting & Filling + Culverts	233.493
	June-17	21.71%	24.15%	Earth Work + Sub-Base+Aggregate & Culverts + Bridges	316.688
Date of Completion (Original) 16 th Aug, 2018	December-17	50.41%	44.90%	Earth Work + Sub-Base + Aggregate + Asphalt Base Culverts + Bridges	907.107
	June-18	95.04%	68.05%	Earth Work + Sub-Base + Aggregate + Asphalt Base + Asphalt Weraing + Culverts + Bridges + Protection Work	681.222
Revised Date of Completion 30 th Sept, 2019	December-18	100%	91.16%	Sub-Base + Aggregate + Asphalt Base + Asphalt Weraing + Culverts W/Walls etc. + Bridges	529.316
	June-19	100%	95.20%	Link Roads+ Aggregate + Asphalt Base + Asphalt Weraing + Culverts W/Walls etc. + Highway Protection Work	471.423
	December-19	100%	99.50%	Highway Protection Work	103.483
	January-20	100%	100%	Highway Protection work, A little Safety Guard & Retaining Walls etc.	105.039
				Total W/done Cost (Million) Rs.	3,347.771

10. All the Contractors have employed their Health, Safety and the Environment (HSE) Managers who regularly visited the construction sites, workshops, plants, oil storage, machinery and equipment yards, dumping sites and borrow areas to carry out environmental monitoring and to ensure effective environmental management. The HSE Managers regularly inspected efficacy of fire extinguishers, conditions of hand and power tools and machinery, use of personal protective equipment (PPE) and the general house-keeping and facilities at contractor's camps and plants.

3. MONIOTIRNG REQUIREMENTS

3.1 Scope and Requirements of Monitoring Report

11. The Executing Agency (EA) being fully cognizant over the monitoring requirements over implementation of Resettlement Plan of the project in line with ADB's Safeguards Policy Statement (SPS) 2009. The monitoring requirements include assessment of resettlement impacts, measures implemented to compensate the Displaced Persons (DPs) for their lost assets and to minimize impacts on the livelihoods of DPs. Good Resettlement management and its close monitoring and supervision are the key for successful implementation of a resettlement plan. This enables the executing and/or implementing agency to make timely adjustments in implementation arrangements and take appropriate corrective measures during project implementation. Accordingly, to ensure effective planning and implementation of the resettlement plan in timely manner within the given budget all the LAR implementation activities including, payment of compensation for lost assets, assistance to restore livelihood and rehabilitation measures implemented and clearance of COI from all encumbrances to proceed with civil works were to be monitored routinely. Besides, the activities like consultation process, grievances recorded and resolved and community outreach and information dissemination activities being carried will be monitored and the adjustments will be made to make them more purpose oriented.

12. Based on the information about project impacts and census data collected during field visits, the project does not involve physical or economical displacement of the affected communities and the project adverse impacts are temporary and transitory in nature during construction/rehabilitation of affected assets outside COI. Due to less significance level of the project impacts only internal monitoring will be carried out as per SPS 2009 requirements.

13. Land Acquisition Resettlement Unit (LARU), NHA was responsible for carrying out the internal monitoring of the project activities during planning, updating and implementation phases. Monitoring of Land Acquisition and Resettlement (LAR) tasks were carried out by LARU with the assistance of Resettlement Specialist of Supervision Consultants. However, to ensure effective monitoring the LAR monitoring cell was notified to carry out day to day monitoring of RP implementation progress.

14. The compensation payments and life skill training remained ongoing till date during construction activities on site. Therefore, the scope of this semi-annual report is to explore the progress of the Involuntary Resettlement (IR) and assess the status of the RP implementation and the social impacts on DPs.

15. The requirement of the internal social safeguard monitoring activities is focusing on the current status of implementation of the social safeguard issues, effectiveness in implementation of the social program and provision of feedbacks and suggestions for the full compliance with ADB' SPS 2009 and Government of Pakistan rules and regulations. This Semi-annual Social Monitoring Report covers the status of social safeguards implementation activities for the period January to June 2019.

3.2 Objective of Semi-annual Monitoring

16. The general objective of this Semi-annual Monitoring Report is to assess the progress on social safeguard measures taken during the implementation of the project including the payment of compensations to the APs. The specific objectives are :

- (i) To assess the compensation and assistance payments,
- (ii) To assess the life skill training and status of restoration of livelihoods,
- (iii) To review the consultations, information disclosure process, and implementation of Grievances Redress Mechanism (GRM),
- (iv) To assess the safeguard measures at construction sites.

3.3 Changes in the Project Scope and Adjusted Safeguard Measures

17. The project scope of land acquisition and safeguard measures are included in "Resettlement Planning Documents" and there have not been any changes in the project scope. Hence there is no need to adjust safeguard measures in this monitoring report.

4. METHODOLOGY ADOPTED FOR MONITORING

4.1 Methodological Approach

18. This semi-annual monitoring report has been prepared by thorough review of monthly progress reports with regards to compensation as well as assistance payments made to the DPs, and data on deeds transfer and available documents obtained from NHA and District Offices. Additionally, monitoring field visits has been carried out to hold site observation and to discuss/interview DPs. In the field visit, attention has been paid to those DPs who have lost a substantial area of their land, heads of households of vulnerable families and marginal land holders.

4.2 Qualitative and Quantitative Monitoring Data

19. To prepare Semi-annual Social Monitoring (Involuntary Resettlement) report, both qualitative and quantitative data was obtained through formal and informal consultations with the stakeholders, interviews with the DPs and key informants, review of grievances received, field visits and group discussions / interactions with the project staff and team members of the NHA N-70 and Contractors.

4.3 Monitoring Indicators and Parameters

20. Monitoring indicators derived from the baseline data on impacts and census of the persons affected due to project to assess the implementation progress on specific contents of the activities and entitlements matrix and make adjustment accordingly to achieve the objectives of the resettlement plan. Monitoring indicators for assessment of resettlement plan implementation of the project are set forth which are presented in the table 2.1 below :

Table-44.1: Monitoring Indicators for Resettlement Plan Implementation

Monitoring Aspects	Potential Indicators
Delivery of Entitlements	<ul style="list-style-type: none"> ❖ Entitlements disbursed, compared with number and category of losses set out in the entitlement matrix. ❖ Disbursements against timelines. ❖ Timely disbursements of the agreed transport costs, relocation costs, income substitution support, and any resettlement allowances, according to schedule. ❖ Restoration of social infrastructure and services if required. ❖ Affected businesses receiving entitlements, including transfer and payments for net losses resulting from lost business.
Living and Standard and Income Restored	<ul style="list-style-type: none"> ❖ Damaged structures reconstructed / restored outside construction limits. ❖ Impacted business structures (shops/stalls) constructed / relocated outside construction limits and business / income activity restored. ❖ No of DPs (especially vulnerable) provided jobs / income earning opportunities due to project works. ❖ Household income improved as of base line provided in census data.
Consultation and Grievances	<ul style="list-style-type: none"> ❖ Consultations organized as scheduled including meetings, groups, and community activities. ❖ Community awareness about grievance redresses mechanism and its use. ❖ Progress on grievances recorded and resolved including information dissemination to DPs on the resolution of the grievances.
Communications and Participation	<ul style="list-style-type: none"> ❖ Number of meetings held by the DPC and social mobilizers to facilitate the DPs to understand the resettlement provisions, grievance redress mechanism and compensation disbursement system.

Monitoring Aspects	Potential Indicators
	<ul style="list-style-type: none"> ❖ Level of information communicated – adequate or inadequate. ❖ Number of Affected persons participated in the meetings

21. The RP implementation for each contract packages is staggered into two parts with the objective to deliver full compensation and complete implementation of RP accordingly to facilitate start of execution of works in sections where RP implementation is confirmed. The proposed timeline to complete implementation of RP for each part is more or less two months from the day RP implementation is started and thus the implementation of RP for entire road sections completed in 4-5 months. The internal monitoring process started immediately after the approval of final RP and continued till end of implementation of the project. The monitoring was conducted day to day basis to supervise RP implementation progress by LARU and the monitoring results were compiled into monthly monitoring reports for review of the PMU and EALS in NHA. However, the results of monthly monitoring reports were shared with ADB as part of monthly progress reports of the project.

22. Till confirmation of full implementation of project RP, the monthly monitoring reports were consolidated into periodic monitoring reports (quarterly monitoring report or RP implementation confirmation reports) by LARU supported by Resettlement Specialist and shared with ADB for its review, concurrence and consideration to allow construction activity in sections where RP implementation is confirmed. These reports included progress on monitoring aspects and indicators outlined in the table above. The ADB cleared quarterly monitoring reports/RP implementation confirmation reports and disclosed these reports on ADB website and NHA web site.

23. The monitoring activities remained continued even after RP implementation to ensure that issues raised during execution of civil works are amicably resolved and people are compensated for their unanticipated losses. After full implementation of RP, the internal monitoring reports were consolidated into bi-annual reports and shared with ADB for review and concurrence till project completion. For semi-annual social monitoring report, progress on following indicators was consolidated and reported.

Table-4.2: Post RP Implementation Monitoring Indicators

Monitoring Aspects	Potential Indicators
Unanticipated Issues / Impacts	<ul style="list-style-type: none"> ❖ Identified issues / impacts with time bound actions reported to ADB for guidance. ❖ Corrective measures with time bound actions including Addendum RPs prepared and implemented Documentation prepared and implemented ❖ Compensation disbursements (if involved) planned and achieved to offset the losses accrued due to unanticipated impacts.
Consultation and	❖ Consultations organized as scheduled including meetings,

Grievances	<p>groups, and community activities.</p> <ul style="list-style-type: none"> ❖ Community awareness about grievance redresses mechanism and its use. ❖ Progress on grievances recorded and resolved including information dissemination to DHs on the resolution of the grievances.
Community Facilitation and Involvement in Project Works	<ul style="list-style-type: none"> ❖ Restoration of social infrastructure and services if required. ❖ Access restoration and improvement at sections with works in progress. ❖ Level of information shared and communicated—adequate or inadequate. ❖ Number of Displaced Households/Persons participated and involved in the project related employment. ❖ Any other as relevant.

5. SEMI-ANNUAL MONITORING RESULTS

5.1 Land Acquisition Impact and Delivery of Entitlements

24. The available ROW limits for the project highway are 110 feet in urban areas and 220 feet in rural area which is confirmed by the Government of Baluchistan and Board of Revenue Baluchistan. With all civil works confined within the ROW limits, there was no land acquisition required to execute project works. However, in few sections the ROW of the road is encroached by adjoining land owners. In encroached parts of ROW the privately owned assets like structures and trees (both fruit and non-fruit) were to be cleared from active corridor of impact thereby causing adverse impacts on the encroachers. To investigate the impacts, a joint survey with NHA design team and local revenue staff was conducted to determine the COI limits and to identify the impacted encroached structures / assets within COI with entitled person. The COI clearance levied impact on 344 households with partial loss of their encroached structures and trees (Fruit and Non-Fruit) grown within the COI limits. Table below summarizes the impact types with Nos. of affected households against each impact type.

Table-55.1 : Impact Type with Number of Affected Households

Sr. No.	Impact Type	No of Affected Households
1.	Agricultural Infrastructure (farm boundary walls, mail hole, water ponds / channels, gate pillars, pipelines (Concrete & Plastic) water tanks, well, Dry well, Service Station)	146
2.	Shops and Veranda	33

Sr. No.	Impact Type	No of Affected Households
3.	Other miscellaneous structures (kiosks, Huts, Cabins, Electric Pole sign board and dispensing units of petrol pumps requiring shifting)	34
4.	Community Rooms (Non-Residential)	
5.	Rental Business Operators	23
6.	Trees	300
7.	Community Structures / Mosques	3
8.	Public / Government Structures	14
TOTAL AFFECTED HOUSEHOLDS		553*
* Public / government structures / assets located at 14 different locations are also counted in total affected households and out of 3 households facing impact of Community Structures / Mosque. AHs are repeated in different categories so that the total calculated AHs may count to make total 344 AHs.		

25. Out of total 344 Affected Households, 143 Affected Households (AHs) will face impact on 207 fixed structures (189 noncommercial and 18 commercial), and 10 AHs will require to shift / relocate 17 temporary moveable structures (kiosks, Petrol Pump Sign Board and Diesel Units, etc.) out of the COI. There are 7 common properties resources (CPR) including religious structure and 14 government structures used for common purpose constructed within the existing ROW that will be affected by the proposed road widening. All structure owners have adequate land available to rehabilitate / reconstruct / shift their impacted structure out of COI limits. According to census survey, no affected household will be physically or significantly economically displaced due to execution of the project civil works. Mouza / village wise detail of impacted assets with no of affected households is presented in table below :

Table-5.2 : Mouza / Village Wise Impacted Assets with Affected Households

Sr. No.	Chainage	Impact Type					Total Ahs
		Structure		Trees			
		Type	No.	Type	Fruit	Wood	
1.	Qila Saifulla 14+660 – 14+675	Check Post	1	-	-	-	1
2.	Kach Amaqzai 29+450 – 32+600	Talaab	1	Mulberry	4	-	3
				Apricot	19	-	
				Sheddy	-	1	

Sr. No.	Chainage	Impact Type					Total Ahs
		Structure		Trees			
		Type	No.	Type	Fruit	Wood	
3.	Drazinda 33+065 – 34+575	Wall	3	Apricot	25	-	7
		Pipeline	1	Apple	11	-	
		Talaab	1	Plum	1	-	
		-	-	Almond	23	-	
		-	-	Fig	7		
		-	-	Mulberry	29	-	
				Grapes	2		
				P. Granate	6		
				Sanjid	2		
		-	-	Sheddy	-	17	
4.	Kanwarabad 36+600 – 40+325	Talaab	1	Mulberry	12	-	3
		-		Apricot	4	-	
		-		Sheddy	-	9	
5.	Dalli 40+300 - 44+000	Pipeline	1	Fig	3		4
		-	-	Mulberry	123	-	
		-	-	P. Granate	2	-	
				Almond	1		
				Sanjid	29		
				Grapes	1		
				Apricot	102		
		-	-	Sheddy	-	558	
6.	Sirki Jangal 44+000 – 44+600	Water Channel	1	Sanjid	90	-	2
		Check post	1	Sheddy		405	
		Pipeline	1	Mulberry	1	-	
7.	Niga Hang 44+600 – 51+550	Pipeline	5	Mulberry	79	-	9
		Talaab	2	P. Granate	182	-	
		Diesel Unit	2	Almond	2	-	
		-	-	Apricot	83	-	
		-	-	Fig	190	-	
		-	-	Sanjid	482	-	

Sr. No.	Chainage	Impact Type					Total Ahs
		Structure		Trees			
		Type	No.	Type	Fruit	Wood	
				Plum	10	-	
		-	-	Rose	-	17	
		-	-	Sheddy	-	159	
		-	-	Apple	22	-	
8.	Zar Karez 51+990 – 60+000	Water Tank	1	Apricot	78	-	35
		Talaab	3	Almond	72	-	
		Pipeline	1	Mulberry	261	-	
		Rooms	3	P. Granate	128	-	
		Wall	9	Sanjid	19	-	
		Water Channel	1	Plum	13	-	
		Veranda	1	Sheddy	-	760	
		Shops	3	Fig	3	-	
		Service Station	1	Apple	22	-	
		Masjid	2	-	-	-	
		Bath Rooms	1	-	-	-	
		Diesel unit	1	-	-	-	
9.	Shah Karez 60+000 – 62+850	Water Channel	1	Almond	54	-	28
		Veranda	2	Mulberry	195	-	
		Walls	14	Sheddy	-	91	
		Pipeline	1	P. Granate	7	-	
		Signboard	1	-	-	-	
		Gate pillar	1	-	-	-	
		Diesel unit	2	-	-	-	
		Check post	1	-	-	-	
		Shops	3	-	-	-	
10.	Lashti 64+250 – 66+175	Walls	2	Sheddy	-	64	16
		Rooms	1	Mulberry	34	-	
		Water Tank	1	Apricot	4	-	

Sr. No.	Chainage	Impact Type					Total Ahs
		Structure		Trees			
		Type	No.	Type	Fruit	Wood	
		Royalty Tax Room	1	-	-	-	
		Grassy Plot	1	-	-	-	
11.	Asghar Lon 78+500 – 78+900	Wall	1	Mulberry	1	-	12
		Diesel unit	9	Sheddy	-	5	
		Cabin	3	-	-	-	
		Veranda	1	-	-	-	
12.	Zangi Waal 78+900 – 79+500	Signboard	1	-	-	-	4
		Bunkers (security)	3	Sheddy	-	9	
		Diesel Unit	1	-	-	-	
		Hut	1	-	-	-	
		Grassy Plot	1	-	-	-	
13.	Chappli 80+000 – 81+300	Diesel Units	25	Sheddy	-	13	23
		Grassy Plot	1	Mulberry	32	-	
		Wall	1	Rose	-	32	
		Forest Deptt Room	1	Almond	3	-	
		Electric Pole	1	-	-	-	
14.	Dargai Kadezai 83+650 – 88+250	Grassy plot	2	Mulberry	150	-	24
		Rooms	7	P. Granate	253	-	
		Wall	4	Sanjid	33	-	
		Signboard	1	Almond	40	-	
				Fig	17	-	
				Grapes	1	-	
		Mosque	1	Sheddy	-	264	
		Pipeline	2	Apple	40	-	
		Diesel Unit	1	Apricot	24	-	
		Talaab (Water pond)	1	Dat	1	-	
15.	Martat Kala 88+300 – 92+030	Talaab (Water pond)	3	Mulberry	298	-	31

Sr. No.	Chainage	Impact Type					Total Ahs
		Structure		Trees			
		Type	No.	Type	Fruit	Wood	
		Shop	1	Almond	149	-	
		Wall	14	Fig	7	-	
		Mosque	1	P. Granate	1144	-	
		Room	2	Sanjid	77	-	
		Dry Well	1	Grapes	4		
		Room (Without Roof)	5	Apple	10		
		Pipe line	2	Sheddy	-	256	
16.	Lahore 92+000 – 93+200	Wall	17	Mulberry	29	-	23
		Mosque	1	Shedy	-	5	
		Room	1		-	-	
		Room (without roof)	4		-	-	
		Varanda	1				
		Shop	2		-	-	
		Talaab (Water pond)	1		-	-	
17.	Dillai 94+750 – 96+250	Rooms	6	Mulberry	10	-	8
		Pipe Line	1				
		Main Hole	1				
		Well	1				
		Walls	6	-	-	-	
18.	Orad Shabozai 93+850 – 94+750	Dry Well	1	-	-	-	10
		Walls	1	Mulberry	48	-	
		Talaab	1	Sheddy	-	3	
		Veranda	2	Almond	1	-	
		Rooms (without roof)	4	-	-	-	
19.	Dalezai Shabozai 96+025 – 97+075	Shops	4	Almond	70	-	18
		Main Hole	1	P. Granate	27		
				Apricot	16		

Sr. No.	Chainage	Impact Type					Total Ahs
		Structure		Trees			
		Type	No.	Type	Fruit	Wood	
				Fig	9		
		Walls	15	Mulberry	37	-	
		Talaab	2	Sheddy	-	31	
20.	Dargai Shabozai 97+000 – 99+700	Walls	10	Mulberry	56	-	20
		Rooms	1	P. Granate	4	-	
		Bath Rooms	1	Sheddy	-	59	
		Shops (without Roof)	3	-	-	-	
		Veranda	1				
		Talaab (Water pond)	1				
		Shops	3	-	-	-	
21.	Bori Viyala 99+750 – 101+675	Grassy Plot	1	Sheddy	-	37	20
		Cabbin/Huts	2	Mulberry	4	-	
		Veranda	7	-	-	-	
		Shops	9	-	-	-	
		Diesel Unit	1	-	-	-	
22.	Sagh Rai 101+425 – 106+400	Water Tank	1	Mulberry	18	-	4
		Water Channel	1	Apple	5	-	
		Pipeline	1	P. Granate	2	-	
		Talaab	2	Sheddy	-	73	
23.	Kanra Kala 106+620 – 108+950	Walls	4	Mulberry	9	-	6
		Pipeline	1	Sheddy	-	61	
		Check post	1	-	-	-	
		Talaab	2	-	-	-	
24.	Nawab Karez 109+500 – 112+150	Water Channel	2	Mulberry	11	-	2
		Check Post	3	Sheddy	-	11	
		Mainhole	1	Berry	12	-	
25.	Vehar Kala	-	-	Berry	84	-	2

Sr. No.	Chainage	Impact Type					Total Ahs
		Structure		Trees			
		Type	No.	Type	Fruit	Wood	
	112+150 – 112+500						
26.	Saanjho 115+075 – 115+225	-	-	Mulberry-	2	-	2
		-	-	Sheddy	-	75	
27.	Mai Waal 115+225 – 116+475	-	-	Apple	1	-	9
		Water Channel	1	Almond	16	-	
		-	-	Mulberry	25	-	
		-	-	Grapes	1	-	
		-	-	Sheddu	-	139	
		-	-	Sanjid	2	-	
		-	-	P. Granate	2	-	
28.	Konak 119+900 – 120+150	-	-	Almond	6	-	4
		-	-	Mulberry	8	-	
		-	-	Sheddy	-	255	
29.	Chamoza 121+175 – 122+150	Shop	1	Mulberry	5	-	8
		Pipeline	1	Ber	2	-	
		Veranda	1	Sheddy	-	59	
30.	Kotki 127+000 – 127+125	Cabin	5	Sheddy	-	9	6
		Check post	1	Mulberry	4	-	
TOTAL			291*		5,795*	3,501*	344

* Total 291 structures include 273 structures owned by AHs, 3 community structures and 14 public / government Structures.

* 5795 fruit tree include 5784 privately owned and 11 government owned tree, while 3501 wood trees include privately owned 3435 trees (3386 trees and 49 rose shrubs) and 66 government owned trees.

5.2 Livelihood Restoration and Enhancement

5.2.1 Loss of Livelihoods

26. In the project corridor, 54 households were to lose their livelihoods temporarily due to loss of their permanent commercial structures and 23 households who are doing their business in rented structure were to face economic loss due to demolishing of structures. During census DPs in employee category were not found. Besides permanent commercial structures, 1 household was doing some commercial activity in temporary moveable kiosk. However, to offset

any adverse impact during shifting process they were to be compensated for loss of livelihood. The economic loss for all identified DPs was temporary to the tune of rehabilitation / reconstruction of their structure and was termed as insignificant. The details of impact on livelihoods in the subproject are presented in the Table below :

Table-55.3 : Detail of Affected Families Facing Loss of Livelihood

Livelihood Source	No of AHs	Impact Type
Business loss structure owner category	30	Temporary / Insignificant
Business loss for renter category	23	Temporary / Insignificant
Temporary Structures (Huts / Kiosks)	1	No adverse Impact perceived

5.2.2 Loss of Crops

27. During census survey it was observed that the encroached part of defined construction limits was either under farm boundary walls or trees grown along the road side by adjoining land owners. Hence no crop losses were identified within defined construction limits i.e. 32.5 to 35 feet each side from the center line of existing road. Moreover, the local community and adjoining land owners were informed to refrain from cultivating crops in the encroached part of ROW and the notices for vacating ROW limits were also served to all such encroachers. However, while updating RP no crop losses were identified.

5.2.3 Compensation Payment to Displaced Persons

28. As per census total 344 households were to suffer from the project impacts due to clearance of the construction limits within ROW at different locations of the project road alignment. As all affected households are the encroachers within ROW limits with no land title hence they were to be compensated to the extent of their lost assets only including structures, crops, trees and disruption in business activity in the commercial (permanent and temporary) structures. The compensation paid to the DPs from October 2016 till December 2019 is given in Table 5.4 below.

Table-5.4: Status of Compensation Payment to Displaced Persons

Impact	Land (Acres)	Amount (M)	DPs No
PACKAGE LOT-1			
Land	-	-	-
Structure		15.662	73
Trees		20.027	80
Crops		-	-

Impact	Land (Acres)	Amount (M)	DPs No
Livelihood Allowance		0.217	16
TOTAL		35.906	169
PACKAGE LOT-2			
Land	-	-	-
Structure		35.351	251
Trees		31.347	175
Crops		-	-
Livelihood Allowance		0.571	42
TOTAL		67.269	468
GRAND TOTAL : PACKAGE-1 & PACKAGE-2		103.175	637

LARP implementation Period October 2016 to December 2019

29. Road constructed within ROW with no land acquisition and only compensation of damages have been made to DPs as per ADB' Safeguard Policy Statement (SPS) 2009. DPs are counted in multiples for structures, trees and livelihood allowance.

5.3 Vulnerable AHs/APs

30. The project affected people living below poverty line, the landless, the elderly, women, children and those without legal title of land fall in vulnerable category. In the project corridor there was only one woman headed household termed as vulnerable. Besides, the AHs earning below poverty level are accounted as vulnerable due to their income status and are eligible for special treatment / support to restore their living standard. The income status of all AHs was analyzed to calculate the per-capita income of AHs to determine poverty and the AHs earning below OPL. AHs earning below Rs.1942/capita/month (estimated OPL threshold value for Pakistan 2016) were defined as poor and counted as vulnerable for the purpose of Resettlement Plan. There are 83 Affected Households falling in this range of per-capita income and one woman headed households that are identified as eligible for vulnerability allowance. During census no household in other vulnerability criteria i.e. elderly, land less or indigenous people were identified.

5.4 Impact on Indigenous / Tribal People and Mitigation Measures

31. The project road is mostly located in settled area of Baluchistan province with mainstream population and culture and no indigenous people were found in project corridor. Since the project was confined to rehabilitation and up-gradation of existing road alignments, the social assessments undertaken have not brought forth any impact on the tribal groups within the area of influence of the project road. The analysis suggests that no further action on IP study and planning was required so far as this project is concerned.

5.5 Impact on Indigenous Peoples and Vulnerable Groups

32. Land Acquisition Resettlement Unit (LARU), NHA was responsible for identification of individuals and groups who may be differentially or disproportionately affected by the project because of their disadvantaged or vulnerable status and include the poor, women and children, elderly, land less and those without legal title of land and indigenous people. The poverty status of these households is the parameter to determine vulnerability as DPs falling in other criteria of vulnerability were not identified during census.

33. LARU was also responsible for determination of economic status of the DPs. The income of displaced households relates to the Official Poverty Line (OPL) based on monthly income per person. To determine the DPs living below poverty line with respect to Officially Declared Poverty Line (OPL), per-capita income of each household was calculated by using census data on income status and household size. As per census data, no households had their incomes levels below poverty line to categorize them as vulnerable.

5.6 Social Impacts

34. Clearance of ROW from encroachment would have created temporary social impacts on the affected households/ encroachers like disruption of the commercial or agricultural activity and removal of fruit trees grown in the encroached ROW. The commercial structures within encroached ROW were rehabilitated/ reconstructed outside Corridor of Impact by the encroachers and the business activities resumed accordingly. The affected fruit trees and agriculture activity being carried out within encroached ROW by the adjoining land owners were compensated on current market rates at replacement cost basis to offset any adverse impacts on the earning of DPs.

35. During Census Survey, all the Affected Households confirmed that they will re-construct their damaged / impacted fixed structures including, shops, and agricultural infrastructure outside construction limits to re-establish their routine economic and agricultural activity. The owners / occupiers of temporary / moveable structure (kiosks) informed that they were to shift/relocate their structure outside construction limits at same locality to avoid disruption in their earnings. Thus, the economic impacts on the project affected persons remained transitory and temporary corresponding to the clearance of Corridor of Impact only, during execution of civil works.

36. Due to limited number of traffic plying on the road there is a little business potential for road side vendors especially for the owners / occupiers of the shops/hotels/ and kiosks near grapes orchards. While, non-development in the project corridor has left no chance for locals except to migrate to the nearby cities for earning their livelihood as labor. Execution of civil works on proposed project road opened jobs / labor opportunities for locals as petty contractor, raw material supplier and construction labor to help improve their living standard. Similarly, presence of construction camps/labor during execution of civil works improved business potential of road side vendors resulting into a positive impact on socio-economic conditions of the locals engaged in such business.

37. Civil works has been completed and the entire length of road section has been opened

for the flow of traffic. It is anticipated that widened and rehabilitated improved road infrastructure with increased number of traffic crisscrossing through this area will open up new business opportunities like establishment of filling stations, service points and road side restaurants to meet requirements of road users. The improved connectivity will also facilitate the access for local peasants / farmers, fruit growers and livestock raisers to the better markets in other parts of the country as well as community to commute to nearby cities for accessing better health, education and earning facilities. Thus, the execution of the project will bring positive socio-economic impacts on the inhabitants of the project corridor including the affected households in due course of time.

5.7 Grievance Redress Mechanism

38. It was anticipated at the time of preparation of RP that Displaced Persons (DPs) may have some grievances related to project actions, their lost assets, and compensation disbursement process and compensation delivery during different stages of RP preparation and implementation. To resolve all such issues, a grievance redress mechanism was envisaged in RP to allow DPs to file their complaints (if any) and appeal any disagreeable decision, practice or activity arising from project implementation, assets assessment and compensation.

39. The Grievance redress mechanism available under LAA 1894 to address the concerns of legal title holders about asset evaluation, land ownership and payment of compensation is not applicable to the encroachers/non-title holders in the sub-project corridor. Thus, the mechanism under LAA 1894 does not enable the project executors and the DPs to resolve their issues except those related to land acquisition matters only. As the project does not involve land acquisition and the mechanism provided for redress of grievances about land valuation and compensation under LAA 1894 is not applicable. So, to address the gaps a mechanism has been established to address/resolve the project related issues including the APs concerns or grievances related to impact assessment, valuation and compensation of non-land assets, resettlement and relocation related issues.

40. Grievance Redress Committee (GRC) was the focal point for grievance redressal at the sub-project (local) level, however to facilitate the DPs to resolve their issues at local level an informal mechanism was put in place. If the grievances are not resolved at informal level a two-tier grievance redress mechanism was available to facilitate DPs to get their issues resolved at project level through project GRC (1st level of GRM) or raise their concerns to NHA HQ level (2nd level of GRM) in case of disagreement with GRC decision. The grievance redress mechanism ensured AFs/ DPs access to a grievance redress/ resolution mechanism that openly and transparently deals with the grievances and makes decision in consultation with all concerned and consistent to ADB IR policy requirements and local laws. The process for grievance redressal is given in Table 5.5 below

Table-55.4 : Grievance Redress Process

STEPS IN THE GRIEVANCE REDRESS PROCESS
Social mobilizer and/or land staff maintained regular contact with the DPs and as first line

STEPS IN THE GRIEVANCE REDRESS PROCESS
contact on issues related to LAR.
Complaints from the DPs were recorded and investigated by the social mobilizer or land staff with the help of the Affected Person's Committee to resolve at village level, with the assistance / support of the PMU.
Unresolved complaints at village level were to be forwarded to the Grievance Redress Committee, chaired by the Project Director which was liable to resolve such complaints in the light of ADB' IR policy and provisions of RP.
GRC was bound to present with record of GRC proceedings before EALS (2 nd level of GRM) for its review and decision in case complainant disagrees with decision of GRC.
Complainant If not satisfied with the decision of EALS, had right to submit the case to the appropriate court of law for its resolution.

41. DPs were fully informed of their rights and of the procedures for addressing complaints both verbally and in writing) during consultation, assessment survey, and time of compensation. Efforts were made to prevent grievances rather than going through a redress process. To achieve this, alternative options were discussed with DPs to avoid and/or minimize the LAR impacts and LAR implementation process. Consultations were held at various locations with DPs for recording any grievance related to project impacts, compensation payment and livelihood issues. Consultations were also held with other stakeholders including beneficiaries of the project. These consultations were held during the period of preceding six months. No grievance regarding to land acquisition and payment of compensation was reported. DPs reported that contractors and sub-contractors have employed them and their family members as skilled/unskilled workers at contractor's camp and project sites in earthwork, concreting, culvert work, bridgework and pavement work. They informed that it helped in increasing skills amongst local workers.

5.8 Information Dissemination and Community Outreach

42. In synchronization with on-going consultative process the Grievance Redress Mechanism (GRM) information dissemination and community outreach process has been instituted initiated to inform DPs about their rights under the statute LAA, 1894, ADB's Involuntary Resettlement Policy under ADB's SPS 2009 and approved RP for the project. DPs were informed about the GRM, its functioning, complaint process to GRC and EALS at HQ and contact details of the focal members of the GRM at both levels. The GRC sent acknowledgement to complainant to DPs, intimated to them the site visit plan to ensure DP's presence during site visit, and provided update on the progress made to resolve their complaints / grievances. Besides this formal communication the Resettlement Specialist, Land staff and the social mobilizers maintained a close liaison with the DPs through APCs at village level and provided them the requisite information on the GRM and updated them about the status of complaints under process with GRC or the EALS.

5.9 Employment Opportunities and Employment within the Project

5.9.1 Provision of Employment Opportunities

43. It was envisaged in the Resettlement Plan of the project that DPs will be given preference over others to be engaged in construction activities suitable to their skills. In order to increase chances of DPs employment. PMIU identified required skills for construction works prior to commencement of construction and provided required training to DPs.

44. ADB had suggested for construction of Facilitation Community Centers (CFCs) along the project. Planning and designing of these centers has been completed and construction activities will begin in near future. Once these centers go into construction phase, more job opportunities will be created for locals. Preference will be given to DPs for employment in construction of these centers.

5.9.2 Employment Opportunity within the Project

45. During the construction of N-70, DPs were employed at various sections of road. They are also allotted with petty sub-contracts for supply of materials, micro-contract works and allied services. As per views recorded during the consultation with DPs and local people, this employment has contributed in their income and generated economic uplift. They also opined that the formal and hands on trainings provided by the contractors has contributed a lot in uplifting their skill level.

5.10 Social Safeguard Issues within Construction Site Staffs and Labors

46. The social safeguard issue within construction site has mentioned in FIDIC "Conditions of Contract for Construction" Clause No 6 as Staff and Labors and sub-clauses 6.1 to 6.24, which has been closely monitored in this semi-annual period.

47. M/s Umer Jan and M/s Maqbool-Zarghoon (JV) were the contractors for Lot-1 and Lot-2 respectively. It has been observed that both the contractors continuously kept employed labor from the local community in the earthwork, structures, drainage and the operations of the contractor's base camps. Child labor is prohibited as per government legislations. As per field observations in this semi-annual period, no child labor has been found working for any project activity. Similarly, no forced labor is seen working for project activities during this period.

5.11 Community Facilitation Centre

48. The highway passes through extremely remote areas where there are very few local markets, hospitals and other necessary facilities for people residing in project area. Establishment of Community Facilitations Centers (CFCs) was hence envisaged for use of commuters and local community. It is a great initiative by the government for the locals to uplift their living standards. Generally people of remote areas are always deprived of basic needs pertaining to their healthcare, education, livestock and other day to day requirements. These centers will provide focal points to the local residents to facilitate them with provision of free excess for the marketing of their agriculture produce (crops, fruits, and vegetables) and other products. These centers will benefit women in economic empowerment as they would have sell

their handicrafts on reasonable prices in these centers and even in nearby towns and cities. It was planned to provide basic health units in these centers to provide medical facilities for local residents and especially for women. This facility will also be beneficial for the road travelers. On the whole these centers will benefit local population in multiple ways in addressing their daily issues / requirements.

5.11.1 Coordination with District Government and Administration

49. It has been observed during the semi-annual period that a very good coordination and liaison with District Administration and other key stakeholders has been achieved in finalization of the details of the Community Facilitation Centers (CFCs) on N-70. In this regard numbers of meetings were held with District Government/Administration and other key stakeholders. General Manager N-70 and Project Director N-70 have extended great support in achieving this coordination. As a result District Administration provided free of cost land for construction of two Community Facilitation Centers.

5.11.2 Progress on Community Facilitation Centers

50. The detail designs of two Community Facilitation Centers (CFCs) named as Road User Facilitation Centers (RUFs) have been completed by the Supervision Consultant (SC) and submitted to NHA for further necessary action. SC has also submitted PC-1 for CFCs to NHA. The construction of RUFs has not yet started. The sites for construction are selected and designated land has been provided to NHA. PC-I of the project is under process of approval in NHA. The construction of these centers is likely to begin by October 2020 and time required for completion of the project is estimated to be one year. The detail of RIFCs is reflected in Table 5.6 below.

Table-55.6: Detail of Road User Facilitation Centers

Description	Submitted PC-1 Cost (May-2020) (Rs. In MILLION)
2 Nos. RUF on N-70	
RUF # 01 at Km. 24+450 (R/S)	88.039
RUF # 02 at Km. 99+500 (R/S)	90.706
Grand Total Cost	178.745

6. CONCLUSIONS AND RECOMMENDATIONS

51. The project “Widening and Improvement of N-70 Road from Qila Saifullah – Loralai-Waigum Rud Section (120 Km.) financed by Asian Development Bank (ADB) aimed to improve road infrastructure to ensures shortest, safe, speedy and cost effective inter provincial transportation facility between Baluchistan and Punjab provinces. Civil work on the road completed substantially by end of September 2019 when the entire section was opened for the traffic. Most of the left over punch-list work consisting of road marking and the ancillary work has also been completed by end of December 2020.

52. Resettlement Plan for the road projects was approved by ADB. Executing Agency has carried out social monitoring on the implementation of Resettlement Plan (RP) in line with ADB's Safeguards Policy Statement (SPS) 2009. Social monitoring focused on assessment of resettlement impacts, compensation payment to Displaced Persons (DPs) for their lost assets and measures applied to minimize impacts on the livelihood of DPs. Social team collected quantities and qualitative data through informal and formal consultation/interviews with DPs and other stakeholders. Monthly, quarterly and semi-annual monitoring reports were prepared.

53. All civil works confined within the available Right Of Way (ROW) limits of highway (110 feet in urban areas and 220 feet in rural area). There was no land acquisition required to execute project works. However in some reaches, ROW is encroached by adjoining land owners having privately owned assets like structures and trees (both fruit and non-fruit). These assets were to be cleared from active Corridor Of Impact (COI) causing adverse impacts on the encroachers. The COI clearance levied impact on 344 households with partial loss of their encroached structures and trees (Fruit and Non-Fruit) grown within the COI limits. Out of total 344 Affected Households, 143 Affected Households (AHs) had impact on 207 fixed structures (189 noncommercial and 18 commercial), and 10 AHs required to shift / relocate 17 temporary moveable structures (kiosks, Petrol Pump Sign Board and Diesel Units, etc.) out of the COI. There were 7 common properties resources (CPR) including religious structure and 14 government structures. 5795 fruit tree and 3501 wood trees were to be uprooted. Compensation for all affected structures and trees has been paid to DPs. In total an amount of Rs. 103.175 has been paid to 637 DPs.

54. Grievance Redress Mechanism was defined in the RP by which DPs Displaced Persons (DPs) would have raised grievances related to project actions, their lost assets, and compensation disbursement process and compensation delivery. DPs could have filed their complaints informally and in writing to register on complaint register. Affected Persons Committees (APCs) and Grievance Redress Committee (GRC) were formed to redress grievance redress. DPs were fully informed of their rights and of the procedures for addressing complaints (both verbally and in writing) during consultation, assessment survey, and time of compensation. Efforts were made to prevent grievances rather than going through a redress process. To achieve this, alternative options were discussed with DPs to avoid and/or minimize the LAR impacts and LAR implementation process. Most of the grievances were addressed. Contractor employed DPs in construction activities too.

55. Executing Agency planned to construct Community Facilitation Centers (CFCs) at various reaches of highway with a purpose of provision of marketing, healthcare, education, livestock and other day to day requirements. The detail designs and PC-1 (with the cost of Rs. 178.745 million) of two Community Facilitation Centers (CFCs) has been submitted to NHA which is under process of approval. District Administration has already designated land for construction of CFCs. The construction of these centers is likely to begin by October 2020 and estimated completion time is one year.

56. RP implementation is completed in the field with all compensations paid and livelihood restoration / support measures implemented, and the issues raised during execution of civil works are amicably resolved and people are compensated for their unanticipated losses. After full implementation of RP, social monitoring stands complete and no further Semi-annual report

will be prepared. However, settling of outstanding OSPF case (Supreme Court case) and the construction and establishment of 02 CFCs are two aspects still not reached to conclusion. NHA needs to oversee these aspects through its relevant staff.

7. PHOTOGRAPHS



Picture 1: Staff Meeting with GM and PD Qila Saifullah – Loralai - Waigum Rud Section



Picture 2: Completed Road Section Lot-1



Picture 3: Completed Road Section Lot-1



Picture 4: Completed Road Section Lot-2



Picture 5: Completed Road Section Lot-2