



## Pakistan: National Highway Network Development in Balochistan Project

Project Name	National Highway Network Development in Balochistan Project								
Project Number	47281-001								
Country	Pakistan								
Project Status	Active								
Project Type / Modality of Assistance	Loan								
Source of Funding / Amount	<table border="1"> <tr> <td colspan="2"><b>Grant 0451-PAK: National Highway Network Development in Balochistan Project</b></td> </tr> <tr> <td>Department for International Development</td> <td>US\$ 72.40 million</td> </tr> <tr> <td colspan="2"><b>Loan 3134-PAK: National Highway Network Development in Balochistan Project</b></td> </tr> <tr> <td>Ordinary capital resources</td> <td>US\$ 122.60 million</td> </tr> </table>	<b>Grant 0451-PAK: National Highway Network Development in Balochistan Project</b>		Department for International Development	US\$ 72.40 million	<b>Loan 3134-PAK: National Highway Network Development in Balochistan Project</b>		Ordinary capital resources	US\$ 122.60 million
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Ordinary capital resources	US\$ 122.60 million								
Strategic Agendas	Inclusive economic growth								
Drivers of Change	Partnerships								
Sector / Subsector	<b>Transport</b> - Road transport (non-urban)								
Gender Equity and Mainstreaming	No gender elements								
Description	The project will rehabilitate 79 km of the existing two-lane road of Zhob_Mughal Kot (N50) and 128 km of the existing two-lane road of Qila Saifullah_Waghum (N70) in Balochistan of Pakistan.								
Project Rationale and Linkage to Country/Regional Strategy	Balochistan is situated in the southwest of Pakistan and the largest province by area constituting 44% of Pakistan's total land mass. It is bordered by Afghanistan north and north-west, Iran to the south-west, Punjab and Sindh, and Khyber Pakhtunkhwa and the Federally Administered Tribal Areas to the north-east. To the south lies the Arabian Sea. It links the geopolitical regions of the Middle East, Central and South Asia, and provides the shortest route to seaports from Central Asia and Xinjian province of PRC. Despite the large potential as a transport hub, its economic development has been in doldrums because of poor security and political instability and its transport infrastructure is in a dire state, hardly serviceable for regional transit traffic. The road network and connectivity is poorest in the country. The length of the national highways in the province is about 2,300 km. Balochistan has still, however, the lowest density of roads among the four provinces of Pakistan. Poor connectivity and access continue to be a major problem, which particularly affect the poor, who live mostly in the rural areas. Several sections of existing roads and highways are too narrow with respect to the traffic carried, and in poor condition; the conditions cause high vehicle operating cost and compromise road safety.								
Impact	Accessible, affordable, and safe road network in Balochistan								

### Project Outcome

Description of Outcome	Reduced transport cost from Balochistan to the political and industrial centers of the country
Progress Toward Outcome	<p>N-50- Zhob Mughalkot - 2 civil works contracts have been awarded for the construction of 79 km road.</p> <p>Lot 1 Zhob-Killi Khudae Nazar - Progress Achieved 23.5% vs 5.78% planned</p> <p>Lot 2 Khudae Nazar-Mughalkot - Progress Achieved 15.15% vs 20.20% planned</p> <p>N-70 - 2 civil works contracts have been awarded for the construction of 128 km road.</p> <p>Lot 1- Qilla Saifullah Loralai - Progress Achieved 15.11% vs. 17.60% planned</p> <p>Lot 2-Qilla Saifullah-Waghum Rud - Progress Achieved 14.49% vs. 21.42% planned</p> <p>The mobilization advance for two lots of Qila Saifullah-Waghum and two lots for the Zhob-Mughal Kot have been paid in July and Aug 2016. Supervision consultant has mobilized staff to site. Design review is expected to be completed by October 2016. Notice to proceed was issued for non-LARP sections. The administration of this project was fully delegated to ADB Pakistan Resident Mission effective 30 September 2016.</p>

### Implementation Progress

Description of Project Outputs	Two-lane roads of Zhob-Mughal Kot and Qila Saifullah-Waghum rehabilitated Community facilitation centers integrated into the improved mobility through rehabilitated project roads
Status of Implementation Progress (Outputs, Activities, and Issues)	Design Review has been completed however, some revisions of the bridge design are ongoing for N70. Design review is ongoing and expected to be completed in October 2016. Assessment of outputs will be determined at project completion. Local community facilitation centers will be developed along the project roads to enable local communities to take advantage of the improved mobility through rehabilitated project roads.
Geographical Location	Balochistan

## Safeguard Categories

Environment	B
Involuntary Resettlement	B
Indigenous Peoples	C

## Summary of Environmental and Social Aspects

Environmental Aspects	SSEMP of N70 reviewed and approved by NHA EALS is submitted to ADB on 17 March 2017 SSEMP of N50 is still awaited. The project has been categorized environment category B. The civil works associated with the two road rehabilitation subprojects are limited to resurfacing and some widening. This will involve minimum civil works, and the entire operation will remain within the existing right-of-way (ROW) of both highways. The environmental impacts that will result from this are limited to the construction phase of the two subprojects; all impacts will be temporary in nature, with no residual long-term impacts. Initial environmental examination reports for the two project roads were prepared and uploaded on the ADB website.
Involuntary Resettlement	N70: EA endorsed updated LARP cleared by ADB in January 2017. LARP implementation is in progress N50: LARP updating is being processed by the EA. The project is classified category B for resettlement impacts. The project was designed to avoid land acquisition and minimize the involuntary resettlement impacts by adopting existing alignment of the project roads and using the most feasible technical design. Resettlement plans were prepared in accordance with national legal requirements and ADB's Safeguard Policy Statement (2009). According to the census survey, no affected household will be physically or economically displaced.
Indigenous Peoples	The project roads are located in the settled areas of Balochistan Province, with no indigenous peoples as defined under ADB's Safeguard Policy Statement (2009). Therefore, no indigenous peoples communities will be affected by the project. Accordingly, the project is classified category C under ADB's Safeguard Policy Statement, with no indigenous peoples planning documents required.

## Stakeholder Communication, Participation, and Consultation

During Project Design	Public consultation and information disclosure were undertaken during the preparation of resettlement plans, including affected persons and the public along the project roads.
During Project Implementation	The consultation and information-sharing process will be continued throughout project implementation.

## Business Opportunities

Consulting Services	Consulting Services are in accordance with ADB's Guidelines on the Use of Consultants (2013, as amended from time to time). A construction supervision consulting firm for the four civil works contracts was selected for the Project.
Procurement	Procurement of civil works under the project is in accordance with ADB's Guidelines for Procurement (2015, as amended from time to time) using international competitive bidding procedure. Four civil works contracts were awarded under the project: (i) Zhob-Mughal Kot-N50 (2 lots); and (ii) Qila Saifullah-Waghum Rud-N70 (2 lots).

## Responsible Staff

Responsible ADB Officer	Karki, Pawan
Responsible ADB Department	Central and West Asia Department
Responsible ADB Division	Pakistan Resident Mission

**Timetable**

Concept Clearance	08 Nov 2013
Fact Finding	24 Oct 2013 to 30 Oct 2013
MRM	20 May 2014
Approval	27 Jun 2014
Last Review Mission	-
Last PDS Update	17 Mar 2017

**Grant 0451-PAK**

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
03 Nov 2015	14 Jan 2016	02 Feb 2016	31 Dec 2018	-	-

Financing Plan			Grant Utilization			
	Total (Amount in US\$ million)		Date	ADB	Others	Net Percentage
Project Cost	72.40		Cumulative Contract Awards			
ADB	0.00		03 Nov 2015	0.00	60.35	83%
Counterpart	0.00		Cumulative Disbursements			
Cofinancing	72.40		03 Nov 2015	0.00	0.00	0%

**Loan 3134-PAK**

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
27 Jun 2014	12 May 2015	10 Aug 2015	31 Dec 2018	-	-

Financing Plan			Loan Utilization			
	Total (Amount in US\$ million)		Date	ADB	Others	Net Percentage
Project Cost	162.60		Cumulative Contract Awards			
ADB	122.60		27 Jun 2014	88.93	0.00	73%
Counterpart	40.00		Cumulative Disbursements			
Cofinancing	0.00		27 Jun 2014	52.21	0.00	43%

Project Page	<a href="https://www.adb.org/projects/47281-001/main">https://www.adb.org/projects/47281-001/main</a>
Request for Information	<a href="http://www.adb.org/forms/request-information-form?subject=47281-001">http://www.adb.org/forms/request-information-form?subject=47281-001</a>
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