

# Due Diligence Report

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Project Number: 47281-001

September 2016

## Loan 3134 Pakistan: National Highway Network Development in Balochistan Project

Prepared by National Highway Authority for the Asian Development Bank.

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**Annex-1: Linear Plan showing sections with and without LAR impacts**

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# **DUE DILIGENCE REPORT**

*(N – 70) QilaSaifullah – WaigumRud Section (120 Km)*

## **1. Introduction:**

1. Rehabilitation and up gradation works for Qila Saifullah-Loralai-WaigumRud Section of N-70 will be executed through ADB's Assistance as part of National Highway Network Improvement Project in Balochistan for which the Loan 3134 was signed with ADB in 2015. Based on project design finalized in 2011, a draft RP was prepared before processing of loan, but implementation of RP was put on hold to update impact inventory and the RP after fixing the design alignment in ROW encroached sections. Accordingly the Design review task was assigned to Design review and Construction Supervision Consultants for its completion before commencement of project Civil Works which was not accomplished due to delayed mobilization of consultants. However, to facilitate the project works NHA and ADB in CWTC Mission on 31<sup>st</sup> August 2016 meeting it was agreed that NHA will share a linear plan clearly marking sections with and without resettlement impacts for ADB's consideration to allow construction activity in sections where ROW is free from resettlement impacts. While, the project road sections where resettlement impacts are identified will not be open for construction until ADB cleared updated RP are implemented.

2. Therefore, after conducting joint survey and marking sections with and without LAR impacts on ground, PMU and DCSC, with the assistance of Resettlement Specialist, finalized linear plan clearly marking the section which are free from LAR impacts and prepared this social due diligence report for ADB's review and consideration to allow the construction activity in sections free from LAR impacts in parallel with updating of Resettlement Plan for section with LAR impacts. Report provide a crisp background of project resettlement impacts as of draft RP, institutional arrangements in place for safeguards management, progress on joint survey and marking of road sections with and without resettlement impacts, design review and RP updating timelines.

## **2. Project Description and Resettlement Impacts**

3. The existing Qila Saifullah-Loralai-WaigumRud Section of N-70 road is 3.65 meter wide a single lane carriageway. Under the project, this road section will be improved into a 7.3 meter wide two lane carriage way with 2.5 meters paved shoulders on each side for accommodating current and perceived traffic load and provide a better access road for the local communities. Rehabilitation and improvement works will be implemented in two sections: one is from RD 0+000 to RD 69+300 (including 1.9 km section named as Bacha Khan Chowk in Loralai city area), and second section starts after crossing Loralai city at RD 78+500 to RD 128+375. Instead of the city section of N-70 (from 69+300 to 78+500), the both project road sections are connected through a newly constructed bypass road by the local government for avoiding in-city traffic congestion and this bypass road section is not included under project.

4. During project processing, NHA confirmed that the project road ROW is 110' in urban areas and 220' in rural areas that was validated by local land revenue authorities<sup>1</sup> and no land acquisition is involved to execute project works. The project resettlement impacts are related to clearance of encroached ROW in some scattered sections. All such sections were studied in detail and project impacts were assessed, census of affected households was conducted and the draft resettlement plan was prepared accordingly to ensure project implementation is consistent with ADB safeguard Policy requirements and procedures. NHA endorsed draft Resettlement Plan was cleared and disclosed by ADB in 2014 as part of loan processing requirement. According to draft RP, implementation of project

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1 The letter from land revenue authorities and meeting notes confirming ROW limits are appended to the Resettlement plans and this report as well as appendix-1.

will affect 265 households who can lose their assets located within encroached ROW limits. The table below summarizes the affected households facing different impacts types as of draft RP while the RD wise detail of impacted sections is shown in linear plan added as Annex-1 of this report.

Table 1 Impact type with Number of affected household

S#	Impact Type	Total
1	Agricultural Infrastructure (farm boundary walls, Talaab (water ponds)/ water channels, pipelines and Trees)	102
2	Residential Structures	3
	Non-Residential/ Farm House structures	10
3	Shops and allied structures	18
4	Other miscellaneous structures	12
	a) Fixed structures i.e verandas	10
	b) Moveable structures i.e, kiosk (cabin/hut), sign board and dispensing units of petrol pumps requiring shifting	
5	Trees	107
6	Community Structures/Mosques	5
7	Public / government Structures	10
<b>Total Affected Households</b>		<b>265*</b>
* Public/government structures/assets located at 10 locations are not counted in total affected households and out of 5 households facing impact of Community Structures/Mosque only 3 are counted to make total 265 AHs as 2 AHs are already included in category 2 (Farm House and Residential Structures).		

### 3. Institutional Arrangement for Safeguards Management

5. In NHA, the overall responsibility for management of safeguards including preparation, implementation and monitoring of RP is with EALS wing which has its staff posted at regional offices and project management units for facilitating the management of safeguards at project level. For implementation of the project NHA has already established the Project Management Unit (PMU) headed by the GM Baluchistan and two Project implementation units (PIUs) headed by the Project Directors for N-50 and N-70. At PMU level, a land acquisition and resettlement unit headed by GM project with Project Director, Deputy Director Land and Resettlement Specialist (mobilized by DCSC) is established and functional. At project level, the LARU is responsible for preparation, implementation and monitoring of RP to ensure project implementation is fully compliant with ADB safeguard requirements. To assist LARU and Resettlement specialist in community coordination and consultations during LARP updating and implementation, a team of social mobilizers (1 male and 1 female) is engaged for N-70. The project based grievance redress system is established and project GRC is notified to facilitate the aggrieved persons for addressing their grievances.

6. RP implementation financial arrangements are placed at disposal of the Project Director, and tentatively an amount Pak Rupees **39,740,810** is deposited in project imperest account for RP updating works and delivery of compensation to the affected persons. Once RP is updated, the entire budgeted cost will be provided as per updated impact inventory and entitlements.

### 4. Joint Survey for marking sections with and without Resettlement Impacts

7. The project road crisscross through barren rolling terrain and scarcely populated region of the Balochistan Province for which the availability of ROW (110' in urban sections and 220' in rural section) is confirmed by NHA and the local land revenue authorities. However in some sections along

settlements are agricultural fields, the ROW is encroached by the local land owners and residents. During preparation of draft RP all encroached sections were documented and shown in the impact inventory attached to the RPs. Such encroachments are scattered in small sections leaving many sections of varying lengths where ROW is free from encroachments and encumbrances. This peculiarity provides sufficient cushion to facilitate commencement of construction works in sections where ROW is free from encumbrances meanwhile the design review and RP updating work can continue in sections where ROW is encroached by the local people.

8. The joint survey work for both contract packages (Lot-1 and Lot-2) of N-70 was started in last week of July 2016 which is completed for entire road sections. Based on joint survey, centerline is physically marked on ground in most of the sections. A linear plan by clearly marking sections with and without resettlement impacts was finalized and the LARP sections are marked on ground as well. The sections with and without LAR impacts are tabulated below and linear plan showing sections with and without resettlement impact is attached as Annex-1 of the report.

Table: 2 : Sections with and without Resettlement Impacts.

S#	Chainage (km)	Clear Area	Change (km)	LAR Area
<b>N-70 Contract Package Lot-1 RD (0+000 to 69+200)</b>				
1	0+000 to 29+450	29.4 km	29+450 to 34+550	5.0 km
2	34+550 to 36+500	1.9 km	36+500 to 36+750	0.2 km
3	36+750 to 40+250	3.5 km	40+250 to 40+400	0.1 km
4	40+400 to 41+100	0.7 km	41+100 to 41+200	0.1 km
5	41+200 to 42+350	1.1 km	41+350 to 42+825	1.4 km
6	42+825 to 44+250	1.4 km	44+250 to 44+700	0.4 km
7	44+700 to 47+750	3.0 km	47+750 to 47+850	0.1 km
8	47+850 to 48+825	0.9 km	48+825 to 50+800	1.9 km
9	50+800 to 51+950	1.1 km	51+950 to 52+200	0.2 km
10	52+200 to 53+450	1.2 km	53+450 to 65+200	11.7 km
11	65+200 to 66+150	0.9 km	66+150 to 69+200	3.0 km
	<b>Total in Section - 1</b>	<b>45.1 km</b>		<b>24.1 km</b>
<b>N-70 Contract Package Lot-2 RD (78+500 to 128+375)</b>				
1	82+700 to 83+700	1.0 km	78+500 to 82+700	4.2 km
2	101+700 to 105+000	3.3 km	83+700 to 101+700	18.0 km
3	105+400 to 106+350	0.95 km	105+000 to 105+400	0.4 km
4	110+500 to 112+200	1.7 km	106+350 to 110+500	4.15 km
5	112+500 to 115+050	2.5 km	112+200 to 112+500	0.3 km
6	116+475 to 119+900	3.42 km	115+050 to 116+475	1.42 km
7	120+150 to 121+175	1.03 km	119+900 to 120+150	0.25 km
8	121+225 to 122+100	0.87 km	121+175 to 121+225	0.05 km
9	122+150 to 128+375	6.2 km	122+100 to 122+150	0.05 km
	<b>Total in Section - 2</b>	<b>20.97 km</b>		<b>28.82 km</b>

9. Section-wise joint survey data is being submitted to the design consultants since 15<sup>th</sup> of August 2016 and the Design Review team of Supervision Consultants have started the review of design from 30<sup>th</sup> of August 2016. After review by Design review consultants, centerline is being physically marked at site and cross section data have been started for the issuance of construction drawings for sections which are free of resettlement impacts. While sections with resettlement impacts have been again visited on 27 and 28 September 2016 by the Supervisory, Design Consultants, resettlement Specialists, NHA LARU and ADB representative for review of progress on design review and suggest site specific design solutions for minimizing the resettlement impacts. The LAR sections were physically marked on site and the design consultants were advised to make necessary adjustments in design to minimize the LAR impacts in identified section presented in attached report (Annex-2).

## 5. Design Review and updating of Resettlement Plan.

10. As per design total pavement width of the rehabilitated road will be 13.3 meter (44 feet) for which execution of civil works could be limited between 50-70 feet width by adopting a flexible design approach and on site design solutions for areas with and without resettlement impacts and draft RPs were prepared accordingly. However, to further minimize the resettlement impacts design solutions including adjustments in centerline and other appropriate design options to minimize the impacts will be adopted during design review and construction limits will be marked at site accordingly. Based on design review RPs will be updated with implementation schedule fully synchronized with project civil works in all identified resettlement impact sections.

11. Once the design review is finalized and construction limits are marked in all sections with resettlement impacts, the impacts will be re-assessed and resettlement plans will be updated accordingly by the PMU NHA and shall be submitted to ADB for review and clearance. All road sections with resettlement impacts will not be open for construction activities and the sites with resettlement impacts will not be handed over to the contractor until and unless the ADB cleared update RPs are fully implemented.

12. Below is tentative time line for completing design review and updating of RPs fully synchronized with construction plan.

Table 3: Design Review and RP updating timelines

Action	Time line	Responsibility
Detailed joint survey completed and center line marked on ground with adjustments to minimize impacts in all identified LAR sections.	10 October 2016	DCSC and Contractor/ PMU
Construction limits marked on both sides of the marked center line in all LAR sections as per final design after design review.	30 October 2016	DCSC and Contractor/ PMU
Detailed Measurement of impacted assets, Census survey and consultations work completed and impact inventory updated accordingly.	30 November 2016	RS /LARU/PMU
Compensation rates re-assessed and updated as per current market value to ensure the compensation is reflective of replacement cost.	20 November 2016	LARU/RS.
Updated LARP submitted to AB for review and concurrence.	20 December 2016	RS/LARU/NHA.
NHA endorsed Updated LARP reviewed and cleared by ADB	05 January 2017	NHA/ADB
LARP disclosed and implementation started.	15 January 2017	LARU

13. Construction activity will be kept on hold in all LAR sections until and unless the updated RP is fully implemented and construction work is allowed by ADB after review of the internal monitoring reports. RP implementation progress will be tracked on daily basis and reported to NHA and ADB in monthly progress reports, while biannual monitoring reports will be shared with ADB for review and acceptance.

## 6. Conclusion and Recommendation

14. Discussion above concludes that the NHA fully comprehends safeguards management requirements of the project and proper financial and institutional arrangements are placed at PMU level. The Design review team and Resettlement Specialist of Construction Supervision Consultants has been mobilized for filed assessments, design review and updating RP by fixing center line and providing site specific design solutions to minimize the resettlement impacts. Joint survey is mostly completed, section with and without LAR impacts are marked on linear plan and on ground while work for marking

of center line and design review is in progress. The design review will be completed by October 2016 and based on design review and RP updating work can be completed by December 2016.

15. Since the contractors are mobilized, a flexible approach to allow construction activity in sections which are free of resettlement impacts in parallel with design review and updating of RPs need to be considered. A linear plan for both contract packages of project road are attached with report, reflecting different section of varying length free from resettlement impacts in contract package Lot-1 and Contract Package Lot-2, and in these identified sections construction work can be implemented without compromising ADB's safeguards requirements. The accumulative length of LAR free sections is 45.1 km in Contract package Lot-1 and 20.7 km in contract package Lot-2 while the total length of LAR sections is 24.1 km (Lot-1) and 28.82 km (Lot-2) respectively.

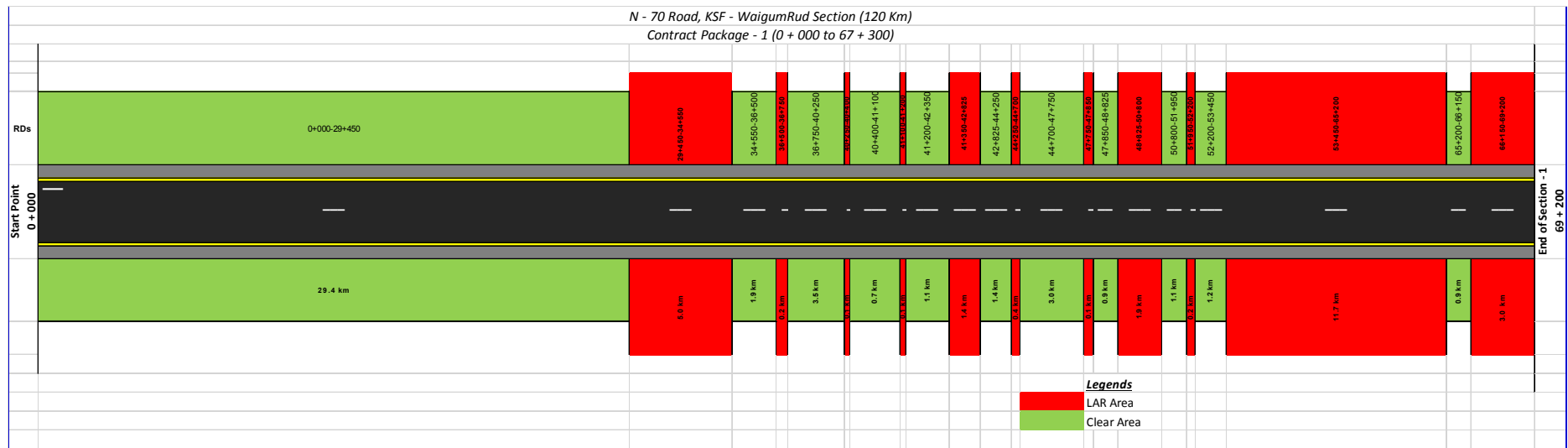
16. Keeping in view the design review progress and construction plan of the contractors, the immediate start of construction is planned between RD 15+000 and 52+000 for Lot-1 and between RD 112+000 to 128+375 for Lot-2. Accordingly, the LAR free sections measuring 27.4 km of Contract Package Lot-1 and 14.0 km in Contract Package Lot-2 as presented in table below should be considered for allowing construction work.

Table 4: Sections in Contract Package-Lot-1 and Contract package-Lot-2 for allowing construction work

From	To	KM	Status of Joint Survey.
<b>N-70 Contract Package Lot-1</b>			
15+000	29+400	14.4	Joint survey completed and LAR free section with centerline marked on ground.
34+600	36+500	1.9	
36+750	40+250	3.5	
41+200	42+300	1.1	
42+850	44+250	1.4	
44+700	47+700	3.0	
47+850	48+825	1.0	
50+800	51+950	1.1	
<b>Cumulative Length</b>		<b>27.4</b>	
<b>N-70 Contract Package Lot-2</b>			
112+500	115+000	2.5	Joint survey completed and LAR free section with centerline marked on ground.
116+475	119+900	3.4	
120+150	121+175	1.0	
121+225	122+100	0.9	
122+150	128+375	6.2	
<b>Cumulative Length</b>		<b>14.0</b>	

17. The LARP updating work will continue in parallel as per plan provided in table 3 above. All sections with resettlement impacts as provided in table 2 above and shown on linear plan (Annex-1) will be kept on hold till full implementation of ADB cleared updated RP is confirmed through periodic progress and monitoring reports.

## Annex-1: Linear Plan showing areas with and without LAR Impacts in contract package Lot-1 of N-70

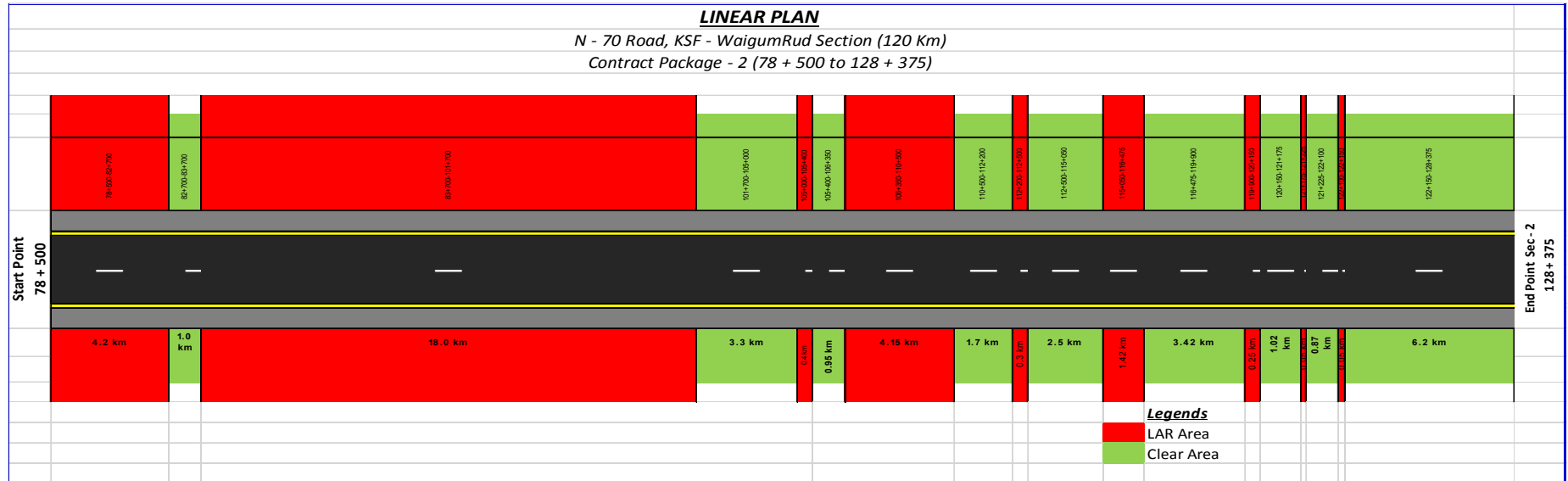


Chainage wise detail of sections with and without LAR impacts in Contract Package-Lot-1 of N-70

S#	Chainage (km)	Clear Area	Chainage (km)	LAR Area
<b>N-70 Contract Package Lot-1 RD (0+000 to 69+200)</b>				
1	0+000 to 29+450	29.4 km	29+450 to 34+550	5.0 km
2	34+550 to 36+500	1.9 km	36+500 to 36+750	0.2 km
3	36+750 to 40+250	3.5 km	40+250 to 40+400	0.1 km
4	40+400 to 41+100	0.7 km	41+100 to 41+200	0.1 km
5	41+200 to 42+350	1.1 km	41+350 to 42+825	1.4 km
6	42+825 to 44+250	1.4 km	44+250 to 44+700	0.4 km
7	44+700 to 47+750	3.0 km	47+750 to 47+850	0.1 km
8	47+850 to 48+825	0.9 km	48+825 to 50+800	1.9 km
9	50+800 to 51+950	1.1 km	51+950 to 52+200	0.2 km
10	52+200 to 53+450	1.2 km	53+450 to 65+200	11.7 km
11	65+200 to 66+150	0.9 km	66+150 to 69+200	3.0 km
	<b>Total in Section - 1</b>	<b>45.1 km</b>		<b>24.1 km</b>



## Annex-1: Linear Plan showing areas with and without LAR Impacts in contract package Lot-2 of N-70



## Chainage wise detail of sections with and without LAR impacts in Contract Package-Lot-2 of N-70

S#	Chainage (km)	Clear Area	Chainage (km)	LAR Area
<b>N-70 Contract Package Lot-2 RD (78+500 to 128+375)</b>				
1	82+700 to 83+700	1.0 km	78+500 to 82+700	4.2 km
2	101+700 to 105+000	3.3 km	83+700 to 101+700	18.0 km
3	105+400 to 106+350	0.95 km	105+000 to 105+400	0.4 km
4	110+500 to 112+200	1.7 km	106+350 to 110+500	4.15 km
5	112+500 to 115+050	2.5 km	112+200 to 112+500	0.3 km
6	116+475 to 119+900	3.42 km	115+050 to 116+475	1.42 km
7	120+150 to 121+175	1.025 km	119+900 to 120+150	0.25 km
8	121+225 to 122+100	0.87 km	121+175 to 121+225	0.05 km
9	122+150 to 128+375	6.2 km	122+100 to 122+150	0.05 km
	<b>Total in Section - 2</b>	<b>20.965 km</b>		<b>28.82 km</b>

**Annex-2: Section where design adjustments are proposed to minimize LAR impact on residential structures.**

S#	Chainage/RDs With Structure	Road Length KM	Location along road	Number and type of Structure	N# of Rooms in inventory	AH ID No. (QLW)	Remarks/Proposed Option
1	59+225~59+382	0.157	B/S	4 Residential 1 PTCL office (Government)	22	40, 41, 42, 45, 46	<ul style="list-style-type: none"> <li>50ft clear ROW available in between building line.</li> <li>Construction limit will be adjusted accordingly with retaining walls on both sides.</li> </ul>
2	59+815~59+885	0.070	R/S	1 Residential 1 Masque	05	47	<ul style="list-style-type: none"> <li>Building line is at a distance of 33ft from center line i.e at edge of defined COI in RP.</li> <li>During design review and construction due care will be ensured to avoid any damage to these residential and community structures.</li> </ul>
3	60+010~60+036	0.026	L/S	1 Residential	04	52	<ul style="list-style-type: none"> <li>Building line is at a distance of 25ft from center line</li> <li>Center line will be shifted up to 2 meters towards right side to avoid impact on structure.</li> </ul>
4	60+154~60+191	0.037	L/S	1 Residential	08	54	
5	60+285~60+491	0.206	B/S	5 Residential	15	57, 58, 59, 61, 62	<ul style="list-style-type: none"> <li>55ft clear ROW available in between building line. Construction limits (COI) will be adjusted with retaining walls on both sides to avoid any damage to structures during design review.</li> </ul>
6	60+800~60+855	0.055	R/S	1 Residential	3	70	<ul style="list-style-type: none"> <li>Building line is at a distance of 35ft i.e at edge of defined COI.</li> <li>During design review and construction due care will be ensured to avoid any damage to residential structure.</li> </ul>
7	64+250~64+330	0.080	R/S	2 Residential	10	84, 85	<ul style="list-style-type: none"> <li>Building line is at a distance of 32ft from centerline i.e at edge of defined COI in RP.</li> <li>During design review and construction due care will be ensured to avoid any damage to residential structures.</li> </ul>

8	86+600~86+900	0.300	R/S	5 Residential	17	122, 123, 124 125, 126	<ul style="list-style-type: none"> <li>• Building line is at a distance of 18ft from center line.</li> <li>• Center line will be shifted upto 3 meters towards left side to avoid impact on residential and community structures.</li> </ul>
9	87+360~87+510	0.150	R/S	1 Residential	04	132	
10	87+700~87+713	0.013	R/S	1 Residential	02	133	<ul style="list-style-type: none"> <li>• Building line is at a distance of 33ft from center line i.e at edge of defined COI in RP.</li> <li>• During design review and construction due care will be ensured to avoid any damage to residential structure.</li> </ul>
11	88+880~88+910	0.030	B/S	1 Residential	01	142	<ul style="list-style-type: none"> <li>• 52ft ROW available between structure and grave yard on opposite side.</li> <li>• Construction limits (COI) will be adjusted accordingly with retaining walls on both sides to avoid any damage to structure and graves during design review.</li> </ul>
12	88+940~88+967	0.027	B/S	1 Residential	01 wall	144	<ul style="list-style-type: none"> <li>• 52ft ROW available between structure and grave yard on opposite side.</li> <li>• Construction limits (COI) will be adjusted accordingly with retaining walls on both sides to avoid any damage to structure and graves during design review.</li> </ul>
13	89+170~89+180	0.010	R/S	1 Farmhouse	01	148	<ul style="list-style-type: none"> <li>• Building line is at a distance of 27ft from center line.</li> <li>• Center line will be shifted up to 2 meters towards left side to avoid impact on structure.</li> </ul>
14	89+325~89+490	0.165	R/S	4 Residential	08	154, 155, 156, 158	<ul style="list-style-type: none"> <li>• Building line is at a distance of 22ft from center line.</li> <li>• Center line will be shifted up to 3 meters towards left side to avoid impact on structure.</li> </ul>

15	89+750~89+805	0.055	R/S	2 Residential	09	159, 160, 162	<ul style="list-style-type: none"> <li>• Building line is at a distance of 24 ft from center line.</li> <li>• Center line will be shifted up to 2 meters towards left side to avoid impact on structure.</li> </ul>
16	92+620~92+675	0.055	L/S	3 Residential	07	172, 173, 174	<ul style="list-style-type: none"> <li>• Building line is at a distance of 17ft from center line.</li> <li>• Center line will be shifted up to 3 meters towards right side to avoid impact on structure.</li> </ul>
17	94+650~94+690	0.040	R/S	2 Farm House	08	181, 182, 195, 196	<ul style="list-style-type: none"> <li>• Building line is at a distance of 28 ft from center line.</li> <li>• Center line will be shifted up to 1 meter towards left side or construction limit will be adjusted with retaining wall along structure to avoid any impact on structure.</li> </ul>
18	96+025~96+035	0.010	B/S	2 Farm House	02	204, 205	<ul style="list-style-type: none"> <li>• 66ft clear ROW available between structures on both sides.</li> <li>• During design review and construction due care will be ensured to avoid any damage to structure.</li> </ul>
19	96+540~96+570	0.030	L/S	1 Residential	01	208	<ul style="list-style-type: none"> <li>• Building line is at a distance of 22ft from center line.</li> <li>• Center line will be shifted up to 3 meters towards right side to avoid impact on structure.</li> </ul>
20	96+630~96+750	0.120	B/S	1 Residential 2 Farm House	03	204, 214, 215	<ul style="list-style-type: none"> <li>• 56 ft clear ROW available between structures on both sides of road.</li> <li>• Construction limits (COI) will be adjusted with retaining walls on both sides to avoid any damage to structure.</li> </ul>

21	96+750~97+000	0.250	L/S	2 Farm House	02	217	<ul style="list-style-type: none"> <li>• Building line is at a distance of 36ft from center line i.e marginally out of defined COI in RP.</li> <li>• Specific design adjustment not required, however, during construction due care will be ensured to avoid any damage to community structure.</li> </ul>
22	97+465~97+565	0.100	R/S	2 Residential	02	221, 222	<ul style="list-style-type: none"> <li>• Building line is at a distance of 16ft from center line.</li> <li>• Center line will be adjusted up to 3 meters towards left side with retaining wall along structures to avoid any impact on structure.</li> </ul>
23	101+425~101+450	0.025	L/S	1 Residential	01	245	<ul style="list-style-type: none"> <li>• Building line is 33ft from center line i.e at edge of defined COI limit as in RP.</li> <li>• Specific design adjustment not required, however, during construction due care will be ensured to avoid any damage to community structure.</li> </ul>
24	116+418~116+423	0.007	L/S	2 Farm House	02	266	<ul style="list-style-type: none"> <li>• Building line is at a distance of 17ft from center line.</li> <li>• Center line will be shifted up to 3 meters towards right side to avoid impact on structure.</li> </ul>
		2.138 Km		38 Residential 10 Farm House 1 Community <u>1 Government</u> , Total 50 Structures	143 Rooms and 1 wall		<ul style="list-style-type: none"> <li>•</li> </ul>
<p><b>Note:</b>  <b>i):</b> Total 48 residential/farmhouse structures (38 residential, 10 farmhouses), <b>ii)</b> 1 community structures (Mosques), and <b>iii)</b> 1 government structure will be avoided with site specific design solutions including adjustments in center line and construction limits with retaining wall.  <b>ii)</b> The Farm House structures are rooms constructed along the road by Farm Owners for storage of agricultural appliances and as rest room for farm labor and are not used as residential units.</p>							

**Appendix-1: ROW confirmation Letters issued by BOR.**

No. 30-11/Rev/2011

**BOARD OF REVENUE BALUCHISTAN**  
(REVENUE DEPARTMENT)

Dated Quetta, the 10th October, 2011

To

The Deputy Commissioner  
Killa Saifullah.

Subject: - REDUCED ROW OF QILA SAIFULLAH-ZHOB PROJECT  
NHDSIP-CB-3B, KILLA SAIFULLAH ZHOB SECTION OF N-50

The undersigned is directed to forward herewith a copy of letter No.GM/BAL/NHA/QTA/2011/505 dated 21st July, 2011 received from National Highway Authority on the subject cited above and to say that as per Government of Balochistan decision right of way for National Highway Authority should be 110 ft instead of 55 ft already handed over to the NHA. (Copy of the decision of Government of Balochistan is enclosed)

2. You are therefore, requested to please extend your cooperation with the National Highway Authority with regard to completion of project of Killa Saifullah- Zhob, Road.

(Sheikh Asmatullah)  
Secretary (Revenue)  
Board of Revenue Baluchistan

Copy forwarded to the General Manager, National Highway Authority  
Islamabad, for their information and for the necessary action to be taken.

(Sheikh Asmatullah)  
Secretary (Revenue)  
Board of Revenue Baluchistan

ICB-3B/QTA/Rev/2011  
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No. CAU/UST/7-4/95/1601/C-102

GOVERNMENT OF BALUCHISTAN  
COMMUNICATION WORKS PP&H DEPTT:

Dated Quetta, the 2nd Nov. 1995.

~~The General Manager~~  
(Balochistan) National Highway  
Quetta.

Subject :- MANAGEMENT OF NATIONAL HIGHWAY IN BALUCHISTAN.

Reference : Your letter No. CA/WH/QT/95/713,  
dated 23.8.1995 on the subject cited above.

The Communication and Works Department doesn't have the record pertaining to the Right of Way of National Highways. However, a notification issued by the Chief Engineer, Government of Baluchistan, copy may be available in your office. The Right of Way within the city and Town areas was fixed 55 feet from the centre of the road and outside the town and city areas the Right of Way was fixed 110 feet from the centre of the road.

Now the Government of Baluchistan has decided not to pay any compensation while constructing a new road.

As regard the Right of Way which has now been fixed for construction of Road from Polwari to Old Customs has already been fixed and record can be obtained from the office of District Commissioner, Quetta.

(ALI AHMED BALUCH)  
SECRETARY.



Subject: -

**MINUTES OF MEETING DATED 20.05.2013 AT 12 :00 NOON AT THE OFFICE OF SMBR UNDER THE CHAIRMANSHIP OF SMBR BALUCHISTAN**

A meeting has been called by the Senior Member Board of revenue Baluchistan on 20.05.2013 at 12:00 Noon The following were attended the meeting.

1.	Mr. Sarwar Javed Senior Member Board of Revenue	In Chair.
2.	Mr. Sardar Ijaz Ahmed Jafer GM (EASL) NHA HQ Islamabad.	Member
3.	Mr. Noor-ul-Hassan GM (Bal) NHA Quetta.	Member
4.	Mr. Asad ur-Rehman Gilani Commissioner Zhob (Division)	Member
5.	Sheikh Asmatullah Senior Secretary Board of Revenue	Member
6.	Mr. Abdul Manan Deputy Director (L&S) NHA Quetta.	Member

**AGENDA OF THE MEETING.**

- i) Killa Saifullah-Loralai road
- ii) Mughal Kot road
- iii) Zhob Bypass
- iv) Rehabilitation of Killa Road

2. The Meeting started with the recitation of Holy Quran. The Chair welcomed the participants of the meeting.
3. The General Manager (EALS) NHA Islamabad appreciated the role of Board of revenue and Zhob Division administration for full support to NHA during implementation of Kila Saifullah-Zhob road project by providing clear ROW as per the decision of Government of Baluchistan. He clarified that without the assistance/ support of BOR & Zhob Division Administration the project could not be completed within due time smoothly.
4. The General Manager (EALS) explained that NHA has started negotiation with ADB to provide funds for construction of Kila Saifullah-Loralai-Waigum Rud Road project N-70 and Zhob-Mughal Kot road Project N-50. The ADB authorities agreed to provide fund for both the said projects subject to availability of land/Row for the said projects free from all encumbrances. The General Manager EALS told that as the board of revenue and Zhob Division Administration has ensured Row 110 ft in urban area and 220 ft in rural area for the project of Kila Saifullah-Zhob road N-50 the same ROW may also be provided/assured for the above said project as per decision of the Government of Baluchistan, so that the ADB authorities may be informed to provide funds for the construction of said two projects.
5. General Manager (EALS) further explained that regarding Zhob Bypass the ADB authorities have agreed to include it in the project if there will be no land acquisition proceedings and the land is provided free of cost.
6. The Chair reiterated that as per Government of Baluchistan decision ROW of 110 ft in urban and 220 ft in rural area will be provided to NHA free from all encumbrances and there will be no land acquisition in the said project.
7. The Chair asked that the local inhabitants/ land lords have already been convinced and they are agree to spare their land for construction of Zhob Bypass free of cost, in this regard written willingness have already been presented by them to the EDO (Revenue) Zhob. Hence, there will be no hindrance from land lords.
8. The Commissioner Zhob Division assured that as per the decision of Government of Baluchistan the Row will be provided to NHA free from all encumbrances for the Kila Saifullah-Loralai Waigum Rud N-70 road Project and Zhob Mughal Kot Road Projects N-50.







No. SDP-NHA-ADB-01

**OFFICE OF THE COMMISSIONER**

**ZHOB DIVISION AT LORALAI**

**Dated Loralai, the 29<sup>th</sup> August, 2013.**

Subject: **MINUTES OF THE MEETING DATED 29.08.2013 REGARDING LAND RELATED ISSUES OF ADB FINANCED PIPELINE PROJECTS OF ZHOB DIVISION OF BALUCHISTAN.**

A follow-up meeting regarding the land issues of NHA projects in Zhob Division at Loralai is held in the office of Commissioner Zhob Division on 29<sup>th</sup> August, 2013 at 1100 hours. Following attended the meeting:-

- **Mr. Ajaz Ahmad** - in Chair  
General Manager (EALS) NHA, HQ.
- **Mr. Asad Rehman Gilani**  
Commissioner Zhob Division
- **Mr. Noor Ul Hassan Mandokhel,**  
General Manager (Baluchistan) NHA Quetta.
- **Mr. Abdul Manan**  
Deputy Director (LM&IS) NHA, Quetta

#### AGENDA OF THE MEETING.

2. Agenda of the meeting is as under:-

- a. **ROW clearance of Qilla Saifullah-Loralai-Waigum Rud Project N-70.**
- b. **ROW clearance of Zhob-Mughalkot Road project N-50.**
- c. **Zhob Bypass N-50.**
- d. **Mutation of NHA acquired land.**

3. The Commissioner Zhob Division welcomed the participants.

4. **The chair briefed the participants that NHA has planned to launch two mega projects in near future in Balochistan with the assistance of Asian Development Bank (ADB). These are:-**


- **Zhob-Mughalkot Road Project N-50.**
- **Qilla Saifullah-Loralai-Waigum Rud Project N-70.**

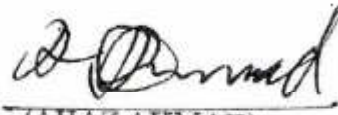
5. The chair informed that a meeting with Senior Member Board of Revenue (SMBR) Balochistan was held on 20<sup>th</sup> May, 2013 regarding the confirmation of ROW limit of 110-feet in Urban Area and 220-feet in Rural Area, where in the SMBR, Balochistan has reiterated the decision of Government of Balochistan and ensured that the required ROW will be provided to NHA free from all encumbrances. This meeting has been called as follow-up meeting of earlier meeting. The chair shared the agenda items with the participants. The following decisions were taken with mutual understanding:-

- a. As per the decision of Government of Balochistan ROW of 110-feet in Urban Area and 220-feet in Rural Area will be provided to NHA free from all encumbrances. However NHA will have to pay the compensation of trees, structures and crops etc alongwith allowances as per the ADB policy.
- b. The local administration will assist the NHA authority for the smooth running of the construction activities of the road and will provide all possible support till completion of the project.
- c. The chair Informed that the Deputy Commissioner Loralai Showed concern over the alignment of Loralai Bypass at the time of joint survey work. The Commissioner zhob Division stated that it would be appropriate, if the NHA consider new alignment of Loralai Bypass starting from Shah Kareez-Kili Nasran, Zangiwall joining the N-70 road at Mouza Zangiwall on the left side of the road from Quetta to DG Khan.
- d. The Commissioner Zhob Division highlighted that Loralai-Murgha Kibzai-Mussa Khail-Droog-Taonsa road is the shortest way to connect Punjab Province with Balochistan and KPK. It will be appropriate if the said road is federalized and is constructed by NHA as per their standard. This will be an easy access to the people of Balochistan with Khyber Pakhtankhwa and Punjab Province.



- e. The Commissioner Zhob Division assured that direction will be issued to Deputy Commissioners/Collectors of District Qilla Saifullah, Zhob, Barkhan and Mussa Khail to transfer/mutate the acquired land in favour of NHA at the earliest.
- f. It was mutually agreed that close coordination will be maintained between NHA and District Administration of Zhob Division and next meeting will be held at Islamabad.

  
 (ASAD REHMAN GILANI)  
 Commissioner Zhob Division  
 29. 8. 2013

  
 (ALI JAZ AHMAD)  
 General Manager (EALS)  
 29. 8. 13

Distribution.

➤ All Participants.

Copy to:-

- The Chairman NHA, Islamabad.
- The Senior Member Board of Revenue, Government of Balochistan, Quetta.
- The Member (Planning) NHA, Islamabad
- The member (AP), NHA, Islamabad.
- The CCAP, NHA, Islamabad.
- Dy. Commissioner Zhob
- Dy. Commissioner Kila Saifullah
- Dy. Commissioner Loralai
- Dy. Commissioner Sheerani
- Dy. Commissioner Musakhail.
- Dy. Commissioner Barkhan.