

# Due Diligence Report on Social Safeguards

Loan 3264-PAK: Flood Emergency Reconstruction and Resilience Project (FERRP) – AJK Roads Component

Due Diligence Report on Social Safeguards

September 2016

Prepared by: Communication and Works Department, Government of Azad Jammu  
Kashmir (AJK)

## 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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## Due Diligence Report on Social Safeguards

Project Number: 49038-001

Loan 3264-PAK  
Pakistan: Flood Emergency Reconstruction and Resilience  
Project (FERRP)

Social Due Diligence Report of Major Roads  
September 2016

Prepared by:  
Communication and Works Department  
Government of Azad Jammu Kashmir (AJK)

This due diligence report has been submitted to Asian Development Bank (ADB) for flood emergency reconstruction and resilience project for major roads of AJK. It is publicly available in accordance with ADB's public communications policy (2011). It does not necessarily reflect the views of ADB.

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## **A. Introduction and Project Background.**

1. In September, 2014, Pakistan faced heavy monsoon and unusual flash floods which brought destruction throughout Pakistan but the province of Punjab and Azad Jammu Kashmir (AJK) (Havali/forward Kahota, Kotli and Poonch Districts) were the areas most affected. These rains and floods reportedly resulted in many deaths and injuries in these areas. Damages to roads and infrastructures disrupted the access to information and other services. Major public health concerns included an increase in acute respiratory illnesses, diarrhea and skin diseases in the flood-affected population. Damage to crops and stored grains resulted in an acute shortage of food both for human and livestock. In AJK, Havali, Kotli and Poonch districts were directly affected by this disaster. Several roads and bridges washed away by the unprecedented flash floods and landslides. To restore and rebuild the damaged infrastructures, especially the road connectivity network in these areas, the Flood Emergency Reconstruction & Resilience Project (FERRP) has been launched with the assistance from Asian Development Bank (ADB).

2. The overall scope of FERRP includes: (i) Rehabilitation and reconstruction of damaged roads and bridges caused by 2014; (ii) rehabilitation and reconstruction of damaged irrigation, drainage and flood protection schemes, and at priority up-gradation of flood protection schemes; and (iii) strengthening disaster risk management through: (a) human and institutional capacity development and strengthening the interface with the districts and other mandated institutions that have a key role in flood management; and, (b) multi-hazard risk assessment data and system development. Communication and works Department (C&W) is the Executive Agency (EA) for roads component of FERRP in AJK.

### **i. Need for the Due Diligence Report (DDR).**

3. The need of the DDR is to identify whether the project involves any land acquisition and resettlement (LAR) impacts, so that assess the need for preparation and implementation of land acquisition and resettlement plan (LARP) to address the Land Acquisition and Resettlement (LAR) issues in compliance with the ADB's Safeguards Policy Statement (SPS) 2009, and a way forward including an action plan on how to implement the project and the LARP.

### **ii. Objectives of DDR**

4. Objectives of this due diligence report is to, determine whether the proposed stretches of the road subprojects are free of any resettlement impacts, e.g., land acquisition and displacement of people, any adverse impacts on people's income and livelihood including impacts on women, poor and vulnerable persons. To review the present field situation of these subprojects in the light of Involuntary Resettlement (IR) and Indigenous Peoples (IP) checklists submitted by FERRP officials and in accordance with ADBs SPS 2009 and identify actions to address the impacts including preparation of LARPs, where required.

### **iii. Methodology**

5. Appropriate tools and techniques were used for collection of primary and secondary data through non-structured interviews, impact screening checklists, individual discussions with project officials and common community members. From 19 to 27 September 2016, the TA (8912-PAK Capacity Building of Institutions Handling Disasters) Resettlement Specialist, environmental specialist along with Project Implementation Unit (PIU) AJK officials conducted



transect walks for rapid appraisal of the proposed locations and alignments of 10 major roads in Haveli, Kahuta, Bagah and Poonch districts (shown in table No1). Using the ADB's IR and IP impacts screening checklists to determine the IR and IPs impacts and category of subprojects at the assessment stage. The purpose of TA includes support for establishing management systems in implementing agencies and augmenting the social safeguards. The resettlement specialist will provide support to C&W AJK to ensure compliance with national, internal law and ADB SPS 2009.

6. Before proceeding to the subprojects (table 1) the TA resettlement consultant reviewed the ADB's relevant FERRP documents especially Land Acquisition and Resettlement Framework (LARF) and Project Administrative Manual (PAM) for carrying out LAR assessment of subprojects in line with the ADB's SPS 2009. In the process to collect the information on the subprojects of major roads, FERRP (PIU) officials AJK were contacted and received linear plans of the subprojects. A meeting was held dated 20 September, 16 in PIU office Rawalakot AJK with, Deputy Director Safeguards (DDS) of FERRP to discuss the nature and scope of the subprojects and planning for field visits. These visits were carried out from 19 to 27 September 2016. DDS from PIU accompanied to confirm the locations of the subprojects, and to explain the scope of works. Once the field visits were completed, debriefing sessions were held with Project Director and DDS for sharing the field findings and conclusion for their information and also to seek their opinion about the safeguards remedial measures and actions proposed. Public consultations were also held with local people to get their view points and appraise them about the project's rehabilitation work. Local people provided positive feedback and ensured their cooperation for the smooth execution of the subprojects.

#### iv. Lists of the Subprojects.

7. Under the Emergency loan modality of ADB, a land acquisition and resettlement framework for the project as a whole has been prepared. This DDR covers the following road subprojects as shown in table No1 below.

**Table No. 1**                      **Name of the contract packages of Major Roads in AJK.**

Sr.No	Name of the Road	District	Total Length of the road KM	Affected length (RDs)	LAR Impacts/Remarks	R&R Cost (PKR)
1	Tatta Pani Hajira Road (AK-CW-1)	Kotli - Poonch	25	19 (0+000 – 19+000)	No LAR impacts and social issues exist in the entire affected length of 19 km.  Therefore no LARP is required.	352,426,829

2	Hajira - Abbaspur (Package-1 ) (AK- CW-2)	Poonch Haveli	30	29.4  (0+000 – 29+404.580)	No LAR impacts and social issues exist in the entire affected length of 29.4 km.  Therefore no LARP is required.	583,980,751
3	Abbaspur-Mahmood Gali road (Package- 2 ) (AK-CW-3)	Poonch Haveli	16	16  (0+000 – 16)	No LAR impacts and social issues exist in the entire affected length of 16 km.  Therefore no LARP is required.	437,888,562
4	Dhulli - Lasdanna ( Package-1) (AK- CW-4)	Bagh- Haveli	13	11.77  (0+000 – 11+770)  (0+000 @ 2+740)	No LAR impacts and social issues exist in the entire affected length of 11.77 km.  Therefore no LARP is required.	265,444,574
5	Lasdanna - Mehmoodgali road (Lasdanna - Mehmoodgali Package-2) (AK- CW-5)	Bagh- Haveli	10	9.37  (0+000 – 9+371.368)	No LAR impacts and social issues exist in the entire affected length of 9.37 km.  Therefore no LARP is required.	275,999,803
6	Rawalakot - Hajira road. (AK-CW-6)	Poonch – Kotli - Haveli	30	21.175  (0+000 – 21+157.716)  (0+000 @ 4+800)	No LAR impacts and social issues exist in the entire affected length of 21.16 km.  Therefore no LARP is required.	608,095,426
7	Azad Pattan - Rawalakot road. (AK-CW-7)	Poonch – Kotli - Haveli	35	20.24  (0+000 – 20+238.65)	No LAR impacts and social issues exist in the entire affected length of 20.24 km.  Therefore no LARP is required.	783,299,257



8	Trarkhel - Hajira road. (AK-CW-8)	Sudhnuti - Poonch	17	16.6 (0+000 – 16+568.16)	No LAR impacts and social issues exist in the entire affected length of 16.6 km.  Therefore no LARP is required.	387,268,797
9	Khaigala Ali Sojal Chura Gali Road. (AK-CW-9)	Poonch	33	14.68 (0+000 – 14+677.29) (0+000 @ 18+000)	No LAR impacts and social issues exist in the entire affected length of 14.68 km.  Therefore no LARP is required.	156,974,108
10	Thaliar Bridge Kotli to Tatta Pani Road(25.61Km) (AK-CW-10)	Kotli	25.61	13.25 (0+000 – 9+252.35 & 21+500 – 25+493.35)	No LAR impacts and social issues exist in the entire affected length of 13.25 km.  Therefore no LARP is required.	209,803,026

#### v. Scope of Land Acquisition and Resettlement.

8. No additional land is required for rehabilitation and reconstruction (R&R) of any sections selected for R&R activities of the subprojects listed above. All proposed works of metalling black topping and protection works will be executed in the existing carriage way and in available ROWs (widths are shown in table No 2). It is anticipated that any Involuntary Resettlement will not occur due to the project intervention. Hence the 10 road subprojects (shown in table No 1) fall in category "C".

#### vi. General Description of Physical Works

9. The proposed R&R works consists mainly of rehabilitation of road sections within the existing ROWs having average widths of 7.05 to 7.50 meters except Rawalakot to Hajira road which is approximately 9.40 to 9.90m and Azadpattan to Rawalakot road which is approximately 10.40 to 10.90m. Roads rehabilitation involves the construction of metalling and black topping on existing carriageways. Moreover in all proposed sections of the roads retaining walls, breast walls and culverts/drains will also be constructed within the available ROWs. Widths of the carriageways, shoulders of the roads, drains and ROWs are given in table no 2.



**Table: 2 Widths of the Carriageway, Shoulders, drains and ROW of the subprojects.**

S No	Name of the Road	Length of the affected Road (Km)	Width of the carriageway (Meter)	Average width of the shoulders (Meters)		Width of Drain (m)	Width of the ROWs (m)	Remarks
				L/S	R/S			
1	Tatta Pani Hajira Road (Kotli-Poonch) (AK-CW-1)	19	3.65	0.75 (PCC)	0.75 (PCC)	0.9	7.05-7.50 (varied)	Due to hilly terrain widths of the ROW, carriageway and shoulder varies at different sites of the road. However all R&R works will remain confined in the existing carriageway and in the existing ROW.
2	Hajira - Abbaspur Road (Poonch-Haveli) (Package-1 ) (AK-CW-2)	29.4	3.65	0.75 (PCC)	0.75 (PCC)	0.9	7.05-7.50 (varied)	As Above
3	Abbaspur- Mahmood Gali Road (Poonch-Haveli) (Package-2 (AK-CW-3)	16	3.65	0.75 (PCC)	0.75 (PCC)	0.9	7.05-7.50 (varied)	As Above
4	Dhulli - Lasdanna Road (Bagh-Haveli) ( Package-1) (AK-CW-4)	11.77	3.65	0.75 (PCC)	0.75 (PCC)	0.9	7.05-7.50 (varied)	As Above

5	Lasdanna - Mehmoodgali Road  (Bagh-Haveli)  (Lasdanna - Mehmoodgali Package-2) (AK-CW-5)	9.37	3.65	0.75 (PCC)	0.75 (PCC)	0.9	7.05-7.50 (varied)	As Above
6	Rawalakot - Hajira Road.  (Poonch-Kotli & Haveli)  (AK-CW-6)	21.175	5.50	1 (DST)	1 (DST)	0.9	9.40-9.90 (varied)	As Above
7	Azad Pattan - Rawalakot Road.  (Poonch-Kotli & Haveli)  (AK-CW-7)	20.24	6.50	1 (DST)	1 (DST)	0.9	10.40- 10.90 (Varied)	As Above
8	Trarkhel - Hajira Road.  (Sudhnuti- Poonch)  (AK-CW-8)	16.6	3.65	0.75 (PCC)	0.75 (PCC)	0.9	7.05-7.50 (Varied)	As Above
9	Khaigala Ali Sojal Chura Gali Road.  (Poonch)  (AK-CW-9)	14.68	3.10	0.75 (PCC)	0.75 (PCC)	0.9	5.50-6.0 (varied)	As Above
10	Thaliar Bridge Kotli to Tatta Pani Road  (Kotli)  (AK-CW-10)	13.25	3.65	0.75 (PCC)	0.75 (PCC)	0.9	7.05-7.50 (Varied)	As Above

PCC – Plain Cement Concrete, DST – Double Surface Treatment, L/S – Left Side, R/S – Right Side

## B. Overall findings of the subprojects

10. During field visits, it was revealed that the subprojects proposed for Rehabilitation and reconstruction of 10 roads will be implemented on the existing alignment of roads and other protection works will be confined in the existing ROWs. No new road construction or change of alignment will be involved. As the rehabilitation and reconstruction of the aforesaid roads are not expecting to have any physical or economic displacement, therefore, there is no possibility of land acquisition and consequently no involuntary resettlement impacts are anticipated thus the subprojects are classified as Category "C" for IR. Table 3 describes the detail of the impacts.

**Table 3: Resettlement Impacts**

Nature of Impact	Magnitude of Impact
Number of houses to be displaced	No house exists within ROW and in built up area, therefore there are no resettlement issues related with housing in all 10 subprojects and the sections selected for R&R works.
Number of Directly Affected Persons (AP's)	There are no directly affected persons in any road section of R&R works.
Loss of Agricultural Area / Cropland	There is no agriculture land required for improvement of existing road, therefore no loss of agricultural area/ cropland.
Loss of Orchards	There are no losses of orchards.
Loss of structures / buildings	There is no loss of any structure/ building in any road section of R&R works.
Loss of individual and community Livelihoods	There will be no loss of livelihood permanently or temporarily.
Temporary Disruption of Livelihood	No shop keeper, vendor or encroacher will experience temporary disruption of livelihood during civil work activity.
Damage or disturbance to public utility.	Work will be limited to its existing carriage way /ROW and no disturbance is foreseen. However during the execution of work TA consultant and C&W/FERRP officials will strictly monitor to avoid any adverse impact.
Loss of grazing and fishing activities	There is no loss of grazing and fishing activity.
Loss of community properties	There is no loss of community property.
Government property	No Government property loss.
Indigenous People	There are no Indigenous People's on these areas, so no impacts on IPs.
Resettlement Budget	Not applicable
Implementation Schedule	Not applicable
Monitoring and Evaluation	The Monitoring & Evaluation activities of these subprojects will be limited to monitoring the implementation of construction. It will be ensured that the contractors include the employment of local labor force in the construction and post construction activities. It will be ensured that all civil work activities will be limited to the existing ROWs and flood/rain affected sites. For this purpose regular field visits will be carried out and proper due diligence will be exercised by TA resettlement specialist (consultant) to confirm the construction work as per final Design/construction specifications provided by C&W/ PIU FERRP officials.



### **C. Measures to Minimize Impacts.**

11. Minimization of resettlement and other social adverse impacts will be achieved mainly by carrying and limiting the work inside the carriageways and ROWs. Further adjustments, where needed, will be made in the sections passing through built-up areas or market places to ensure no impacts are caused to any structures or socioeconomic activities including any small businesses operating around the ROWs.

### **D. Indigenous Peoples and other persons.**

12. The subprojects (mentioned in table No 1) are located in Azad Jammu and Kashmir where no indigenous or ethnic minorities (EM), as SPS describes them to be, have been found living in or around the roads subprojects areas. All persons are Muslim and they do not recognize themselves as IPs. The ADB's policy on IPs is therefore not triggered. Therefore these subprojects have been categorized as "C" for IPs and no Indigenous peoples plan will be needed.

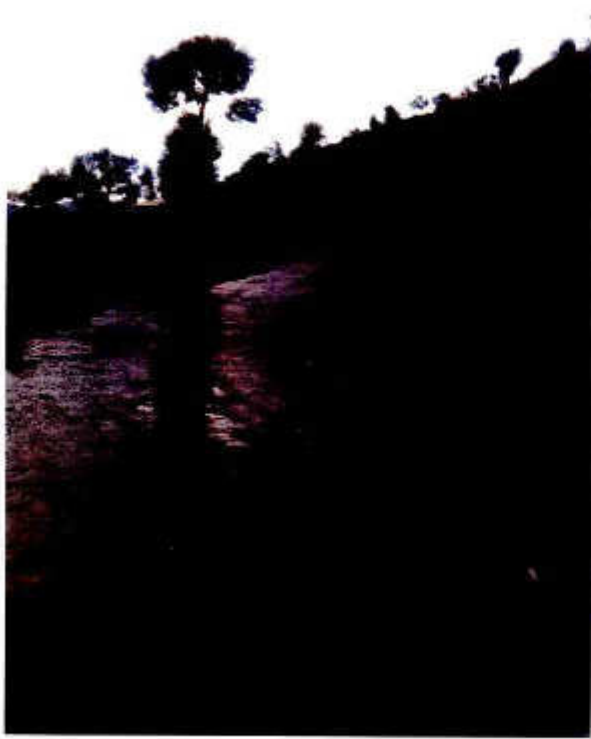
13. The subproject will not result in labor retrenchment or encourage child labor; or the displacement of women. The subproject will have no potential impact on any female-headed household and vulnerable persons.

### **E. Conclusions and Recommendation.**

14. The due diligence process was conducted for the subprojects to examine the IR impacts and any social issues particularly with respect to the requirements of the ADB's SPS (2009). The roads and protection works proposed under the subprojects will be of straightforward rehabilitation and reconstruction on the existing carriageways/ROWs. The results of the due diligence confirm that the impact of these subprojects does not involve any land acquisition, resettlement or economic displacement. Moreover, no IPs are identified in the subprojects area. Thus it is concluded that the subprojects are Category "C" for IR as well as for IPs as per ADB SPS 2009.

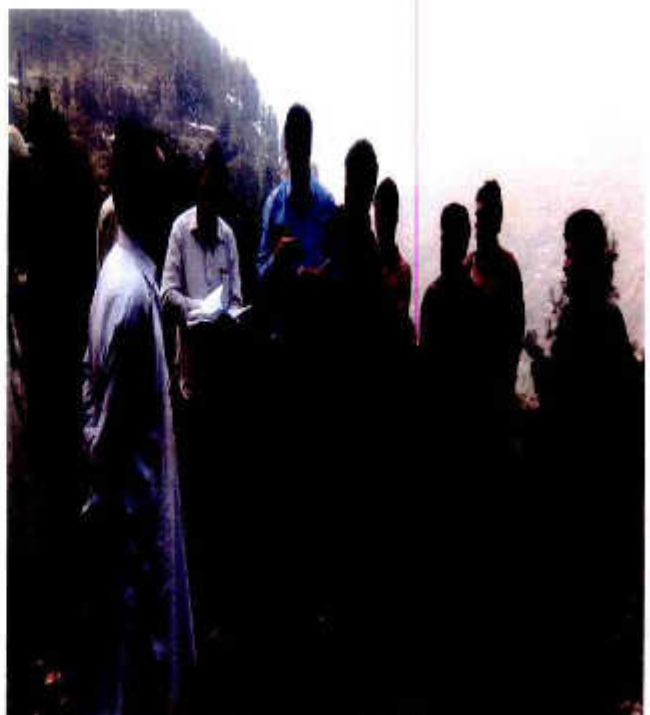
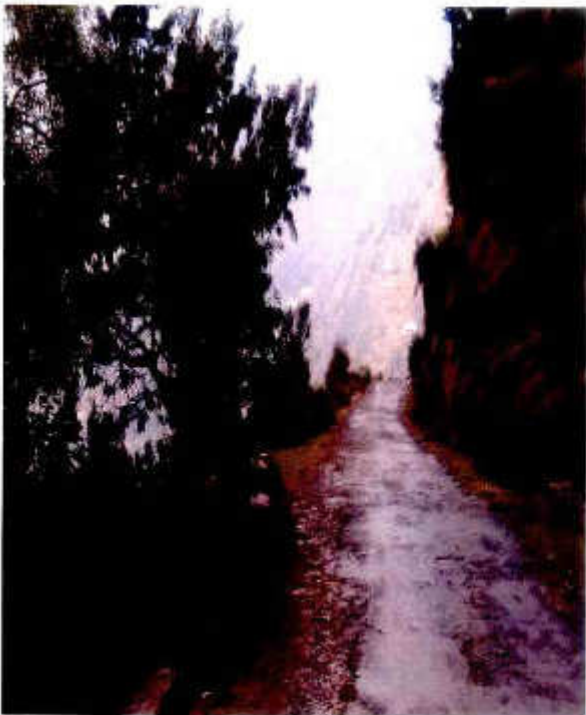
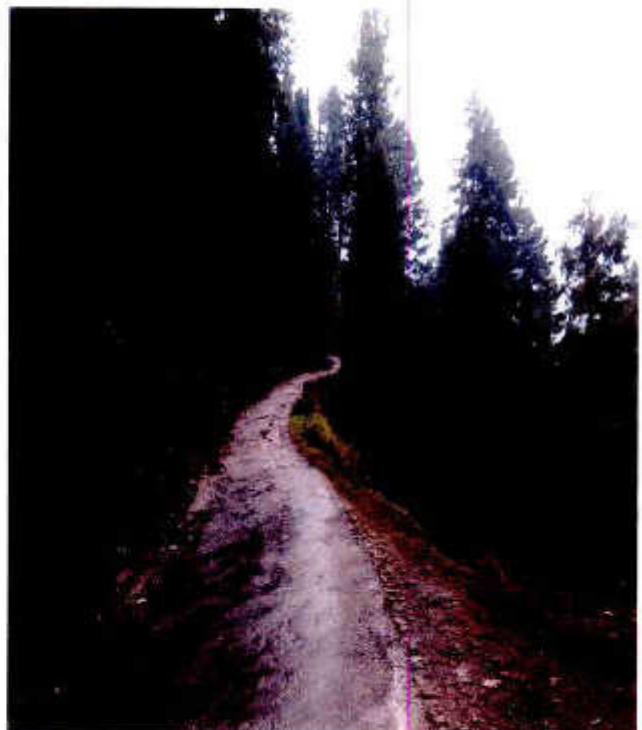
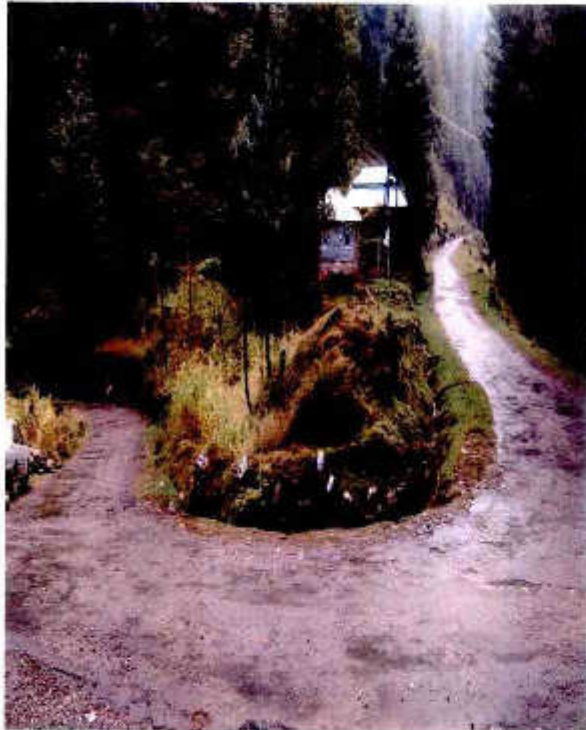
15. During the construction phase of FERRP –TA consultants and C&W/FERRP officials will monitor the construction works to ensure that no damages are caused to the roadside structures, in terms of any temporary/permanent impact, such as access to businesses or other livelihood resources etc. Contractors should be directed to adhere to the construction related mitigation measures according to ADB safeguards policy. In case any unanticipated impacts, the project LARF will be followed and a LARP will be prepared by C&W and fully implemented after ADB's approval. Startup of civil works in any sections where unanticipated impacts are found will be conditional to the validation of the implementation of LARP and payment to APs by an external monitor to be engaged by C&W.

## Photographs

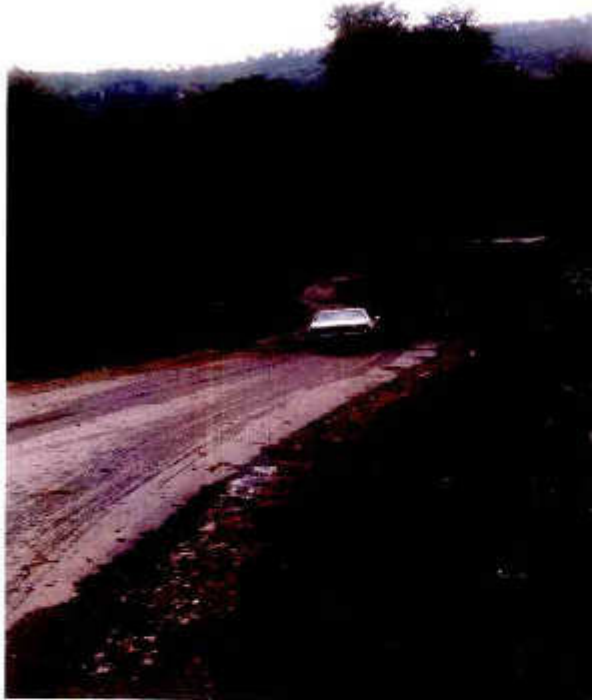
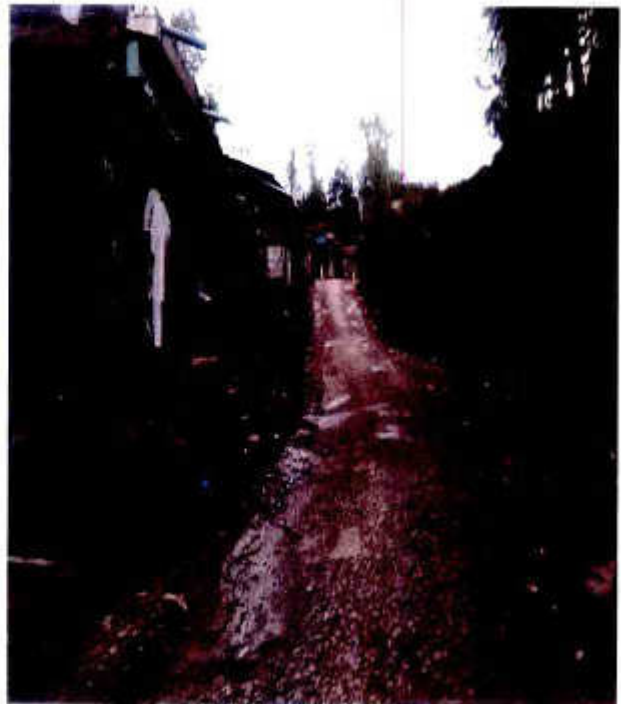


Abbaspur To Mahmood Gali. Very few structures along the ROW but have no LAR impacts. Community consultation at Mangora village along the road.

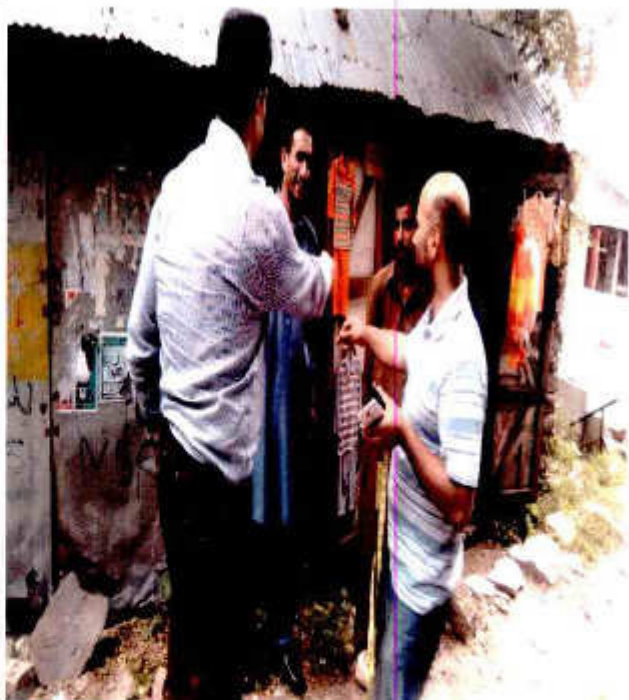
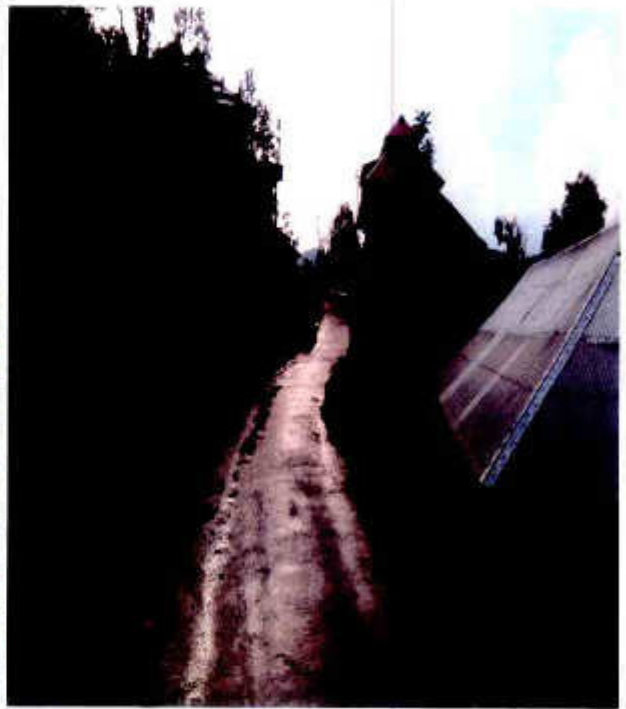




Dhuli Lasdana Road. No LAR impacts, Community consultation at Jhandi Village.

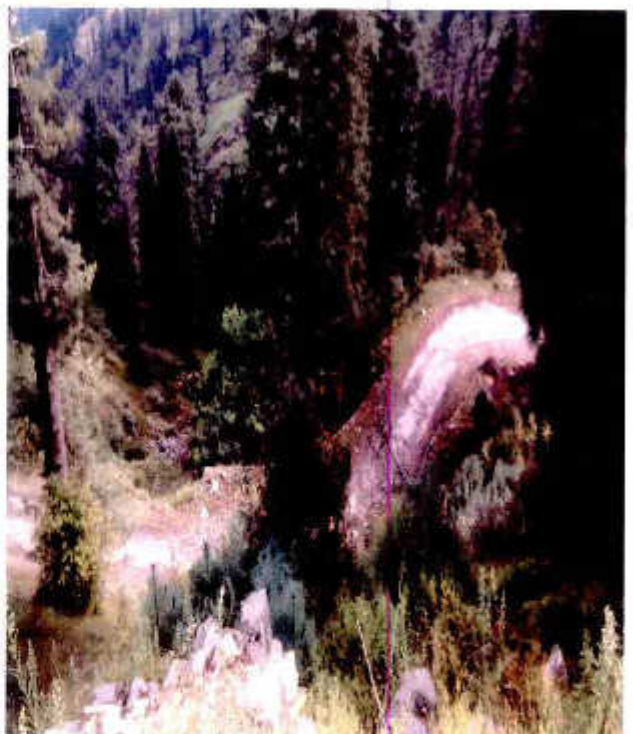
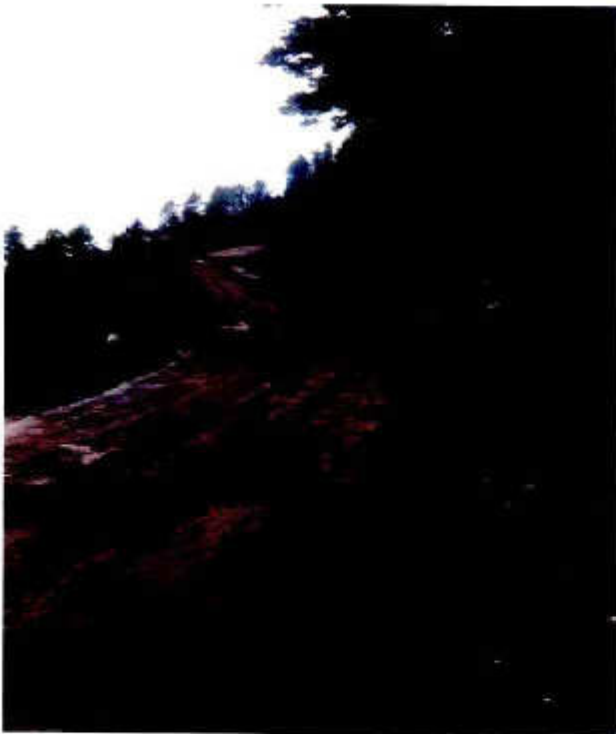
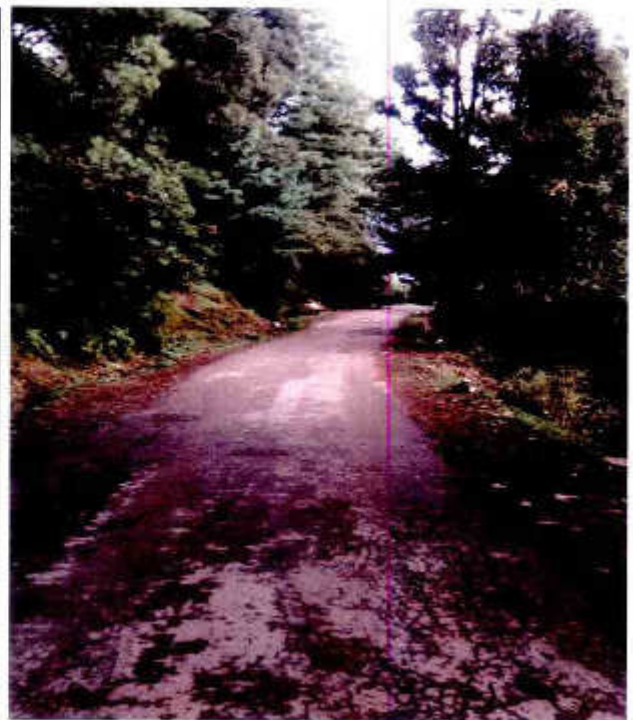
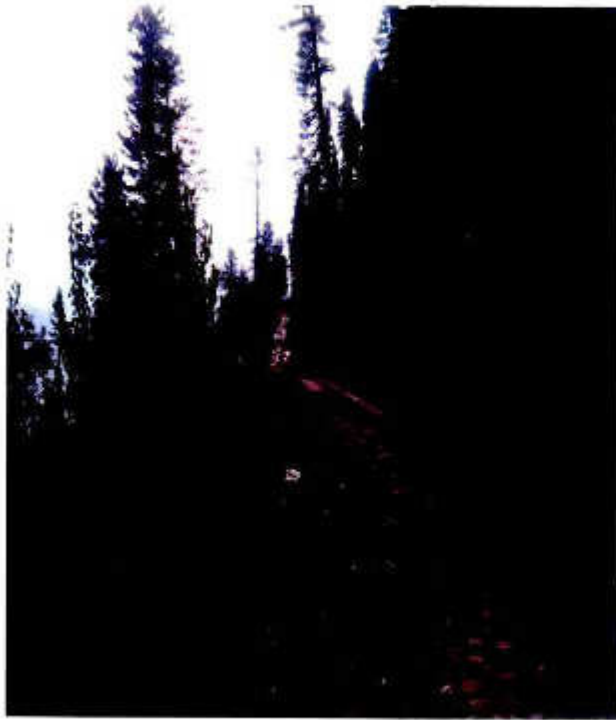


Hajira Abbas Pur Road. No LAR impacts were assessed as all the structures and settlement are away from the ROW. Community consultation at Beri Gali.

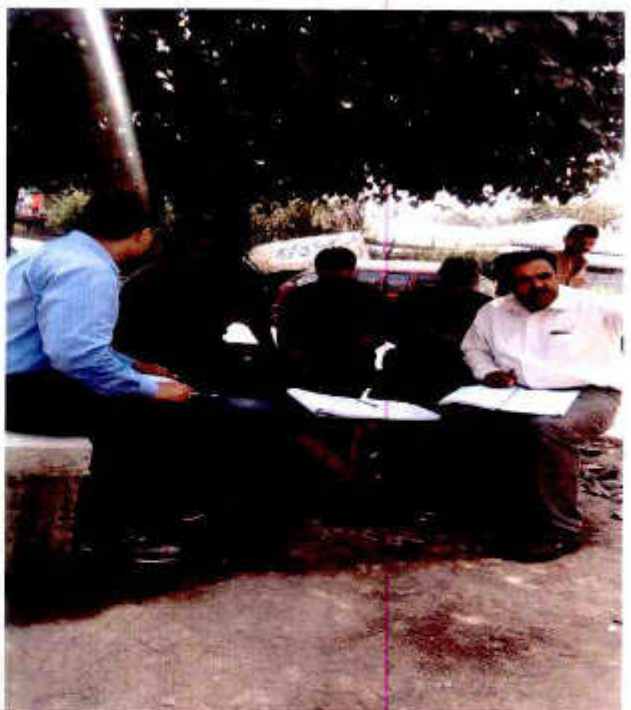
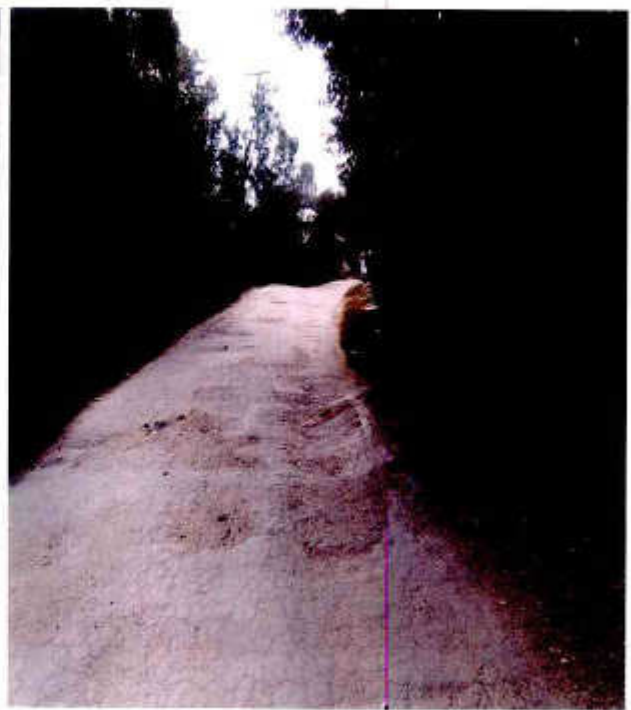
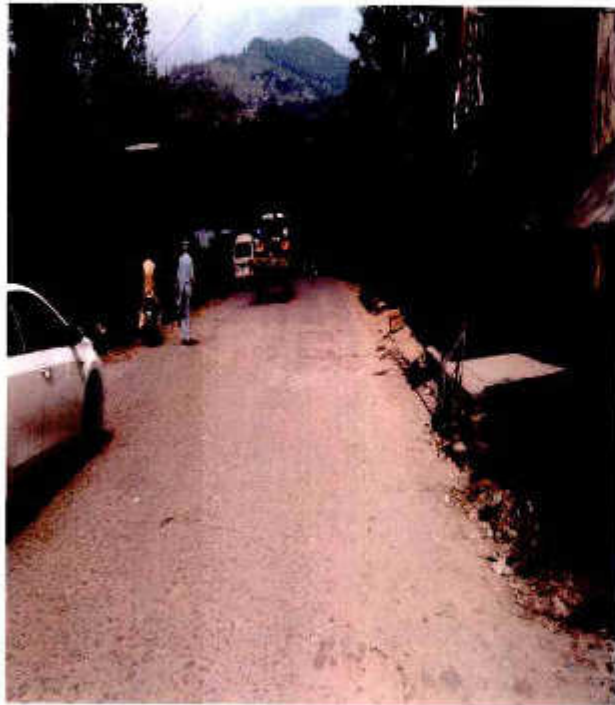


Khai Gala Ali soujal Road. No LAR impacts were assessed.



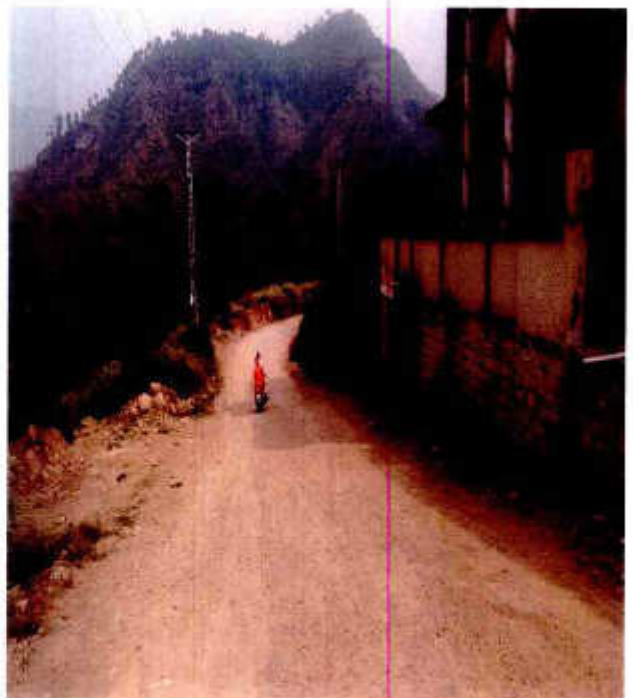
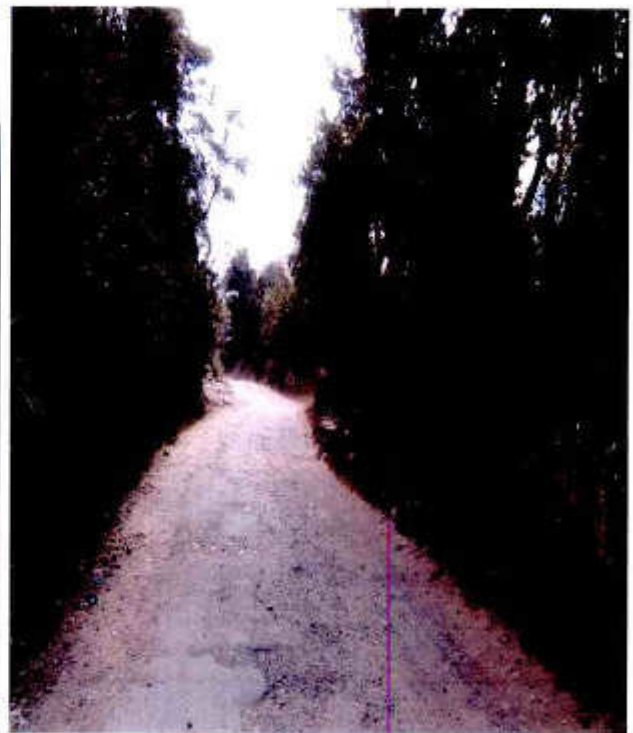
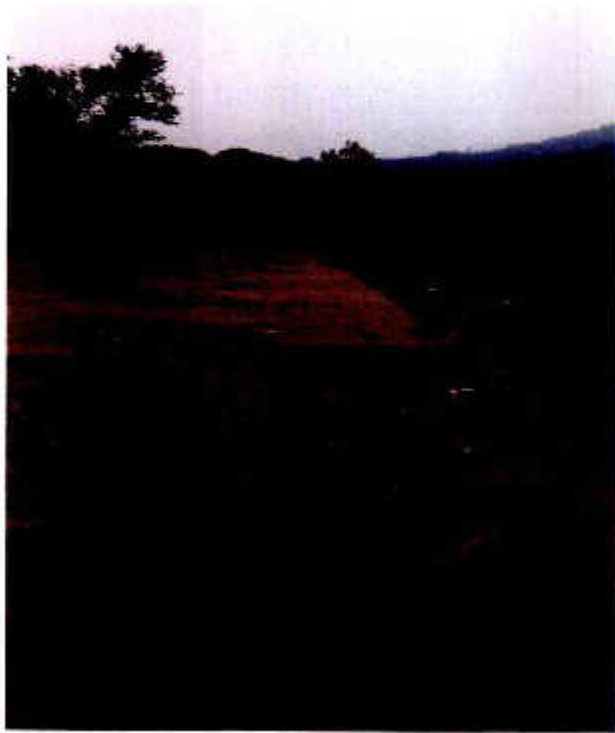


Lasdana to Mehmood Gali Road. NO LAR impacts assessed.



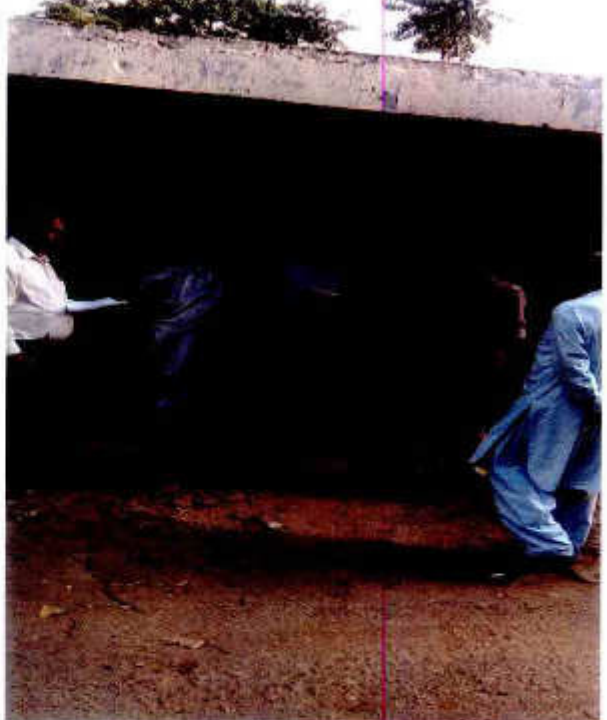
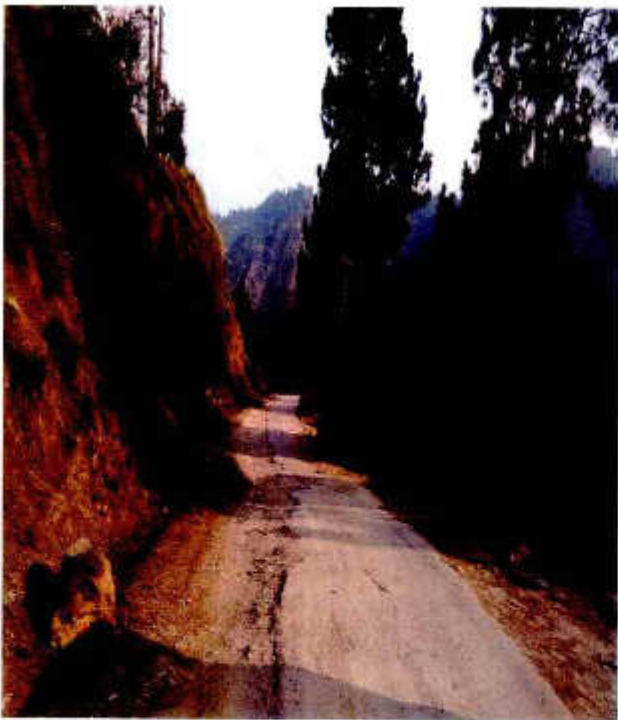
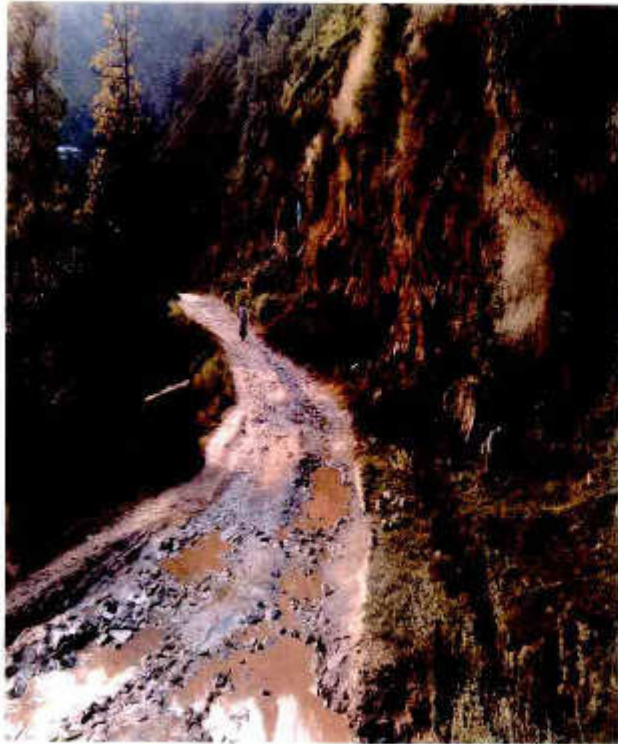
Rawalakot Hajira Road. In few stretches commercial structures located on both sides of existing carriageway/ROW but have no LAR impacts. Community consultation in Khai Gala Bazar.



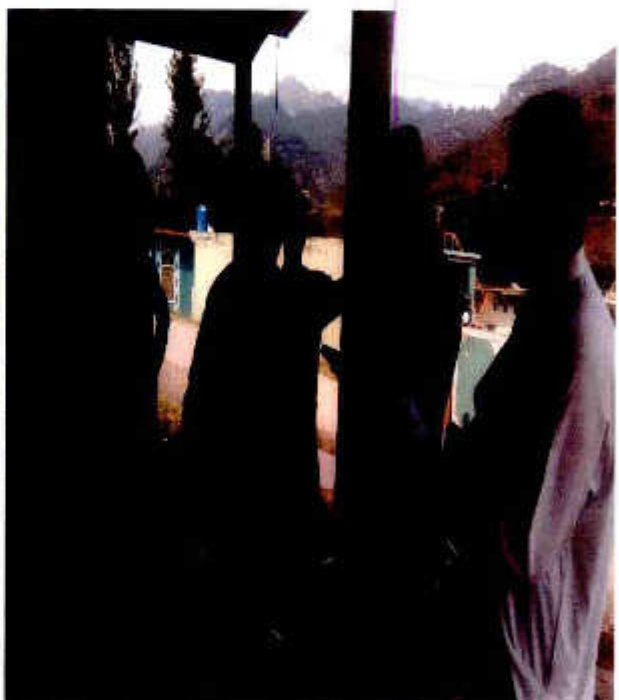
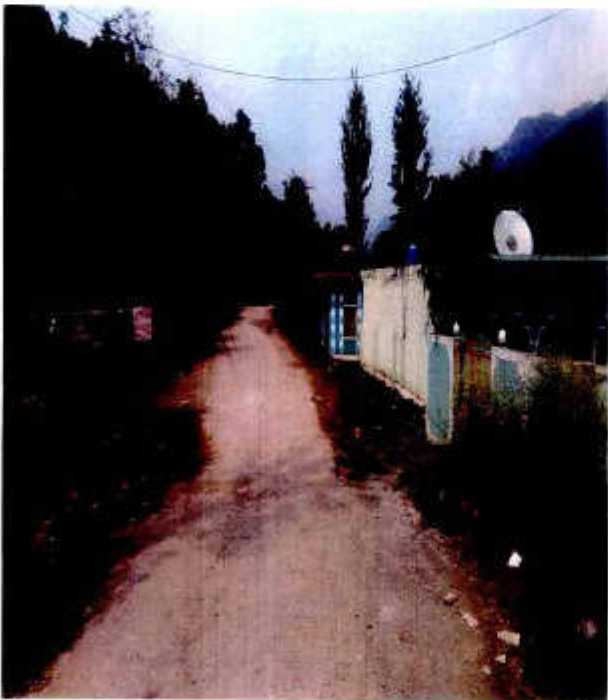
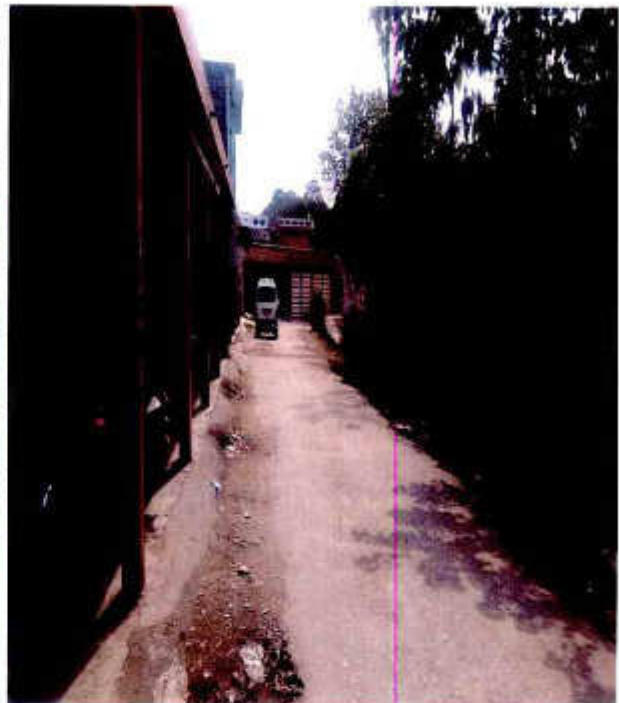
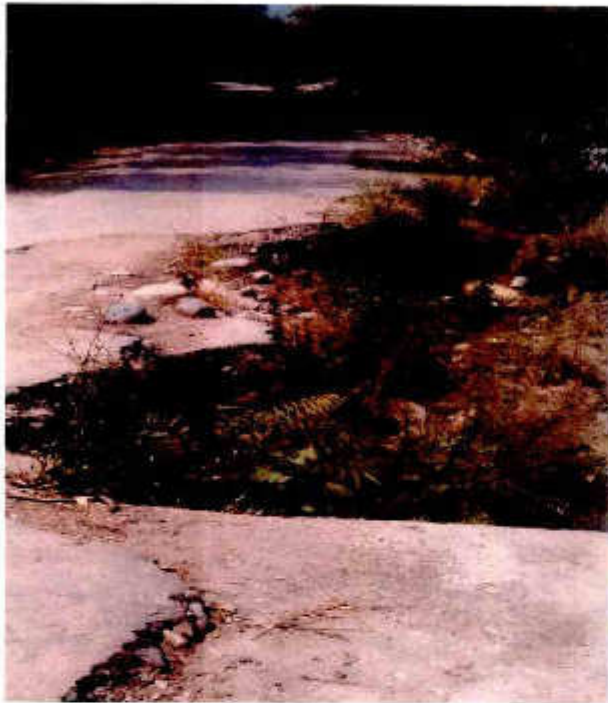


Thaliar Bridge to Thatha Pani Road. No LAR impacts assessed.



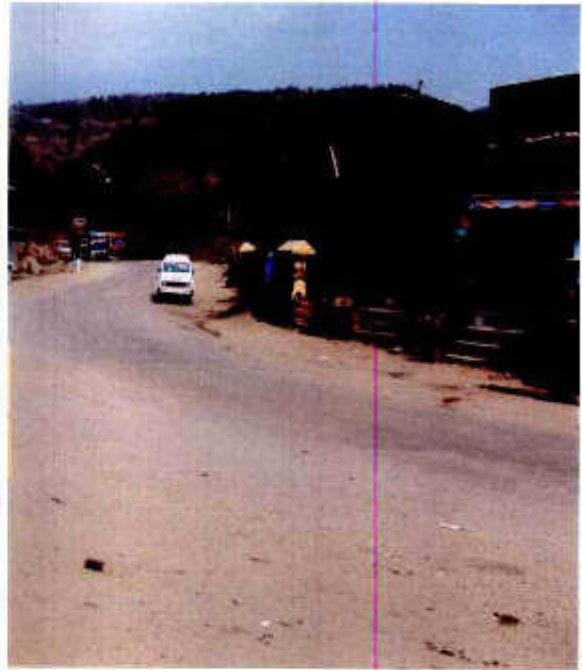
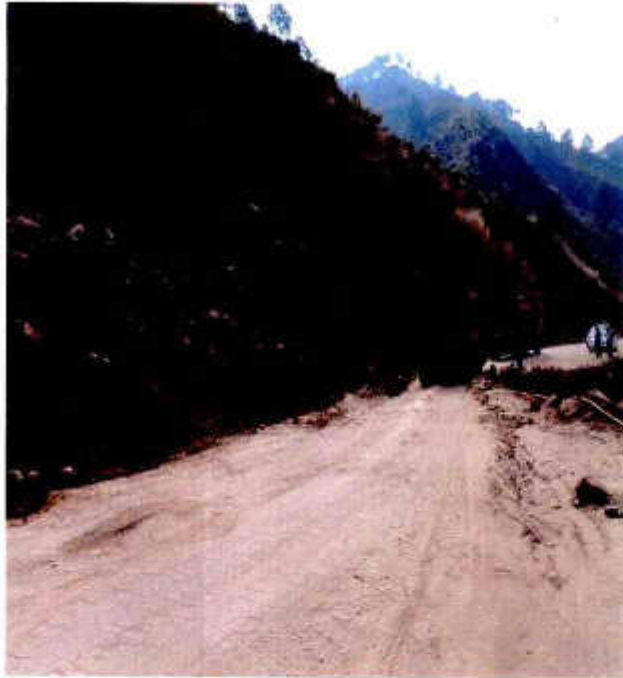


Hajira to Thara Khal Road. No LAR impacts were assessed as the settlements are beyond the ROW limits.  
Community Consultation at Bhan Teene Village.



Thata Pani to Hajira Road. No LAR impacts were assessed as the settlements are beyond the ROW limits., Community Consultation at Permial village.





Azad patan road, shops are beyond the construction limits no impacts were observed.



Meeting with forest officials of AJK in Muzaffarabad (Dated: 26 September 2016)

1. Mr.Sardar Shafqat, Chief Conservator, Forest Department AJK.
2. Mr.Sardar M.Kabir, DFO Haveli.
3. Mr.Zahir Iqbal, DFO ICBWM, Sidnota.
4. Mr.Irshad, DFO ICBWM, Bagh.
5. Mr.Talat Maqsood, CF ICBWM Muzaffarabad