

## Due Diligence Report on Social Safeguards

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

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May 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 District Roads  
May 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 district 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 6 to 11 April 2016, the TA (8912-PAK Capacity Building of Institutions Handling Disasters) Resettlement Specialist, environmental specialist along with Project Implementation Unit (PIU) and C&W- AJK officials conducted

transect walks for rapid appraisal of the proposed locations and alignments of 15 roads in Havali, Kahuta and Poonch districts (shown in table No1). Using the ADB's IR and IP impacts screening checklists to determine the IR and IP 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 district roads, FERRP officials<sup>1</sup> and local C&W office of AJK was contacted and received linear plans of the subprojects. A meeting was held dated 6 April, 16 in Circuit house Rawalakot AJK with, Deputy Director Safeguards (DDS) and Assistant Director Resettlement (ADR) of FERRP to discuss the nature and scope of the subprojects and planning for field visits. These visits were carried out from 6 to 11 April 2016<sup>2</sup> with the concerned officials. DDS and ADR from FERRP and local C&W staff 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 staff 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 although public consultations remained limited because of heavy rain.

#### 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 1: Name of the contract packages of District Roads in AJK**

Sr.No	Name of the Road		District	Length of the road KM	Affected length (RDs)	LAR Impacts/Remarks	R&R Cost (PKR) million
1.	1	Mujahidabad HornaMera thalla Road	Poonch	25.8	3+300 – 3+700 4+100 – 5+00 5+00 – 7+00 12+00 – 13+500 13+900 – 18+00 20+00 – 21+500 22+400 - 22+ 500	No LAR impacts and social issues exist in the entire length of 25.8 km.  Therefore no LARP is required.	63.49

<sup>1</sup> ( Mr.Tahir Muzaffar Malik Deputy Director Safeguard FERRP 6 to 9 April, 16, Mr. Raja Amjad Executive Engineer Highways District Haveli AJK, 8 April 16, Mr.Zeeshan AD Resettlement FERRP 6 to 9 April, 16 , Mr. Asim Sub Divisional Officer Kotli AJK 11 April, 16, Mr. Zohaib Khalil Draftsman FERRP 6 to 9 April , Mr. Waqas Basheer Sub-engineer Highways Rawlakot 7 April 16, Mr. Raja Faheem Kiyani Draftsman Highways Haveli 8 April 16 , Mr. Mubashir Sub-engineer District Haveli 8 April 16 , Mr. Sikhawat, Sub-engineer, Hajira 9 April 16)

Sr.No	Name of the Road		District	Length of the road KM	Affected length (RDs)	LAR Impacts/Remarks	R&R Cost (PKR) million
	2	Rawala Kot Arja Road	Poonch	26.6	19+100 - 19+300 19+800 - 19+900 21+100 - 21+700 22+300 - 22+800	No LAR impacts and social issues exist in the entire length of 26.6 km.  Therefore no LARP is required.	13.71
2	3	Mong Thorar Rawala kot Road	Poonch	24.4	0+00 – 0+200 0+900 – 1+00 1+400 – 2+400 3+00 – 5+300 7+900 – 10+300 13+200 – 13+800 17+00 – 18+300 20+500 – 21+00	No LAR impacts and social issues exist in the entire length of 24.4 km.  Therefore no LARP is required.	47.96
	4	Rawala Kot Thorar Road via Shaheed gala Andreote Road.	Poonch	6.5	0+00 – 1+400 1+800 – 2+00 4+00 – 6+500	No LAR impacts and social issues exist in the entire length of 6.5 km.  Therefore no LARP is required.	31.75
	5	Thorar Tain Road	Poonch	14.00	0+00 – 4+00 5+500 – 5+600 8+00 – 9+600 10+4 – 10+500 10+700 -10+900 11+00 – 14+00	No LAR impacts and social issues exist in the entire length of 14.00 km.  Therefore no LARP is required.	28.06
3.	6	Rawala Kot Singola Road	Poonch	14.00	7+00 – 11+00 12+00 – 12+700	No LAR impacts and social issues exist in the entire length of 14.00 km.	39.35

Sr.No	Name of the Road		District	Length of the road KM	Affected length (RDs)	LAR Impacts/Remarks	R&R Cost (PKR) million
					13+10 – 14+00	Therefore no LARP is required.	
4.	7	Kotli Serhota Samrore Road	Kotli	14.00	6.00 km	The whole length of the road was visited with the concerned SDO. No LAR impacts and social issues exist in the entire length of the road of 14 km, but the RDs were not marked.  Therefore no LARP is required.	39.38
5.	8	Palangi Chiri Kot Road	Havali/ Forward Khauta (FK)	12+100	4+00 – 6+00	No LAR impacts and social issues exist in the entire length of 12+100 km.  Therefore no LARP is required.	14.16
6.	9	Abbas Pur Chiri Kot	Poonch	15+500	0+00 – 1+100 1+600 - 2+00 3+00 – 4+900 5+10 – 6+800 7+300 – 12+400 13+400 – 13+600 13+800 – 15+500	No LAR impacts and social issues exist in the entire length of 15+500 km.  Therefore no LARP is required.	77.13
7.	10	Hajira Sirari Road	Poonch	10+400	4+700 – 8+200	No LAR impacts and social issues exist in the entire length of 10+400 km.  Therefore no LARP is required.	25.74
8.	11	Khutta Aliabad Hajipir	Havali/ FK	44+400	9+500 – 15+00	No LAR impacts and social issues exist in the entire	44.54



Sr.No	Name of the Road		District	Length of the road KM	Affected length (RDs)	LAR Impacts/Remarks	R&R Cost (PKR) million
		Khawaja Bandi Road			19+00 – 20+00	length of 44.400 km.  Therefore no LARP is required.	
	12	Lasdana haji Pir Road	Havali/F K	18.7	Nil	No metalling and black topping is proposed in this subproject. Only Protection/ drainage works are proposed which will be carry out in the available ROW.	29.66
9.	13	Soli Kala Mula Road	Havali/F K	12+00	6+00 – 6+100 6+500 – 9+800 9+900 – 10+00	No LAR impacts and social issues exist in the entire length of 12.00 km.  Therefore no LARP is required.	23.42
	14	Chanjal Fathepur Kirni Niazpur Road	Havali/F K	11+700	0+100 – 1+500 1+700 – 2+00 8+00 – 11+00	No LAR impacts and social issues exist in the entire length of 11.7 km.  Therefore no LARP is required.	15.68
	15	Khutta Khursheedabad Hellan Road	Havali/F K	25	2+00 – 6+00	No LAR impacts and social issues exist in the entire length of 25.00 km.  Therefore no LARP is required.	40.44

#### 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 15 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 widths of approximately 5 to 5.5 meters except Rawalakot to Arja road which is approximately 8 to 9m. 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 and ROWs are given in table no 2.

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

S No	Name of the Road	Length of the road (KM)	Width of the carriageway (Meter)	Width of the shoulders (Meters)	Width of the ROW (Meter)	Remarks
1	Mujahidabad HurnaMera berein thalla Road	25.8	3 to 3.65	0.6 to 1	5 to 5.5	Due to hilly terrain widths of the ROW, carriageway and earthen shoulder varies at different sites of the road. All R&R works will remain confined in the existing carriageway and in the existing ROW.
2	Rawala Kot Arja Road	26.6	5.5 to 6.5	1 to 1.3	8 to 9	Due to hilly terrain widths of the ROW, carriageway and earthen shoulder varies at different sites of the road. All R&R works will remain confined in the existing carriageway and in the existing ROW.
3	Mong Thorar Rawala kot Road	24.4	3 to 3.65	0.6 to 1	5 to 5.5	Due to hilly terrain widths of the ROW, carriageway and earthen shoulder varies at different sites of the road. All R&R works will remain confined in the existing carriageway and in the existing ROW.
4	Rawala Kot Thorar Road via Shaheed gala Androte Road.	6.5	3 to 3.65	0.6 to 1	5 to 5.5	Due to hilly terrain widths of the ROW, carriageway and earthen shoulder varies at different sites of the road. All R&R works will remain confined in the existing carriageway and in the existing ROW.
5	Thorar Tain Road	14.00	3 to 3.65	0.6 to 1	5 to 5.5	Due to hilly terrain widths of the ROW, carriageway and earthen shoulder varies at different sites of the road. All R&R works will remain confined in the existing carriageway and in the existing ROW.
6	Rawala Kot Singola Road	14.00	3 to 3.65	0.6 to 1	5 to 5.5	Due to hilly terrain widths of the ROW, carriageway and earthen shoulder varies at different sites of the road. All R&R works will remain confined in the existing carriageway and in the existing ROW..
7	Kotli to Serhota Samrore Road	14.00	3 to 3.65	0.6 to 1	5 to 5.5	Due to hilly terrain widths of the ROW, carriageway and earthen shoulder varies at different sites of the road. All R&R works will remain confined in the existing carriageway and in the existing ROW.
8	Palangi Chiri Kot Road	12+100	3 to 3.65	0.6 to 1	5 to 5.5	Due to hilly terrain widths of the ROW, carriageway and earthen

S No	Name of the Road	Length of the road (KM)	Width of the carriageway (Meter)	Width of the shoulders (Meters)	Width of the ROW (Meter)	Remarks
						shoulder varies at different sites of the road. All R&R works will remain confined in the existing carriageway and in the existing ROW.
9	Abbas Pur Chiri Kot	15+500	3 to 3.65	0.6 to 1	5 to 5.5	Due to hilly terrain widths of the ROW, carriageway and earthen shoulder varies at different sites of the road. All R&R works will remain confined in the existing carriageway and in the existing ROW.
10	Hajira Sirari Road	10+400	3 to 3.65	0.6 to 1	5 to 5.5	Due to hilly terrain widths of the ROW, carriageway and earthen shoulder varies at different sites of the road. All R&R works will remain confined in the existing carriageway and in the existing ROW.
11	Khutta Aliabad Hajipir Khawaja Bandi Road	44+400	3 to 3.65	0.6 to 1	5 to 5.5	Due to hilly terrain widths of the ROW, carriageway and earthen shoulder varies at different sites of the road. All R&R works will remain confined in the existing carriageway and in the existing ROW.
12	Lasdana haji Pir Road	18.7	3 to 3.65	0.6 to 1	5 to 5.5	The subproject lies in hilly terrain and no metalling and black topping is proposed in this subproject. Only Protection/ drainage works are proposed which will be carry out in the available ROW.
13	Soli Kala Mula Road	12+00	3 to 3.65	0.6 to 1	5 to 5.5	Due to hilly terrain widths of the ROW, carriageway and earthen shoulder varies at different sites of the road. All R&R works will remain confined in the existing carriageway and in the existing ROW
14	Chanjal Fathepur Kirni Niazpur Road	11+700	3 to 3.65	0.6 to 1	5 to 5.5	Due to hilly terrain widths of the ROW, carriageway and earthen shoulder varies at different sites of the road. All R&R works will remain confined in the existing carriageway and in the existing ROW
15	Khutta Khursheedabad Hellan Road	25	3 to 3.65	0.6 to 1	5 to 5.5	Due to hilly terrain widths of the ROW, carriageway and earthen shoulder varies at different sites of the road. All R&R works will remain confined in the existing carriageway and in the existing ROW

## B. Overall findings of the subprojects

10. During field visits, it was revealed that the subprojects proposed for Rehabilitation and reconstruction under nine packages (15 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**

<b>Nature of Impact</b>	<b>Magnitude of Impact</b>
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 nine 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 area, 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



Mujahid abad HurnaMera berein thalla Road



Mujahidabad HurnaMera berein thalla Road





Mujahid abad HurnaMera berein thalla Road, few commercial structures located in a stretch in both sides of existing carriageway but have no LAR impacts.





Rawalakot Arja Road



Rawalakot Arja Road



Rawalakot Arja Road.



Mong Thorar Rawalakot Road





Mong Thorar Rawalakot Road, Due diligence and monitoring will be needed to ensure the construction of road does not impact the structures/shops. However these structures are beyond the construction activities.



Rawala Kot Thorar Road via Shaheed gala Androte Road. Due diligence and monitoring will be needed to ensure the construction of road does not impact the structures/shops. However these structures/shops are beyond the construction activities.





Rawala Kot Thorar Road via Shaheed gala Androte Road.





Rawalakot Singola Road. Construction work is limited within the existing carriageway. Due diligence and monitoring will be needed to ensure the construction of road does not impact the structures/shops. However these are beyond the construction activities.



Rawalakot Singola Road, work will be executed within the existing carriageway, no LAR impacts.



Hajira Sirari Road



Hajira Sirari Road Structure is out of construction limits





Hajira Sirari Road.



Shop is out of construction limits.



Protection work and black topping, Khutta Aliabad Haji Pir Khawaja Bandi Road. No LAR impacts





Khutta Aliabad Haji Pir Khawaja Bandi Road. Black topping on existing carriage way, No LAR impacts



Soli Kalla Mulla Road Kahutta no LAR impacts.





Kahuta Khursheedabad Hellen Road, Black topping and protection work will be limited in the existing carriage way/RoW, no LAR impacts. However due diligence will be needed during construction of work.







Chanjal Fathe pur Road, structure is out of limit of construction activity and black topping within carriageway no LAR impacts.





Kotli to Serhota Samrore Road, work will be limited to existing carriageway. Due diligence and monitoring will be needed to ensure the construction of road does not impact the structures/shops and agriculture fields.





Lasdana Haji pir road (Road could not be visited due to land sliding and snow)



Palangi-chirrikot road