



Pakistan: Sindh Provincial Road Improvement Project

Project Name	Sindh Provincial Road Improvement Project				
Project Number	46377-002				
Country	Pakistan				
Project Status	Active				
Project Type / Modality of Assistance	Loan				
Source of Funding / Amount	<table border="1"> <tr> <td colspan="2">Loan 3305-PAK: Sindh Provincial Road Improvement Project</td> </tr> <tr> <td>Ordinary capital resources</td> <td>US\$ 197.85 million</td> </tr> </table>	Loan 3305-PAK: Sindh Provincial Road Improvement Project		Ordinary capital resources	US\$ 197.85 million
Loan 3305-PAK: Sindh Provincial Road Improvement Project					
Ordinary capital resources	US\$ 197.85 million				
Strategic Agendas	Inclusive economic growth Regional integration				
Drivers of Change	Governance and capacity development				
Sector / Subsector	Transport - Road transport (non-urban)				
Gender Equity and Mainstreaming	No gender elements				
Description	The proposed provincial road improvement project is located in Province of Sindh, Islamic Republic of Pakistan (Pakistan). The proposed project will help provincial road network improvement to enhance connectivity between provincial transport centers and cities with local markets and communities, provide much-needed access to education and health facilities, and contribute to poverty reduction by creation of jobs and employment opportunities.				
Project Rationale and Linkage to Country/Regional Strategy	Given its wide geographic coverage of the road network, each province needs to plan, prioritize, and develop its overall road network with a systematic approach over next years. Of the four provinces, Sindh is selected as the first province with ADB's help to prepare and adopt a strategic plan in road network improvement given its size of road network, availability of maintenance fund, volume of GDP, and condition of the road network. The road network in Sindh is about 56,257 km, of which NHA manages about 1,365 km of inter-provincial national highway and the Works & Services Department (WSD) manages 17,631 km provincial roads directly and also oversees about 37,261 km district roads indirectly, which are majorly located in rural areas and managed by district governments. A large portion of the network has deteriorated with inadequate pavement and drainage, as a result of poor regulation and endorsement, overloading, inadequate maintenance, and lack of capital investment. At present, more than 50% of provincial road network are in fair to poor condition, and one third is in very poor condition.				
Impact	An efficient and integrated transportation system that will facilitate the development of a competitive economy (Pakistan Vision 2025).				

Project Outcome

Description of Outcome	Key sections of provincial highway network in Sindh improved
Progress Toward Outcome	All contractors of six civil works packages have mobilized at site and constructions work on short sections of packages 1, 2, and 5 are ongoing.

Implementation Progress

Description of Project Outputs	Approximately 328 km of provincial roads rehabilitated Institutional capacity of WSD strengthened in road planning, maintenance, and road safety
Status of Implementation Progress (Outputs, Activities, and Issues)	Construction works have started and reviewing and updating of the designs by the Consultant are ongoing. Commencement date was 2 December 2016. Recruitment of consultant for Sindh Road Network Master Plan and RAMS upgrading service has not started yet.

Safeguard Categories

Environment	B
Involuntary Resettlement	B
Indigenous Peoples	C

Summary of Environmental and Social Aspects

Environmental Aspects	The overall environmental impact is minor. The project has been categorized as environment category B, in accordance with ADB's Safeguard Policy Statement (2009). The environment management plan (EMP) will be prepared and included in contract to mitigate the impact during construction.
Involuntary Resettlement	The project is classified category B, since it will affect 28 persons and relocate eight structures, in accordance with ADB's Safeguard Policy Statement. The design tried to avoid land acquisition and minimize involuntary resettlement impacts by using the existing alignment of the project roads and the most feasible technical design. The proposed rehabilitation works will be within the ROW limits. The project will not have any land acquisition and major resettlement impacts, such as partially affected structures (permanent structures and temporary thatched sheds and kiosk) and trees encroaching into the ROW. All the affected households will restore their lost part structures outside of the ROW and will not be displaced physically or economically. The project impacts will be temporary and insignificant. Affected households will be compensated for all their lost assets at replacement cost; income restoration support will be provided for business and/or livelihood losses.
Indigenous Peoples	The project is classified as category C since the project roads are located in the settled areas of Sindh, where no indigenous peoples as defined under ADB's Safeguard Policy Statement reside. No indigenous communities will be affected by the project and, accordingly, no indigenous peoples planning documents are required.

Stakeholder Communication, Participation, and Consultation

During Project Design	Community meetings and consultations with local government, Non Government Organizations, transport related societies were conducted. Public consultations were conducted during project preparation and all concerns of the affected persons and stakeholders were incorporated in the environment and resettlement plans.
During Project Implementation	Meetings and consultations with local government, Non Government Organizations and transport related societies will continue during project implementation.

Business Opportunities

Consulting Services	The contract for project management consultant was signed in November 2016. The consultants under the project are recruited in accordance with ADB's Guidelines on the Use of Consultants (2013, as amended from time to time).
Procurement	Civil works and goods financed from the ADB loan are procured in accordance with ADB's Guidelines for Procurement (2015, as amended from time to time). Procurement of six civil works packages are completed. The contracts were awarded in October 2016.

Responsible Staff

Responsible ADB Officer	Karki, Pawan
Responsible ADB Department	Central and West Asia Department
Responsible ADB Division	Pakistan Resident Mission
Executing Agencies	<i>Planning & Development Department, Sindh PD.SCIP@GMAIL.COM Sindh Secretariat Karachi, Pakistan</i>

Timetable

Concept Clearance	18 Jul 2013
Fact Finding	16 Mar 2015 to 25 Mar 2015
MRM	23 Jul 2015
Approval	12 Oct 2015

Last Review Mission

-

Last PDS Update

22 Mar 2017

Loan 3305-PAK

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
12 Oct 2015	30 Aug 2016	05 Oct 2016	30 Jun 2020	-	-

Financing Plan		Loan Utilization			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	227.51	Cumulative Contract Awards			
ADB	197.85	12 Oct 2015	137.69	0.00	70%
Counterpart	29.66	Cumulative Disbursements			
Cofinancing	0.00	12 Oct 2015	21.80	0.00	11%

Project Page

<https://www.adb.org/projects/46377-002/main>

Request for Information

<http://www.adb.org/forms/request-information-form?subject=46377-002>

Date Generated

06 July 2017

ADB provides the information contained in this project data sheet (PDS) solely as a resource for its users without any form of assurance. Whilst ADB tries to provide high quality content, the information are provided "as is" without warranty of any kind, either express or implied, including without limitation warranties of merchantability, fitness for a particular purpose, and non-infringement. ADB specifically does not make any warranties or representations as to the accuracy or completeness of any such information.