

# Draft Resettlement Plan

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Project No. 47279-002  
June 2018

## PAK: Karachi Bus Rapid Transit Project

Prepared by Transport and Mass Transit Department, Government of Sindh, for the Asian Development Bank.



No. PIU/BRT Redline/2018/197  
GOVERNMENT OF SINDH  
TRANSPORT & MASS TRANSIT DEPARTMENT  
Project Implementation Unit (PIU)-BRT Red Line  
Dated 19-06-2018



Asian Development Bank

David Margonsztern  
Principal Urban Development Specialist (Transport)  
Urban Development and Water Division  
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Asian Development Bank

**Subject:** Endorsement of Draft Resettlement Plan (RP)

Dear Mr. David,

With reference to the subject noted above, it is informed that the Sindh Mass Transit Authority (SMTA), on the recommendations of the Gender, Social Development, Public Participation and Resettlement Expert of Project Implementation Unit (PIU) has accepted and endorsed the Draft Resettlement Plan (RP) received from EPCM office, dated: June 19<sup>th</sup> 2018 vide Letter No. KBRT/1024P01/0112/2018.

With this endorsement, the draft RP may be uploaded on the ADB website.

Abdul Rasheed Mughal

Project Director, PIU BRT Red Line

Copy to:

- Managing Director, SMTA, GoS
- PS to Secretary TMTD, GoS

## CURRENCY EQUIVALENTS

(as of 12 June 2018)

Currency unit	–	Pakistan rupee (PKR)
PKR1.00	=	\$0.00865
\$1.00	=	PKR115.607

## ABBREVIATIONS

ADB	–	Asian Development Bank
AD-GCM	–	AD Gender & Community Mobilization
BRT	–	Bus Rapid Transit
DPs	–	Displaced Persons
DPC	–	Displaced Persons Committee
EA	–	Executing Agency
EIA	–	Environmental Impact Assessment
EPA	–	Environmental Protection Agency
EPCM	–	Engineering Design, Procurement and Construction Management Consultants
FGD	–	Focus Group Discussions
GoS	–	Government of Sindh
GRC	–	Grievance Redress Committee
GRM	–	Grievance Redress Mechanism
IA	–	Implementing Agency
KMC	–	Karachi Metropolitan Corporation
LAA	–	Land Acquisition Act of 1894
NGO	–	Non-Governmental Organisation
NICs	–	National Identity Cards
NTHs	–	Non-Titled Holders
OBDM	–	Operations Design and Business Model Consultants
PKR	–	Pakistan Rupee
PPIU	–	Project Planning Implementation Unit (part of TransKarachi)
PMCCB	–	Project Management, Coordination and Capacity Building Consultants
PPTA	–	Project Preparatory Technical Assistance
ROW	–	Right of Way
RP	–	Resettlement Plan
SMTA	–	Sindh Mass Transit Authority
SPS 2009	–	ADB's Safeguard Policy Statement 2009
TK	–	TransKarachi

## WEIGHTS AND MEASURES

KM (Kilometer)	–	1000 meters
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## GLOSSARY

- Compensation** – Payment in cash or in kind for an asset or resource acquired or affected by the Project.
- Cut-off date** – The date used to determine if persons without legal or recognizable rights on the affected land will be eligible for resettlement assistance. For KBRT Project, the completion date of initial counting survey of displaced persons, completed on 14 March 2018, is considered the cut-off date. Persons who occupy or build structures in the project alignment after the cut-off date will not be eligible for compensation for their affected assets or income and will not be provided with compensation or rehabilitation assistance. When additional displaced persons are identified based on the final detailed design, a different cut-off date will apply.
- Disclosure** – Make information openly available for public review. This should be proactive and targeted to ensure that the right stakeholders have access to pertinent information.
- Displaced persons (DPs)** – Persons or entities who are physically displaced (relocation, loss of residential land, or loss of shelter) and/or economically displaced (loss of land, assets, access to assets, income sources, or means of livelihoods) as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas. For this project, DPs are those who will be displaced by the clearing of the existing right-of-way needed for the implementation of the Karachi BRT Project, and owners of structures that impinge on the ROW.
- Economic displacement** – Loss of assets or access to assets that leads to loss of income sources or other means of livelihood (see 'livelihood' below).
- Entitlements** – The sum total of compensation and other forms of assistance provided to displaced persons in the respective eligibility category.
- Full replacement cost** – For structures, it is calculated based on the (i) market cost of the materials to build a replacement structure with an area and quality similar to or better than those of the affected structure, or to repair a partially affected structure, (ii) cost of transporting building materials to the construction site, (iii) cost of any labour and contractors' fees, and (iv) cost of any registration and transfer taxes. In determining the replacement cost,

depreciation of the asset and the value of salvage materials are not taken into account, nor is the value of benefits to be derived from the project deducted from the valuation of an affected asset. Where domestic laws and regulations do not meet the standard of compensation at full replacement cost, compensation under domestic laws and regulations is supplemented by additional measures so as to meet the replacement cost standard.

- Grievance Redress Mechanism** – A process by which DPs and other stakeholders can raise their concerns and grievances to Project authorities.
- Household** – A group of persons living together in a single social unit, who share the same cooking and eating facilities, and form a basic socio-economic and decision-making unit. One or more households may occupy a house.
- Implementing Agency** – The agency that is responsible for planning, design and implementation of a development project, in this case TransKarachi.
- Income Restoration Assistance** – To restore and/or improve the incomes of displaced persons through allowances and provision of alternative means of income generation.
- Land Acquisition** – The process whereby a person is compelled by a public agency to alienate all or part of the land she/he owns or possesses, to the ownership and possession of that agency, for public purposes in return for fair compensation.
- Livelihood** – Refers to the full range of means that individuals and families utilise to make a living, such as wage-based income, agriculture, fishing, foraging, other natural resource-based livelihoods, petty trade, and bartering.
- Meaningful consultation** – A process that (i) begins early in the project preparation stage and is carried out on an ongoing basis throughout the project cycle; (ii) provides timely disclosure of relevant and adequate information that is understandable and readily accessible to displaced persons; (iii) is undertaken in an atmosphere free of intimidation or coercion; (iv) is gender inclusive and responsive, and tailored to the needs of disadvantaged and vulnerable groups; and (v) enables the incorporation of all relevant views of displaced persons and other stakeholders into decision making, such as project design, mitigation measures, the sharing of development benefits and opportunities, and implementation issues.
- Relocation** – Means physical movement to an alternative location of the assets and infrastructure permanently lost due to the

- Project impact. It may include: houses; public service facilities; religious and other buildings.
- Relocation Assistance** – Support provided to people who are physically displaced by a project. Relocation assistance may include transportation, food, shelter, and social services that are provided to the displaced persons during their relocation. It may also include cash allowances that compensate displaced persons for the inconvenience associated with resettlement and defray the expenses of a transition to a new locale, such as moving expenses and lost work days.
- Resettlement Assistance** – Support provided to the people who are physically displaced by a project, to enable smooth resettlement transportation, including food, shelter, and social services. Assistance may also include cash allowances to compensate affected people for the inconvenience associated with resettlement at a new location.
- Stakeholders** – Include displaced persons, proponents, private businesses, NGOs, host communities, Environmental Protection Agencies and other relevant local departments.
- Vulnerable groups** – These are distinct groups of people who might suffer disproportionately or face the risk of being further marginalized due to the project and specifically include: (i) female-headed households with dependents, (ii) household heads with disabilities, (iii) households falling under the generally accepted indicator for poverty, (iv) children and elderly households who are landless and with no other means of support, (v) landless households, (vi) indigenous peoples or ethnic minorities.

#### **NOTE**

In this report, "\$" refers to US dollars.

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# Executive Summary

## A. Project Description

1. The Karachi Bus Rapid Transit Project (KBRT) is a transport system being designed to respond to the increasing need in Karachi for reliable and safe public transport. The KBRT is being undertaken by the recently formed Sindh Mass Transit Authority (SMTA) in collaboration with the Asian Development Bank (ADB). This document is the draft Resettlement Plan (RP) and its purpose is to manage the livelihood and resettlement impacts of the Project. These impacts can be either in the form of physical displacement or economic displacement. This document has been prepared in line with the laws and legal framework of Pakistan and the requirements of the Asian Development Bank (ADB), which is providing finance for the Project.

2. Award of civil works contract will be conditional to the following:

- Updating of this draft RP into a final RP, based on final detailed design, including a detailed livelihood restoration plan
- Approval of final updated RP by the Asian Development Bank (ADB); and,
- Endorsement of updated final RP and allocation of required funds for implementation by the SMTA and its disclosure to the public on ADB, SMTA and TK websites

3. The commencement of civil works in sections where resettlement impacts are foreseen is conditional to full payment of compensation, resettlement assistance and allowances having been paid and temporary alternative vending sites having been allocated to DPs.

## B. Scope of Land Acquisition and Resettlement

4. Efforts were made to minimise land acquisition and resettlement impacts by avoiding private land acquisition. Adjustments have been made to the concept design to minimise adverse social and resettlement impacts. This included maintaining the KBRT corridor within the available width of government owned ROW. This approach has eliminated the need to acquire or modify any private permanent structures. Two design alternatives were considered for the end point and three for the starting point to explore alternatives regarding integration with the Green Line BRT and future lines. However, particularly the variation considered at the end point would have resulted in land being acquired which is currently not the case in the present design. Restricting the concept to the existing ROW, has helped to eliminate the need for any land acquisition but will cause some economic displacement.

5. The KBRT Project has two outputs: (i) Karachi's Red Line BRT corridor and associated facilities constructed; and (ii) effective project management and sustainable BRT operations established. The current concept design includes two depots, one underground staging facility, 25 bus stations and 44 associated facilities including underpasses, intersections, flyovers, U-turns, underground intersections and pedestrian bridges. The detailed design has not been finalised and therefore the specified physical structures and allied facilities have not yet been assessed in detail.

6. There is a proposal to construct a biogas plant at an abandoned industrial land, adjacent to the river and belonging to a private owner, but where no activities are on-going and no people live. Impacts from this associated facility will be assessed and included in the updated final RP. Other components where IR impacts have not been assessed and reflected in this draft RP are: (i) the 2 depots, (ii) the staging facility under KGA ground; and (iii) the Transkarachi Office and BRT control center. These components will be assessed for IR impacts following detailed design and included in the final RP.

7. The assessments and surveys so far conducted have focused on the government owned ROW and the impacts that will be created there. Project will impact 207 semi-permanent and 86 permanent structure extensions from 293 commercial entities that extend into the ROW. The owners of these commercial entities will be able to continue running their businesses even with the removal of these extensions. They will be compensated for the small portions of structures that are lost and they will be able to take away the materials themselves for reuse.

8. In addition to these 293 small structure extensions from commercial entities that are impacted, there are other minor structures (56 semi-permanent and 24 permanent) such as signboards, generator sets that belong to 80 public and private organisations such as the police, banks and petrol stations, which will need to be moved within the premises of these establishments. These organisations will be notified in advance so that they can shift their protruding structures and equipment within their premises using their own resources.

9. Likewise, the surveys conducted to date identified a total number of 493 vendors who possess temporary or mobile structures working in the ROW. These vendors engage in a variety of activities, including food selling, tyre repair and others. They will all need to relocate their stalls following the start of construction. Alternative temporary and permanent vending spaces are currently being identified and will be detailed in the final RP.

10. Overall, the number of DPs is currently 925 including (i) 293 owners of small shops losing shop structure extensions, (ii) 80 public and private organisations that need to shift their minor structures and equipment within the premises, (iii) 493 micro business vending owners and 59 salaried employees of the vending micro enterprises losing their regular vending location. None of the DPs will be physically displaced from housing. These numbers may increase with final detailed design.

**Table: Summary of DPs**

DP Description	Numeric detail
Privately owned commercial entities with small portions of permanent and semi-permanent structures that are impinging on the ROW and in need of removal	293 (86 permanent and 207 semi-permanent)
Public and private organisations with parts of structures or the whole structure impinging on the ROW or located within the ROW and in need of removal	80 (24 permanent and 56 semi-permanent)
Micro business vending owners	493 including: 129 with temporary structures, 364 with mobile structures and 9 nurseries
Salaried employees of vending micro businesses	59 workers

11. Lastly, the Project will impact on public utility infrastructure. This includes water supply pipes, drainage system equipment, telecommunication infrastructure, gas and electricity supply equipment. EPCM has conducted surveys to determine the locations, present condition and life expectancy of the existing utilities and has prepared existing utilities drawings for design purposes. It is currently estimated that six utility services will need to be relocated. Compensation will be provided to the respective companies to undertake the relocation.

### C. Socio-Economic Condition

12. This draft RP has been prepared based on a preliminary inventory and tagging conducted in March 2018 which counted 293 structures impinging in the ROW and two socioeconomic surveys between 4 to 11 April 2018 and 15 to 16 May 2018. The survey in April 2018 covered 129 displaced persons (DPs) located in the ROW. The survey in May 2018 was a rapid survey of vendors with mobile and temporary structures, which had to be postponed due to the beginning of Ramadan. More socio-economic surveys are planned to address final detail design (currently anticipated to be available in November 2018) and will include DPs with portions of structures



impinging into the ROW as well as vendors with temporary or mobile structures. As the number of DPs has changed, more socio-economic baseline conditions surveys will need to be conducted to meet the goal of 25% DP coverage. The final RP will reflect the data regarding the socio-economic conditions of all DPs.

#### **D. Information Disclosure, Consultation and Participation**

13. The primary Project stakeholders that were identified for resettlement are the DPs that operate vending micro enterprises (both owners and employees) within the ROW. Other stakeholders identified included the private and public companies along the KBRT corridor, road and public transport users, the Karachi Metropolitan Corporation (KMC) and SMTA, the district administration, the transport associations, academic institutions and non-governmental organisations (NGOs).

14. Consultations with different stakeholders, including DPs, NGOs and the general public were undertaken between January 2018 and April 2018. In addition, the relevant district and police representatives pertaining to the route were informed of the resettlement surveys by letter in March 2018.

15. DPs' and stakeholders' concerns and suggestions have been incorporated in this draft RP and will form the basis of discussions and agreements made going forward which will be reflected in the final RP. Any concerns related to construction and implementation will be transmitted to the relevant entities.

16. The public version of this complete draft RP (with sensitive information redacted) will be made available at key accessible and convenient locations such as the offices of KMC, SMTA, district administration, city government, and other places convenient to the DPs as suggested by DPs. This draft RP will be updated following detailed design and will be endorsed by SMTA. The SMTA will submit the updated RP to ADB for review and approval. After the approval of ADB, the updated RP will be again disclosed on the TransKarachi and SMTA websites as well as that of the ADB websites.

17. A non-technical summary (NTS) of the updated RP will be translated into Urdu in the form of an information brochure and will be disseminated to each DP and their household.

#### **E. Resettlement Policy, Legal Framework and Entitlements**

18. Eligibility to receive compensation and resettlement assistance is limited by a cut-off date set by the Project. The cut-off date for the vendors already surveyed is 17 May 2018, for the remaining surveys the cut-off date will be determined following the completion of the survey. The cut-off date will then be updated in the final RP.

19. Despite the cut-off date, any DP can raise a grievance and be included in the survey, if they have relevant proof that they were based at an affected location prior to the cut-off date. DPs wishing to be integrated into the list should provide copies of their NIC cards signed by the elected and be identified by a minimum of five other DPs in person above the age of 18 years. The PIU and the EPCM resettlement specialist will be in charge of the verification process of the DPs. People who move into the ROW after the defined cut-off date will not be eligible for compensation or any other assistance.

#### **F. Livelihood Restoration**

20. A number of measures for the restoration of livelihoods of DPs have been defined in the RP. These include:

- Subsistence allowance
- Provision of temporary vending spaces during the construction of the KBRT
- Rent payments for the initial installation time
- Additional vulnerability allowance, where applicable
- Severe impact allowance, where applicable
- Priority employment during project implementation
- Opportunities for skills training
- Following the completion of the KBRT, where possible, to provision of permanent vending spaces at bus stations and pedestrian bridges

21. In parallel to the finalisation of the RP a preliminary Livelihood Restoration Plan (LRP) will be developed that details all the livelihood restoration activities.

### **G. Grievance Redress Mechanism**

22. A three-tiered GRM has been designed to provide a time-bound, early, transparent and fair response and resolution for all resettlement related grievances. Once TransKarachi has established the Project Planning and Implementation Unit (PPIU) a public awareness campaign will be undertaken in accordance with the Project's Communication Plan (PCP). Initially, the public awareness campaigns must include:

- The GRM being published on the website (first the holding page and then the main site when live)
- Regular feedback being provided with information on the GRM via Twitter
- The GRM being included in eNewsletters
- The GRM being included in media stories

23. In addition, a dedicated hotline managed by the PPIU is to be established to deal exclusively with resettlement complaints. A second hotline will also be established at the level of the Project company to deal with none resettlement related complaints and its staff will re-direct all resettlement complaints that are submitted via this hotline to the PPIU. A website form, where grievances can be registered in writing to the PPIU and the Project company directly will also be made available as well as grievance boxes which will be placed in strategic locations along the route.

### **H. Institutional Arrangements and RP Implementation**

24. The following organisations are involved in the implementation of the RP:

- The Government of Sindh is represented through the SMTA which is the executing agency (EA). The SMTA is a newly created entity which is part of the Transport and Mass Transit Department (TMTD).
- TransKarachi is the Implementing Agency (IA). It has also been newly created to carry out the project implementation, management and maintenance of mass transit systems in Karachi, assigned by the Sindh Mass Transit Authority (SMTA). TransKarachi was at the point of establishment at the time of writing and has therefore not identified and hired any staff.
- The Project Planning Implementation Unit (PPIU) of TransKarachi is where the resettlement staff are located. In the case of the SMTA, the resettlement staff are located under the authority of the Deputy Director of Regulations.

- The Engineering Procurement Consultant Management (EPCM) will provide third party support to TransKarachi for the implementation of the RP. The EPCM team will have one national resettlement specialist and one social safeguards specialist.
- Another third-party consultant will be hired to undertake external monitoring
- ADB social safeguards will review the RP and the monitoring results.

## **I. Resettlement Budget and Financing**

25. The total resettlement cost for the Project is currently estimated at just over 227 million rupees, which equates to almost 1.97 million US dollars. A conversion rate of 1 US dollar to 0.00865 PKR has been used. This provisional estimate will be updated once there is a final design and more survey data. The RP budget does not include cost of relocation of public utilities. This cost will be included in the overall budget of the project. The cost of consultations, LRP development, the GRM and other support costs will be included in the administrative costs of the project.

## **J. Monitoring and Evaluation**

26. The roles and responsibilities for internal monitoring involve:

- The PPIU of TransKarachi, with the support of the EPCM, will be responsible for monthly monitoring of the progress of resettlement activities
- The PPIU will review the efficiency of the monitoring arrangements quarterly and refine the arrangements accordingly
- Six monthly monitoring reports will be submitted to the ADB by SMTA with inputs from TransKarachi.

27. PPIU with the support of EPCM will hire the services of a firm, NGO or a qualified and experienced resettlement expert, to undertake external monitoring. The expert will be selected with concurrence of ADB. The objective of the external monitoring will be to determine the Project's achievement of resettlement activities in line with the objectives of this RP and identify any longer-term changes in livelihoods and socio-economic conditions of DPs (both negative and positive), any need for mitigation measures and lessons learned.

28. Key external monitoring tasks will include:

- Review and verify internal monitoring reports
- Review socio-economic baseline and household asset census survey information of pre-displaced persons
- Identify and select impact indicators
- Assess impact through formal and informal surveys with the DPs
- Consult with DPs, officials, community leaders for preparing monitoring report
- Assess the efficiency, effectiveness, impact and sustainability of resettlement, drawing lessons learned for future resettlement activities.

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# 1 Project Description

## 1.1 Project Background

1. This document presents the draft updated Resettlement Plan (RP) that was prepared at the PPTA stage of preliminary design. The updated draft RP has been prepared by Mott MacDonald based on the assessment of impacts by following the conceptual design of the Karachi Red Line Bus Rapid Transit Project (KBRT) Project, in line with the Safeguard Policy Statement (SPS) (2009) of the Asian Development Bank (ADB), which is financing the Project. This draft RP has been fully endorsed by Sindh Mass Transit Authority (SMTA), Government of Sindh and the Executing Agency of the KBRT Project. This draft RP will be updated following the final and complete detailed design of the KBRT Project and will be presented to ADB for review and approval; and subsequently to SMTA for further endorsement and public disclosure.

2. The KBRT is a transport system being designed to respond to the increasing need in Karachi for reliable and safe public transport. The aim of the Project is to:

- Provide more reliable and rapid journey times
- Integrate design of infrastructure and vehicles for comfort, quality and improved access
- Enhance the quality of the public transport and reduce traffic congestion
- Decrease travel time by providing a punctual and efficient bus service
- Encourage women and people with disabilities to take advantage of the bus service.

## 1.2 KBRT Project Components and Location

3. The KBRT Project has two components/outputs: (i) Karachi's Red Line BRT corridor and associated facilities constructed, and (ii) effective project management and sustainable BRT operations established.

4. The KBRT Red Line will run from Numaish to Model Colony, travelling along University Road, passing through key locations including Malir Cantt and by three major hospitals close to Safoora Goth. The KBRT Red Line will also pass in front of the University of Karachi and NED University of Engineering & Technology. Figure 1 demonstrates the route of the KBRT Red Line.





5. The BRT infrastructure will include:

- A new 29km BRT main corridor with reconstruction/resurfacing of existing mixed traffic lanes, sidewalks, bicycle lanes, landscaping, street lights, new storm water drainage and pavement
- 25 BRT bus stations (23 at grade with pedestrian footbridges for accessing the BRT bus stations, 1 elevated and 1 underground, with provision of male and female public toilets)
- Two bus depots for overnight parking and maintenance
- One fly-over
- Three underpasses
- Four elevated U-turns
- Two underground intersections
- Two underground U-turns
- Various intersections junctions from Safoora and to People's Chowrangi
- Integration of the green and red lines at the start of the corridor
- One underground staging facility
- One building for TransKarachi office

6. The Project will likely be divided into three civil work packages, for which the draft/tender design be completed in three stages, at the end of August, September and October 2018. Final detailed design will be completed in November 2018. The three work packages are as follows:

- **Package 1:** Numaish Churangi to Askari Park, including Underground Staging Facility and TransKarachi Office Building – Draft detailed design/contract documents expected to be completed by end of October 2018
- **Package 2:** Darul Uloom Ghosia Trust to Jamia Masjid Al-Raheem Trust, including Bus Depot at Mosmiyat - Draft detailed design/contract documents expected to be completed by end of August 2018
- **Package 3:** Shumail Complex to Malir Halt, including Bus Depot at Malir Halt - Draft detailed design/contract documents expected to be completed by end of September 2018.

7. The procurement strategy has not been finalized and the number of packages and construction duration could change.

8. Construction on the KBRT Red Line is intended to start in Q1 of 2019. The construction process will create some negative impacts directly to those impinging and using the ROW and some temporary access disturbances to the surrounding populations, for which, mitigation measures are provided in the Environment Impact Assessment (EIA) report.

### 1.3 Objective of Updating the Draft Resettlement Plan

9. The draft RP aims to identify, assess and analyse the additional impacts expected to occur at the end of the design stage and to ensure that compensation and resettlement allowances are sufficient to restore the income and living standards of the displaced persons (DPs) with as little disruptions as possible to their economic and social environment. This updated draft RP based on the conceptual design available as of May 2018 is prepared as an interim document to meet the ADB processing requirements of the project. A final RP will be prepared following confirmation of final impacts based on detailed design.

## 1.4 Changes in Preliminary Design at the Stage of Conceptual Design

10. This section outlines the key changes between the Project Preparatory Technical Assistance (PPTA) KBRT Red Line design from 2015 and the current KBRT conceptual design. The original design was a 28km long BRT which ran from Safoora to Shahrah-e-Faisal, running via University Road, M. A. Jinnah Road, Tower and Numaish, although a reduction in the corridor length occurred during the period of signing the contract. The current route is 29km long and runs from Numaish to Malir Cantt. The corridor is primarily the same with the main changes being around the start and the end of the route. The PPTA design included one depot and 54 bus stations, while the current concept design includes two depots, one underground staging facility, 25 bus stations and 44 associated facilities including underpasses, intersections, flyovers, U-turns, underground intersections and pedestrian bridges.

11. The previous alignment was to be divided into five sections, with two that did not cause any resettlement impacts. The current design is currently proposed to be divided into three sections, each causing resettlement impacts.

## 1.5 Resettlement Plan Related Procedures and Conditionalities

12. ADB appraisal of the Project is conditional to the approval, government endorsement and disclosure of this draft RP. Award of civil works contracts will be conditional to the following:

- Updating of this draft RP into a final RP, based on final detailed design, including a detailed livelihood restoration plan
- Approval of final updated RP by the Asian Development Bank (ADB)
- Endorsement of updated final RP and allocation of required funds for implementation by the SMTA and its disclosure to the public on ADB, SMTA and TK websites

13. Commencement of civil works is conditional to the full payment of compensation in terms of cash assistance and allowances for resettlement and rehabilitation, and provision of temporary alternative vending sites to displaced vendors or payment of income losses during construction phase. Livelihood restoration activities will be implemented throughout the construction phase.

## 1.6 Measures to Minimise Resettlement Impacts

14. Efforts were made to minimise land acquisition and resettlement impacts by adjusting the concept design façade to façade, to minimise adverse social and resettlement impacts. This included maintaining the KBRT corridor within the available width of government owned ROW. This approach has eliminated the need to acquire or affect fully private permanent structures.

15. The KBRT Red Line route was selected due to its proximity to residential and commercial areas as well as education institutions. To form part of the wider network of BRTs, the route was also selected based on its possibility to link with other BRT routes.

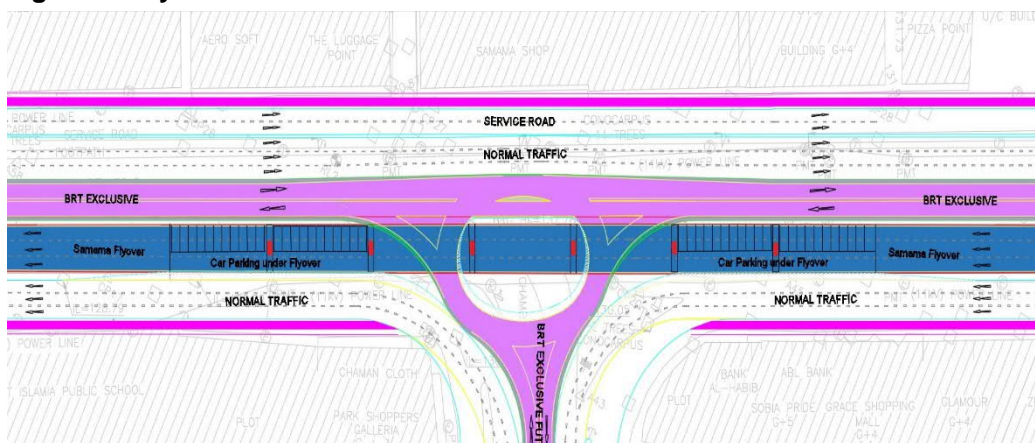
16. Two design alternatives were considered for the end point and three for the starting point to explore alternatives regarding integration with the Green Line BRT and future BRT lines. However, particularly the variation considered at the end point would have resulted in land being acquired; which is currently not the case in the present design. Restricting the concept to the existing ROW, has helped to eliminate the need for land acquisition, but will likely cause economic

displacement of vendors, impact minor parts of structures impinging on the ROW and impact plant nurseries established within the ROW.

17. Different alternatives were considered and the construction of depots was proposed on government owned lands, which were originally the lands of defunct urban bus depots owned by Karachi Road Transport Corporation (KRTC). The proposed lands for Malir Halt bus depot and Gulsha-e-Johar bus depot are owned by GoS and do not have third-party users that may be displaced. The access road to Malir Halt Depot proposed on the land owned by the national telecommunication company, Pakistan Telecommunication Company Limited, would either be leased or rented. The depot lands are currently under the use of Pakistan Rangers, a paramilitary law enforcement agency, helping GoS in maintaining law and order in Karachi. The Pakistan Rangers have established camps on these plots, which need to be relocated to other GoS owned land.

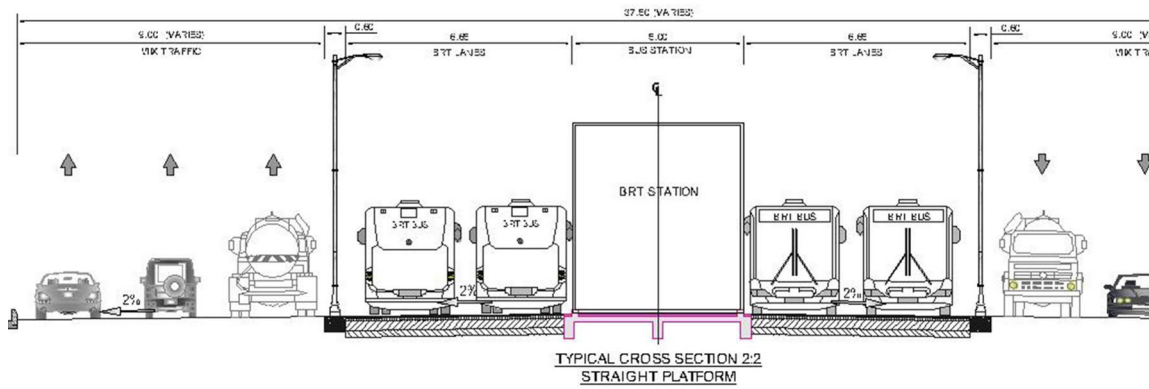
18. Figure 2 illustrates how impacts to private land and properties were minimised through modification of design at locations with limited ROW or land availability along specific stretches. Where the ROW is restricted, traffic lanes widths have been minimised and sidewalks integrated with the bicycle lanes to maximise the use of available space. These design changes have avoided the acquisition of private land.

**Figure 2: Layout of a section of the KBRT**



19. Along the KBRT route where there is no restriction on space, the maximum available width of ROW (70.5m) is planned to be utilised. In areas with restricted space, cross sections were reduced up to the minimum width of 33.0m. The KBRT corridor is composed of two lanes, one with traffic in either direction (standard width of 3.5m) or a by-pass lane of 3.5m with docking lanes of 3.0m at all stations. A minimum of three lanes are maintained for mixed traffic with an absolute minimum lane width of 2.7m where the ROW is narrow. Service roads are 3.3m wide. The KBRT route will be separated with a delineator from the rest of the mixed traffic. A potential cycle track space of 1.5m wide will be considered and a buffer of 0.60m will be provided to separate the cycle track and the mixed traffic. Sidewalks are an integral element of the KBRT cross-section for non-motorised users and they will be a minimum width of 1.8m. Figure 3 shows an example of the proposed cross sections for the KBRT.

**Figure 3: Typical cross section on KBRT Red Line**



20. For the BRT stations, where the ROW was restricted, staggered stations were designed, which maximise the use of available space. The average distance between the bus stations is 600-800m; except after and before Tank Chowk where the distance is up to 1000m. Among the bus stations there is one elevated and one underground, the rest are at grade level. Table 2 outlines the location of the bus stations, elevated U-turns, flyovers, underpasses, depots and staging facility to be constructed under the KBRT.

**Table 2: Detail of BRT Components**

No	Location	Project elements for KBRT Redline
1	Numaish Chowrangi to Peoples Chowrangi (via Kashmir road and additional route of Mazar e Quaid)	Numaish Underground Staging Facility
		Bus station Numaish with pedestrian footbridge
2	Peoples' Chowrangi to Jail Chowrangi (via Jamshed Town)	Bus station Society Office with pedestrian footbridge
		Bus station Dawood Engineering University with pedestrian footbridge
3	Jail Chowrangi to NewTown	Bus station Mir Usman Park with pedestrian footbridge
		Bus station Jail Chowrangi with pedestrian footbridge
4	New Town to Hassan Square	Elevated Flyover New Town Intersection
		Bus station Askari Park with pedestrian footbridge
		Elevated U Turn Askari Park
		Bus station Civil Center with pedestrian footbridge
		Elevated U Turn 1 Civic Center
5	Hassan Square to Bait ul Mukaram	Elevated U Turn 2 Civic Center
		Bus station Expo Center with pedestrian footbridge
		Elevated U Turn 1 Expo Center
		Elevated U Turn 2 Expo Center
		Bus station Bait ul Mukaram with pedestrian footbridge

		Elevated U Turn 1 Bait ul Mukaram
		Elevated U Turn 2 Bait ul Mukaram
6	Bait ul Mukaram to NIPA	Bus station Urdu University with pedestrian footbridge Bus station NIPA Chowrangi with pedestrian footbridge
7	Nipa to Samama (via Safari Park)	Bus station Metro Cash and Carry Store with pedestrian footbridge Bus station Safari Park with pedestrian footbridge
8	Samama to Mosamiyat	Bus station NED University with pedestrian footbridge Bus station Karachi University with pedestrian footbridge Elevated U Turn 1 Karachi University Elevated U Turn 2 Karachi University Bus station Shaikh Zayed Islamic Center with pedestrian footbridge Bus station Mosamiyat with pedestrian footbridge Flyover Mosamiyat Underpass Mosamiyat
9	Mosamiyat to Johar Complex (via Globe Center)	Bus station Johar Complex with pedestrian footbridge Bus Depot at Gullstan-e-Johar
10	Johar Complex to Safoora Chowrangi	Bus station Kings Cottages with pedestrian footbridge Underground intersection Kings Cottages Bus station Safoora Chowrangi with pedestrian footbridge Elevated U Turn Safoora Chowrangi
11	Safoora Chowrangi to Rangers Checkpost # 5 (diversion)	Underground intersection Pehelwan Goth Road Elevated U Turn Checkpost # 5
12	Safoora Chowrangi to Race Course	Bus station Karachi Race Course with pedestrian footbridge Underpass Race Course
13	Race Course to Rangers Checkpost #6	Underground Bus station Malir Cantt. Checkpost #6 Underpass Malir Cantt. Checkpost #6 Underground U Turn 1 Malir Cantt. Checkpost #6 Underground U Turn 2 Malir Cantt. Checkpost #6
14	Checkpost 6 to ACACIA Country club	Bus station Tipu Sultan with pedestrian footbridge
15	Country Club to Model Colony (via Tank Chowk)	Underground Bus station Tank Chowk Bus station Model Colony with pedestrian footbridge
16	Model Colony to Malir Bridge/Shahra e Faisal	Bus station Security Printing Press with pedestrian footbridge Depot at Malir Halt

Source: Mott MacDonald

## 1.7 Conclusion

21. The proposed KBRT Red Line selected route has been determined to be the most viable option when taking into consideration the Project objectives and potential resettlement impacts. The construction works will be contained within the ROW, especially in congested residential and commercial areas. The resettlement impacts on vendors located within the ROW have been identified and will be mitigated through implementation of the updated RP. The Project will provide resettlement and rehabilitation assistance to the DPs to enable them to continue their business activities at the new pedestrian footbridges to be constructed at appropriate locations for accessing the BRT bus stations, with provision of male and female public toilets.

## 2 Scope of Land Acquisition and Resettlement

### 2.1 Social Impact Assessment Approach for BRT Infrastructure and Updating the RP

22. IA draft RP was prepared at the PPTA stage in June 2015 based on a 100% potential DPs census (conducted from 8-23 September and from 29 September-12 October 2015) at the preliminary design stage and a socio-economic survey of 25% of Project affected households (conducted from 13-18 October 2015) as well as consultations with DPs and other stakeholders. It was decided that a new assessment rather than a reassessment of the use of the ROW was required to update the PPTA draft RP. Nonetheless enquiries were made to understand changes from 2015 to 2018. Only one DP interviewed in 2018 remembered participating in the 2015 surveys. The data set from 2018 surveys undertaken so far was compared with the 2015 data set and there are potentially two DPs who are in both sets. Hence the decision to undertake a new assessment and focus on the new data appears justified.

23. The PPTA draft RP has been updated based on changes made in the preliminary design at the stage of the conceptual design. The social impact assessment for this draft RP was undertaken in line with the conceptual design of the KBRT Project. The assessment revealed that the facade-to-façade reconstruction of the 29km BRT main corridor would impact on users and encroaching structures into the existing available width of the ROW. Impact from the associated structures and additional facilities which will mainly be constructed within the existing ROW, if any, will be assessed and confirmed based on detailed design. A complete detailed design is expected by November 2018.

24. There is a proposal to construct a biogas plant at an abandoned industrial land, adjacent to the river and belonging to a private owner, but where no activities are on-going and no people live. Impacts from this associated facility will be assessed and included in the updated final RP. Other components with pending assessment are: (i) the 2 depots, (ii) the staging facility under KGA ground (impact during construction but full restoration and improvement after construction and under ADB project); and (iii) the land required for Transkarachi Office and BRT control centre. These will be assessed for IR impacts following detailed design and included in the final RP.

25. It should be noted that:

- The EPCM has not been awarded the design of the Numaish Underground Staging Facility or the proposed TransKarachi Office/Control Centre. Therefore, no design work has commenced on either of these elements
- Building details have not been received for the two proposed depots, so the detailed design work could be delayed further
- The start and end points of the corridor have not yet been approved and the concept design is still being undertaken for the integration with the Green Line
- The final implementation ready RP will ensure that there is information and census of DPs for all components which create displacement.



26. Following the final decision of the SMTA and ADB on the likely procurement strategy and the number of work packages with their respective timelines, the EPCM resettlement team, in consultation with ADB's social safeguards team, will develop an approach for producing a final RP. This will either be a RP per civil works package or a single comprehensive RP based on the complete final detailed design. The updated final RP will be sent to ADB for review and comments. ADB approval of the final RP is a condition for contract award.

27. The final, endorsed RP will be disclosed publicly on the ADB, SMTA and TK websites and will be distributed to DPs in Urdu, in the form of an information brochure. The construction works are currently scheduled to start for all three packages simultaneously at the end of the first quarter of 2019.

## 2.2 Assessment of Social Impacts

28. The BRT conceptual design utilises the available width of the ROW from façade to façade, which was also used as a basis for studying resettlement impacts. All activities of BRT construction will be limited to the available width of the existing ROW and therefore. No private land will need to be acquired for constructing the BRT main corridor nor any of the associated structures and additional facilities. There will be no impact on residential structures and none of the commercial and community structures need demolition.

29. The EPCM team has recently acquired detail of the government owned ROW of the BRT alignment as a part of due diligence based on final detailed design. This will be used to confirm that no private land is being infringed upon or used by the BRT main corridor or the other components. In case private land is to be acquired, this will be incorporated into the final RP.

## 2.3 Data Collection and Survey Techniques

30. An initial count of structures and vendors doing business within the ROW of the BRT corridor was conducted from 12-14 March 2018 by a contracted local surveyor consultancy firm (including a lead surveyor, a supervisor and four enumerators). 14 March 2018 was considered the cut-off date to determine which DPs would be eligible for compensation and resettlement assistance. They were accompanied by an engineer and the local Resettlement Specialist from the EPCM team and a staff member of the current Project Implementation Unit (PIU) of the SMTA.

31. Based on the survey, a list of DPs and structures was prepared that includes:

- 86 permanent and 207 semi-permanent minor structure extensions from commercial buildings impinging in the ROW (none of the owners will need to relocate)
- 56 permanent and 24 semi-permanent structures (totalling 80) owned by public and private organisations that have parts or the entire structure impacted
- 493 affected micro-business vendors with temporary and mobile structures that have a consistent location
- 59 salaried employees who work for the above micro-business vendors

32. A survey of 129 affected vendors was conducted from 4-11 April 2018, including nine vendors who did not want to take part in the survey. In April 2018, out of the counted DPs within the ROW only 129 with temporary structures were initially considered to be DPs, as previously vendors with mobile structures had not been considered as DPs. However, it was later identified that the mobile vendors in the ROW that had been counted, had consistent, regular vending locations. This would therefore lead to a potential impact on their income once the need for their relocation arises during the construction period. Thus, they were subsequently considered DPs. A more in-depth socio-economic survey with 30 of the 129 DPs was also conducted during this

period. The team that conducted this survey in April 2018, consisted of one team leader of the local survey firm, two male supervisors, 16 enumerators (six female and ten male), the EPCM's local resettlement specialist and a staff member of SMTA's PIU. The census and socio-economic questionnaires are provided in Annex B and C. The collected data was computerised for analysis and future reference.

33. From 15 to 17 May 2018, a rapid survey of vendors who use mobile and temporary structures was undertaken to verify if they have regular business locations or are ambulant vendors who move at different locations and determine who will be affected by permanent loss of space used for vending.

34. The survey team consisted of three and then five enumerators, all male, with one female supervisor and the local Resettlement Specialist of the EPCM. A one-day training of the survey team was conducted by the ADB's International Resettlement Consultant which included a mock exercise. The International Resettlement Specialist of the EPCM also accompanied the survey team, on the first day of the survey, where the ADB Consultant provided on-the-job training to EPCM and the survey team.

35. This survey was temporarily stopped due to the changing pattern of vending businesses and the increased presence of vendors in the ROW due to the start of Ramadan. The excessive heat also impacted the fasting survey team and would have therefore made a continuation very difficult. Once Ramadan and Eid are over, around the end of June 2018, the survey team will complete the rapid surveys.

## 2.4 Challenges Faced in Data Collection

36. During the survey in April 2018, the team faced various challenges regarding the data collection. Due to continuous struggles of the vendors with anti-encroachment cell operations managed by KMC throughout the route, there was distrust expressed from the DPs as to the nature of the survey. Nine DPs refused to participate in the survey and a couple of them were abusive towards the enumerators SMTA will communicate with the KMC's anti-encroachment campaigns undertaken by police to suspend the campaigns along the KBRT corridor during the project construction.

37. Some DPs did not provide all the information required by the questionnaire, which is why there are a few gaps in the data. Surveyors also faced challenges as DPs became less cooperative towards the end of the survey, especially those interviewed for both the census and the socio-economic survey. These information gaps include:

- Sensitive information such as amount of the investments vendors have made to the structures/businesses, their daily income, amount of debt, and the extent of their vulnerability
- The number of their National Identity Cards (NICs), some as they did not bring them during the survey days and others because they were expired
- Full names and telephone numbers were also at times missing

38. The survey conducted in May 2018 faced different challenges, mainly due to the start of Ramadan which meant that vendors were not found at their usual vending locations until later in the afternoon. Moreover, during Ramadan some vendors sell different items and the numbers of ambulant vendors increases, as many daily wage labourers start vending businesses to sell edible items and Eid related goods during Ramadan.

39. The incomplete vendor data will be collected through focus group discussions with DPs during the updating of this RP and will be validated through interviews of a non-affected control

group. After the formation of location-specific DP committees, these committees will also help to facilitate the collection of any missing information.

## 2.5 Description of Resettlement Impacts

40. Along the BRT corridor, the number of DPs is currently estimated at 925 including (i) 293 owners of small legal/formal shops losing shop structure extensions, (ii) 80 public and private organisations that need to shift their minor structures and equipment within the premises, (iii) 493 informal micro business vending owners and 59 salaried employees of the vending micro enterprises losing their regular vending location. None of the affected structures are used for residential purposes and none of the DPs will be physically displaced from housing. These numbers may increase with final detailed design. Impact from the biogas plant and other components where detailed design is still being prepared i.e. (i) the 2 depots, (ii) the staging facility under KGA ground); and (iii) the TransKarachi Office and BRT control center are still to be assessed and will be reflected in the final RP.

41. Currently, it is expected that the Project will:

- Displace informal vendors and their employees from their locations of livelihood
- Displace plant nurseries owners and their workers from their business locations
- Require moving and demolition of a minor parts of semi-permanent and permanent public, commercial and community structures that are impinging on the ROW
- Cause relocation of public utilities, i.e. electricity towers and transmission lines, telecommunication poles and lines, optical fibre cable, gas pipelines, water supply transmission lines and sewerage lines

**Table 3: Summary of DPs**

DP Description	Numeric detail
Privately owned commercial entities with small portions of permanent and semi-permanent structures that impinging on the ROW and in need of removal. (None of these DPs will need to relocate)	293 (86 permanent and 207 semi-permanent)
Public and private organisations with parts of structures or the whole structure impinging on the ROW or located within the ROW and in need of removal	80 (24 permanent and 56 semi-permanent)
Micro business vending owners losing regular space/location for vending	493 including: 129 with temporary structures, 364 with mobile structures and 9 nurseries
Salaried employees of vending micro businesses	59 workers

### 2.5.1 Impacts on Private Land and Structures

42. Project activities will be undertaken within the existing ROW. It is not anticipated that any privately-owned land will be acquired for the construction of the BRT main corridor or its related components. Currently, no demolition of full permanent structures is foreseen and no physical relocation of houses and permanent commercial structures is needed. Impacts will be limited to the informal users and encroaching structures into the existing ROW. Impacts on permanent and semi-permanent structures of commercial entities impinging on the ROW.

43. The Project will impact minor part/extensions of structures from 293 commercial entities impinging on the ROW, including 86 permanent structures and 207 semi-permanent structures. These commercial entities either rent or own the building where they are operating their shops. The small extensions of these structures include:

- Fencing
- Concrete flooring
- Poles for marketing or shade
- Iron cage storage area
- Makeshift tables that are fixed to the structure or the ground.

44. The owners of these structures will be able to continue running their businesses without any income losses. The structure owners will be compensated for the small extended portions of their structures and they will be allowed to take away the salvage materials. During the dismantling of the minor structure extensions, no disruption in operation of their businesses is expected. The exact number of the semi-permanent and permanent structures, impinging on the ROW, will be determined once the detailed design is finalised and the updated number will be reflected in the final RP with costing. See Figure 7 and Figure 8 in Appendix E for photographs for such structures.

### 2.5.2 Impacts on Public and Private Structures of Non-Governmental Organisations Impinging on the ROW or Located within the ROW

45. There are 80 structures (56 semi-permanent and 24 permanent structures) that impinge on the ROW or located within the ROW that belong to public and private organisations, including the Sindh Police, Pakistan Rangers, charity organizations providing medical emergency services and food services to the poor, commercial banks and petrol stations, will need to be relocated (see Appendix F). These structures include very short heighted walls (0.5-2 ft.), sign boards, kiosks, generators and other business-related items. The reactivation of the public services provided by the non-governmental organisations will need to be facilitated by paying for their relocation costs and reinstallation. For the remaining organisations, the SMTA will hold a meeting with the relevant public organisations to request they shift their structures and equipment inside the premises of their plots/buildings at their own cost. Formal notices will also be served to get their consent in writing with agreed dates for shifting their extended structures and equipment. The total number of organisations that were served and signed will be reflected in the final RP. For the final resettlement plan, a detailed table of these structures with photographs will be produced. Appendix F will be updated.

### 2.5.3 Impacts on Vendors

46. A total of 493 affected vendors with temporary or mobile structures were identified based on the initial count undertaken in March 2018. In the April 2018 survey, 129 vendors were identified as impacted. The vendors all have temporary structures (e.g. cabins) and are located

along both sides of the 29km route. Figure 9 in Appendix E shows such a structure. These vendors engage in a variety of activities, including but not limited to:

- Small eateries
- Cigarette and paan (betel leaves)
- Skilled labour services (e.g. auto repairs, puncture repairs, barber shops etc.)
- Fruit and vegetable sellers
- Artificial jewellery seller
- Cosmetics seller
- Sugar cane juice seller
- Nurseries.

47. The May 2018 survey was undertaken to collect data on the 364 micro enterprise vendors with moveable structures such as stalls with wheels or carts, who mostly do business in larger vending markets. The rapid survey was completed with 138 vendors while the remaining 227 were not surveyed due to start of Ramadan. The survey of the 138 DPs was undertaken from Numaish to Hasan Square at the left side of the ROW. These vendors engage in a variety of activities, including but not limited to:

- Fruit and vegetable sellers
- Used bags seller
- Hats and sunglasses seller.

48. An updated list of DPs will be included in the final RP, which will also document the chainage location of each business, the types of businesses with the numbers of DPs affected in each category, the income ranges and the median income.

49. All 493 (129 plus 364) vendors identified during all three surveys will need to relocate their stalls and carts. The identified displaced vendors run their businesses within the ROW which is public land. None of them have legal permissions or licenses. The vendors have set up temporary or mobile structures and in some cases a combination of both to operate their businesses.

50. The surveys found that 40% of the vendors pay rent for their location to a variety of groups including business owners and the local authorities, Table 4 provides an overview of the number of vendors, the amount of rent paid and the authorities that receive it. The payments are generally considered to be bribes rather than formal payments for which the vendors do not receive a receipt or formal acknowledgement. The payment does not authorise them to remain in the location but it assists them by not being removed from the location on a regular basis.

**Table 4: Payments Made by Vendors to Occupy the ROW**

Survey date	Total number of vendors surveyed	Total number of vendors paying rent	Entities that receive rent	Rent ranges (per month)
April 2018	129	41	Police, KMC, shop owner	PKR100 and PKR35,000
May 2018	138	65	Police, KMC, shop owner	PKR100 and 5,000

Source: DP surveys April and May 2018

## 2.6 Temporary Relocation of Vendors during Construction Phase

51. Alternative temporary and permanent vending spaces are currently being identified and will be detailed in the final RP. The potential temporary alternative vending sites that are being explored are outlined in Table 5. The sites are along the whole route so that DPs will be able to generally be relocated in an accessible new location.

**Table 5: Tentatively proposed alternative vending sites**

No	Market Name	Description
1	Numaish Chowrangi to Peoples' Chowrangi (via Kashmir road and additional route of Mazar e Quaid)	An empty land plot is located beside Askari Park (gated and secured in a compound wall). According to the local vendors it is a former sugarcane market This plot can accommodate around 300 vending structures and mobile vending carts.
2	Peoples' Chowrangi to Jail Chowrangi (via Jamshed Town)	The ownership of land will need to be confirmed to know if it is possible to transfer vendors there temporarily or potentially even permanently.
3	Jail Chowrangi to Hasan Square (via New Town)	
4	Hasan Square to NIPA	There is currently a market which is held Tuesdays opposite the Bait-ul-Mukarram Mosque. Apart from the market the land plot remains empty. The plot can accommodate around 100 vending structures and mobile vending carts. The ownership of land will need to be confirmed to know if it is possible to transfer vendors there temporarily.
5	NIPA to Samama	There is an open play ground area besides the Bait-ul-Mukarram Mosque. This is currently not used extensively and could be repurposed to accommodate around 500 vending structures and mobile vending carts. It would even be possible to only use half the land to enable the playground to continue. The ownership of land will need to be confirmed to know if it is possible to transfer vendors there temporarily
6	Samama to Mosamiyat	There is an empty land plot which is used as a Sunday Market opposite the METRO super store, near Safari Park. The land plot can accommodate around 500 vending structures and mobile vending carts. The ownership of land will need to be confirmed to know if it is possible to transfer vendors there temporarily
7	Mosamiyat to Johar Complex (via Globe Center)	There is a land plot that is currently used as a Sunday and Wednesday market. The land plot is located next to the Mosmiyat Depot. The land plot could accommodate around 100 vending structures and mobile vending carts. The ownership of land will need to be confirmed to know if it is possible to transfer vendors there temporarily.
8	Johar Complex to Safoora Chowrangi	There 2 acres plot of land located near to Race Course. This space can accommodate around 200 vending structures and mobile vending carts. Just opposite the Race Course, there is another plot that is around 5 acres and could accommodate around 1,000 vendors.
9.	Safoora Chowrangi to Rangers Checkpost # 5 (diversion)	The ownership of land will need to be confirmed to know if it is possible to transfer vendors there temporarily.
10.	Safoora Chowrangi to Race Course	
11.	Race Course to Rangers Check post #6	
12.	Check post 6 to ACACIA Country club/ Tank Chowk	
13.	Country Club/ Tank Chowk to Model Colony	
14.	Model Colony to Malir Bridge/Shahra e Faisal	Due to restrictions of the army and the airport area, it has not been possible to identify any alternative vending sites in this area.

52. In the final RP, it will be confirmed if: (i) the suggested plots are available with the consent of owners or government departments, (ii) free from disputes, (iii) have sufficient space to accommodate them in the already established markets (vendors are grouped into functioning vending markets), and (iv) the owners of plots will allow the vendors to re-establish their businesses in their plots, either free of cost or on rent, so that it can be considered as part of the relocation allowances. The final number of affected vendors will be confirmed in following the completion of the detailed design; currently foreseen at the end of August, September and October 2018.

53. DP vendors in the ROW will no longer be able to continue with their economic activities at their current locations. They will need to relocate temporarily during the construction and at formal vending locations once the BRT is operational. Efforts will be made to provide alternative temporary and, wherever possible, permanent sites for vending to help them resume their livelihood activities and avoid them moving back into the ROW following the completion of construction. The design teams are currently working on providing vending spaces on the pedestrian bridges. Once designs have been finalised, a table will be produced as part of the final RP to determine the exact amount of vending spaces that will be available for affected vendors.

54. In case temporary alternative locations would not be provided, the Project will compensate them for permanent income loss equivalent to the official minimum wage for 12 months. If case of provision of alternative locations, the displaced vendors are likely to lose some of their income in the first three months until they are able to settle in temporary market space and re-establish themselves. Further analysis of an estimated duration of business interruption and possible loss of income at temporary and alternative spaces will be done as a part of updating this RP.

### 2.6.1 Vulnerability of DP Vendors

55. Based on observations during the surveys, vendors are generally considered to be vulnerable according to SPS criteria. The SPS identifies vulnerable people as distinct groups of people who might suffer disproportionately or face the risk of being further marginalised due to the project, which typically include households falling under the generally accepted indicator for poverty, which has been found to be the case for this Project. Vendors are generally landless and have dependent children and elderly kin which also contributes to vulnerability. Many of the interviewed DPs were the sole income provider for their families. Vendors are generally considered extremely poor or moderately poor due to their volatile situation and their unsteady sources of income.

56. The internationally established poverty line is US\$1.90 per day as defined by the World Bank in 2015. Adjusted for inflation this makes a current poverty of US\$2.09 in Pakistan per person per day<sup>1</sup>. The World Bank defines poverty in absolute terms. The bank defines extreme poverty as living on less than US\$1.90 per day (PPP), and moderate poverty as less than \$3.10 a day. The DPs businesses often represent the family's sole source of income. A Project induced loss of income is assumed to increase their vulnerability. Due to the incomplete or inflated numbers provided by vendors regarding their income, it is currently not possible to provide an accurate figure of DPs considered either extremely poor or moderately poor. A complete list will be established in the final RP, once the data has been collected through additional focus groups and fact checking for accuracy.

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<sup>1</sup> This is based on the World Bank's definition of 1.9 USD per person per day established in October 2015, adjusted to inflation increases

57. Most of the affected vendors live in joint families, of an average size of about 7-8 persons per household. The precise number of sole earners cannot be determined at this time but it is likely to be at least half of the vendors. The vulnerability data collected during the survey in April 2018 was largely based on the subjective opinions of the vendors and therefore will need to be reconfirmed in the additional focus group discussions to be undertaken prior to the development of the final RP. For the purpose of this RP, all vendors and the affected workers will be considered as vulnerable.

### 2.6.2 Loss of Wages of Affected Workers

58. Not all the vendors interviewed were owners of the micro businesses. Some were workers hired by the owners. The first survey conducted in April 2018 found that construction of the KBRT Project will also adversely impact the income and livelihood of 46 workers or wage earners of the affected micro businesses. The income of 30 of the 46 affected employees (not all provided the required information) ranges from PKR40 to PKR500 per day and PKR1,200 to PKR21,000 per month. The second survey showed that 13 of all 138 affected businesses surveyed had a total of 13 non-family employees and 36 family members are involved in the affected businesses. The non-family employees are paid while only some of the family employees are paid but the precise financial arrangements will need to be confirmed prior to the finalisation of the RP.

59. Details of monthly wages of the affected non-family employees interviewed in April 2018 can be found in Table 6. Around two thirds of the employees get less than the official minimum wage rate, which is PKR15,000. Relatives of shopkeepers are generally paid better than other shop employees, an average around 15-20% more. On closure of business, for instance due to holidays, the daily wage earners do not receive wages. The turnover of workers is currently not known but focus group discussions with affected employees will provide this information which will then be included in the final RP.

**Table 6: Range of monthly wages (PKR) for non-family employees**

Income Range (monthly)	Income below 5,000	Income between 5000 to 9999	Income between 10000 to 14,999	Income between 15,000 to 19,999	Income between 20,000 to 24,999	Income between 25,000 and above
Number of Employees	8	6	6	10	1	1

Source: DP survey April 2018

60. The workers do not have formal written agreements with the business owners. They rely on verbal commitments. Their daily working hours range from 10 to 12. They receive their wages on a daily basis, and most of them are provided with lunch and tea. The ages and National Identity Cards (NICs) for employees were collected but for the final RP this information will be collected and analysed accordingly. In some cases, helpers were observed to be younger than 18 years.

### 2.6.3 Household Dependency on Vending Income

61. The key resettlement impact envisaged is the economic displacement of the vending micro business owners and their employees as outlined above. Their economic displacement will have a significant impact on their households especially for DPs who are the sole income earners in their households. The number of household members reliant on the DP vendors is outlined in Table 7.



**Table 7: Household numbers of DP vendors (owners and workers)**

Survey Date	Category	Number	Number of Household Members of Vendors and Workers
April 2018	Vendor owners	129	736
April 2018	Workers of the microbusiness enterprises.	46	152
May 2018	Vendor owners	138	Data not available
May 2018	Workers of the microbusiness enterprises.	13	Data not available
Total		326	Incomplete data

Source: DP surveys April and May 2018

62. There are additional 227 DP vending businesses that have been counted but not enough data has been gathered to determine their household size. This data will be collected following the finalisation of the detailed design in November 2018 and integrated into the final RP.

## 2.7 Impact on Pakistan Ranger Land

63. Different alternatives were considered and the construction of depots was proposed on government owned lands, which were originally the lands of defunct urban bus depots owned by Karachi Road Transport Corporation (KRTC). The proposed lands for Malir Halt bus depot and Gulsha-e-Johar bus depot are owned by GoS and therefore will not result in any physical or economic displacement. The access road to Malir Halt Depot proposed on the land owned by the national telecommunication company, Pakistan Telecommunication Company Limited, would either be leased or rented. The land for the depots are currently used by the Pakistan Rangers, a paramilitary law enforcement agency, helping GoS in maintaining law and order in Karachi. The Pakistan Rangers have established camps on these plots, which need to be relocated to other GoS owned land. The Project will provide funds for the relocation and reconstruction of the Rangers camps at alternative government owned land plots.

## 2.8 Loss of Vehicle Parking Areas within the ROW

64. The ROW is used for parking vehicles at a number of stretches along the BRT corridor. This includes parking of small trucks, compressed natural gas auto rickshaws, pickup vans and personal cars. Usage of the ROW for parking of vehicles is year-round. The ODBM team is currently working on alternative parking locations, these had not been confirmed at the time of concept design stage. These will be finalized prior to the start of civil works.

## 2.9 Temporary Loss of Access to Existing Utility Services

65. The Project will impact on public utility infrastructure. This includes water supply pipes, drainage system equipment, telecommunication infrastructure, gas and electricity supply equipment. The EPCM has conducted surveys to determine the locations, present condition and life expectancy of the existing utilities and has prepared existing utilities drawings for design purposes. It is currently estimated that six utility services will need to be relocated. The EPCM has collaborated extensively with the different stakeholder including K. Electric, PTCL, NTC, Sui gas and Karachi Water and Sewerage Board through meetings and site visits. An estimated PKR3,176,000 will be provided to the concerned utilities companies for relocation of service equipment. This cost is incorporated in advance PC-1, which has been approved by the GoS on 13 April 2018.

66. An extensive public information campaign will be conducted a couple of months prior to construction to inform the public about any service disruptions in advance. The relocation and repair of affected utility service equipment will be completed in the shortest possible time. Additional analysis will be conducted at the stage of detailed design to identify the potential impacts on existing services, utilities and infrastructure affected by construction of the BRT. The report will be annexed with the final RP.

## **2.10 Temporary Impacts on Access Along Route**

67. There will be temporary impacts on mobility and access of the full range of road users (from pedestrians to vehicle drivers) due to construction being conducted on the road. These impacts will need to be managed by the civil works contractors to ensure access restrictions are limited. The contractor will need to identify impacts during construction and address them in accordance with the relevant management plans. The PPIU will ensure that public information awareness is strengthened during this period and that the community grievance mechanism is in place to enable a quick response to mitigate any nuisances which could lead to grievances. The traffic management plan has not been developed at the time of writing but will be developed by EPCM as the detailed design process continues and also when a procurement strategy is confirmed as this will determine the actual construction phasing. The contractor will also be required to update the traffic management plan further once the construction contract is awarded.

## 3 Socio-Economic Conditions

### 3.1 Overview

68. Socio-economic data was collected from 445 potential DPs in September and October 2015 at the PPTA phase. Socio-economic surveys were again conducted in 2018 based on the revised conceptual design. Once detailed design is complete, additional data on the displaced persons and socio-economic conditions will be collected, prior to the end of 2018.

### 3.2 Census and Socio-Economic Surveys Undertaken in 2018

69. The resettlement impacts and socio-economic data reflects the conditions of 925 DPs identified to date. The socio-economic survey was conducted from 4 to 11 April 2018 with 25% of the 129 DPs identified at that time. Given the recent change in number of DPs to include vendors with mobile structures (pushcarts) and the overlap with Ramadan, more socio-economic surveys will be undertaken in the next round of data collection to achieve statistically representative sample of all DPs.

70. The socio-economic survey (see Appendix C) assesses a range of socio-economic conditions of the DPs and their households including: demographic features, occupation, income and living conditions of the DPs' households, poverty status, education levels and basic amenities. The data set is not fully comprehensive as not all DPs provided all the information requested.

### 3.3 Socio-economic profile of DPs

#### 3.3.1 Household Composition and Size

71. Women have not been identified as participating in vending activities along the KBRT corridor and all of the surveyed vendor DPs were male. Most of the surveyed DPs live in joint families with an average size of seven or eight persons per household. The joint families include the husband and wife, paternal parents, children and grandchildren of the eldest son. The household is generally led by the oldest male member. See Table 8 for the household size of the interviewed vendors in the survey conducted in April 2018.

**Table 8: Household numbers of DP vendors (owners and workers)**

Survey Date	Category	Number	Number of Household Members of Vendors and Workers
April 2018	Vendor owners	129	736
April 2018	Workers of the microbusiness enterprises.	46	152
May 2018	Vendor owners	138	Data not available
May 2018	Workers of the microbusiness enterprises.	13	Data not available
Total		326	Incomplete data

Source: DP surveys April and May 2018

72. Adult males make up the majority of the DP's household members (41%). The age breakdown of the DP's household members can be found in Table 9.

**Table 9: Age breakdown of DP's household members**

Adult (15 – 59 years)		Child under 15 years		Adults above the age of 60 years	
Male	Female	Male	Female	Male	Female
41%	24%	14%	13%	5%	4%

Source: DP survey, April 2018

**3.3.2 Vendors' Housing**

73. Of the interviewed vendors, 63% live in rented houses and 33% own their own home. In the socio-economic survey half described their housing conditions as satisfactory and 36% percent described them as bad or very bad.

**3.3.3 Education Levels of Vendors**

74. The average education level of the surveyed vendors, who are exclusively male, varies but the majority only have a primary education (50%). The education level of the surveyed DP vendors can be found in Table 10. One vendor did not provide information on his education level.

**Table 10: Education level of surveyed vendors**

No Schooling	Primary	Secondary	Tertiary
32%	50%	12%	4%

Source: DP survey, April 2018

**3.3.4 Income of the DPs' Households**

75. During the first survey in April 2018, it was observed that some vendors exaggerated their income. Discarding outlier figures (some vendors quoted making PKR 1,500,000 per month, which is around 13,000 USD), the average income of affected vendors is about PKR 72,000 (see Table 11). These figures will need to be verified during the survey after Ramadan as it was observed that DPs tended to give higher figures than was perceived to be the case based on observations made regarding sales and customers.

**Table 11: Income of affected vendors**

Sr. #	Type of Business	Number	Gross Median Income per month in PKR
1	Chicken, Beef and Mutton Stalls	2	1,581,6672
2	Eatery Stalls	16	91,250
3	Fruit Stalls	5	30,417
4	Miscellaneous Stalls	35	83,645
5	Pan (betel leaves) & Cigarette Stall	22	182,500
6	Skilled Labour Stalls	34	46,625
7	No information	6	
Total	120		

Source: DP survey April 2018

76. During the April 2018 survey, there were nine nurseries identified as affected. Some of these nurseries belong to large institutions such as the University of Karachi. It will be assessed

<sup>2</sup> This figure is considered to have been exaggerated by the vendors that quoted them, particularly given that there is no proof of this income.

if these can move within the existing premises of these institutions or private owners. On average nurseries make PKR 40,000 a month.

77. In the first survey, half of the DPs (58 of 116 vendors) stated the affected business was a major source of household income and during the second survey, 128 of 138 vendors indicated it was a major source of household income. Only four of the 129 DPs surveyed in April 2018 stated that they work part-time. In the survey conducted in May 2018, 94% worked full time. In the cases where the surveyed vendors are not the main household earner, it tends to be a brother or a son who earns more. In 80% of the cases the affected vendor is the sole household earner, while the remaining 20% have more than one income source in their household.

78. Approximately 20% of the DPs admitted that their households have taken loans from informal sources to purchase stock of business items. Most respondents were reluctant to provide this information as this is considered a very personal matter that should not be shared publicly.

### 3.4 Poverty Status

79. The lack of secure and consistent income and the dependency on a sole income means that the DPs and their households may be considered as vulnerable. The lack of education of the DPs and the lack of economic opportunities restrict their job opportunities to daily wage labour, salesmanship, unskilled labour, and vending businesses such as those that they currently undertake. In Pakistan, the official poverty line has been defined by the World Bank as \$1.90 per person per day. The gross average monthly income of vendors is around PKR72,000 (US\$621), which means an average of PKR2,800 a day (US\$24). Dividing income by the typical eight members of a household, this equates to around US\$3 a day. Based on this, most DPs may be considered as near poor and vulnerable to economic shocks.

80. Competition for vending spaces is high and access to customers can present challenges for DPs on a daily basis. While vending is considered a viable source of livelihood, earnings remain unstable and the business context is harsh and precarious. They are often pressured to give bribes or extortion money and face anti-encroachment campaigns. During DP discussion meetings conducted in January, March and April 2018, it was reported that some vendors have had their mobile carts destroyed various times and that they are being continuously harassed by the local police and others.

81. Urban policies and local economic development strategies implemented to date have not addressed the needs of these informal micro-enterprises, as their precarious situation has lasted various years in many cases. There is no metropolitan municipality law governing vending businesses in Karachi, leaving vendors vulnerable to harassment, confiscations and evictions.

82. Half of the interviewed DPs have a very poor person within their household, but only 7% self-described themselves that way. A small number have a person with a chronic disease, a physical or mental disability, or a senior citizen in their household. See details in Table 12.

**Table 12: DP Vulnerability**

Type of vulnerability	In their family	Personal vulnerability
Chronic diseases	5%	0%
Senior citizen	3%	0%
Widow	0%	0%
Very poor	51%	7%
HIV/AIDS	0%	0%
Physical/mental disability	3%	0%

Female headed households	0%	0%
Transgender	0%	0%

Source: DP census and SE survey, September-October 2015

83. The vulnerability status of the DPs will need to be reconfirmed during the supplementary surveys following the completion of the detailed design.

### 3.5 Gender Analysis

84. Society’s cultural norms and practices influence and limit how girls and boys, women and men, behave throughout their lives. Gender inequalities and power differentials result from the differences and discrimination which are embedded in these cultural norms and gendered roles. Traditionally, women are associated with reproduction and responsibilities in the domestic sphere. Women are viewed as responsible for caring for the family, ensuring the household runs well and that men’s needs are provided for. Their mobility outside the home may be limited. Women are often excluded from main decision making in the household and in society. They are very often subject to the decisions made by men.

85. On the other hand, men’s roles are associated with production and the public sphere. Men are assumed to be the head of the household, the income earners, and decision makers within households and in public. In fact, all the surveyed affected vendors are men. The male head of household usually controls the household income. Because of gender biases and discrimination, women and girls may experience differential access to food, education, medical care and access to resources and opportunities. In addition, women and girls are more likely to be subject to gender based violence within the home and in public.

86. Access to, and use of transportation, is a critical factor in being able to access services, take advantage of opportunities including those which enable women to earn an income, and enjoy social and leisure occasions. During consultations undertaken as part of the GAP development, women shared incidents of sexual harassment, such as leering, verbal comments and touching, which are intended to intimidate and evoke fear and insecurity amongst women. Low-income women are more vulnerable to harassment in public transport due to their social and economic status.

## 4 Information Disclosure, Consultation and Participation

### 4.1 Overview

87. Consultations have been carried out in accordance with the requirements of ADB's SPS 2009 to fully inform and consult DPs meaningfully on potential resettlement impacts and the mitigation measures to be implemented by the Project. During the PPTA consultations that were conducted from January to October 2015. This included direct interaction with DPs, and 24 focus group discussions, with women and men. For the PPTA phase, consultations with resettlement related stakeholders introduced the project and discussed design options to seek suggestions and recommendations. As well options for structure losses, livelihood restoration support, and relocation were discussed. This information has fed into the existing work and efforts were made to build on previous project engagement. The consultations undertaken in 2018 to update this draft RP were conducted from January to May 2018, at different points in time and with a variety of stakeholders. Ongoing consultations are anticipated. The sections below describe the objectives, activities and results of the 2018 engagement efforts to date.

### 4.2 Objectives of Stakeholder Engagement on Resettlement

88. The objectives of the consultations with DPs and stakeholders are to:

- Improve Project design by avoiding social and resettlement impacts, as per ADB's SPS 2009 guidance
- Gather DPs' and other stakeholders' views on the Project and address their concerns by implementing suitable mitigation measures
- Facilitate effective participation of DPs and enable their cooperation in activities required for resettlement planning and implementation
- Obtain information about the need and priorities of DPs
- Facilitate the development of appropriate entitlement options for all DPs
- Inform DPs about the resettlement process
- Discuss opportunities for DPs to participate in the Project (i.e. employment)
- Enable transparency in activities related to resettlement issues.

### 4.3 Consultation with Stakeholders

89. The primary Project stakeholders that were identified for resettlement are the DPs that operate vending micro enterprises (both owners and employees) within the ROW. Other stakeholders identified included the private and public companies along the KBRT corridor, road and public transport users, the Karachi Metropolitan Corporation (KMC) and SMTA, the district administration, the transport associations, academic institutions and non-governmental organisations (NGOs).

90. The local and international resettlement team of EPCM used several tools for consultations such as key informant interviews, group meetings, a brochure on resettlement and discussions with DPs. At least 245 DPs were registered as attending consultation meetings held in different locations along the ROW. Table 13 outlines the different resettlement consultations held.

**Table 13: Resettlement Consultations Conducted for the KBRT Project**

Date	Venue	Target Group	No. of Participants		
			Male	Female	Total
Jan 31- Feb 01, 2018	Various locations along the KBRT Route, including People's Chowrangi, Jail Chowrangi, Civic Center, Baitul Muqarram Mosque, National Institute of Public Administration (NIPA), Samama, Mosmiyat, Safoora, Model Town	DP discussions	68	0	68
Feb 24 to 28, 2018	NED University	Four public consultations meetings	120	20	140
Mar 08, 2018	Marriott Hotel, Karachi	Key informant interviews with transport experts and NGO representatives	2	0	2
Mar 07, 2018	National Forum for Environment and Health, Karachi	Key informant interview with the President of the National Forum for Environment and Health, Karachi	1	0	1
Mar 08, 2018	Marriott Hotel	Meeting with Senior Superintendent of Police and staff, East Karachi	4	0	4
Mar 12 to 14, 2018	Various locations along the KBRT Route	DP discussions	50	0	50
Mar 09, 2018	Askari Park	DP discussion	25	0	25
Mar 09, 2018	Mosmiyat	DP discussion	22	0	22
April 04 to 12, 2018	Various locations along the KBRT Route	DP discussions	80	0	80
Total:			372	20	392

Source: Mott MacDonald

91. During the resettlement surveys conducted in April 2018 and May 2018, 198 DPs along the KBRT alignment were informed individually about the Project. During the April 2018 survey, identified DPs received a resettlement brochure. The brochures will also be handed out in the final round of detailed surveys. During these consultations, DPs were informed about the plans for the development of the KBRT project. Through the resettlement brochures (presented in Appendix 4) that were handed out, the following aspects were covered during the consultations:

- Project introduction
- General principles for resettlement compensation
- Relocation options
- Grievance redress mechanism



92. The stakeholders consulted along and outside the route are considered to represent a broad cross section of people who are either directly or indirectly impacted by the KBRT Project or who have a specific interest in the resettlement impacts of the Project. Stakeholders were given an opportunity to share their views and concerns regarding the Project and the proposed resettlement procedures, while some DPs also had the opportunity to show areas where they preferred to be relocated. The summary of key concerns and actions to address them are provided in following sections.

#### 4.4 Consultation with Women

93. Women face cultural and economic obstacles in their participation in public consultations and decision making. These issues are generally exacerbated by their constrained mobility and limited external interactions. There were no women found to be operating a business in the KBRT corridor. Consultations with women were undertaken as part of the development of the Project's Gender Action Plan (GAP) and a few women also participated in the public consultations held in February 2018 but no questions regarding resettlement were raised. Since women are not identified as DP present as vendors in the KBRT corridor, the consultations thus far have not focused on women.

#### 4.5 Outcome of Consultations

94. Stakeholders were generally aware of the need for an efficient KBRT system and expressed their support for the Project. The stakeholders appreciated the Government of Sindh (GoS) initiative to improve the public transport system and recognised that it would reduce traffic congestion and other road hazards near commercial and residential area along the road. They requested a continuous consultation process at the different stages of the Project, namely the design, construction, and operation periods. Stakeholders were told that BRT improvement works will adjust within the available width of the ROW, and that no private land will be acquired, no structures will be demolished, and vendors of micro business enterprises will be sufficiently and promptly compensated according to the extent of impacts. They appreciated that the details of the plan for resettlement and rehabilitation assistance will be distributed to DPs before the start of Project works.

#### 4.6 DPs' Key Project and Resettlement Concerns

95. DPs and other stakeholder respondents identified potential benefits in terms of easier transport mode, travel time reduction, better life standard and quality of environment. Potential adverse impacts identified included difficulties in terms of temporary traffic congestion on the route and increases in pollution and accidents. The main concerns of the DPs were focused on:

- Prompt completion of the works
- Avoidance of private land acquisition and demolition of commercial, residential and community structures
- Adequacy and timely payment of compensation/resettlement and rehabilitation assistance, prior to start of construction
- Issuance of legal licenses to affected vendors for the provision of spaces at vendor markets, to be established by SMTA
- Employment opportunities for displaced persons and their household members during construction activities
- Safe mobility of commuters, particularly women and children, and safety measures during construction activities.

96. The key concerns of vendors in 2018 are similar to those raised by DPs in 2015, namely adequacy and timely payment of compensation and resettlement assistance, issuance of legal licences to affected vendors for the provision of spaces at vendor markets, employment opportunities, and safe mobility for commuters.

#### 4.7 Options Preferred by DPs

97. The affected vendors expressed keen interest in occupying permanent, formal spaces along the proposed KBRT corridor around their same general locations (their natural markets) and/or bus stations. They would like security of business space by having formal, legal licenses. They noted that the Project should increase business due to the increased number of people using the KBRT system, which could enable potentially a more stable source of income. They also emphasised that the allotment process should be transparent to avoid influential people obtaining all the spaces.

98. The following options for resettlement of vendors will likely be discussed once they have been confirmed by the design teams:

- Formal vending markets to be developed and operated by SMTA and TransKarachi, that provide commercial licenses to displaced vendors
- Inclusion or development of commercial spaces at or around KBRT bus stations and at pedestrian bridges for displaced vendors
- Opportunities provided to displaced vendors for employment, including skilled and unskilled labour, in Project related works, operations and maintenance of the KBRT.

99. Based on these discussions, the design team will develop commercial spaces along the KBRT corridor and at new bus stations with support from SMTA and TransKarachi. SMTA and TransKarachi will need to authorise these spaces especially if they are located outside the KBRT infrastructure, as they would then be considered government property. The spaces will aim to be designed with a space of 2x2.5m<sup>2</sup>, with the rent amount to be fixed following further consultation with DPs. The rent is to be made affordable to DPs by fixing comparable rates to existing expenses incurred by the vendors towards formal and informal payments for their businesses. Some amount of rent should be considered to be offset by the Project to enable vendors to adequately install themselves and be able to regain their livelihood.

100. The current informal expenses incurred by the vendors at their existing locations are in the range of PKR1000/ to PKR3000/ per month payable to different entities, averaging PKR2000/month. The current rent paid ranges from PKR500 to PKR5000 per month. During consultations, the DPs estimated that they can afford to pay between PKR1,000 to PKR5,000 per month in rent for formal vending spaces and requested that the rent for the proposed spaces be fixed within this range, to ensure affordability for them.

101. It had been planned that local resettlement specialist of EPCM will help facilitate the establishment of location specific Displaced Persons Committee (DPCs); however, this was not possible to date due to some of the challenges mentioned above in Chapter 2. Once the final list of DPs is established, the Project Implementation Unit (PPIU) and the EPCM's local Resettlement Specialist will establish location specific DPCs to support the smooth implementation of the RP.

#### 4.8 Results of Consultation with NGOs

102. Consultations were conducted with two key local NGOs which work to provide Karachi citizens with platforms to effectively voice their concerns and take action to improve their living environments. They create public awareness on urban land management, planning and

governance issues pertaining to the maintenance of a healthy and secure physical and social environment. These NGOs also work to bring together government officials, academics, citizen activists and the media to discuss issues and seek solutions to make Karachi a sustainable, tolerant, healthy and prosperous city.

103. The consulted NGOs are in favour of an efficient public transport system. However, they noted that resettlement processes can be difficult to implement. Particularly in the context of Karachi, there have been several previous projects where resettlement was poorly carried out, thus the KBRT resettlement process will need to be carefully planned and managed. They also highlighted the importance of establishing a sustainable precedent with regards to compensation for mobile pushcart vendors, as poorly managed compensation could adversely affect other projects in the future. The NGOs requested that sufficient and timely payments be made to affected vendors and effective consultations and participation of stakeholders be facilitated in the Project resettlement activities.

#### 4.9 Addressing Stakeholders' Resettlement Concerns

104. The DPs' and stakeholders' concerns and suggestions have been incorporated in this draft RP, as well as the Environmental Management Plan and the GAP, and will be implemented as an integral part of the Project activities. Table 14 summarises how concerns raised by stakeholders are to be addressed.

**Table 14: Summary of concerns raised and how they will be addressed**

Concerns raised by the DPs / Recommendations	Actions incorporated in the RP and Environmental Management Plan to address DPs' concerns and the recommendations	Responsibility during Project and RP Implementation
The businesses of the commercial markets should not be affected due to Project activities, except the DPs who will be compensated for income losses.	The GoS has adopted an approach to restrict the KBRT works within the available width of ROW at built up areas. Due to this approach, displacement impacts are minimised. However, the vendors whose income will be affected will be sufficiently and promptly compensated.	SMTA and TransKarachi have resettlement specialist to oversee the management of resettlement impacts and a dedicated GRM
Affected vendors should be provided business spaces to continue their business activities after the road construction.	SMTA and TransKarachi will allow affected vendors to re-establish their businesses at similar locations or newly established vendor markets through issuance of legal licenses.	Land Acquisition and Resettlement Specialist SMTA and Resettlement Specialist TransKarachi
Construction of the Project should be strictly within the available width of ROW.	This approach has been adopted by SMTA	Land Acquisition and Resettlement Specialist SMTA Resettlement Specialist TransKarachi Contractors Resettlement Specialist Engineering Design, Construction, Procurement Contractor (EPCM)
Avoid dismantling of commercial, residential or community structures.	To the extent possible, dismantling of structures is going to be avoided, however it is still anticipated that small portions structures at the edge of the ROW will be affected. The precise number has not yet been	Land Acquisition and Resettlement Specialist SMTA Resettlement Specialist TransKarachi

Concerns raised by the DPs / Recommendations	Actions incorporated in the RP and Environmental Management Plan to address DPs' concerns and the recommendations	Responsibility during Project and RP Implementation
The affected vendors should be sufficiently and timely compensated against their income losses.	defined but will be included in the final RP. The operators of affected business enterprises will be adequately and sufficiently compensated by following principles of ADB SPS 2009 principles.	Resettlement Specialist EPCM Land Acquisition and Resettlement Specialist SMTA Resettlement Specialist TransKarachi Resettlement Specialist EPCM
Construction of safe bus stations and transport particularly for women and children should be designed to minimise harassment	Construction of safe bus stations and transport is ongoing	Land Acquisition and Resettlement Specialist SMTA Resettlement Specialist TransKarachi Resettlement Specialist EPCM Contractors
Safe mobility of commuters particularly women and children, and safety measures during construction activities need consideration	Roadside furniture and traffic control devices, including information and cautionary signs, signals, traffic diversion and flow markings, to ensure pedestrian safety during construction and operation stages is envisaged.	Contractor Operator's Design and Business Model (ODBM) EPCM
Proper facilities like bus stations and parking areas should be built at suitable locations.	Government of Sindh (SMTA) is providing these facilities through the Project	Contractor ODBM EPCM
Tree planting should be done along the road.	A landscaping plan will be developed for the Project. A tree planting program will be designed to offset anticipated loss of trees during construction activities and to help abate pollution caused by emissions and dust during KBRT operations.	Contractor ODBM EPCM
Provide drainage along the road	A drainage system will be designed for the route	EPCM
Contain dust to construction area	A dust management plan will be developed and implemented	Contractor EPCM
Stakeholder consultation should be an integral part of the resettlement process.	Stakeholder consultation has been and will continue to be an integral part of Project implementation.	Land Acquisition and Resettlement Specialist SMTA Resettlement Specialist TransKarachi Resettlement Specialist EPCM
Proper arrangements should be made for smooth and uninterrupted flow of traffic passing through the road during construction works, with minimal disruptions.	A temporary traffic management Plan will be developed and implemented	EPCM
Proper arrangements for storage of construction material during construction.	Designated areas for material storage will be fixed by the contractor and the EPCM Resettlement Specialist will review it does not interfere with any structures on the route	Contractors EPCM Resettlement Specialist

Concerns raised by the DPs / Recommendations	Actions incorporated in the RP and Environmental Management Plan to address DPs' concerns and the recommendations	Responsibility during Project and RP Implementation
Regular removal of waste material from the ROW during construction.	EPCM will review the removal of waste materials undertaken by the contractor	Contractors EPCM

#### 4.10 Information Disclosure

105. The public version of the updated final RP (with sensitive information redacted) will be made available at key accessible and convenient locations such as the offices of KMC, SMTA, TK, city district government, DPCs, and other places convenient to the DPs as suggested by DPs. This RP will be updated following detailed design and will be endorsed by SMTA. The SMTA will submit the updated RP to ADB for review and approval. After the approval of ADB, the updated RP will be again disclosed on the TK and SMTA as well as that of the ADB websites.

106. A summary of the updated final RP will be translated into Urdu in the form of an information brochure and will be disseminated to each DP, DPCs and their households.

#### 4.11 Consultation and Participation during RP Implementation

107. A continued process of consultation during implementation of the RP and Project works will be followed to:

- Facilitate transparency in the implementation of the RP
- Keep the stakeholders informed and actively participating in the process of RP implementation
- Receive DPs' feedback at various stages of Project implementation.

108. The SMTA and TK will continue the public consultation process during the implementation of the RP. The final RP will include a table with details for consultation requirements going forward. The following actions will be done:

- Maintain liaison with the stakeholders, particularly the DPs, to record and address their concerns relating to the implementation of RP and construction related works
- Organise public meetings particularly with DPs and ask them about progress of the RP implementation, particularly on payment of compensation and resettlement assistance
- Support vulnerable DPs to facilitate their full participation in the resettlement process and entitlements. Include details and outcomes of consultation activities in bi-annual and annual monitoring reports and disclose all monitoring reports of the RP implementation to the DPs and public in the same manner as that of the RP.

## 5 Resettlement Policy, Legal Framework and Entitlements

### 5.1 Policy Framework

109. The KBRT Red Line Project involves involuntary resettlement and relocation of Project DPs on a considerable scale. The requirements as per ADB Safeguard Policy Statement 2009 should be complied with.

### 5.2 Legal Framework

#### 5.2.1 The Constitution of Pakistan

110. There are two key articles provided in the Constitution of Pakistan that relate to land acquisition and resettlement. Article 23 of the constitution establishes the right of every citizen to acquire, hold and dispose of his or her property in any part of Pakistan and Article 24 of the constitution relates to the protection of property rights and has direct relevance to the Project. The following key clauses form the basis of the law formulated for acquisition of property for public purposes:

- No person shall be compulsorily deprived of his property save in accordance with law.
- No property shall be compulsorily acquired or possession taken except for in the case of a public purpose, and only by the authority of law which provides for compensation. The authority of law will either fix the amount of compensation or specify the principles on and the manner in which compensation is to be determined and given.

#### 5.2.2 Land Acquisition Act 1894

111. The Government of Sindh's current law and regulations governing land acquisition for a public purpose is the Land Acquisition Act (LAA) of 1894 with successive amendments. The LAA regulates the land acquisition process and enables the federal and provincial governments to acquire private land for public purposes. The LAA comprises 55 sections pertaining to: area notifications and surveys, acquisition, compensation and apportionment of awards, dispute resolution, penalties and exemptions. provides a summary of the salient sections of the LAA (see Table 15).

**Table 15: Salient features of the LAA 1894 and its successive amendments**

Section	Description
Section 4	Publication of a preliminary notification (called a Section 4) in the official Gazette This notice will give appointed officers the power to enter land for the purposes of conducting surveys and other tests.
Section 5	Formal notification of land needed for a public purpose. Land Demarcation. Survey of affected persons assets. Affected persons may raise objections in writing to the Collector within 30 days of notification under Section 5.
Section 5-A	Section 5a covering the need for enquiry and stakeholder consultations.
Section 6	The Government makes a more formal declaration of intent to acquire land. Stakeholders consultations, District Price Assessment Committee(DPAC) assessment of rates
Section 7	The Land Commissioner shall direct the Land Acquisition Collector (LAC) to take order the acquisition of the land.

Section	Description
Section 8	The LAC has then to direct which land is required to be physically marked out, measured and planned.
Section 9	The LAC gives notice to all PAPs that the Government intends to take possession of the land and if they have any claims for compensation then these claims are to be made to the LAC at an appointed time.
Section 10	Delegates power to the LAC to record statements of PAPs in the area of land to be acquired or any part thereof as co-proprietor, sub-proprietor, mortgagee, and tenant or otherwise.
Section 11	Enables the Collector to make enquiries into the measurements, value and claim and then to issue the final "award". The award includes the land's marked area and the valuation of compensation.
Section 16	When the LAC has made an award under Section 11, the LAC will then take possession and the land shall thereupon belong to the Government, free from all encumbrances.
Section 17	In cases of urgency, whenever the Government can take possession of any land needed for public purposes or for a Company. Such land shall thereupon belong to the Government, free from all encumbrances
Section 18	In case of dissatisfaction with the award PAPs may request the LAC to refer the case onward to the court for decision. This does not affect taking possession of the land
Section 23	The award of compensation for the owners for acquired land is determined at its market value plus 15% in view of the government led land acquisition for public purposes.
Section 28	Relates to the determination of compensation values and interest premium for land acquisition
Section 31	Provides that the LAC can, instead of awarding cash compensation in respect of any land, make any arrangement with a person having an interest in such land, including the grant of other lands in exchange

112. The LAA does not inherently mandate resettlement assistance or provide any rehabilitation provisions for non-title holders such as vendors and other vulnerable groups who are considered severely affected DPs. The LAA only provides compensation and livelihood support to legal owners and tenants registered with the Land Revenue Department or with formal lease agreement. Most of the people affected by the KBRT Red Line Project are non-titled holders (NTHs) such as the informal vendors.

113. If occupants who claim to be land owners do not have any written land title the LAA provides that confirmation on land possession can be provided by a court of law. This is common practice in Pakistan and accepted by local administrations. For development projects in Sindh financed internationally, NTHs have been paid compensation and provided assistance for lost incomes and assets in arrangements agreed by the executing agencies and resettlement affected people. Examples of such project are those funded by ADB, World Bank and other institutions in transport, energy, and urban sector projects.

114. Grievance redress is prescribed both in LAA. Accordingly, DPs not satisfied with any aspect of the resettlement procedure including entitlement to compensation, compensation of land, compensation of houses and land acquisition will have the right to file a petition against the project sponsor in the higher courts. If a DP is not satisfied with the outcome of their grievance, they will have the right to approach the concerned Court of Law (per Section 18 of LAA).

### 5.2.3 Sindh Public Property Bill

115. To avoid illegal encroachments from occurring following the implementation of the RP, the SMTA in collaboration with the City District Government will provide continuous oversight and reinforcement to facilitate the BRT corridor to remain free from illegal encroachments as outlined in the Sindh Public Property (Removal of Encroachment) Bill, enacted in 2010.

### 5.3 ADB Safeguard Policy Statement 2009

116. The ADB's Safeguard Policy Statement (SPS) 2009 comprises three safeguard policies, including one on involuntary resettlement which aims to:

- Avoid involuntary resettlement wherever feasible
- Minimise resettlement where population displacement is unavoidable by exploring all viable Project options

117. However, if resettlement is not unavoidable following careful consideration of all design options, the individuals or communities who lost their land, means of livelihood, social support systems, or way of life should be:

- Compensated for lost assets and loss of income and livelihood
- Assisted for relocation
- Assisted so that their economic and social future will generally be at least as favourable with the project as without it
- Provided with appropriate land, housing, infrastructure, and other compensation, comparable to the without-project situation
- Fully informed and closely consulted on resettlement and compensation options

118. ADB's SPS also specifies that lack of formal legal title to land is not a requirement for compensation, which is a distinct difference to the LAA, as outlined previously. The ADB's safeguard requirements on involuntary resettlement cover physical displacement (relocation, loss of residential land or loss of shelter) and economic displacement (loss of land, assets, access to assets, income sources or means of livelihoods) as a result of involuntary acquisition of land, involuntary restrictions on land use or on access to legally designated parks and protected areas. The SPS covers all affected people, whether the losses and involuntary restrictions are full or partial, permanent or temporary.

119. The policy principles that need to be implemented are to:

- Screen the project early on to identify past, present, and future involuntary resettlement impacts and risks. Determine the scope of resettlement planning through a survey and/or census of displaced persons, including a gender analysis, specifically related to resettlement impacts and risks.
- Carry out meaningful consultations with displaced and other affected persons, host communities, and concerned nongovernment organizations. Inform all displaced persons of their entitlements and resettlement options. Ensure their participation in planning, implementation, and monitoring and evaluation of resettlement programs. Pay particular attention to the needs of vulnerable groups, especially those below the poverty line, the landless, the elderly, women and children, and Indigenous Peoples, and those without legal title to land, and ensure their participation in consultations. Establish a grievance redress mechanism to receive and facilitate resolution of the displaced/affected persons' concerns. Support the social and cultural institutions of displaced persons and their host population. Where involuntary resettlement impacts and risks are highly complex and sensitive, compensation and resettlement decisions should be preceded by a social preparation phase.
- Improve, or at least restore, the livelihoods of all displaced persons through (i) land-based resettlement strategies when affected livelihoods are land based where possible or cash compensation at replacement value for land when the loss of land does not undermine livelihoods, (ii) prompt replacement of assets with access to assets of equal or higher value,



(iii) prompt compensation at full replacement cost for assets that cannot be restored, and (iv) additional revenues and services through benefit sharing schemes where possible.

- Provide physically and economically displaced persons with needed assistance, including the following: (i) if there is relocation, secured tenure to relocation land, better housing at resettlement sites with comparable access to employment and production opportunities, integration of resettled persons economically and socially into their host communities, and extension of project benefits to host communities; (ii) transitional support and development assistance, such as land development, credit facilities, training, or employment opportunities; and (iii) civic infrastructure and community services, as required
- Improve the standards of living of the displaced poor and other vulnerable groups, including women, to at least national minimum standards. In rural areas provide them with legal and affordable access to land and resources, and in urban areas provide them with appropriate income sources and legal and affordable access to adequate housing.
- Develop procedures in a transparent, consistent, and equitable manner if land acquisition is through negotiated settlement to ensure that those people who enter into negotiated settlements will maintain the same or better income and livelihood status.
- Ensure that displaced persons without titles to land or any recognizable legal rights to land are eligible for resettlement assistance and compensation for loss of non-land assets.
- Prepare a resettlement plan elaborating on displaced persons' entitlements, the income and livelihood restoration strategy, institutional arrangements, monitoring and reporting framework, budget, and time-bound implementation schedule.
- Disclose a draft resettlement plan, including documentation of the consultation process in a timely manner, before project appraisal, in an accessible place and a form and language(s) understandable to displaced/affected persons and other stakeholders. Disclose the final resettlement plan and its updates to displaced/affected persons and other stakeholders.
- Conceive and execute involuntary resettlement as part of a development project or program. Include the full costs of resettlement in the presentation of project's costs and benefits. For a project with significant involuntary resettlement impacts, consider implementing the involuntary resettlement component of the project as a stand-alone operation.
- Pay compensation and provide other resettlement entitlements before physical or economic displacement. Implement the resettlement plan under close supervision throughout project implementation.
- Monitor and assess resettlement outcomes, their impacts on the standards of living of displaced persons, and whether the objectives of the resettlement plan have been achieved by taking into account the baseline conditions and the results of resettlement monitoring. Disclose monitoring reports.

#### 5.4 Gaps Between Land Acquisition Act of Pakistan (1894) and ADB's SPS (2009)

120. Table 16 summarises the key differences between the LAA and ADB's SPS 2009 and outlines the measures that need to be taken by the GoS and the ADB to address these gaps.

**Table 16: Gap analysis and corrective actions between LAA 1894 and ADB's SPS 2009**

Pakistan LAA 1894	ADB SPS 2009	Measures to Address the Gap
Compensation for land and other assets is based on average values and department unit rates that do not ensure replacement market value of the property acquired. However, LAA	Compensation for land and other assets is based on replacement cost. In addition to this transaction cost and other related expenses must be	Land valuation will be based on current replacement (market) value with an additional payment of 15% of the final land value price. The valuation for the acquired land and other assets is the full

Pakistan LAA 1894	ADB SPS 2009	Measures to Address the Gap
requires that a 15% compulsory acquisition surcharge be added to the assessed compensation.	provided without deducting anything for depreciation.	replacement costs keeping in view a fair market value transaction costs and other applicable payments that may be required.
No provision for resettlement expenses, income/livelihood rehabilitation measures or allowances for DPs or vulnerable groups.	Requires support for rehabilitation of income and livelihoods, severe losses and particular attention is paid to vulnerable groups.	Provisions should be made to pay for resettlement expenses (transportation and transitional allowances), compensate for loss of incomes and provide support to vulnerable people and those severely impacted (those who have lost more than 10% of their productive assets).
Lack of formal title or the absence of legally constituted agreements means that DPs have no access to compensation and rehabilitation assistance. Squatters and informal tenants/ leaseholders are not entitled to compensation for loss of structures, crops or other assets.	Despite a lack of formal title, a DP can still be compensated and receive rehabilitation assistance. All DPs, including non-titled DPs, are eligible for compensation of all non-land assets.	Squatters, informal tenants / leaseholders are entitled to compensation for loss of structures, non-land asset, and livelihood restoration and relocation assistance.
The land acquisition and compensation process is conducted independently by the Land Acquisition Collector, following a lengthy legal and administrative procedure. There are emergency provisions in the legal procedure that can be leveraged for civil works to begin prior to compensation being provide to all DPs.	Involuntary resettlement is conceived, planned and executed as part of the Project. DPs are supported to re-establish their livelihoods and homes with time-bound actions in coordination with the civil works. Civil works should not commence prior to compensation being provided to all DPs.	The responsible Executing Agency (EA) will prepare a resettlement plan, as part of Project preparation. This RP will be based on an inventory of losses, livelihood restoration measures, Pakistani laws and principles outlined in ADB's SPS 2009. Where gaps exist in the interpretation of Pakistani laws and the ADB's involuntary resettlement policy, the ADB's policy will prevail. Civil works may only proceed after the resettlement plan is implemented and compensation for losses of assets and other allowances (budgeted as part of the Project cost) are fully paid.
No simple grievance redresses mechanism, except for recourse of appeal to the formal administrative jurisdiction or the court of law, are foreseen.	Requires the establishment of an easily accessible grievance redress mechanisms to receive and facilitate the resolution of all DPs' concerns regarding their displacement and other impacts, particularly as it relates to compensation.	The EA will establish an easily accessible grievance redress mechanism available throughout the Project implementation that will be widely publicised within the Project area and amongst the DPs.

Source: Adapted from the PPTA, 2016

## 5.5 Resettlement Principles Adopted for the KBRT Red Line Project

121. This draft RP for the KBRT Red Line Project has been developed based on the national legal framework and ADB's SPS 2009. The core involuntary resettlement principles for this Project are:

- Land acquisition and other involuntary resettlement impacts will be avoided or minimised exploring all viable alternatives of the project design
- Where unavoidable, a time-bound resettlement plan (RP) will be prepared and DPs will be assisted in improving or at least regaining their pre-project standard of living
- DPs will eligible for provision of livelihood restoration assistance
- Consultations with DPs on compensation and resettlement options, disclosure of resettlement information to DP and participation of DPs in planning and implementation of Project resettlement activities will be facilitated

- Payment of compensation to DPs will be provided for any acquired assets at replacement cost (current market value plus transaction fees) including to NTHs
- Vulnerable groups and severely affected DPs will be provided special assistance
- Payment of compensation and resettlement assistance will be completed prior to the contractor taking physical possession of the land and prior to the commencement of any construction activities
- Grievance redress, internal and external monitoring, and reporting mechanisms will be established.

## 5.6 Eligibility

122. Eligibility to receive compensation and resettlement assistance is limited by a cut-off date set by the Project on the day of completion of the counting of DPs, which is 14 March 2018. However, if there are additional DPs that were not included, they will be asked to provide attested copies of their ID cards signed by the elected representative of the city government and identification of such DPs will also need to be verified by a minimum of 5 DPs above the age of 18. The PPIU will have the ultimate responsibility for the verification process. People moving in the corridor after the cut-off date will not be eligible for compensation and/or other assistance.

## 5.7 Unit Rates for Resettlement Support and Allowances

123. The compensation rates against loss of land and structures will be determined on the basis of replacement cost without depreciation and transaction costs to ensure replacement of lost assets with assets of equal value without additional expenses.

124. The compensation for affected portions of the semi-permanent and permanent structures will be calculated at replacement cost of affected structures. Some commercial entities as well as public and private organisation have been identified with small portions (sometimes semi-permanent and sometimes permanent) of their activities within the ROW. Examples include small concrete walls used for demarcation of the property, concrete platforms in front of the business, iron cages that are fixed to the ground, fencing, table surfaces, generators and other business-related items. The EPCM national resettlement specialist along with a Project engineer will prepare estimates of replacement cost for the affected portion of each of the semi-permanent and permanent structures. Salvage material will be the property of displaced person free of any deductions. These estimates will be prepared as part of the surveys to be conducted to update the RP and costs will be included in the final RP.

125. The surveys gathered information on monthly income of the displaced persons. The analysis demonstrated that a large majority of the DPs and their households fall into the category classified as poor or near poor. In the absence of authentic income statements as proof, the unit price for additional assistance to vulnerable and severely affected will be calculated based on the correlation of income and expenditure data. This exercise will be completed during updating of final RP. For this updated draft RP, data has been taken from the PPTA and adjusted for inflation, since the numbers stem from 2016. Escalation fees were collected from the Inflation Monitor produced by the State Bank of Pakistan for 2016 and 2017. The rates were 4.708% and 5.425% respectively.

126. A severely affected persons allowance will also be provided to the majority of DP vendors who will need to relocate their micro businesses. The allowance has been calculated to be Rs 27,616 based on the PPTA and adjusted for inflation and rounded up to PKR27,700. Vulnerability allowances will be provided to eligible DPs and are calculated to be two months of the official minimum wage, which is PKR15,000s. Allowances for vulnerable and severely affected DPs are

provided to help address risks of hardship or impoverishment that these DPs face because they are less likely to adapt to new circumstances without assistance

127. The relocating DP vendors will be provided shifting allowance and relocation allowance. The EPCM's resettlement team verified the transportation cost by consulting with local goods transporters who estimated a cost of approximately PKR6,500 to transport a vending structure (5x6 feet in size) from one place to another. This allowance includes PKR2,500 for truck rental and PKR4,000 for labour expenses (four people to lift the structure). A bunching approach to move several vendors at the same time to the same location will be explored. As necessary, a second transportation allowance to move vendors from temporary locations to permanent locations will be paid. For any commercial entities that want their materials moved to a different location, they will have one month to request this assistance.

128. The unit cost for subsistence allowance will be calculated during the survey in August 2018. It is estimated that DPs will not be able to derive the same level of income during the transition period which is estimated to be between three and 12 months. For this transition period, the vendor may receive transitional livelihood support (subsistence allowance) to help them during the transition period. Once the alternate vending spaces have been confirmed (see Chapter 2) an accurate figure for provision of transitional livelihood support will be determined. Rates will need to be re-appraised and indexed using the State Bank of Pakistan's Inflation Monitor reports if compensation is paid outside the 12-month period from the original appraisal month.

129. Livelihood activities are based on the proposed measures from the PPTA and will be confirmed by an NGO to be hired as part of the updating of the final RP in August 2018. Livelihood activities are described in more detail in the next section.

## 5.8 Entitlement Matrix

130. Table 17 is the entitlement matrix that has been designed to identify the package of entitlements that eligible DPs will receive, regardless of formal legal rights, and to compensate them for their losses and help them restore their livelihood, particularly those who are non-title holders and vulnerable. Livelihood restoration options to provide additional assistance is described in the next section. DPs who are considered vulnerable and severely affected will receive additional forms of assistance. DPs will be entitled to a combination of compensation, allowances and resettlement assistance, based on losses and their socio-economic vulnerabilities.

**Table 17: Entitlement Matrix**

Sr. #	Category	Type of Loss	Eligibility	Entitlement	Compensation Policy
1	Loss of semi-permanent or permanent, commercial residential, and community structures	Permanent loss of structures or portions of structure within the ROW	Structure owners, titled and non-titled, and in case of community structures the members of the committee	Replacement cost for affected portion of structure	Cash compensation at replacement cost for portion of affected structures by type of construction and other fixed assets for private commercial entities. SMTA will request public and private entities with structural portions impinging into ROW to shift their minor structure extensions at their own cost. If more than 25% of the building's floor area is affected, cash compensation will be computed for the entire building/structure without deducting depreciation. Salvaged materials will be the property of the owner. A lump sum transportation allowance will be paid to relocate business for shifting

Sr. #	Category	Type of Loss	Eligibility	Entitlement	Compensation Policy
					belongings, inventory, equipment and installations.
2	Loss of business/livelihood activities	Permanent loss of business work location within ROW	DP micro enterprise vending owners (titled or untitled)	Livelihood restoration location	<p>Provision of permanent vending space by SMTA and TransKarachi at the BRT stations or on pedestrian bridges through the issuance of commercial licenses. Rental payment for the vending space for the first 12 months will be waived by TransKarachi.</p> <p>For micro enterprise vending owners who find their own alternative space, a one-time cash assistance to pay rent for the period of six months will be provided to all vendors as a self-relocation subsidy @ PKR2,000 per month (PKR12,000/ in total), to establish a new business space at another location such as secondary/feeder roads.</p> <p>For micro enterprise vending owners who permanently lose their work location, do not qualify for permanent vending relocation, and cannot use the offered temporary location, 6 months minimum wage at the official rate (PKR15,000) will be provided.</p>
		Temporary loss of business work location within ROW			Provision of temporary alternative locations by SMTA and TransKarachi to continue vending activities during construction.
3	Loss of business or employment income	Permanent loss of livelihood / source of income	Business and micro enterprise vending owners occupying land (titled or non-titled) and their salaried employees identified in the census and inventory as permanently losing business assets or employment	Transitional livelihood support	<p>Any vendor that can be relocated to an alternative permanent vending location will receive 3 months minimum at the official wage rate to (PKR15,000)</p> <p>Any salaried employee who is not able to relocate to the alternative permanent vending locations will receive 6 months official wage support.</p> <p>Notification to vacate will be provided 30 days in advance of civil works.</p>
		Temporary loss of livelihood /source of income	Business and micro enterprise vending owners occupying land (titled or non-titled) f and their workers identified in the census and inventory as temporarily losing business assets or employment and for whom the Project cannot provide alternative location		Cash assistance equivalent to the official wage rate for the number of months temporarily affected up to twelve months.
4	Shifting allowance	Loss of existing business space	DP vending owners affected by relocation DP commercial entity owners	Relocation subsidy	<p>One-time financial assistance of PKR6500/- for transportation of semi-permanent or temporary structures.</p> <p>For commercial entities, the same financial assistance will be given if they make a decision within one month of clearance about where they wanted the materials relocated<sup>3</sup>.</p>

<sup>3</sup> It is anticipated that most commercial entities will want to put their materials into the main part of their structures. However, if they want to move them offsite, they will have one month to provide this notice that they want to use the shifting allowance.

Sr. #	Category	Type of Loss	Eligibility	Entitlement	Compensation Policy
5	Vulnerable DP allowances	Stability	DPs identified in surveys as vulnerable (probably all vending micro enterprise owners and workers)	Rehabilitation assistance	One-time additional lump sum vulnerability assistance in cash equivalent to 2 months minimum official wage rate to all 493 vendors and 59 affected employees. In this case all vendors come under the category of vulnerable households. Preferred access to temporary and permanent employment during construction or operation of the project, where feasible.
6	Severely affected allowance DPs	Stability	DPs considered the sole household wage earner	Rehabilitation Assistance	One time additionally lump sum severe impact allowance of PKR27,700 where the DP is considered the sole household wage earner.
7	DP livelihood restoration	Livelihood income	Vendor DPs	<ul style="list-style-type: none"> <li>a) Financial literacy training</li> <li>b) 5-day employability training</li> <li>c) 4-12-week vocational training</li> <li>d) Employment of women</li> <li>e) Prioritised Project construction employment</li> </ul>	<ul style="list-style-type: none"> <li>a) DPs and 1 household member to attend financial training workshop to learn about using compensation funds</li> <li>b) 3 members of DPs' household can attend training to help get jobs</li> <li>c) DPs who enrol and commit to attend can receive vocational training on an alternative livelihood</li> <li>d) Female members of DPs' household can express interest and have access to priority employment on Project</li> <li>e) DPs can express interest and have access to priority employment during the construction phase on the Project</li> </ul>
8	Access disruption	Temporary construction related impacts	Any affected shopkeeper, owner of housing or commercial structure, or community structures	Assistance may be considered, including compensation for business disruption due to loss of access, in special cases.	30 days' advance notice. Access to be maintained to businesses and their facilities. If there are unforeseen disturbances or disruptions then additional compensation can be decided upon by TransKarachi and the EPCM on a case by case basis.
9	Unidentified / unanticipated impacts	Any unanticipated /unidentified losses	Affected DPs	Mitigation	Any unanticipated/unforeseen or unidentified impacts shall be documented and mitigated by TransKarachi based on the principles of ADB SPS 2009 and a suitable resolution is to be found.
10	Absentee DPs	Loss of income	Affected vendors	Payment of entitled compensation	TransKarachi with support from the EPCM will work hard to identify and find all absentee DPs. In case of their non-availability, the TransKarachi and SMTA will notify the affected absentee vendors to enable them to salvage their structure. Their entitled amounts will be placed in a designated bank account and can be collected by them once they have presented their NICs as a proof of identity and have 5 other DPs confirming their use of the ROW .
11	Public utilities	Shifting of electric poles, transmission lines, telephone poles and lines, water supply and drainage	Public utilities owning affected infrastructure	Replacement cost for re-establishing services	SMTA will pay the relocation cost to the relevant companies, currently estimated to be PKR3,176,000.

Source: Mott MacDonald

## 5.9 Non-Eligible Vendors

131. The assessment of social impacts conducted by the EPCM team found that some vendors were not eligible for compensation. These individuals can still operate their businesses without any loss of income or assets. These include:

- Ambulant vendors who move around the ROW and are only periodically found on the route of the KBRT
- Businesses that are located at the edge of the ROW who are impinging into the ROW due to their merchandise, chairs, tables and kitchens outside where these items are placed to attract customers or increase the number of people that can be attended to but then after working hours store all items in their business space outside the ROW.

## 5.10 Provision of Parking Spaces

132. EPCM will be including new parking spaces in the ROW; however, details of where these will be located is not finalised at this time.

## 5.11 Relocation of Affected Public Utilities

133. The Project will impact six public utilities that will be affected, details can be found in Chapter 2. The Project will pay for their relocation of utility equipment to maintain the existing services.

## 5.12 Mitigation of Temporary Impacts on Access

134. There will be temporary impacts on mobility and access of people due to construction of road, which will be managed by the civil works contractors during the construction period. The aim is to minimise the disruption and inconvenience caused to foot traffic and people wanting to access public transport facilities and businesses along the ROW. A traffic management plan will also be developed to manage the motorised traffic along the route during the time of construction.

## 6 Livelihood Restoration

### 6.1 Introduction

135. Livelihood restoration activities, as discussed in this section, have been identified in order to assist DPs to retain or improve their livelihoods following the economic displacement impacts caused as a result of the Project.

### 6.2 General Principles of the Livelihood Restoration Program

136. The general principles for planning and implementation of livelihood restoration activities are:

- The livelihood restoration activities must comply with ADB SPS 2009, which requires to improve, or at least restore, the livelihoods of all displaced persons and improve the standards of living of the displaced poor and other vulnerable groups
- The priority in provision of livelihood restoration assistance will be given to vulnerable groups within the DPs
- Participation of DPs or alternative household members in the livelihood restoration activities
- Participation of alternative female household members in livelihood restoration activities will be planned, implemented and facilitated to ensure they are able to benefit, if they wish to participate
- Use of available resources and incorporating government and NGO run programs
- Development of livelihood restoration activities in close collaboration with DPs. Their suggestions and feedback will be integrated into the final program that is developed
- Making activities feasible, affordable and suitable to the needs of the DPs
- The participation of the DPs is purely voluntary
- Transparent information disseminated to the livelihood restoration activities is required
- Monitoring and evaluation of the implemented activities and their resulting impacts will be recorded and reported
- Complaints and disputes are treated swiftly, fairly and transparently using the grievance redress mechanism.

### 6.3 Vulnerable DPs

137. All DPs losing their livelihood or places of income as a result of the Project will be supported with short-term income and livelihood restoration assistance for subsistence. This is the case for the vending micro businesses, both the owners and the workers.

138. The DPs classified as vulnerable and severely affected will be eligible to participate in livelihood restoration activities (or alternatively an identified household member of working age). Vulnerable DPs are less capable of re-establishing themselves than the others due to their social-economic conditions and face greater risks of hardship or impoverishment.

139. Severely affected DPs are those that who are the sole wage earner in their household. The entitlement matrix details eligibility for receiving vulnerability and severe impact allowances.



## 6.4 Provision of Alternative Business Locations

140. Some micro enterprise businesses will be impacted temporarily during construction only but most will be impacted permanently as the ROW is needed for the project. The project has already begun identifying alternative locations where affected vending business can be relocated. See Section 1 for details on the alternative locations already identified.

141. The entitlement matrix includes waiving the payment of rent for the first year of permanent relocation. SMTA and TransKarachi will aim to identify as many permanent relocations for vending businesses as possible and will pay a years' rent at the new location to TransKarachi. In situations where alternate location for the micro business is not available, the vendor or worker will receive 12 months' salary. All vending micro business owners will receive a lump sum shifting allowance to cover the moving costs of the business materials. This compensation and resettlement assistance is intended to restore (and improve by providing location security) the livelihoods of vending micro business owners and workers who permanently affected.

142. For vending micro businesses that are temporarily affected (which will be small groups at a time as the construction proceeds linearly), SMTA and TransKarachi also aim to provide temporary sites. The owners and workers of the vending micro enterprises that are temporarily impacted will receive compensation in the form of monthly minimum wage for the number of months their livelihood is lost, up to 12 months.

### 6.4.1 Mechanism for the Registration and Allocation of Formal Spaces

143. A key component of the livelihood restoration of DPs will be the Project provision of alternative formalised locations to allow their vending activities to continue. TransKarachi and EPCM will ensure that the procedures for registration and allocation of licenses are completed in a fair and transparent manner. The registration and allocation of formal spaces to DPs is proposed as follows:

- SMTA and TransKarachi will publish public notices in the local newspapers and conduct face-to-face meetings with DPs
- The applicants must all be eligible DPs
- SMTA and TransKarachi will issue an identity card with photographs to licensed vendors
- The space allotted to DPs will be solely for their use and will not be able to be transferred
- In case of the death of a DP, his license can be transferred to a nominee that was previously appointed
- DPs will need to pay monthly rent, after the 12-month grace period

## 6.5 Priority Preference for Project Employment

144. DPs will be encouraged to register with the Project if they are interested in construction work. The DPs will be contracted and need to pass probation like other workforce employees. The DPs will need to have the required skills for semi-skilled and skilled labour positions.

## 6.6 Livelihood Restoration Activities

145. In addition to the provision of alternative spaces and relocation support for the vending microenterprise businesses, options for helping DPs with livelihood restoration and the selection of alternative livelihoods will be explored including:

### 6.6.1 Financial Literacy Training

146. To facilitate that the cash compensation received is used in a productive way, preferably to improve the DPs lives, TransKarachi will provide financial literacy training to all DPs and an additional member of their household wishing to participate who are over the age of 18. The course will contain the following four modules: savings, budgeting, debt management and financial transactions. TransKarachi will train people in groups of 10-15. There will be women only courses and youth only (aged 18-25) courses as necessary.

### 6.6.2 Employability and Skills Training

147. The objective of employability training will be to diversify livelihood options. The contractor will work with an NGO, to create an employability course to enable the hiring of DPs and their household members during construction. Up to three members of each DP household, including women, will be provided access to enrol in this employability training. Each training group will not have no more than 30 participants and there will be a woman only option. The five-day employability course will address topics such as:

- Workplace introduction and types of jobs the Project will require
- Communication and team work
- Work ethics and work quality
- Applying for jobs (how to write a CV and undertake an interview).

148. An accessible location for the trainees will be identified (or if necessary transportation will be provided). Lunch and tea breaks will be provided and the course will be given at no charge to the participants. The course will be oral with no previous education required. An attendance certificate will be provided following the successful completion of the course.

149. The EPCM's resettlement specialist will prepare a list of all eligible persons among the affected households for the contractors. The list will include DPs and their household members who are interested in working on the Project and include details of relevant skills. The list will identify the trainees who participate in the general employment training. The EPCM and TransKarachi will monitor the hiring of DPs on a monthly basis to see exactly how many number of DPs have been employed.

### 6.6.3 Vocational Training for DPs

150. The primary purpose of vocational training for DPs is to provide an employable skill set given the majority of DPs are likely to be unskilled. The skills program will preferably engage with the Sindh Technical Education and Vocational Training Authority (STEVTA) and/or any other private/government sector technical education institutions to develop this training. The modules to be provided as part of the training will be decided in consultation with the DPs and training provider. DPs who enrol in the program and commit to attending the training will then be given a choice to select the vocational training that is most suitable for them and engage in a four week to 12 week training, depending on their desires and availability. A certificate will be provided to each participant upon successful completion of the training.

### 6.6.4 Formal Employment of Women

151. There is a provision in the Gender Action Plan (GAP) that states that the contracts with the BRT service providers and contractors require them to target women in their recruitment and training activities, with penalties for those who do not comply. An initial quota of 20% women staff is set for operations, fare collection, janitorial and security services, increasing yearly over 3 years.

152. The positions will require a range of skills. Service providers/contractors are required to publicise these positions widely, including using NGOs to promote opportunities to women. In the first instance, the service providers/contractors will be encouraged to support women from the DPs' households who are qualified and interested to apply for the positions. Remaining availability should then target women living within a 25km radius of the Project, and then women living further afield. Additional employability courses for women who are not from DP households may need to be established and the cost of training will be covered by the Project.

## 6.7 Preparation and Implementation of Detailed Livelihood Restoration Plan

153. The livelihood restoration activities will be prepared at the same time as the final RP. The resettlement specialist of the PPIU of TransKarachi will prepare the ToRs and budget for the preparation of livelihood restoration activities to be contracted out to an NGO. The NGO will then develop a livelihood restoration plan (LRP) jointly with the SMTA and TransKarachi. The livelihood restoration NGO will be different from the external monitor and will be contracted before final detail design is approved, probably at the end of 2018. The final RP will contain only a summary chapter of the planned activities and the executing NGO.

154. The aims of the detailed LRP are to:

- To stabilise or improve the livelihoods of the DPs
- To conduct activities that will enable DPs to enhance their livelihoods
- To work out an implementable strategy and schedule for the different activities that fit within the allocated budget

155. The NGO will develop a program in partnership with the local business community, corporate volunteers and educators to advance experiential learning in financial literacy, work readiness, entrepreneurship and creating pathways to employability.

156. The implementing NGO will be responsible for the following tasks:

- Establish and maintain linkages with construction contractors or other government led projects, commercial, industrial businesses in Karachi or the Province to identify manpower requirements (i.e. number, qualification, skills, schedule of deployment, etc.) and secure employment opportunities for qualified DPs
- Establish an information communication mechanism to provide DPs with accurate and timely information on job postings
- Help DPs to create linkages with organisations, city government, concerned authorities or an established employment agency to explore employment avenues to bridge the information gap, where they can employ their upgraded/new skills
- Reporting monthly training process and budgetary spending

157. SMTA will sign the contract with the NGO based on the costs being approved by the ADB. SMTA will delegate the responsibility of the development of the LRP to the NGO following ADB's clearance. Agreements will be signed with various agencies involved in LRP implementation, such as civil works contractors and services providers.

158. An amount of PKR5,600,000 has been budgeted in the RP for the implementation of LRP. The estimated cost will be revised after preparation of the detailed LRP and will be included in the overall budget of the Project. These cost estimates will include training courses and equipment to be provided to DPs following the training.

## **6.8 Institutional Arrangements for Livelihood Restoration Implementation**

159. The livelihood activities related to DPs will be implemented by TransKarachi's PPIU team. This will include a Director Environment and Social Safeguards who will provide oversight to the implementation of the livelihood restoration activities undertaken as part of this RP. The day to day activities will be managed by the Assistant Director Resettlement with support from the Assistant Gender and Community Mobilisation. The PPIU team will be provided ongoing support by the Project Manager / Resident Engineer team's resettlement specialist and a social safeguards specialist. The NGO to be hired for the LRP will also work in close collaboration with the PPIU team to maximise the effectiveness of the programs implemented.

## 7 Grievance Redress Mechanism

### 7.1 Introduction

160. The Project will implement various mitigation measures to reduce resettlement impacts that will be caused by the construction and operation of the Project. Despite this, DPs and AHs may want to voice a grievance. A grievance can be defined as an actual or perceived problem that might give grounds for a claim. Anyone will be able to submit a grievance to the Project if they believe that their livelihood or quality of life have been detrimentally affected.

161. To address and resolve these grievances a Grievance Redressal Mechanism (GRM) will be established, in accordance with the requirements of the ADB SPS 2009. The GRM will receive, evaluate and facilitate the resolution of DPs' complaints and grievances about the implementation of the resettlement measures established by the Project. The GRM will aim to provide a time-bound, transparent and fair resolution to voice and resolve resettlement related grievances.

### 7.2 Nature of Complaints

162. It is anticipated that potential grievances related to compensation and resettlement assistance matters, damages, mobility and access issues may arise. Some grievances may arise related to:

- Name of a DP is missing from the affected peoples list
- Losses (e.g. damages to assets or loss of income) may not have been identified correctly
- Incorrect compensation/resettlement assistance being provided
- Problems in the relocation of DPs or their structures
- Delays in the payment of compensation/resettlement assistance
- Any disruption caused to the DPs by the civil works contractor
- Non-observance of guidance established by the RP

### 7.3 Awareness Raising and Contact Information

163. As TransKarachi has not yet been established, the current Project Implementation Unit (PIU) - part of the SMTA - has developed a GRM jointly with the EPCM team, which was disclosed on the resettlement brochures provided to DPs during the survey conducted in April 2018. At the time of writing, the SMTA's PIU provided the contact details for one of their staff members to receive and manage grievances; however, once the TransKarachi's PPIU is established, a Resettlement Specialist will be hired to oversee the resettlement related grievance process. Project contact details will continue to be disclosed to all DPs and published visibly on notice boards at the Project site and at the offices of the contractor. The PPIU will make the public aware of the GRM through public awareness campaigns. This will be done in accordance with the Project's Communication Plan. Initially, the public awareness campaigns must include:

- The GRM being published on the website (first the holding page and then the main site when live)
- Regular feedback being provided information on the GRM via Twitter
- The GRM being included in e-newsletters
- The GRM being included in media stories

164. In addition, a dedicated hotline managed by the PPIU is to be established to deal exclusively with resettlement complaints. A second hotline will also be established at the level of the Project company to deal with none resettlement related complaints and its staff will re-direct all resettlement complaints that are submitted via this hotline to the PPIU. The number of the hotlines will be publicised through the media and displayed on notice boards along the route, at the construction site offices and at public administration offices. Grievances will also be able to be registered in writing to the PPIU and the Project company directly, on the website, and by placing the complaint in grievance boxes which will be placed in strategic locations along the route.

#### **7.4 Confidentiality and Anonymity**

165. The Project will aim to protect a person's confidentiality when requested and will guarantee anonymity in annual reporting. Individuals will be asked permission to disclose their identity and grievances may be submitted anonymously with an option for a third party to liaise with the Project if desired. Investigations will be undertaken in a manner that is respectful of the aggrieved party and the principle of confidentiality. The aggrieved party will need to recognise that there may be situations when disclosure of identity is required and the Project will identify these situations to see whether the aggrieved party wishes to continue with the investigation and resolution activities.

#### **7.5 Grievance Reporting**

166. All resettlement grievances (both verbal and written) will be logged in a formal logging system. Grievance reporting will be undertaken centrally by the Project.

167. The complainant will receive a written explanation (or where literacy is an issue orally) about the grievance review process, the results and any changes that were made to address their grievance. In some cases, Project staff will follow up at a later date to see if the person is satisfied with the resolution or remedial actions.

168. Project staff will summarise grievances monthly during construction and bi-annually during operation removing identification information to protect the confidentiality of the complainant and guaranteeing anonymity. The monitoring reports of the RP implementation will include the following aspects pertaining to progress on grievances:

- Number of cases registered with the GRC
- Level of jurisdiction (first, second and third tiers)
- Number of hearings held, decisions made, and the status of pending cases

169. Lists of cases in process and already decided upon should include information such as name, identification with a unique Project coded number, date of notice, date of application, date of hearing, decisions, remarks, actions taken to resolve issues, and status of grievance (i.e., open, closed, pending).

#### **7.6 Grievance Resolution**

170. The GRM will consist of three tiers to enable the resolution of all grievances. See details in Table 18. The process of grievance resolution is depicted in Figure 4.

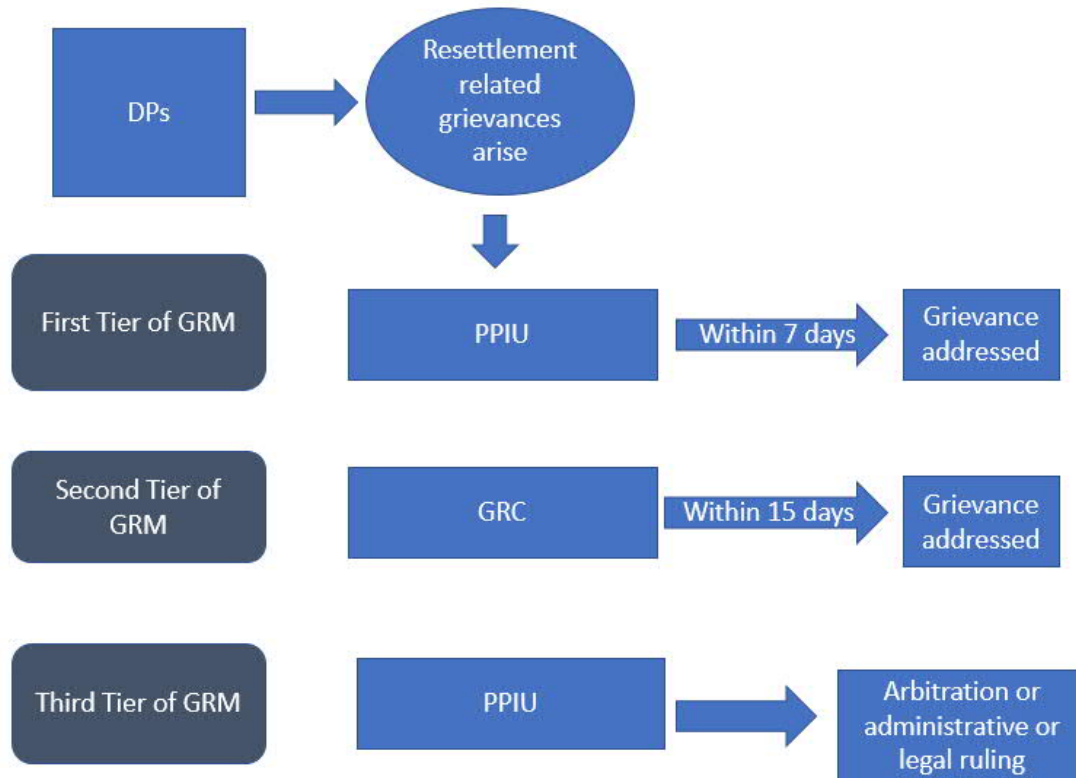
**Table 18: Tiered GRM approach**

Tier	Resolution Process	Grievance Logging	Party Responsible	Timeline
First Tier	The grievance will be received by the TransKarachi's PPIU or currently the SMTA's PPIU. Investigation of grievances will include a site visit and consultations with the complainant (unless the grievance was voiced anonymously). Grievances will be documented and personal details (name, address, date of complaint, etc.) will be included.	<p>A tracking number will be assigned for each grievance, including the following elements:</p> <ul style="list-style-type: none"> <li>• Initial grievance sheet (including the description of the grievance), with an acknowledgement of receipt handed back to the complainant when the complaint is registered;</li> <li>• Grievance monitoring sheet, mentioning actions taken (investigation, corrective measures);</li> <li>• Closure sheet, one copy of which will be handed to the complainant after he/she has agreed to the resolution and signed-off.</li> </ul>	PPIU or at the time of writing the PIU	Completed within seven working days
Second Tier	The grievance will pass to the second tier of the GRM if it remains unresolved by the first tier. The second tier will consist of a Grievance Redress Committee (GRC). A hearing will be called with the GRC, where the affected person can present his/her concerns/issues. The GRC will meet as necessary when there are grievances to be addressed. The GRC will suggest corrective measures at the field level and assign clear responsibilities for implementing its decision. If unsatisfied with the decision, the existence of the GRC will not impede the complainant's access to the Government's judicial or administrative remedies.	<p>In addition to the first-tier tracking number and the related information, the PPIU (at the time of writing the PIU) will be responsible for:</p> <ul style="list-style-type: none"> <li>• Processing and submitting all papers to the GRC</li> <li>• Maintaining a database of complaints</li> <li>• Recording decisions</li> <li>• Issuing minutes of the meetings</li> <li>• Monitoring that formal orders are issued and the decisions carried out</li> </ul>	<p>The GRC will be established by the PIU of the SMTA and the PPIU of TransKarachi prior to the implementation of the RP. The GRC has been established and includes the following 10 members:</p> <ul style="list-style-type: none"> <li>• A representative of the SMTA</li> <li>• CCLO PPIU</li> <li>• Resettlement Specialist of TransKarachi</li> <li>• Resettlement Specialist of SMTA</li> <li>• Chairperson of the PPIU</li> <li>• The Assistant Commissioner of the District Administration</li> <li>• A representative of Karachi Metropolitan Corporation (KMC)</li> <li>• Four to six representatives of the DPs (these will be selected from the resettlement committee)</li> <li>• A representative of the Sindh Environmental Protection Agency (EPA)</li> <li>• A representative of the Project company</li> <li>• A representative from the EPCM</li> <li>• A representative of the contractor</li> </ul> <p>The functions of the GRC are as follows:</p>	Corrective measures will be implemented within 15 working days and a solution must be found within one month

Tier	Resolution Process	Grievance Logging	Party Responsible	Timeline
Third Tier	In the event that a grievance cannot be resolved directly by the PPIU's first tier or the GRC, the affected person can seek alternative redress through the district or sub-district committees as appropriate. The PPIU or GRC will be kept informed by the district, municipal or national authority	The grievance logging process will be the same as the first and second tier.	<ul style="list-style-type: none"> <li>• Resolve problems and provide support to the resettlement affected persons</li> <li>• Reconfirm grievances of displaced persons, categorise and prioritise them</li> <li>• Report to the aggrieved parties about developments regarding their grievances and decisions of the GRC.</li> </ul> <ul style="list-style-type: none"> <li>• District or sub-district committees as appropriate</li> </ul>	An initial corrective measure should be provided within 30 working days and a final decision no later than 90 working days



Figure 4: Grievance redress mechanism



## 8 Institutional arrangements and RP implementation

### 8.1 Introduction

171. The institutional arrangements for the implementation of the RP are outlined in this section, including key departments, private or public companies and committees involved in the carrying out the resettlement plan measures. There are various organisations involved in the implementation of the RP:

- The Government of Sindh is represented through the SMTA which is the executing agency (EA). The SMTA is a newly created entity which is part of the Transport and Mass Transit Department (TMTD).
- TransKarachi is the Implementing Agency (IA). It has also been newly created to carry out the project implementation, management and maintenance of mass transit systems in Karachi, assigned by the Sindh Mass Transit Authority (SMTA). TransKarachi was at the point of establishment at the time of writing and has therefore not identified and hired any staff.
- The Project Planning Implementation Unit (PPIU) of TransKarachi is where the resettlement staff are located. In the case of the SMTA, the resettlement staff are located under the authority of the Deputy Director of Regulations.
- The Engineering Procurement Consultant Management (EPCM) will provide third party support to the TransKarachi for the implementation of the RP. The EPCM team will have one national resettlement specialist and one social safeguards specialist.
- Another third-party consultant will be hired to undertake external monitoring
- ADB social safeguards will review the RP and the monitoring results.

### 8.2 Institutional Roles and Responsibilities

172. Table 19 shows details of all the activities involved in the implementation of the RP.

**Table 19: Responsibilities for RP Implementation**

Agency	Responsibilities
Sindh Mass Transit Authority (SMTA)	<p>Executing Agency (EA) with overall responsibility for Project construction and operation that will be responsible to:</p> <ul style="list-style-type: none"> <li>• Make sufficient funds available to implement the RP</li> <li>• Make the Project, regardless of financing source, comply with the provisions of the RP and ADB SSPS and relevant Government laws and regulations, if applicable</li> <li>• Retain the EPCM for the duration of the Project construction, incorporates all design RP mitigation and monitoring measures and commits and retains sufficient dedicated resettlement staff</li> <li>• Incorporate the social mitigation measures of the RP in the detailed design of the KBRT Project</li> <li>• Obtain necessary certification of payment of compensation/resettlement and rehabilitation assistance, prior to mobilisation of civil works contracts</li> <li>• Establish and implement a resettlement grievance redress mechanism prior to the finalisation of the establishment of TransKarachi</li> <li>• Submit six-monthly monitoring reports on RP implementation to ADB</li> </ul>
TransKarachi	<p>Implementing Agency (IA) that will be responsible to:</p> <ul style="list-style-type: none"> <li>• Hire environment and social (E&amp;S) staff in advance of the approval of the final RP to ensure effective implementation of the RP. The E&amp;S staff include:</li> </ul>

Agency	Responsibilities
	<ul style="list-style-type: none"> <li>- Director Environment and Social Safeguards</li> <li>- Assistant Director Resettlement</li> <li>- Assistant Director Gender and Community Mobilisation</li> </ul> <ul style="list-style-type: none"> <li>• Establish adequate and appropriate systems of procurement, project management and internal control for consultants, contractors, operators and other relevant parties.</li> <li>• Take appropriate measures with respect to construction, operation and maintenance of the KBRT to incorporate issues related to safeguards, particularly social and environmental management in the contracts and implementation arrangements for the Project.</li> <li>• Implement the resettlement GRM</li> <li>• Undertake periodic monitoring of the implementation of RP and submit monthly monitoring reports on RP implementation to SMTA</li> </ul>
Engineering Design, Procurement and Construction Management (EPCM) Contractor	<p>Support TransKarachi to implement the RP in line with ADB's SPS 2009 principles and requirements. The EPCM's resettlement specialist will be responsible to:</p> <ul style="list-style-type: none"> <li>• Update the RP following the completion of the detailed design of the Project and provide the final version to the IA for endorsement and approval from ADB</li> <li>• Prepare and ensure implementation of a detailed Livelihood Restoration Plan as a part of the RP update</li> <li>• Conduct consultations and make compensation/resettlement and rehabilitation assistance payments before project construction starts</li> <li>• Ensure proper and timely implementation of EPCM's tasks specified in the RP</li> <li>• Conduct training and orientation on RP provisions and social safeguards as specified in the RP for SMTA, PPIU, contractors, service providers and other interested/relevant parties as necessary</li> <li>• Undertake regular monitoring of the contractor's social performance and implementation of RP mitigation measures</li> <li>• Assist in preparation of monthly RP monitoring reports and prepare six-monthly RP implementation monitoring reports for SMTA's submission to ADB</li> <li>• Assist SMTA to ensure that all RP requirements and social safeguard management issues are incorporated in the bidding and contract documents</li> <li>• Support implementation of grievance redress mechanism</li> </ul>
Contractors	<ul style="list-style-type: none"> <li>• Contractors will be responsible for implementing the social mitigation clauses and RP provisions as part of the Project Contract Documents. The RP will be included in the tender and contract documents for civil works and service providers, and completion of implementation of mitigation measures will be linked to payment milestones.</li> </ul>
Third Party Contractor (TBD)	<ul style="list-style-type: none"> <li>• To undertake the external monitoring of the RP once the RP implementation has been finalised</li> </ul>
DP Committee	<ul style="list-style-type: none"> <li>• To act as a voice to represent DPs' opinions and concerns</li> </ul>
Grievance redress committee (10 representatives)	<ul style="list-style-type: none"> <li>• To hear and decide upon DPs grievances and issues and suggest corrective measures at the field level with responsibilities and timelines for resolution</li> </ul>

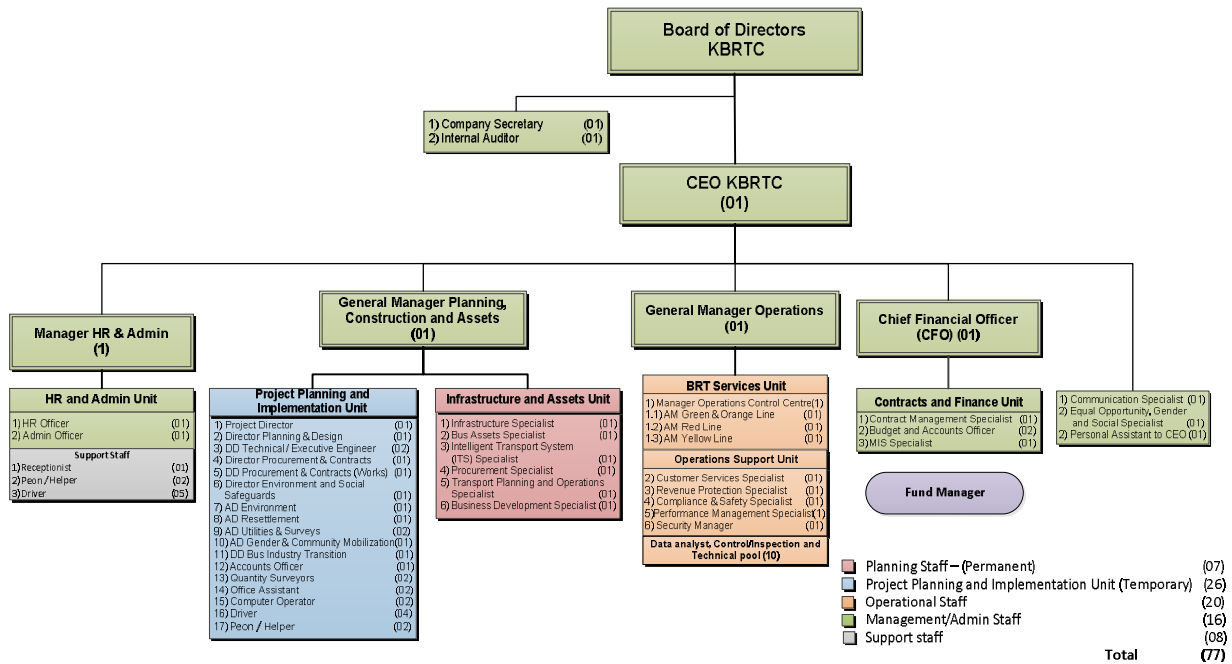
### 8.3 Project Implementation

173. For this RP TransKarachi will be the Implementing Agency (IA) and will establish adequate and appropriate systems of procurement, project management and internal control for consultants, contractors, operators and other relevant parties. It is also assumed that TransKarachi will also take appropriate measures with respect to the detailed design, development, implementation, operation and maintenance of the KBRT to incorporate issues related to safeguards, particularly social and environmental management in the contracts and implementation arrangements for the Project.

174. In order to implement the Project, it is assumed that TransKarachi as IA will require support from consultants for Project implementation and to establish appropriate systems of procurement, project management, and control of contractors and other relevant parties, and environment and social management of the project. In addition, to the Director Environment and

Social who will oversee all environmental and social activities, as part of the TransKarachi's PPIU, a dedicated Assistant Director Resettlement and an Assistant Director Gender & Community will be hired to facilitate the day-to-day interaction with DPs and the management of grievances. The terms of reference of each person to be hired will need to be defined, as currently TransKarachi is not yet operational, an update will therefore be provided in the final RP. Figure 5 shows the proposed organisational structure of TransKarachi.

**Figure 5: TransKarachi organisational structure**

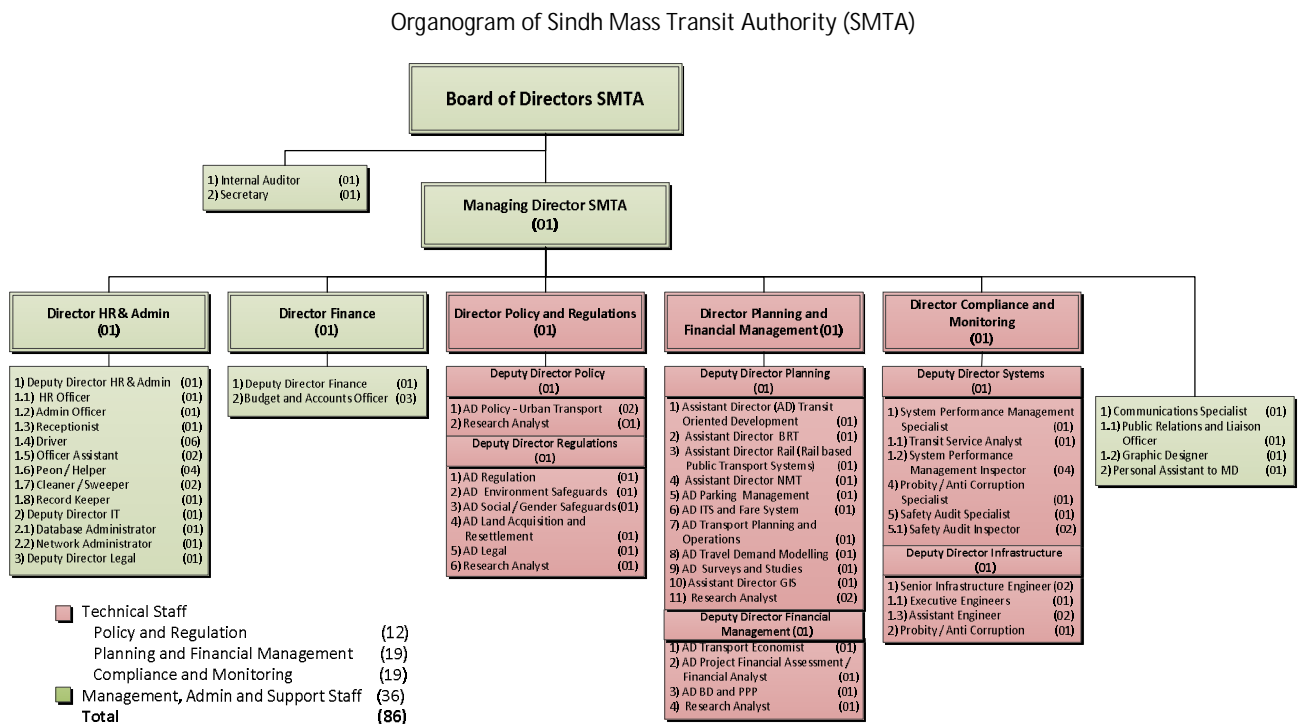


Source: PMCCB

## 8.4 Project Execution

175. The SMTA was formally established through an Act of the Government of Sindh in 2016 to implement and regulate mass transit systems in the province of Sindh as well as to supervise the Project. The SMTA is responsible for ensuring smooth implementation of the resettlement process. For this RP SMTA will be the Executing Agency (EA), and will be responsible for maintaining general oversight throughout implementation of the RP. SMTA will engage a social / gender safeguards staff member and a land acquisition and resettlement staff member. The SMTA will provide oversight to TransKarachi in the implementation of the RP and provide the funding for the resettlement compensation. SMTA will also participate in the GRC. Figure 6 below shows the organisational structure of SMTA.

**Figure 6: SMTA organisation structure**



Source: PMCCB

## 8.5 Project Management

176. A Detailed Engineering Design, Procurement and Construction Management (EPCM) contractor has been engaged to update and finalise the RP that was prepared in 2016 under the PPTA contract. Once complete, the RP will be handed over to TransKarachi for implementation prior and during construction.

177. For the implementation phase of the RP, a full-time Project Manager / Resident Engineer will manage all Project activities, including the oversight of social and environmental activities and their monitoring. The Project Manager/Resident Engineer's team will be responsible for the following:

- Assisting the IA in implementing the Project
- Carrying out procurement and engaging contractors
- Liaising and coordinating with the SMTA and other authorities
- Managing contractors, and liaising with other stakeholders, on the day to day implementation of Project activities.

178. The Project Manager/Resident Engineer's team will need to hire a resettlement specialist and a social safeguards specialist to support TransKarachi in overseeing the implementation of the RP and facilitate a smooth running of the process. If required, the team's resettlement specialist can issue addendums to the final RP to mitigate any unforeseen or additional impacts. The final RP will establish a procedure for preparation and review of addendums. All addendums will need to be approved by the ADB and endorsed by the SMTA.

179. The Project Manager / Resident Engineer's resettlement specialist will:

- Advise the SMTA and TransKarachi on RP implementation, and participate in meetings with the SMTA, contractors, and service providers and as necessary
- Supervise implementation of the RP during construction and monitor the work of the contractors in the field
- Provide assistance to TransKarachi to prepare monthly progress reports to be submitted to SMTA and in return SMTA will submit six-monthly reports to ADB for review and clearance.
- Provide support to SMTA in the preparation of a compensation/resettlement assistance completion report, prior to the award of civil works contract which is not allowed to commence prior to full payment of compensation/resettlement assistance to DPs. This report will be validated by the external monitor.
- Conduct safeguards capacity building activities for SMTA, TransKarachi and the contractor.

## 8.6 Introduction of RP Implementation

180. As outlined above, TransKarachi will have overall responsibility for implementation of the RP and will be supported by a national resettlement specialist and the social development specialist of the EPCM during construction supervision phase. This section describes key steps, required actions and responsible persons for RP implementation and concludes with a timeline.

## 8.7 RP Disclosure and Consultation

181. Key features of this RP have already been disclosed to the DPs during consultation meetings, especially field level informal interactions with DPs (see section 2). After endorsement of the updated RP by SMTA and its approval by ADB, the consultation schedule to be developed for the final RP will be implemented throughout the lifetime of the Project. The list below describes the engagement elements, the staff and organisations responsible for their implementation:

- An information brochure with a summary of the RP will be prepared in English and translated into Urdu and distributed to all DPs by the resettlement survey teams of SMTA, TransKarachi and EPCM. It includes information on entitlements, unit rates of compensation/resettlement and activities, payment procedures available to DPs, livelihood restoration options and grievance redress mechanism.
- The non-technical summary of the RP will be translated into Urdu by TransKarachi's PPIU and disclosed to the DPs and other stakeholders by the Resettlement Specialist of the EPCM. The summaries will be made available at the offices and website of as well as the ADB and SMTA websites.
- Location-specific meetings with DPs will be organised by the EPCM's Resettlement Specialist in collaboration with the TransKarachi's Resettlement Specialist to explain the RP entitlements, relocation assistance, livelihood activities, process to engage DPs in resettlement activities and the GRM.
- A packet containing following information material will be prepared for each DP:
  - Resettlement information brochure in Urdu.
  - Link or copy of non-technical summary of RP with link to full RP.
  - Inventory of DP's losses with detail of compensation/resettlement and rehabilitation assistance to be paid to the DP, signed by the resettlement team, a government official and the DP.

- Schedule for disbursement of compensation cheques explaining the date, time and venue for receiving compensation payments with one-month advance notice before evacuating of the ROW.
- Detail of sites where DPs can temporarily relocate their businesses.
- An entitlements disbursement schedule explaining the date, time and venue for provision of compensation cheques for each DP will be prepared in Urdu and distributed to DPs. This schedule will also be disclosed in the project location specific meetings and copies of lists will be provided to any DPs' representatives.
- Grievances of DPs will be addressed by TransKarachi. They will also implement the grievance mechanism (see section 7) and its staff will ensure the distribution of grievance forms, maintain the grievance log, organise investigation teams, and communicate responses to complainants.

182. TransKarachi's PPIU will continue to ensure that all DPs understand the RP implementation procedures and compensation measures through the EPCM's National Resettlement Specialist and Social Safeguards Specialist.

## 8.8 Training in RP Implementation

183. The EPCM will undertake training workshops for the implementation of the RP to build the capacity of the TransKarachi, SMTA, contractors, service providers and relevant staff of other departments. The training will include the following elements and will be adjusted as necessary:

- Introduction of ADB SPS 2009 and its principles
- Introduction to the assessment of social impacts
- Introduction to the RP, its importance and step-by-step implementation of RP
- Consultation, participation and disclosure
- Entitlements and compensation/resettlement and rehabilitation assistance
- Institutional arrangements
- GRM.

## 8.9 Process of RP Implementation

184. TransKarachi is committed to providing a one-month advance notice to DPs and to pay their due compensation/resettlement and rehabilitation assistance prior to the start of construction works. TransKarachi, through written notices to vacate the ROW and with detail of alternate sites, will implement the provision of entitlements according to the disbursement schedule. Records of these notification and implementation activities will be maintained with the support of EPCM's Resettlement Specialist and Social Safeguards Specialist.

## 8.10 Procedures to be Followed for Payment Disbursements

185. A procedure has been established for disbursement of compensation and assistance payments to the DPs, which includes verification of DPs, payment of compensation, addressing grievances, management absentee DPs.

### 8.10.1 Verification of DPs

186. Verification of the DPs will be made through their National Identity Cards (NIC) numbers. All DPs must bring their original NIC and to enable a copy to be made of it at the time of receiving cheques. If a DP is below 18 years or does not have NIC, his identity will need to be verified in person by a minimum five DPs above the age of 18. The PPIU and the EPCM's Resettlement Specialist will be responsible for the verification process.

### 8.10.2 Payment of Compensation

187. Payment to DPs will be made at least one month prior to actual possession of the space by SMTA and TransKarachi. The payments will follow a schedule issued separately upon approval of the updated RP.

188. SMTA is responsible for timely provision of financing for RP implementation and for providing the compensation/resettlement funds into the Project's designated bank account, while the PPIU will be responsible for disbursing the agreed amounts to the DPs. Allocations will be reviewed on a monthly and quarterly basis based on the budget requirements in the updated RP.

189. Payment of compensation and resettlement assistance will be made one month prior to the possession of the ROW. The ROW will not be possessed by the SMTA or handed over to TransKarachi and the contractors for the commencement of construction works without payments being made to the DPs, except for in circumstances of dispute that requires a lengthier time period to be resolved. Whether disputes are solved by the GRC or the courts, the SMTA will need to follow the decision taken. This will also be communicated to the DPs representatives.

190. In case of a dispute, the final amount of compensation will be until a decision from the CLO or the GRC has been reached. In such cases, the SMTA may possess the ROW without payment of compensation. Grievances or objections will be redressed as per the grievance redress procedures outlined in Chapter 7.

### 8.10.3 Evacuation of Site

191. A one-month notice will be given to vacate the site will be given to DPs to vacate when they receive their compensation payments, at which time the alternative vending sites will be made available. Following the one month notice the DP is expected to remove all business equipment and materials off the ROW. If a DP does not vacate the ROW after getting compensation within the one-month period, the PPIU's Resettlement Specialist will submit an application to the CLO, who will escalate it to the GRC if it cannot be resolved. The CLO or if necessary the GRC will then decide on a course action on a case-to-case basis in coordination with DPs' representatives. However, the SMTA and TransKarachi reserve the right to remove structures, if a DP is not willing move by the agreed deadline.

### 8.10.4 Absentee/Non-Responding DPs

192. To date zero absentee vendors have been registered; however, there were nine DP non-respondents. The EPCM resettlement team will make all possible efforts to contact these non-respondents, any potential absent DPs who might surface as part of the finalisation of the RP and any others who are listed as DPs but were found missing at the time of disbursement of payments. If not possible then the SMTA with support from EPCM will issue three consecutive official notices and a public notice in local newspaper informing the DPs to contact the SMTA. Absent DPs may receive the compensation after the notified schedules of payments by providing genuine proof that s/he could not receive compensation during the announced timeframes. They will be eligible



to receive payments before completion of the Project. The SMTA will leave the deposited amount of money in a Project account until the Project is completed.

### 8.11 RP Implementation Schedule

193. The Project intends to complete its detailed design work in Q4 of 2018 and the civil works is scheduled to start in Q1 of 2019; however, this was not finalised at the time of writing. This draft RP will be updated by the EPCM resettlement team following the finalisation of the detailed design of the KBRT Project and will be submitted to the ADB for approval before implementation. Following the ADB's approval of the updated and final RP, it will be disclosed to the public and DPs. The implementation of the RP will commence within two months of the ADB's approval.

194. The ADB will issue a no objection for the initiation of civil works in specific segments of the route after the RP has been fully disclosed to the DPs and the resettlement assistance program described in this RP has been fully delivered. ADB may also issue a no objection for the initiation of civil works in segments of the route where the resettlement team has confirmed that there are no resettlement impacts. The Project will need to complete all payments of compensation and resettlement assistance prior to the commencement of all civil works that cause impacts on DPs. Consultations with DPs and stakeholders as well as internal monitoring and grievance redress will be undertaken throughout the Project duration.

195. The proposed activities in the RP are divided into three broad stages: preparation, implementation and monitoring and evaluation.

#### 8.11.1 Preparation Stage (Pre-Implementation)

196. The major tasks during the preparatory stage are setting up relevant institutional arrangements for the resettlement activities (see section Chapter 8). The RP needs to be updated, endorsed by SMTA and approved by ADB. Once this has been done, the RP needs to be disclosed to stakeholders and DPs.

#### 8.11.2 RP Implementation Stage

197. Upon the approval of the RP, all the arrangements for disbursement of resettlement assistance need to be completed, which includes:

- Eligible compensation and entitlement allowance payments (e.g. shifting allowance)
- Relocation of DPs
- Start of livelihood activities
- Delivery of proposed alignment to contractors for commencement of the civil works.

#### 8.11.3 Monitoring and Evaluation Stage

198. The RP implementation, management social safeguard issues, consultation and participation of DPs, disbursement of resettlement compensation and implementation of the GRM will be checked during the monitoring and evaluation stage. Internal monitoring will be the responsibility of the PPIU and will continue until the completion of the implementation of the RP and the Project. The EPCM's Resettlement Specialist will assist the PPIU in its internal monitoring function.

199. A tentative implementation schedule has been prepared and is presented in Table 20, which will be revised during the finalisation of the RP. The schedule is subject to modification depending on the progress of the detailed design and other project activities.

**Table 20: Proposed RP Implementation Timeline**

No	Tasks	Responsibility	Weeks
<b>A. Preparation Stage</b>			
1	Establishment of PPIU	TransKarachi	1
2	Establishment of GRC	SMTA	1
3	Update of RP after the completion of detailed design	EPCM	1 2 3 4
4	Preparation of livelihood restoration activities as part of the finalised RP	NGO (to be determined)	2 3 4 5
5	Consultations (on-going)	PPIU, EPCM and SMTA	
6	Submission of final draft of RP to ADB for review and approval	EPCM and SMTA	5
7	Disclosure of updated RP including upload on website	PPIU and SMTA	6
<b>B. Disclosure and Community Consultation</b>			
8	Disclosure of final RP both in English and Urdu on the websites of SMTA, TransKarachi and ADB	Land Acquisition and Resettlement Specialist (SMTA), Resettlement Specialist (TransKarachi), ADB	7
9	Urdu translation of RP and disclosure to DPs and other stakeholders through workshops and location specific face-to-face meetings	Resettlement Specialist (TransKarachi), Resettlement Specialist and Social Safeguards Specialist (EPCM)	7 8 9
<b>C. RP Implementation Phase</b>			
	Training of SMTA, TransKarachi, key contactors by National Resettlement Specialist of EPCM	IRC, Resettlement Specialist	8 9 10
12	Development of plans for RP compensation disbursement schedule and details	Resettlement Specialist and Social Safeguards Specialist (EPCM) with support from PPIU	10 11
13	Signing of affected inventory and	Resettlement Specialist, Social	10

No	Tasks	Responsibility	Weeks			
	entitlements agreement (i.e. the negotiation)	Safeguards Specialist				
14	One-month advance notices to vendors before evacuation	PPIU SMTA	1 0			
<b>D. Resettlement Compensation</b>						
15	Award of cheques and distribution of relocation/shifting notices to DPs	SMTA, PM-PMU, Resettlement Specialist, Social Safeguards Specialist	1 1	1 2	1 3	1 4
16	Implementation of livelihood activities	NGO (to be determined)				1 5
17	Disputes / objections (complaints & grievances) and reporting summary of grievances in progress reports (ongoing)	PPIU, SMTA GRC				
<b>E. Relocation of DPs</b>						
18	Relocation of affected vendors	DPs, PPIU SMTA Resettlement Specialist and Social Safeguards Specialist (EPCM)	1 1	1 2	1 3	1 4
19	Submission of RP compliance reports to ADB (Confirmatory letter about completion of all payments)	SMTA, PPIU				1 5
20	Monthly internal monitoring (on-going) and six-monthly monitoring reports to ADB	PPIU Resettlement Specialist and Social Safeguards Specialist (EPCM)				
21	External monitoring: Quarterly reporting to SMTA and 6-monthly reporting to ADB	External Monitor				
<b>F. Post Implementation Stage</b>						
22	Notice to proceed for civil works	ADB				1 6
23	Evaluation of the RP implementation	External Monitor				2 0
24	Submission of RP evaluation report to ADB and clearance by ADB	SMTA PPIU				2 4

Source: Mott MacDonald

## 9 Resettlement Budget and Financing

### 9.1 Introduction

200. This section outlines the resettlement cost estimate for the Project, including all eligible compensation and allowances as outlined in the entitled matrix. The cost of resettlement will be included in the overall Project cost to be financed by ADB to support the implementing of the resettlement plan.

201. As some of the costs could not be accurately determined at this stage, due to the design not being finalised. The numbers reflected in the budget have been based on those of the Project preparation technical assistance (PPTA) and where possible on primary data.

### 9.2 Resettlement Costs

202. The total resettlement cost for the Project is currently estimated at approximately 216.5 million Pakistani rupees, which equates to about 1.87 million United States dollars. A conversion rate of 0.00865 has been used. This provisional estimate will be updated once there is a final design and more survey data.

203. SMTA is fully committed to carry out the resettlement satisfactorily according to the ADB's SPS 2009. These resettlement cost estimates should be adjusted annually to account for the national inflation rate and ensure that the value of compensation and other payments is maintained at net present value.

204. The cost of facilitating consultations, implementing the grievance redress mechanism and the cost for supporting the RP implementation will be included under the administrative costs of the Project. The cost of temporary land acquisition will be included in the civil works contractors cost.

205. The cost for the EPCM team to support the RP implementation is covered under their respective contract. It includes the cost of a national resettlement specialist and a social safeguard specialist. The resettlement plan costs include a contingency for potential any potential foreseen costs as part of the RP implementation that might occur. The utilities that will require relocation have been included as part of the Project cost and will be paid directly to the affected companies. A detailed strategy for making payments to DPs will be developed by the PPIU once the final RP has been submitted and approved.

206. The costs involved in the execution of the training program have been included; however, the fees for the staff of the EPCM to conduct the training will be included in the EPCM's fees.

207. Table 21 outlines all resettlement costs, allowances and additional provisions as discussed in this RP. The budget estimate will need to be updated after more survey data is collected.

**Table 21: Provisional Resettlement Budget Estimate**

No	Description	Unit description	Unit amount (PKR) <sup>4</sup>	Quantity	Subtotal (PKR)	Subtotal (USD)
1	Replacement cost compensation for commercial entities with small portions of permanent and semi-permanent structures that need removal	Average estimated cost	6,700	293	1,963,100.00	16,981.70
2	Livelihood restoration location - permanent location identified by Project	Rental payment of 120,000	120,000	493 (most expensive scenario for #2 items)	59,160,000.00	511,734.00
2	Livelihood restoration location - permanent location identified by vending owner	Rental payment of 12,000	12,000	To avoid double counting, for now, assuming DPs prefer above	NA	
2	Livelihood restoration location - temporary location	Rental payment of 10,000/month	NA	To avoid double counting, for now, assuming DPs prefer above	NA	
2	Livelihood restoration compensation for vendors who cannot or accept permanent or temporary alternative location	6 months official minimum wage rate	90,000	To avoid double counting, for now, assuming DPs prefer above	NA	
3	Transitional livelihood support to vendors moving to alternative permanent vending location	3 months official minimum wage rate	45,000	To avoid double counting, using row below	NA	
3	Transitional livelihood support to vendors who must move permanently and cannot find alternative location	12 months official minimum wage rate	180,000	493 (most expensive scenario for #3 items)	88,740,000.00	767,640.93
3	Transitional livelihood support to vendors who must move temporarily to alternative location which the Project cannot identify	Official minimum wage (Rs15,000) X number of impacted months up to 12	NA	To avoid double counting, for now, using row above	NA	
4	Shifting allowance for relocation	Lump-sum	6,500	600 (493 vendors plus an estimated 107 of 293 commercial entities)	3,900,000.00	33,735.00

<sup>4</sup> The unit amounts are based on the PPTA and have been adjusted for inflation. During the May surveys, the national resettlement specialist spoke to DPs to ensure rates were appropriate. Appraisal of the replacement cost of the affected structures will be conducted and included in final RP.

No	Description	Unit description	Unit amount (PKR) <sup>4</sup>	Quantity	Subtotal (PKR)	Subtotal (USD)
6	Vulnerability allowance	2 months official minimum wage	30,000	542 (microbusiness vending owners and workers)	16,260,000.00	140,656.32
7	Severe Impact Allowance	Lump-sum	27,700	80% <sup>5</sup> of 542 DPs	12,021,800.00	103,988.57
9	Access disruption compensation	Case by case analysis			1,100,000	9,515.50
Other resettlement costs						
A	Livelihood Restoration Plan implementation	Lump-sum			5,520,000.00	47,750.48
B	Capacity Building Training Costs	Lump Sum			550,000.00	4,757.75
C	Cost of hiring Consultants for External Monitoring	Lump Sum			1,100,000.00	9,515.50
D	Cost of hiring Consultant for Evaluation	Lump Sum			1,100,000.00	9,515.50
E	Provision to mitigate unidentified impacts that could not be identified during detailed design of the Project	Lump Sum			5,520,000.00	47,750.48
	Total				196,934,900.00	1,703,501.80
	Contingency (10%)				19,693,490.00	170,350.18
Grand Total					216,628,390.00	1,873,851.98

<sup>5</sup> 80% is used because the surveys undertaken to date found that 80% of DPs were sole household income earners. See section 3.3.4

# 10 Monitoring and evaluation

## 10.1 General

208. This section provides a description of the monitoring and evaluation (M&E) that will be carried out for the Project. Monitoring involves periodic checking to ascertain whether activities are progressing as per the Project schedule and following the required standards, while evaluation is summing up and assessing performance at the end of the Project. The objectives of M&E are to identify any problems or improvements needed in the RP implementation, with the aim to allow changes to be made to improve the implementation as early as possible and ensure that DPs are settled and better off at the new locations with their standard of living restored or improved.

## 10.2 Internal Monitoring

209. The roles and responsibilities for internal monitoring involve:

- The PPIU of TransKarachi, with the support of the EPCM, will be responsible for monthly monitoring of the progress of resettlement activities
- The PPIU will review the efficacy of the monitoring arrangements quarterly and refine the arrangements accordingly.

210. Specific internal monitoring benchmarks will include the following:

- Number of consultation meetings and activities with DPs and stakeholders carried out
- Status of the compensations, resettlement and rehabilitation assistance
- Selection and distribution of relocation areas for vendors
- Livelihood restoration activities carried out
- Problems encountered and actions taken
- Number and type of resettlement grievances received, how they are being addressed and how long they take to be closed out.

211. Currently all the DPs registered to date are male. If, upon updating the RP, female DPs are identified, the reporting of internal and all other M&E activities will present gender disaggregated data. Where livelihood restoration activities target or include women, gender disaggregated data will be collected and reported.

## 10.3 External Monitoring

212. PPIU with the support of EPCM will hire the services of a firm, NGO or a qualified and experienced resettlement expert, to undertake external monitoring. The expert will be selected with concurrence of ADB. The objective of the external monitoring will be to determine the Project's achievement of resettlement activities in line with the objectives of this RP and identify any longer-term changes in livelihoods and socio-economic conditions of DPs (both negative and positive), any need for mitigation measures and lessons learned.

213. Key external monitoring tasks will include to:

- Review and verify internal monitoring reports

- Review socio-economic baseline and household asset census survey information of pre-displaced persons
- Identify and select impact indicators
- Assess impact through formal and informal surveys with the DPs
- Consult with DPs, officials, community leaders for preparing monitoring report
- Assess the efficiency, effectiveness, impact and sustainability of resettlement, drawing lessons learned for future resettlement activities.

#### 10.4 External Evaluation

214. The external monitor will conduct a close out evaluation of overall RP implementation following its completion, to determine whether planned activities achieved their intended objectives. The evaluation will concentrate on following parameters:

- Efficacy of mechanisms and indicators for internal and external monitoring
- Mechanisms used for disclosure of information, consultation and participation of DPs
- Effectiveness and efficiency of the PPIU/EPCM in RP implementation
- Assessment of the resettlement efficiency, effectiveness, impact and sustainability for drawing lessons for future resettlement policy formulation and planning
- Evaluation of adequacy of compensation given to DPs and livelihood opportunities as well as the quality of life of DPs from project-induced changes
- Evaluation and assessment of the adequacy and effectiveness of the consultative process with DPs, particularly those are vulnerable, including the adequacy and effectiveness of livelihood activities, grievance procedures and legal redress available to the affected parties, and dissemination of information about these
- Institutional arrangements
- Level of satisfaction of DPs in the post resettlement period

215. An estimated budget of PKR1,100,000 has been included for external monitoring and evaluation activities in the resettlement budget. This figure remains in line with the figure presented in the PPTA but has been adjusted for the relevant inflation rate.

#### 10.5 Database Management

216. PPIU with support from EPCM will develop an information system containing the database on resettlement planning and implementation. Details of DPs, their compensation entitlements and the status of their payment will be kept in the database and updated regularly (at a minimum on a quarterly basis). Information identified during the internal and external monitoring will be used to update the database.

217. The RP database generated following the completion of the census, the baseline socioeconomic survey, consultation and resettlement and rehabilitation payment, will become essential inputs to the management information system. The database will be made available when required to the external monitors and the ADB. Every effort will be made to ensure that privacy and confidentiality is respected by Project staff. Only required details regarding DPs will be shared. Project staff will be expected to use the resettlement database only for intended and approved activities. Information regarding DPs will not be used for public purposes.



## 10.6 Reporting Requirements

218. PPIU will submit the RP internal monthly monitoring reports to the SMTA who will in turn submit bi-annual reports to the ADB, which will cover the status of RP implementation in terms of required mitigation measures and necessary remedial actions to effectively address adverse social and resettlement impacts due to Project implementation, status of implementation of livelihood activities, status of capacity building activities and documentation of complaints received and corresponding actions taken. The Resettlement Specialist of the PPIU will maintain up-to-date records of RP implementation and other social safeguard activities and will provide findings of monitoring activities in the monthly progress reports.

219. In addition, a completion report on payments of compensation, allowances and clearing of the site will be prepared by the PPIU with support of EPCM prior to mobilization of civil works, which will be verified by an external monitoring expert/agency.

220. The PPIU will be required to submit external monitoring reports to ADB for review, to be posted on the ADB, SMTA and TransKarachi's website. Relevant information from the monitoring reports will also be disclosed to the DPs upon submission, including information on financial progress/disbursement and progress on livelihood/income restoration, relocation, resettlement assistance and rehabilitation and grievances. The external evaluation firm will present the findings of the evaluation report to SMTA, TransKarachi and ADB.

221. All publicly disclosed data will be edited to ensure that the privacy and confidentiality of DPs is protected.

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## A. Resettlement Brochure

### Karachi's Red Line Bus Rapid Transit (BRT)

What is the Karachi's Red Line Bus Rapid Transit (BRT) project?

- ✿ Karachi's transport system doesn't meet the needs of the rapidly growing city and the people who live within it.
- ✿ The BRT, or Bus Rapid Transit, system which is being designed to address this issue, is a high-quality bus-based mass transit system able to move large numbers of people from their starting point to their destination, reliably, efficiently, comfortably and affordably.
- ✿ The BRT Red Line, being undertaken by the Transport and Mass Transit Department, Government of Sindh and the Asian Development Bank, is the longest and busiest of all the BRT lines.
- ✿ It is integral to the well-planned, integrated mass transport system the city needs if it's to become a world class city, attracting inward investment, reducing poverty and improving liveability and is being designed and developed taking into consideration the needs of women, older people and those with disabilities.

ROUTE WITHOUT KARACHI BRT PROJECT

ROUTE WITH KARACHI BRT PROJECT



What is the route of the BRT?

- ✿ The BRT Red Line runs from Numaish to Model Colony. It travels along University Road, passing through key locations including Malir Cantt, and by the three major hospitals close to Safoora Goth (Memon Medical Institute & Hospital, Dow University Hospital and the Karachi Institute of Radiotherapy and Nuclear Medicine) and SUPARCO. It will run in front of the University of Karachi and NED University of Engineering & Technology.

What is the route of the BRT?

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Hospital and the Karachi Institute of Radiotherapy and Nuclear Medicine) and SUPARCO. It will run in front of the University of Karachi and NED University of Engineering & Technology.

## RESETTLEMENTS

### What are the impacts to people's assets and livelihoods from the project?

Because of the Project, some businesses and households along the proposed route will need to be displaced. The total number of households and businesses affected by the route has not yet been determined. Field surveys will be undertaken between end of February and March 2018 to determine the final numbers of affected people. The results will be reported in the Resettlement Action Plan, which will be completed by May 2018.

### What are the principles guiding resettlement?

The Transport and Mass Transit Department, Government of Sindh is addressing resettlement impacts according to the laws of Pakistan and the international guidelines of the Asian Development Bank. The resettlement objective is that livelihoods and standards of living for all people who are relocated are improved, or at least restored to pre-project levels. Additional support will be provided to people who are identified as very poor or vulnerable. This will be determined as part of the surveys to be undertaken.

### Who is eligible for compensation?

People who have been living and working in the Project area for several years and will lose land or access to livelihood resources because of the Project will be entitled to compensation. Valuations will be made of affected items such as houses, commercial buildings, fences and trees. Compensation will take into account whether a portion or all of the assets owned by an affected person will be affected and if the loss is temporary or permanent. Lack of legal documents or titles will not affect eligibility for compensation and assistance. Customary rights of occupancy will be recognised.

### What is the cut-off date?

If people or households reside, occupy or use land needed for the Project prior to the cut-off date (which will be published as part of the resettlement surveys and process) then they will be considered resettlement affected and eligible for compensation and entitlements. People who occupy or move into the Project area after the cut-off-date are not eligible for compensation or resettlement assistance. Any changes made to assets owned after the cut-off date will not be compensated.

The cut-off date is linked to the resettlement surveys which are scheduled to at the end of February 2018. We need your help to inform newcomers to the resettlement affected areas that they will not be considered eligible for entitlements and that the land is being used for the Project

### What compensation are people entitled to?

People are entitled to compensation for their losses, including homes, businesses, land, fences and trees. People may also be entitled to allowances. Various aspects determine

compensation including the portion of land that is affected, whether the loss is temporary or permanent, whether one is using land that is formally or customarily owned or rented or used without agreement, what rental and tenancy agreements might exist, and what improvements have been made. Compensation will be based on replacement cost. Replacement cost refers to the amount of money needed for a similar item to replace the loss in its existing condition, including the current market price and transaction costs.

#### How does the resettlement planning process work?

The Transport and Mass Transit Department, Government of Sindh is going to conduct a survey and produce a resettlement plan by May 2018. The resettlement plan will orient negotiations with affected people. The key activities of the resettlement planning process include:

- Recognising the existing community conditions
- Identifying who is affected by Project land acquisition and is eligible for compensation and resettlement assistance
- Surveying and measuring the land, structures, fences, trees and other items that will be taken or affected by the Project acquiring the land
- Developing options for compensating the resettlement impacts

Currently it is anticipated that the project consultants will contact households and businesses who will be impacted to interview them and measure the affected items in March 2018.

Once the resettlement action plan details the impacts, eligibility and entitlements in a transparent manner, the Government will begin agreeing the entitlement packages with permanent residing individuals and households who will be displaced. The Project is fully committed to compensating all resettlement affected households and displaced people but there is a limited budget and packages will need to be realistic.

#### GRIEVANCE REDRESS MECHANISM (GRM)

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#### How do people contact the Project for more information or register a concern or complaint about the resettlement process?

If a person would like to contact the Project for more information or has a concern or complaint about the Project or about resettlement, they can use the form available at official government website ([karachibrt.pk](http://karachibrt.pk)). Transport and Mass Transit Department, Government of Sindh's Community Liaison Officer can also receive grievances related to resettlement via email or phone:

Name: Saquib Ejaz Hussain

Telephone: + 922135865392 Email: [socialpiuredline@gmail.com](mailto:socialpiuredline@gmail.com)

Official Website: [karachibrt.pk](http://karachibrt.pk)

For issues not related to resettlement or to present a grievance, please contact the Transport and Mass Transit Department, Government of Sindh's Community Liaison Officer:

Name: Riaz Karim Khan

Telephone: + 922135865392 Email: riaz.brtredline@gmail.com

Official Website: karachibrt.pk

## B. Resettlement Questionnaire

### QUESTIONNAIRE FOR VENDORS CENSUS SURVEY

Karachi Bus Rapid Transit Project Red Line – 2018

---

Surveyor Name:  
Survey ID #  
Left/Right

Signature:  
Taken time (Min): \_\_\_\_\_

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_  
Side: \_\_\_\_\_

#### 1. IDENTIFICATION

1.1 Chainage: \_\_\_\_\_ Location of Business (address) with Landmark: \_\_\_\_\_

1.2 Located within ROW or outside ROW:

\_\_\_\_\_

1.3 Vendor's Name: \_\_\_\_\_ Male/

Female: \_\_\_\_\_ Father's/ Husband's Name: \_\_\_\_\_

1.4 NIC No. \_\_\_\_\_ Cell No. \_\_\_\_\_

1.5 Reason (if no CNIC): \_\_\_\_\_

1.6 Permanent Residential Address:

\_\_\_\_\_

\_\_\_\_\_

1.7 Satellite Coordinates: \_\_\_\_\_

1.8 Next of Kin (Name, Address & Contact No.):

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

1.9 Demographic Profile (a separate sheet for detail)

- a. Adult Family member (#)      Male \_\_\_\_\_ Female \_\_\_\_\_
- b. Children (under 14 Year)      Male \_\_\_\_\_ Female \_\_\_\_\_
- c. Old (more than 60)      Male \_\_\_\_\_ Female \_\_\_\_\_

1.10 What is your level of education? Primary \_\_\_\_\_ Secondary \_\_\_\_\_  
Tertiary \_\_\_\_\_

---

**2. INFORMATION ABOUT BUSINESS:**

2.1 Type of Business: -----

2.2 Seasonal

Full Year:

2.2.1. If seasonal, A. Summer:

B. Winter:

2.3 Did you get permit for vending place: Yes      No      If yes, from whom: \_\_\_\_\_

2.4 How long you are doing business at current location: Years/Months

2.5 Did you pay money for getting this place for vending (other than rent):

**Yes                  No**

If yes, (a) how much: \_\_\_\_\_ (b) To whom \_\_\_\_\_

2.6 Do you pay charge on monthly other than rent? Yes      No

**3. SAFETY OF GOODS AND STRUCTURE**

3.1 What is the arrangement for Safety of Goods/Structure after business hours:

---

---

3.2 Amount being paid for Security? a) Daily PKR \_\_\_\_\_ b) Monthly PKR

---

---

**4. PAYMENTS FOR SERVICES**

4.1 Payment to the solid waste collector (in PKR): \_\_\_\_\_



4.2 Any other paid services (such as water): Type and Cost (in PKR): \_\_\_\_\_

4.3 Please specify the detail:  
\_\_\_\_\_

4.4 In case of tenant, monthly amount of Rent (PKR):

Do you have Lease agreement? YES/ NO (\_\_\_\_\_):

4.5 Name & address of Owner (Male/ Female):  
\_\_\_\_\_

4.6 any proof of ownership? \_\_\_\_\_

4.7 Contact # of Owner: \_\_\_\_\_ Occupation/Business of owner:  
\_\_\_\_\_

4.8 Is owner dependent on rent only: Yes [ ], No [ ]

4.9 In case of Business Operator, name of business owner: \_\_\_\_\_

Father's Name: \_\_\_\_\_

4.10 NIC No. \_\_\_\_\_

4.11 Has the Vendor made any investment Yes [ ], No [ ]

- If yes, type of the investment: Land Improvement [ ] Construction of Structure [ ]  
Purchase of business goods [ ] any other:  
\_\_\_\_\_

- Year/month of Improvement/Investment \_\_\_\_\_ Total Costs incurred  
(PKR) \_\_\_\_\_

- Cost sharing arrangements with the owner  
\_\_\_\_\_

- Profit sharing arrangement with the owner:  
\_\_\_\_\_

---

## 5. *NATURE OF BUSINESS OWNERSHIP*

### 5.1 Nature of Ownership of Business

A. Sole Owner	B. Business Operator only
C. Shared Business – Profit % of Vendor -----	

In case shared business, How many owns _____ What are the terms of Partnership _____ Written/Verbal: Describe terms of partnership	D. Family Enterprise with 100% ownership
	E. Other – specify

5.2 Whether business is Full time  Part-time

5.3 Any family members involve in business: # of Male  # of Female

5.3.1. Family member(s) work Full Time  Part Time:

5.3.2. Salaried/Non Salaried: Yes:  No:

5.3.3. If salaried, how much are salaries (1) \_\_\_\_\_ (2) \_\_\_\_\_ (3) \_\_\_\_\_

5.3.4. What is the relationship with main business owner:  
\_\_\_\_\_

**5.4 Detail of Affected Employees**

S #	Name of Employee and NIC #	Nature of Employment (daily wage labor; monthly wager or any other (specify)	Daily/Monthly Wage Rate (PKR)	Annual Income from other sources* (PKR)	Stay at site (Tick)		Total Family Members	Male and Ages	Female and Ages	Professions of family member	Education
					alone	with family					

1.											
2.											
3.											

\*Income from other sources: Rent from property, remittances, not sale of items during a year, net income from agriculture, etc.

**6. DESCRIPTION OF INDIRECT IMPACT DUE TO IMPACT ON THE BUSINESS:**

6.1 Any person indirectly affected: Yes [ ] No [ ],

6.2 Description of Indirect Impact:

---



---

**7. Type of Area that is in use for Business:**

7.1. Empty plot/place [ ] 7.2. Commercial [ ] 7.3. Residential [ ] 7.4. Bus Stop (formal/informal): [ ]

7.5. Along the road: Yes [ ] No [ ], If yes, type of area [ ]

7.6. Community Common Land [ ] 7.7. Others describe \_\_\_\_\_

7.8. If cannot categorize, provide description: \_\_\_\_\_

7.9. Snapshot/ Picture of Affected Structure: \_\_ (\* )\_\_

**8. Category of Land Use (in front of/ adjacent):**

8.1. Residence \_\_\_\_\_ 8.2. Commercial Plaza \_\_\_\_\_ 8.3. Community Common land \_\_\_\_\_

8.4. Government (name Department)

---

8.5. Community Structure and Type

---

8.6. Other (specify) or provide description:

---

**9. ASSESSMENT OF ENCROACHED LAND/BUSINESS SPACE:**

**9.1 Affected Land/Business Space**

S #	Land Occupied by Vendor at site in sq/ft (Length x Width)	How much Land fall within ROW (sq/ft)	Terms of tenancy		
			Advance to Owner (PKR)	Rent/Month (PKR)	Period of Tenancy (yrs/months)
1	2	3	4	5	6

**9.2 In case of ownership claim of land (any proof or documentation, get a copy)** \_\_\_\_\_

**9.3 Extent of Displaced:**      **Temporarily:**       **Permanently:**

**10. SQUATTERS/VENDORS/ STRUCTURE TYPE AND CONDITION:**

a. Permanent/constructed      (...)      b. Semi-permanent      (...)      c. Temporary      (...)

d. Moveable      (...)      e. No structure      (...)      f. Other (specify)

6.1 Condition of Structure: a. Good      (...)      b. Poor      (...)      c. Unsafe:      (...)

## 11. INVENTORY OF AFFECTED STRUCTURE

Sr.#	Structure Type	*Construction Category (A, A, B, C, D, E, F)	Size of Structure			When Constructed (year/month)	Cost of Construction (PKR)	Replacement Cost of Structure (PKR)	**Extent of Damage to Structure (Partially / substantially/ fully)
			Length (ft)	Width (ft)	Area (sq/ft)				
1.									
2.									

### \*Construction Category

A+ i) Pacca Brick walls with cement mortar and cement plaster

ii) RCC Slab roof

iii) Pacca Floor works mosaic

A i) Pacca Brick walls cement mortar and cement plaster/  
pointing

ii) RBC Slab roof

iii) Pacca Floor with Bricks/ Cement Floor

B i) Pacca Brick walls with mud mortar

ii) Tiled roof with T-R Girders (wooden planks etc.)

iii) Pacca Floor

C i) Pacca/Katcha Brick walls/ pillars

i) Planks with mud roof

iii) Katcha/Pacca Floor

D i) Katcha Brick/mud walls/Katcha pillars

ii) Thatched roof

iii) Katcha Floor

E Pacca Brick Boundary walls i) up to 5ft (2m) ii) 5ft to 10 ft (3m)

F Pacca/Katcha wall

### \*\*Extent of Damage:

Partial = less than 10% damage, Medium = 11% to 20%, Severe = 21% +

#### 11.1 a. Type of Utilities Installed:

---

#### b. Estimated Cost of Reinstallation:

---

#### c. Average Cost of Bills/maintenance Expenses:

---

#### 11.2 Any Equipment Installed i.e. motor pump, UPS, generator etc.

---

<sup>6</sup> Large stall, small stall, big cabin, small cabin, display stand, mobile showcase, vending by hand, selling in umbrella, box counter, wall display, vending vehicle, four wheel cart, three wheel cart, two wheeler hand cart, others (provide description)

S No.	Description	Bore		Relocation Cost (PKR)
		Depth (ft)	Dia (ft)	
1.				
2.				

**12. BUSINESS EXPENDITURES:**

**12.1 Expenditures**

Daily/Weekly (purchase of goods)	Average Monthly Expenses				Operations and Maintenance		Comments
	Salaries	Utilities	Tax	Any other	Item	Cost	

**12.2 Detail of Average Sale:**

Sum/Total of Daily Sale	No. of Average Daily Customers	Comments

**12.3 . INCOME FROM BUSINESS**

12.3.1 Average Daily Gross Income:

12.3.2 Average Daily Gross Profit:

12.3.3 Evidence of Income (income tax receipt or any other proof):

---

12.3.4 Comments:

---

12.3.5 Extent of Impact on income due to loss of vending space during BRT Construction:

**Partial** = less than or up to 10%

**Substantial** = 11% to 20%

**Severe** = 21% +

---

### 13. HOUSEHOLD INCOME

13.1 Who earns more than vendor in the household? Identify relation

---

13.2 Whether the Affected Business a major source of HH income: Yes [ ] No [ ]

13.3 Whether vendor the only income earner in the family? Yes [ ] No [ ]

---

### 14. VULNERABILITY IN THE FAMILY

14.1 Do you have any of following in your family:

- a. Chronic Disease ( ); b. Senior Citizen ( ); c. Widow ( ); d. Very poor ( );  
e. HIV/AIDS ( ); f. Physical/ Mental disability ( ); g. Female Headed HHs ( ); h. Trans-gender ( );  
i. Other ( ) specify
- 

**14.2 Description of Vendors Personal Vulnerability (can be multiple answers)**

- a. Chronic Disease ( ); b. Senior Citizen ( ); c. Widow ( ); d. Very poor ( );  
e. HIV/AIDS ( ); f. Physical/ Mental disability ( ); g. Female Headed HHs ( ); h. Trans-gender ( );  
i. Other ( ) specify \_\_\_\_\_
- 

**14.3 Vulnerable /Non-vulnerable: Yes [ ] No [ ]**

Justification for Vulnerability: \_\_\_\_\_

---

**15. IN CASE OF ABSENTEE OWNER OF VENDING LAND/STRUCTURE**

15.1 Absentee [ ] Temporarily away [ ]

15.2 Identity a) Name: ----- b) Father's Name: -----

c) ----- d) Contact No: -----

e) Address:-----

---

**16. INDEBTEDNESS** قرضہ کے متعلق سوالات

16.1 Did you take any loan Yes [ ] No. [ ] For Business or Personal Use with detail:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

16.2 If yes, amount of loan taken PKR\_\_\_\_\_

16.3 Amount \_\_\_\_\_ -a) paid PKR \_\_\_\_\_ 2) Remaining PKR

\_\_\_\_\_

---

**17. HOUSING:**

17.1 Whether you live in your own house [ ] or on rent [ ]

17.2 What is its monthly rent/ Mortgage? PKR \_\_\_\_\_

---

\_\_\_\_\_

---

**18. AFFILIATION WITH ORGANISATION TO SAFEGUARD RIGHTS**

18.1 Do you have affiliation with any Union/Association? Yes [ ] No. [ ]

18.2 If yes, identify name of Union/ Association, name of its president/secretary, with address and contact number.

\_\_\_\_\_

\_\_\_\_\_



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18.3 Who is your/your market representative:

Name: \_\_\_\_\_

Father's Name: \_\_\_\_\_

Address: \_\_\_\_\_

Contact No. \_\_\_\_\_

---

**19 INSPECTION OR SUPPORT VENDING ACTIVITY BY GOVERNMENT DEPARTMENTS**

19.1 Would you recall any Visits of City District Government/Local Government/PDA staff to Inspect Vendor Activities?

a) Describe Nature of Visit:

b) Detail of Operation Clean-Ups and Frequency (if any) and by whom:

---

**20. RELOCATION OF VENDING BUSINESS**

20.1 Are you willing to relocate your Business at any formal or allotted vending place? Yes [ ] No. [ ]

20.2 If yes, where (specify): Priority 1: \_\_\_\_\_ Priority 2: \_\_\_\_\_

20.3 Estimated Amount of Rent you can afford in PKR \_\_\_\_\_

---

**KARACHI BRT RED LINE**

**21. WILLINGNESS TO PAY**

21.1 Transport Arrangement for Home to work and work to home or any other purpose:

From—to: \_\_\_\_\_ Amount of Fare:

From—to: \_\_\_\_\_ Amount of Fare:

From—to: \_\_\_\_\_ Amount of Fare:

From—to: \_\_\_\_\_ Amount of Fare:

Type of Vehicle you Use:

---

**22. WILLINGNESS TO TRAVEL BY KARACHI BRT RED LINE**

Willingness to Travel by KBRT Red Line:

Amount of Fare that is affordable (from-to):

---

**23. Ambulant sellers (push carts)**

23.1 What do you sell? \_\_\_\_\_

23.2 How many sellers work with you? \_\_\_\_\_

23.2 How many years and months have you been selling goods in this area? Years \_\_\_\_\_  
Months \_\_\_\_\_

22.2 Do you sell in other locations that are not here? If yes, where?

Location 1: \_\_\_\_\_ Location 2: \_\_\_\_\_ Location 3: \_\_\_\_\_

23.3 In a typical month, how many days do you spend selling in this location?

Under 5 days \_\_\_\_\_ Between 5-15 days \_\_\_\_\_ More than 16 days \_\_\_\_\_

23.4 Do you store your pushcart in this area overnight or do you take it with you?

23.5 Do you have any kind of permit or authorization to sell here?

23.6 Do you pay a fee (formal or informal) to someone to be able to sell here?  
\_\_\_\_\_

23.7 Do you have any proof of payment? \_\_\_\_\_

23.8 Is your pushcart business your sole income? \_\_\_\_\_

**24. GENERAL REMARKS OF THE RESPONDENT (in Urdu or English)**

*(Social or resettlement issues/concerns, proposed mitigation measures, suggestions, fear/apprehensions, views on BRT, suggestions for BRT)*

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25. Snapshot/ Picture of Affected Structure (Ref. 7.9): \_\_ ( \* )



Checked by (name): \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

## C. Socio-economic survey questionnaire

### QUESTIONNAIRE FOR SOCIOECONOMIC SURVEY

#### Karachi Bus Rapid Transit Project

ID# [            ]

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

#### 2. IDENTIFICATION

Location: \_\_\_\_\_ Name of Respondent \_\_\_\_\_ Gender (Male/Female):  
\_\_\_\_\_

Father's/Husband's Name: \_\_\_\_\_ Ethnic Group:  
\_\_\_\_\_

#### 3. CATEGORY AND STATUS OF RESPONDENT:

Category of Affected Person: (Tick the relevant):

Residential: Owner [    ], Tenant [    ] Commercial/ Business: Owner [    ], Tenant [    ] Land: Owner [    ],  
Tenant [    ] Other \_\_\_\_\_

#### 4. DEMOGRAPHIC PROFILE

3.1 Marital Status: Married Yes [        ] No [        ]

3.2 Family member (Nos.) Male \_\_\_\_\_ Female \_\_\_\_\_ Children (<15 Years) Male (Nos.) \_\_\_\_\_ Female  
(Nos.) \_\_\_\_\_

Sr. No.	Sex (M/ F)	Age (Yrs)	Education (Yrs)	Occupation		Annual Income (PKR)		Other* Annual Earnings (PKR)	Resident at Site (Y/N)
				Main	Secondary	Main Occupation	Secondary Occupation		
Family members									
1.									
2.									
3.									
4.									

5.									
6.									
7.									
8.									
9.									

\*Other: Rent from property/ business, remittances (in-land & outside the country, net sale of animals and other items during a year, rent of agri. land in case of rented-out of land etc.)

3.3. Type of household (Circle one response)

1. married couple living with unmarried children
2. extended household (for example, married couple living with other relatives such as married children, grandchildren, grandparents, siblings, aunts, uncles, etc)
3. married couple with no other relatives living in the household
4. single parent family with children
5. unrelated people living together
6. single person household
7. other. Explain: \_\_\_\_\_

3.4 Decision Making:

3.4.1 Who makes the decisions in the household?

Husband \_\_\_\_\_ and wife together \_\_\_\_\_ Other  
(Describe) \_\_\_\_\_

3.4.2 How are decisions made in the community? (Describe)

\_\_\_\_\_

\_\_\_\_\_

4. LAND

Type of Land Ownership (tick relevant):

4.1 Title holders' \_\_\_\_\_; Encroacher \_\_\_\_\_; Customary Rights \_\_\_\_\_; Communal land \_\_\_\_\_

Other \_\_\_\_\_

4.2 Utilization of Affected Land:

i) Total Land (sq/ft): \_\_\_\_\_ ii) Area Affected (sq/ft): \_\_\_\_\_

5. INCOME

5.1 List the 3 main sources of income for the household, rank their importance and estimate % (only accept up to 3 income sources)

	Source of income	Rank (1, 2, 3)	% total household income
1.	Permanent waged employment		
2.	Short term employment		
3.	Income from own business including vending		
4.	Income from rent		
5.	Income from interest on deposits or loans		
6.	Pension		
7.	Remittances from family members working elsewhere		
8.	Borrowed money		
9.	Other - Describe:		

5.2 Is your family income: (circle one response)

1. sufficient for everything that your family wants
2. enough for food and clothing and you can also save some
3. enough for food and clothing but there is nothing left over to save
4. enough only for minimum food and clothing requirements
5. not enough to make both ends meet

5.3 During the last 12 months, did anyone in your household need to see a doctor but did not?

Yes [ ] No [ ]

If Yes, was this because there was not enough money to pay for treatment? Yes [ ] No [ ]

If no, explain: \_\_\_\_\_

5.4 How many days a week does your family usually eat meat? \_\_\_\_\_ days a week

5.5 How many days a week does your family usually eat fruit? \_\_\_\_\_ days a week

6. HOUSEHOLD DURABLE GOODS

Item	No.	Present Value (PKR)	Item	No.	Present Value (PKR)
Refrigerator/ Deep freezer	<input type="text"/>	<input type="text"/>	Van/ pickup/ other vehicle	<input type="text"/>	<input type="text"/>
Television/LCD	<input type="text"/>	<input type="text"/>	Car/ Jeep	<input type="text"/>	<input type="text"/>
Cable television	<input type="text"/>	<input type="text"/>	Telephone	<input type="text"/>	<input type="text"/>
Washing machine	<input type="text"/>	<input type="text"/>	Mobile phone	<input type="text"/>	<input type="text"/>
Microwave	<input type="text"/>	<input type="text"/>	Cooler	<input type="text"/>	<input type="text"/>
Gas heater	<input type="text"/>	<input type="text"/>	Water filter	<input type="text"/>	<input type="text"/>
Geysers	<input type="text"/>	<input type="text"/>	Air Conditioner	<input type="text"/>	<input type="text"/>
Electric fan	<input type="text"/>	<input type="text"/>	Internet access	<input type="text"/>	<input type="text"/>
Electric iron	<input type="text"/>	<input type="text"/>	Radio/tape Recorder	<input type="text"/>	<input type="text"/>
Electric motor/ motorized pump	<input type="text"/>	<input type="text"/>	Computer plus accessories	<input type="text"/>	<input type="text"/>
Sewing machine	<input type="text"/>	<input type="text"/>	Bicycle	<input type="text"/>	<input type="text"/>

Motor cycle/ scooter	<input type="text"/>	<input type="text"/>	Cable/ Internet	<input type="text"/>	<input type="text"/>
Other	<input type="text"/>	<input type="text"/>	Other	<input type="text"/>	<input type="text"/>

7. AVERAGE HOUSEHOLDEXPENDITURE

Food and Non-Food Items

Food Items	Qty. (Kgs/Month)	Cost (PKR/Month)	Non-Food Items Expenditure	Qty.	Cost (PKR/Yrs)
Meat (beef/chicken)	<input type="text"/>	<input type="text"/>	Cloths	<input type="text"/>	<input type="text"/>
Vegetables	<input type="text"/>	<input type="text"/>	Shoes	<input type="text"/>	<input type="text"/>
Fruit	<input type="text"/>	<input type="text"/>	Soap (No)	<input type="text"/>	<input type="text"/>
Milk	<input type="text"/>	<input type="text"/>	Cloth washing soap	<input type="text"/>	<input type="text"/>
Ghee/Butter	<input type="text"/>	<input type="text"/>	Education/fee	<input type="text"/>	<input type="text"/>
Cooking oil	<input type="text"/>	<input type="text"/>	Healthcare/ medicine	<input type="text"/>	<input type="text"/>
Cheese	<input type="text"/>	<input type="text"/>	Electricity/ bills	<input type="text"/>	<input type="text"/>
Eggs	<input type="text"/>	<input type="text"/>	Sui-Gas/ / bills	<input type="text"/>	<input type="text"/>
Sugar	<input type="text"/>	<input type="text"/>	Landline phone/ bills	<input type="text"/>	<input type="text"/>
Flour	<input type="text"/>	<input type="text"/>	Mobil cards/ bills	<input type="text"/>	<input type="text"/>
Rice	<input type="text"/>	<input type="text"/>	Internet cards/ cable bills	<input type="text"/>	<input type="text"/>
Pulses	<input type="text"/>	<input type="text"/>	Fire wood/ fuel wood	<input type="text"/>	<input type="text"/>
Red chili	<input type="text"/>	<input type="text"/>	Kerosene/ fuel	<input type="text"/>	<input type="text"/>
Water/ mineral water	<input type="text"/>	<input type="text"/>	Perfumes/ Cosmetics (No)	<input type="text"/>	<input type="text"/>



Other (specify)

Other (specify)

8. CREDIT

Have you ever availed credit (formal/ or informal): Yes [ ], No. [ ], If yes, amount of loan  
PKR \_\_\_\_\_

Source (s) of credit: Formal source (s) \_\_\_\_\_ Informal source (s)  
\_\_\_\_\_

Purpose of Loan	(Tick)	
House	<input type="checkbox"/>	PKR _____
Business	<input type="checkbox"/>	PKR _____
Farm inputs	<input type="checkbox"/>	PKR _____
Livestock	<input type="checkbox"/>	PKR _____
Other (specify)	<input type="checkbox"/>	PKR _____

Mode of repayment (Tick the relevant)

One time [ ], Through installments [ ], Other (specify) \_\_\_\_\_

9. HOUSING CONDITIONS

Type of Room	No. of Room	Katcha (No.)	Pacca (No.)	Katcha + Pacca (No.)	Other (No.)	Replacement Value (PKR)
Living rooms						
Animal shed/room						
Other shed etc.						
Bathroom						

LATRINE

Open	
Flush	
Other.....	
Private toilet	
Shared toilet	

How would you describe your housing conditions? (Tick the relevant)

Very good [ ] Good [ ] Satisfactory [ ] Bad [ ] Very bad [ ]

10. ACCESS TO SOCIAL AMENITIES

<u>Social Amenities</u>	<u>Availability near house (Tick)</u>	<u>If not available, then distance (km)</u>	<u>Remarks</u>
Road	<input type="checkbox"/>	<input type="text"/>	_____
Electricity	<input type="checkbox"/>	<input type="text"/>	_____
Primary school for boys	<input type="checkbox"/>	<input type="text"/>	_____
Primary school for girls	<input type="checkbox"/>	<input type="text"/>	_____
Middle school for boys	<input type="checkbox"/>	<input type="text"/>	_____
Middle school for girls	<input type="checkbox"/>	<input type="text"/>	_____
High school for boys	<input type="checkbox"/>	<input type="text"/>	_____
High school for girls	<input type="checkbox"/>	<input type="text"/>	_____
Water supply	<input type="checkbox"/>	<input type="text"/>	_____
Water filter plant	<input type="checkbox"/>	<input type="text"/>	_____
Landline telephone	<input type="checkbox"/>	<input type="text"/>	_____
Mobile phone/ cell	<input type="checkbox"/>	<input type="text"/>	_____
Health care centre/ BHU/ Dispensary	<input type="checkbox"/>	<input type="text"/>	_____
Sui- gas	<input type="checkbox"/>	<input type="text"/>	_____

<u>Social Amenities</u>	<u>Availability near house (Tick)</u>	<u>If not available, then distance (km)</u>	<u>Remarks</u>
Sewage/ drainage system	<input type="checkbox"/>	<input type="text"/>	_____
Filling station (Fuel-petrol/ diesel/gas)	<input type="checkbox"/>	<input type="text"/>	_____
Cable television/ dish	<input type="checkbox"/>	<input type="text"/>	_____
Access to internet	<input type="checkbox"/>	<input type="text"/>	_____
Access to drinking sweet water	<input type="checkbox"/>	<input type="text"/>	_____
Other (specify)	<input type="checkbox"/>	<input type="text"/>	_____
Other (specify)	<input type="checkbox"/>	<input type="text"/>	_____

Sources of Drinking water (Tick):

Water Supply  Ground Water  Tube wells / Wells  Others (specify)

11. OTHER ASSETS

Value

(PKR)

Business Property \_\_\_\_\_

Machinery \_\_\_\_\_

Other (Specify \_\_\_\_\_) \_\_\_\_\_

Other (Specify \_\_\_\_\_) \_\_\_\_\_

12. LIVESTOCK INVENTORY

<u>Livestock</u>	<u>No.</u>	<u>Present Value (PKR)</u>
Buffaloes	<input type="text"/>	<input type="text"/>
Cows	<input type="text"/>	<input type="text"/>
Horse	<input type="text"/>	<input type="text"/>
Donkey	<input type="text"/>	<input type="text"/>

Camel	<input type="text"/>	<input type="text"/>
Sheep/Goat	<input type="text"/>	<input type="text"/>
Other (specify)	<input type="text"/>	<input type="text"/>

13. MAIN SOURCES OF INFORMATION

Main sources of Information	Adult Men	Adult Women	Male Child	Female Child
Television	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Radio	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Newspaper	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Internet	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Social media	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Local elected representatives	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Religious leaders	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other community leaders	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Friends and neighbours	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Others (specify)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

14. WOMEN'S PARTICIPATION IN DIFFERENT ACTIVITIES (Interviewer to ask women in household to respond to these questions)

Extent of women's involvement in different household activities:

<u>Activities</u>	Participation (Tick)	Extent of Participation (Hours/ day)	% distribution
Household activities	<input type="text"/>	<input type="text"/>	<input type="text"/>
Child or elder caring	<input type="text"/>	<input type="text"/>	<input type="text"/>
Production of items for sale by self or by others (home industry, piece work etc)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other business activities	<input type="text"/>	<input type="text"/>	<input type="text"/>
Livestock rearing	<input type="text"/>	<input type="text"/>	<input type="text"/>

Sale & Purchase of properties




Social obligations (marriage, birthday & other functions)




Local representation (councilor/  
political gathering)/Social Worker




Other (specify):




Service (specify) \_\_\_\_\_

Any other income generation activities \_\_\_\_\_

Potential impacts of the proposed project on women members of household (describe in detail) \_\_\_\_\_

15. PERCEPTIONS ASSOCIATED WITH THIS PROJECT

Awareness about the project and its  
impacts \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Extent of Impact (Tick)

Possible impacts/effects of the Project

Increase

Decrease

Employment opportunities



Living standard



Unemployment



Income generating activities



Other specify\_\_\_\_

**16. GENERAL REMARKS OF THE RESPONDENTS**

*(Social & resettlement issues/concerns and mitigation measures)*

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**17. GENERAL OBSERVATIONS OF INTERVIEWERS**

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18. VULNERABLE: Yes [     ], No [     ]

Description of Vulnerability Sick ( ) Very old ( ) Widow ( ) Very poor ( ) HIV/AIDS ( ) Other (specify):

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19. ECONOMIC STATUS (well off/ middle/ poor/ very poor/ destitute/if other specify):\_\_\_\_\_

Name of Interviewer: \_\_\_\_\_ Signature of  
Interviewer: \_\_\_\_\_ Date \_\_\_\_\_

Checked by (Name): \_\_\_\_\_ Signature: \_\_\_\_\_

## D. List of Displaced People

**Table 22: List of DPs from April 2018**

<b>Sr. No</b>	<b>Left/ Right</b>	<b>Type of business</b>	<b>Location of Business (address) with Landmark</b>
1	left	pan shop & cold corner	Kashmir Road
2	Left	nursery	People's Chowrangi to jail . islamia college
3	left	tyre puncher shop	People's Chowrangi to jail
4	Left	Food Hotel	Kashmir Road
5	right	Puncture shop	Numaish . khatam e Nabowat Masjid at Numaish Chowrangi
6	left	Pan shop	People's Chowrangi to jail . In front of jamshed town park
7	left	Qadir Pakwan	Kashmir Road . Khudada Colony
8	left	Food Hotel	Khudadad Colony. A Food Center
9	left	tyre repairing shop	nipa Chowrangi
10	left	autos & spare parts	nipa Chowrangi
11	left	Mechanic	Safari Park (btw nipa & Samama)
12	left	tyre shop	nipa chowrangi
13	Left	labour at spairports shop	nipa chowrangi
14	left	dhaba hotel	Safari Park (btw nipa & Samama)
15	left	nursary	nipa chowrangi
16	left	rickshaw maintenance	in lane of madars and Sunday bazar (nipa-samama)
17	left	oil shop	Safari Park (btw nipa & Samama)
18	left	flower shop	Hassan Sqr-BaitulMukaram. oppositen to asr e screen
19	left	car, gas and lubricant	jail chowrangi- NewTown
20	left	Tyre shop	jail Chowrangi- NewTown.Purani Subzi Mandi/Askari Park
21	left	Oil Changer	nipa chowrangi
22	left	Oil Shop	Safari Park (btw nipa & Samama)
23	left	Oil Seller	jail chowrangi- NewTown
24	Left	pan shop	jail chowrangi- NewTown. near old sbzi mandi
25	left	pan shop	mosmiat- Globe center/Mosamiyat Chowrangi
26	left	suger can juice machine	Samama-Mosamiyat
27	left	tyre puncher shop	Samama-Mosamiyat
28	left	pan shop	johar complex
29	left	pan shop	johar complex to Safoora. billys arcade
30	left	pan shop	safora chowrangi
31	left	watch shop	johar complex
32	left	sugar can stall	Globe center-johar complex
33	left	tyre shop	race course
34	left	tea dhaba	Safoorah-Rase course
35	left	bike reparing	Johar complex- safoorah chowrangi
36	left	electric shop	Johar complex- safoorah chowrangi
37	left	sugar can juice	safora chowrangi
38	left	pan shop	safora chowrangi
39	left	confectionry and pan cabin	race course
40	left	iron works	Safoorah to racecourse. Prem villas
41	left	cold drink n tuck shop	safora



Sr. No	Left/ Right	Type of business	Location of Business (address) with Landmark
42	left	pan shop	Johar complex- safoorah chowrangi
43	Left	Rent a car	safoora chowrangi
44	left	pan shop	safoora chowrangi
45	left	Flower nursery	Tank Chowk to Liaqat Avenue
46	left	sugar can juice	Corner of Malir bridge.
47	left	pan & tuck shop	tank Chowk to Liaqat Avenue. mehran town, Liaqat Avenue
48	right	fruit shop	Malir bridge/shahrae faisal
49	right	fruit shop	Malir bridge/shahrae faisal
50	Left	tyre puncher shop	RangersCP6-ACACIA Golf Club
51	Left	flower shop	RangersCP6-ACACIA Golf Club
52	right	fruit shop	ACACIA Golf Club to RangersCP6
53	Left	burger seller	Tank chowk-Model Colony-Liaqat Avenue
54	Left	flower shop	Tank chowk-Model Colony-Liaqat Avenue
55	left	tyre puncture	Tank chowk-Model Colony-Liaqat Avenue
56	Left	nursary	Race course-Rangers CP 6
57	Right	tyre puncher shop	Race course -Safoorah
58	Right	Fruit shop	Malir bridge/shahrae faisal to liaqat avenue
59	Right	fruit shop	Malir bridge/shahrae faisal to liaqat avenue
60	right	Poultry form	Malir bridge/shahrae faisal to liaqat avenue
61	left	mechanic & spare parts	Safoora Chowrangi (checkpost 5)
62	left	auto mechanic cabin	Safoora chowrangi (checkpost 5)
63	left	bike mechanic	Safoora chowrangi (checkpost 5)
64	right	auto mechanic cabin	Safoora Chowrangi
65	right	juice center	Safoora Chowrangi
66	right	flower shop	Safoora Chowrangi
67	right	pan shop	Safoora Chowrangi
68	right	furniture stall	Mosamiyat to Samama
69	right	electrician	Safoora to Johar Complex
70	right	newspaper stall	Safoora to Johar Complex
71	right	communication	Racecourse club to Safoora
72	right	nursary	Mosamiyat to Samama
73	right	pan shop	mosamiyat
74	right	puncher shop	Safoora
75	right	pan cabin	Racecourse club to Safoora
76	right	pan shop	Racecourse club to Safoora
77	right	pan shop	Racecourse club to Safoora
78	right	roti maker	Racecourse club to Safoora
79	right	puncher shop	Liaqat Avenue to Tank Chowk. total pump
80	right	pan shop	Safoora to Johar Complex
81	right	pan shop	Safoora
82	right	nursery	Rangers CP6 - Race course
83	right	spare parts cabin	Safoora Chowrangi
84	right	Pan Cabin	Racecourse club to Safoora
85	right	Tyre shop	Racecourse club to Safoora
86	right	Tyre shop	Rufi mall mosamiyat
87	right	Flower shop	Rufi mall mosamiyat

Sr. No	Left/ Right	Type of business	Location of Business (address) with Landmark
88	right	Multi media	Safoora Chowrangi
89	right	fries chips stall	Galant apartments to nipa.
90	right	Nursery	Mosamiyat to Samama. Oppo. Khi Uni
91	right	Pan Cabin	Nipa to Samama
92	right	Pan Cabin	At Samama. Oppo. Khi Uni
93	right	Tyre Shop	Mosamiyat to Samama. Oppo.NED Uni
94	right	flower nursery	mosmiat
95	right	pan & cold corner	Galant apartments to nipa.
96	right	burger stall	Galant appartments to nipa.
97	right	flower nursery	Mosamiyat to Samama. university road
98	right	juice center	Mosamiyat to Samama. university road
99	right	flower nursery	Mosamiyat to Samama. university road
100	right	flower nursery	Mosamiyat to Samama. university road
101	right	saloon	Mosamiyat to Samama. university road
102	right	sugar can juice	Mosamiyat to Samama. university road
103	right	electrician /pan shop	Samama to Nipa. Opp: ideal degree college
104	right	sugar can juice	Samama to Nipa. Opp: ideal degree college
105	right	chicken seller	Samama to Nipa. gulshan block-12
106	right	tyre puncture shop	Samama to Nipa. Opp: metro
107	right	photo copy/ essay load	Samama to nipa. university road
108	right	tyre puncture shop	Samama to Nipa. university road
109	right	flower nursery	Nipa to Bait ul Mukaram. Opp: sir syed university
110	right	Flower nursery	Nipa to Bait ul Mukaram. aziz bhatti park nipa chowrangi
111	right	spare parts cabin	Safoora Chowrangi
112	right	nursery	mosmiyat
113	right	spair parts	Safoora Chowrangi
114	right	puncher shop	Hassan Sqr to New town
115	right	puncher shop	Jail Chowrangi
116	right	mechanic	People's Chowrangi to Numaish. allied bank
117	right	tyre puncher shop	New town. sabzi mandi
118	right	tyre puncture shop	mosmiyat
119	right	n/p	Mosamiyat to Samama
120	right	nursery	m.akhter

Source: DP survey April 2018

**Table 23: List of DPs from May 2018**

Sr. No	Left/ Right	Type of business	Location of Business (address) with Landmark
1	Left	Lemon Juice	Near Mazar e Quid (Infront of Gate)
2	Left	Car Mechanic	Right side after numaish under pas
3	Left	Oil changer stand	Opp. To RRC
4	Left	Bueger cart	Near Awami Apartment
5	Left	Bike auto shop	Lines area bridge
6	Left	Bike auto shop	opp. To Jinnah Park
7	Left	Pan shop	Lines area bridge
8	Left	Motorcycle mechanic	Opp. To Bagh e Jinnah

Sr. No	Left/ Right	Type of business	Location of Business (address) with Landmark
9	Left	Tuc shop	Opp. To Lines area
10	Left	Toy shop	Peoples chowrangi
11	Left	Water filter stall	Peoples chowrangi
12	Left	Glasses and Helmet	Peoples chowrangi
13	Left	Puncture shop	Peoples chowrangi
14	Left	Pan shop	Peoples chowrangi
15	Left	Food cart(Daal chawal)	Peoples chowrangi
16	Left	Juice cart(Satoo sharbat)	Jamshed road After Islamia college
17	Left	Food cart( Channa chaat)	Jamshed road After Islamia college
18	Left	Food cart( Channa chaat)	Peoples chowrangi to Jamshed town
19	Left	food cart ( daal chawal)	Peoples chowrangi to Jamshed town
20	Left	Food cart (Channa chat)	Peoples chowrangi to Jail chowrangi
21	Left	Food cart(Channa chart)	Jamshed road
22	Left	food cart ( daal chawal)	Jamshed road
23	Left	Food cart(channa chart)	kamshed road
24	Left	Food cart (Channa chat)	Jail chowrangi
25	Left	Lemon juice	under jail chowrangi bridge
26	Left	Sugar cane juice	Jail chowrangi
27	Left	Water melon Juice	Jail road
28	Left	Sugar cane juice	Jail chowrangi
29	Left	Food cart(Haleem vending vehicle)	Jail chowrangi
30	Left	Puncture shop	Near Askari Park
31	Left	Fruit cart	Near Askari Park
32	Left	Food cart(Daal chawal)	Near Jail Chowrangi
33	Left	Food cart( Roti salan)	Near Old sabzi mandi
34	Left	Water millon cart	Old sabzi mandi
35	Left	Fruit cart	Old sabzi mandi
36	Left	Dates cart	Old sabzi mandi
37	Left	Fruit cart	Near Sabzi mandi
38	Left	Fruit cart	Near Old sabzi mandi
39	Left	mango cart	Old sabzi mandi
40	Left	Water Millon	Old sabzi mandi
41	Left	Fruit cart	Old sabzi mandi
42	Left	Mango cart	Old sabzi mandi
43	Left	Fruit cart	Old Sabzi Mandi
44	Left	Jackets cart	Old Sabzi mandi
45	Left	Helmets & Glasses	Old sabzi mandi
46	Left	Fruit Cart	Old sabzi mandi
47	Left	Fruit Cart	Old Sabzi Mandi
48	Left	Fruit cart	Old sabzi mandi
49	Left	Mango cart	Old sabzi mandi
50	Left	Fruit cart	Old sabzi mandi
51	Left	Fruit cart	Old sabzi mandi
52	Left	Water Millon	Old sabzi mandi
53	Left	Fruit cart	Old sabzi mandi

Sr. No	Left/ Right	Type of business	Location of Business (address) with Landmark
54	Left	Fruit cart	Old sabzi mandi
55	Left	Fruit cart	Old sabzi mandi
56	Left	Fruit cart	Old sabzi mandi
57	Left	Fruit cart	Old sabzi mandi
58	Left	Mango cart	Old sabzi mandi
59	Left	Fruit cart	Old sabzi mandi
60	Left	Fruit cart	Old sabzi mandi
61	Left	watermelon	Old sabzi mandi
62	Left	watermelon	Old sabzi mandi
63	Left	mango cart	Old sabzi mandi
64	Left	Fruit cart	Old sabzi mandi
65	Left	Fruit cart	Old sabzi mandi
66	Left	watermelon	Old sabzi mandi
67	Left	watermelon	Old sabzi mandi
68	Left	Fruit cart	Old sabzi mandi
69	Left	Fruit cart	Old sabzi mandi
70	Left	Bags cart	Old sabzi mandi
71	Left	Mosquitoes net	Old sabzi mandi
72	Left	Fruit cart	Old sabzi mandi
73	Left	watermelon	Old sabzi mandi
74	Left	Watermelon	Old sabzi mandi
75	Left	Bags stand	Old sabzi mandi
76	Left	Watermelon	Old Sabzi mandi
77	Left	Watermelon	Old sabzi mandi
78	Left	Bags cart	Old sabzi mandi
79	Left	Bags cart	Old sabzi mandi
80	Left	Bags cart	Old sabzi mandi
81	Left	Bags cart	Old sabzi mandi
82	Left	Fruit cart	Old sabzi mandi
83	Left	Bags cart	Old sabzi mandi
84	Left	Watermelon	Old sabzi mandi
85	Left	Toy shop	Old sabzi mandi
86	Left	Fruit cart	Old sabzi mandi
87	Left	Bags cart	Old sabzi mandi
88	Left	Bags cart	Old sabzi mandi
89	Left	Bags cart	Old sabzi mandi
90	Left	water melon	Old sabzi mandi
91	Left	Fruit cart	Old sabzi mandi
92	Left	Fruit cart	Old sabzi mandi
93	Left	Fruit cart	Askari Park
94	Left	Bag cart	Askari Park
95	Left	Bag cart	Askari Park
96	Left	Bag cart	Askari Park
97	Left	Bag cart	Askari Park
98	Left	Bag cart	Askari Park
99	Left	Bag cart	Askari Park

<b>Sr. No</b>	<b>Left/ Right</b>	<b>Type of business</b>	<b>Location of Business (address) with Landmark</b>
100	Left	Helmet & Glasses cart	Askari bank
101	Left	Bags cart	Askari Park
102	Left	Bags cart	Askari Park
103	Left	Bags cart	Askari Park
104	Left	Bags cart	Askari Park
105	Left	Bags cart	Askari bank
106	Left	Bags cart	Askari bank
107	Left	Pan shop	Askari park Shadi hall
108	Left	clothes	Faizan-e-madina
109	Left	watermelon	Just before Faizan-e-madina bike parking
110	Left	Fuit cart	Faizan e Madina
111	Left	Bags cart	Old sabzi mandi
112	Left	Bags cart	Old sabzi mandi
113	Left	Selling Mosuitoes net	Old sabzi mandi
114	Left	Selling bags	Old sabzi mandi
115	Left	Selling Bags	Old sabzi mandi
116	Left	Bags cart	Old sabzi mandi
117	Left	Jewelery cart	Old sabzi mandi
118	Left	Belt & Other accessories	Old sabzi mandi
119	Left	Old scrap stand	Old sabzi mandi
120	Left	Old Bags cart	Old sabzi mandi
121	Left	Used crockery stall	Old sabzi mandi
122	Left	Old scrap stand	Old sabzi mandi
123	Left	Beags& Caps	Old sabzi mandi
124	Left	Bags Cart	Old sabzi mandi
125	Left	Sugar cane juice	Old sabzi mandi
126	Left	Cloths cart	Old sabzi mandi
127	Left	Mango cart	Old sabzi mando
128	Left	Watermelon cart	Old sabzi mandi
129	Left	Pan Cabin	Old sabzi mandi
130	Left	Sugar cane juice	Old sabzi mandi
131	Left	BarBQ Cart	Old sabzi mandi
132	Left	Sugar cane juice	Old sabzi mandi
133	Left	Satto juice	Old sabzi mando
134	Left	Satto juice	Old sabzi mandi
135	Left	Fruit cart	Old sabzi mandi
136	Left	Kheer Mix	Old sabzi mandi
137	Left	Sugar cane juice	Hassan Square bridge
138	Left	Used shirts	Hassan Square bridge

## E. Photographs

**Figure 7: Semi-permanent (poles with marketing sign) and permanent structure (concrete flooring and step) extending into the ROW**



**Figure 8: Permanent structure in form of concrete floors, stairs and small boundary extending into the ROW**



**Figure 9: Nursery**



## F. List of public and private organisations identified in the ROW

**Table 24: Private and public organisations in the ROW**

No.	Owner	Type of Business
<b>Permanent</b>		
1	Rangers checkpost	Rangers checkpost
2	bus stop	BUS STOP
3	unknown structure	unknown structure
4	N/A	Police Chowki
5	N/A	WALL OF ASKARI EVENT
6	N/A	unidentified
7	Unknown government structure	Unknown government structure
8	N/A	Unknown government structure
9	MEHRAN(bus stop)	Bus stop
10	Concrete wall	Unknown government structure
11	Rangers choki	Rangers check post
12	N/A	unidentified
13	N/A	rangers choki
14	govt office	dis co-order munciple
15	N/A	empty room
16	N/A	Rangers Choki
17	N/A	UNKOWN GOVT STRUC
18	N/A	PUBLIC WASHROOM
19	Government property	Water filter
20	N/A	water pumping room
21	N/A	PUBLIC WATER TANK
22	N/A	unidentified
21	N/A	unidentified
24	N/A	PRIVATE ROOM
<b>Semi permanent</b>		
1	Sherton Square	K.E port
2	Grid main chorangi mosmiat	K.Electric
3	Grid	K.Electric
4	Grid PTCL	PTCL
5	Government structure	K.E property
6	N/A	Office of the chief conservator of forest sindh
7	N/A	K.E cabin
8	Hazrat Haji Ali ashabi baba	Mazaar/Grave yard
9	Bus stop	Sitting area
10	n/A	Bus stop
11	N/A	Gird
12	Bus stop	Bus stop
13	Bus stop	Bus stop
14	N/A	Bus stop



No.	Owner	Type of Business
15	Salani welfare	welfare Rapid fire
16	Chhipa	Organization
17	Electric city grid	N/A
18	Unknown	Guard Room
19	govt structure	Bus stop
20	n/A	k.e
21	Public structure	bus stop
22	Public structure	bus stop
23	N/A	Generator
24	N/A	ptcl router
25	electa tech	Advertisement board
26	N/A	bus stop
27	salani	welfare Rapid fire
28	govt office	local gas
29	govt	bus stop
30	ptcl	Compound
31	cheepa	well fare
32	k.e	k.e
33	N/A	ptcl cabinet
34	N/A	Ptcl
35	N/A	Ptcl
36	N/A	bus stop
37	unknown structure	unknown structure
38	N.A	bus stop
39	selani welfare	walfare centre
40	PTCL INTERNET TELEPHON EQUIPMENT	PTCL equipment
41	N/A	Bus stop
42	unknown structure	unknown structure
43	Public structure	Bus stop
44	Public structure	Bus stop
45	PTCL INTERNET TELEPHON EQUIPMENT	PTCL equipment
46	Unknown	Transformer
47	Public structure	Bus stop
48	N/A	DMC
49	N/A	BUS STOP
50	PUBLIC PROPRTY	WATER PUMP
51	N/A	BUS STOP
52	N/A	TRAFIC CHECK POST
53	N/A	CONTAINER
54	bus stop	BUS STOP
55	N/A	K.electric
56	N/A	K.electric

