

Resettlement Plan

October 2017

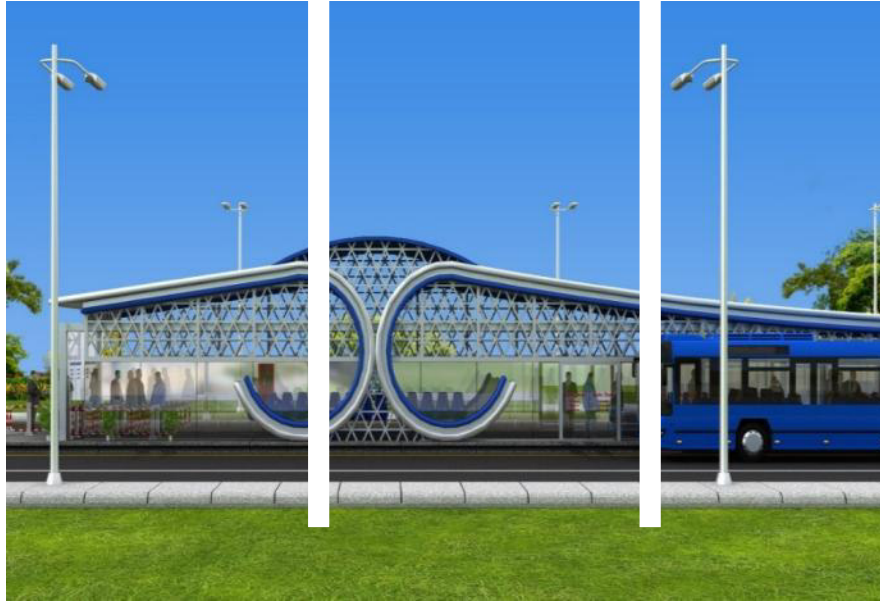
PAK: Peshawar Sustainable Bus Rapid Transit Corridor Project

Reach 1: Chamkani Mor to Firdous Cinema

Prepared by the Planning and Development Department, Government of Khyber Pakhtunkhwa for the Asian Development Bank. This is an updated section-wise version for Reach 1 of the draft originally posted in April 2017 available on <http://www.adb.org/projects/48289-002/documents>.

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Peshawar Sustainable Bus Rapid Transit Corridor Project

Land Aquisition and Resettlement Plan For Reach 1 (Chamkani Mor to Firdous Cinema)

October 2017

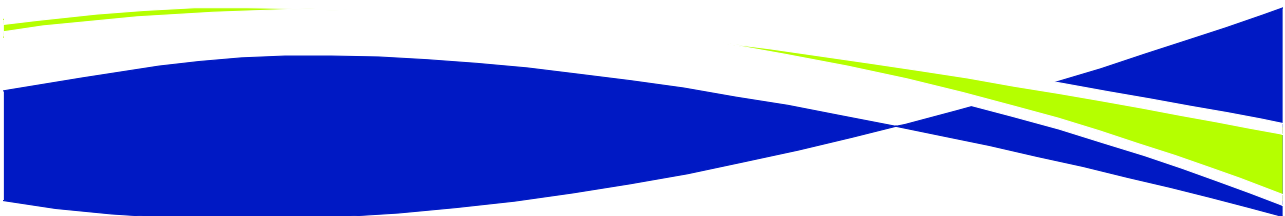


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Abbreviations

ADB	–	Asian Development Bank
AHs	–	affected households
BRT	–	bus rapid transit
COI	–	corridor of impact
DP	–	displaced person
DSC	–	Design and Supervision Consultants
EBD	–	Eastern Bus Depot
EA	–	executing agency
EM	–	entitlement matrix
EMP	–	Environmental Management Plan
FBR	–	Federal Board of Revenue
GAP	–	Gender Action Plan
GoKPK	–	Government of Khyber Pakhtunkhwa, Pakistan
GRC	–	Grievance Redress Committee
GRM	–	Grievance Redress Mechanism
IA	–	implementing agency
LRP	–	Livelihood Restoration Plan
LAA	–	Land Acquisition Act
LARP	–	Land Acquisition and Resettlement Plan
MEs	–	micro-enterprises
M&E	–	monitoring and evaluation
MCC	–	Mohmand Construction Company
MMP	–	MotMacdonald Pakistan
NGO	–	non-governmental organization
PSBRTC	–	Peshawar Sustainable Bus Rapid Transit Corridor Project
P&DD	–	Urban Policy Unit of Planning and Development Department
PDA	–	Peshawar Development Authority
PKR	–	Pakistan Rupees
PMCCB	–	Project Management, Coordination and Capacity Building
PMU	–	Project Management Unit
PTCL	–	Pakistan Telecommunication Corporation Limited
SNGCL	–	Sui Northern Gas Company Limited
SPS	–	ADB Safeguard Policy Statement (2009)
SRS	–	Social and Resettlement Staff
STP	–	Sewerage Treatment Plant
STRPI	–	Social Team for Resettlement Plan Implementation
TMTD	–	Transport and Mass Transit Department
TOR	–	terms of reference
TPC	–	TransPeshawar Company
ROW	–	right of way
TEVTA	–	Technical Education and Vocational Training Authority

Glossary

Affected Household	All members of a household operating as a single economic unit, who are affected by a project.
Affected Persons	Affected Persons means the member of affected households who will be losing private land and structures/economically displaced (loss of land, assets, access to assets, income sources, or means of livelihood) as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use/displaced by the clearing of the existing right-of-way needed for the implementation of the PSBRTC Project.
Compensation	Payment in cash or in kind for an asset or a resource that is acquired or affected by a project at the time the asset needs to be replaced.
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 this Project, the completion dates of the censuses of project-displaced persons (26 December 2016 for the impacts identified at the preliminary design stage) and (20 August 2017 for the impacts identified at the detailed design stage for access ramp to the Eastern Bus Depot and Saddar Bazaar road side static vendors of small businesses) are considered the cut-off dates. Persons who occupy or build structures in the project alignment after these cut-off dates will not be eligible for compensation for their affected assets and will not be provided with rehabilitation assistance.
Displaced persons	The titleholders / the persons in whose name the project-affected business, land, and building is registered and non-titleholder static vendors who run road side vending businesses affected by the project, and who is authorized to receive the compensation and/or resettlement assistance granted for the acquisition of land, loss of structures or business.
Entitlement	Resettlement entitlements with respect to an eligibility category are the total of compensation and other forms of assistance provided to displaced persons in the respective eligibility category.
Household	Household means all persons living and eating together as a single social unit and cooking from the same kitchen whether or not related to each other.
Income restoration assistance	Support to restore and/or improve the incomes of displaced persons through allowances and provision of alternative means of income generation.
Involuntary Resettlement	Resettlement is involuntary when it occurs the displaced persons give their consent without having the power to refuse resettlement.
Implementing agency	An agency, that is responsible for planning, designing, and implementation of the project (Peshawar Development Authority for PSBRTCP).
Income Restoration	Income Restoration means re-establishing income sources and livelihoods of DPs to a minimum of the pre-project level.
Involuntary resettlement	Development project results in unavoidable resettlement losses that vendors displaced have no option but to rebuild their lives, incomes and asset bases elsewhere.
Kanal	A kanal is a traditional unit of land area in Pakistan. This is equivalent to about 505.857 square meters.
Land acquisition	Land acquisition means the process whereby a person is compelled by a public agency (District Revenue Department) 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.
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.
Rehabilitation assistance	Support provided to displaced persons to supplement their income losses in order to improve, or at least achieve full restoration of, their pre-project living standards and quality of life.
Relocation assistance	Support provided to persons 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.
Replacement Cost	Cost of replacing lost assets and incomes, including cost of transactions. It is the open/fair market value of a project affected property. For agriculture land, this includes reference to land of equal size, type and productive potential in the vicinity of the affected land and land preparation costs where required. For houses and other buildings, this includes reference to the market price of materials and labour, and the cost of transporting materials to the building site. The replacement cost further includes the cost of any registration and transfer taxes for land and buildings.
Resettlement	Resettlement is a general term related to land acquisition and compensation for loss of asset whether it involves actual relocation, loss of land, shelter, assets or other means of livelihood.
Security of tenure	Protection of resettled persons from forced evictions at resettlement sites. Security of tenure applies to both titled and non-titled displaced persons.
Vulnerable Household	The households disproportionately affected by land acquisition and resettlement, including non-titleholders/informal users of land, marginal farmers/agriculture tenants or those who become marginal as a result of land acquisition that include the affected households below the poverty line, the landless, informal business operators/vendors, refugees, internally displaced persons, elderly, disabled and female headed households.

Executive Summary

A. Project Description

1. The Peshawar Sustainable Bus Rapid Transit Corridor Project (PSBRTC) will contribute to the development of a sustainable urban transport system in Peshawar. The project outcome will be to improve public transport in Peshawar, directly benefiting a population of at least 0.5 million. The project will consist of two interlinked outputs: (i) full restructuring of a 24.65-kilometer (KM) BRT corridor, which is 16+302 KM at grade and 8+348 KM elevated, 5+279 KM underpass u turns including BRT dedicated lanes, mixed traffic lanes, bicycle lanes, parking lanes facility at 39 stretches, sidewalks, green areas, 32 bus stations, 2 depots on eastern and western side, 1 staging station, 2 U-turns flyover, 24 pedestrian bridges (including 1 with access through a tunnel), 8 feeder routes and 102 off corridor bus stations, sub-bus stations (# are not known yet), energy-efficient streetlights and proper drainage to climate-proof the BRT infrastructure; and (ii) effective project management and sustainable BRT operations through institutional and organizational developments. The project will provide an integrated bus rapid transit (BRT) corridor, focusing on accessibility, passenger time savings and alleviating congestion for car users, and reducing vehicle operating cost and carbon emissions, which will in turn help make Peshawar safer, more liveable, and would foster gender equity.

2. As part of the Detailed Design Works, Mott MacDonald Pakistan (MMP) was contracted by Peshawar Development Agency (PDA) in May 2017 in order to update the draft Land Acquisition and Resettlement Plan (LARP) (which was prepared by following the Preliminary Design of Peshawar BRT and approved by the Asian Development Bank (ADB) in April 2017) by following the changes made at the stage of detailed design.

3. In order to ease the approval, implementation and monitoring processes, the land acquisition and resettlement requirements of the Project is documented separately for each civil works package, resulting in a set of reports as below:

Table ES-1: Resettlement Related Plans/Reports prepared for Civil Works Construction Packages

Civil Works Construction Package	Description	Relevant reports for land acquisition and resettlement
BRT Main Corridor		
1	Package 1 Reach 1 (Chamkani Mor to Firdous Cinema)	LARP
2	Reach 2 (Firdous Cinema to Aman Chowk)	Resettlement Plan (RP)
3	Reach 3 (Aman Chowk to Hayatabad)	Resettlement Plan
Building Packages		
5	Eastern Bus Depot	LARP
6	Staging Facility	RP
4	Western Bus Depot	No LAR Impacts

4. This Land Acquisition and Resettlement Plan (LARP) is prepared for Civil Works Construction Package 1 for Reach 1 (Chamkani Mor to Firdous Cinema). The total length of Reach 1 is 7+002 KM. The following chapters provide information on the required land acquisition and accompanying economic and physical losses with a view to minimize, mitigate and compensate these impacts in line with the ADB policies.

B. Limitations of the Report

5. The BRT Peshawar Project is a fast track project, which is designed and implemented with strict time limitations. Lack of sufficient time has created a number of limitations in the preparation of this report, which needs to be dealt with during the implementation. These limitations are briefed below.

- The exact locations and technical designs of PSBRTC Project allied structures of Reach-1, i.e., bus station (08), U-turns flyover (02), pedestrian bridges (08), feeder routes (08) and off-corridor bus stops (102) are either finalized at very late stage of detailed design or very close to being finalized at the time of finalization of this LARP, hence their impacts could not be studied. The design team is committed to avoid any displacement impacts of these allied structures. The Social and Resettlement staff (SRS) under Design and Supervision Consultants (DSC) will study the impacts of those allied structures that fall under Reach 1, soon after finalization of their locations and technical designs during initial phase of the project implementation an addendum to this LARP will be prepared and submitted to PDA for endorsement and submission to ADB for review and approval.

C. Resettlement Plan Related Procedures and Conditionalities

6. The clearing of the right-of-way (ROW) and initiation of civil works in sections with LAR impacts at Reach 1 (1,087 m stretch of Reach 1 covering sections 0+000 to 0+325; 1+000 to 1+020; 3+785 to 3+795; and 6+270 to 6+965) is conditional to following conditions: (i) allocation of the required funds for the implementation of updated LARP by the GoKPK and transfer of funds to PDA for payment of resettlement assistance and to District Revenue Department for payment of land compensation and situated assets; (ii) approval of the updated LARP by ADB, and its disclosure to the public; and (iii) full payment of compensation, resettlement assistance and allowances to Displaced Persons (DPs). Payment of compensation will be monitored by an external party.

7. The impacts of BRT elevated BRT corridor and allied structures in Reach 1 will be studied after finalization of their locations and designs at initial stage of the project implementation and an addendum to this LARP will be prepared and submitted to PDA for endorsement to ADB for review and approval. Works in sites covered by the addendum can commence only after the full payment of compensation, resettlement assistance and allowances to DPs. The Livelihood Restoration Plan will be implemented during the construction phase.

D. Summary of Resettlement Impacts

8. The Reach 1 is 6+965 KM long having 6+965 KM at grade, includes the construction of an access ramp to Eastern Bus Depot (EBD) and restructuring of BRT corridor with

dedicated BRT lanes including ambulance use of BRT at a certain route, mixed traffic lanes, bicycle lanes, sidewalks, green areas, access ramp to EBD, parking facility at 14 stretches, 8 bus stations (one with access through a tunnel), 2 u turns flyover, 9 pedestrian bridges. The resettlement impacts of Reach 1 will occur due to acquisition of private commercial land and situated structures for the construction of access ramp to EBD, demolition of Firdous pedestrian underpass, remodelling/refurbishment of Hashtnagri pedestrian underpass and vacation of the ROW at few stretches. The affected pedestrian underpasses were built on BOT (build, operate and transfer) basis by a construction company named Mohmand Construction Company, on leased land of PDA's (on 33 year lease 1999 to 2032). The physical and economic displacement impacts of Reach 1 will arise due to:

- i. Acquisition of commercial land and demolition of situated commercial and residential structures in Zia Market for the access ramp of Eastern Bus Depot;
- ii. Remodelling and refurbishment of Hashtnagri Underpass;
- iii. Demolition of Firdous pedestrian underpass and construction of alternative market at Firdous pedestrian walking bridge to relocate demolished shops and affected businesses;
- iv. Demolition of the two small community mosques built within the ROW;
- v. Temporary displacement roadside vendors of informal micro businesses from their locations;

9. These impacts are summarized in the **Table ES-2**. Livelihoods of 330 DPs will be directly affected from the project in Reach 1. These people include 4 directors of MCC (main lessee of pedestrian underpasses), 32 sub-lessees of shops and 2 sub-lessees of kiosks (who do not run businesses in the sub-leased shops), 4 Shops owner who rented out shops 15 Sub-lessees who run businesses, 69 business operators and their 109 employees, 3 tenants and 4 owners of affected houses, 49 family members working in shops, 4 underpasses security guards and one khateeb, and 36 static vendors who run roadside micro businesses within the ROW.

10. As shown in the **Table ES-2** below, of the 7002 m stretch of Reach 1, there are no land acquisition and resettlement (LAR) impacts in 5,915 m covering sections 0+325 to 1+1000, 1+020 to 3+785, and 3+795 to 6+270. The LAR impacts are limited to 1,087 m covering sections 0+000 to 0+325; 1+000 to 1+020; 3+785 to 3+795; and 6+270 to 7+002.

Table ES-2: Reach 1 Sections of With / No LAR Impacts

Chainage		Location		Type of BRT Structure	Land Acquisition and Resettlement Impacts or NO	Type of Impacts
From	To	From	To			
0+310	0+325	At Zia Market (back side)	At Zia Market (front side)	Eastern bus depot access ramp	LAR Impacts	Permanent loss of commercial land with structures of shops and houses, loss of income from businesses and loss of employment by their employees, loss of rental income from houses and shops, and permanent loss of a structure of a mosque.
1+000	1+020	Traskoon Hotel	Chamkani Mor Bazaar	BRT main corridor	Resettlement Impacts	temporary impact on income of road side static vendors
3+785	3+795	Dr. Zaheer Memorial	Dr. Zaheer Memorial	BRT main corridor	Resettlement impacts	Impact on a mosque structure built within ROW

Chainage		Location		Type of	Land Acquisition	Type of Impacts
		school	school			
6+270	6+300	Hashtnagri underpass market	Government Higher Secondary School Hasnain Shaheed -	BRT main corridor	Resettlement Impacts	Temporary loss of rental income from leased shops
						Temporary loss of income of shopkeepers, toilet operators and their employees
6+300	6+885	Arbarb Sikander Flyover	Khalifa Hotel	BRT main corridor	Resettlement Impacts	Temporarily impact on income of road side static vendors
6+885	6+910	In front of Khalif Hotel	At entrance of Firdous underpass	BRT main corridor	Resettlement Impacts	Temporary loss of commercial structures of main and sub lessees and temporary loss of their rental income from affected shops, and temporary loss of income of shopkeepers toilet operators and their employees,
6+910	7+002	Firdous Underpass	Ittehad Plaza	BRT main corridor	-	temporary impact on income of road side static vendors
1+020	3+785			BRT main corridor	No LAR Impacts	-
0+325	1+000			BRT main corridor	No LAR Impacts	-
3+795	6+965			BRT main corridor	No LAR Impacts	-

E. Consultation and Participation

11. A long process of consultation and negotiation was carried out from 1 August 2016 to 20 August 2017 to address complex resettlement issues and to resolve them amicably with DPs. Consultations were also conducted with a number of other stakeholders. The DP of underpass markets including main lessee, sub-lessees, and shopkeepers are keen in getting alternative shops at pedestrian bridges and BS tunnel. DPs' and stakeholders' concerns and suggestions have been incorporated in the LARP and Environment Management Plan (EMP). Consultation with DPs and other stakeholders will be continued during project implementation.

F. Entitlements

12. Eligibility to receive resettlement assistance was limited by a cut-off date of 26 December 2016 (for the impacts identified at the preliminary design stage) and 20 August 2017 (for the additional impacts identified at the detailed design stage), the dates of completion of DPs censuses. People moving into the ROW or proposed lands for BRT infrastructure after this date will not be entitled to any compensation and resettlement assistance or rehabilitation. However, any DPs not covered in the census can be enlisted subject to presentation of sufficient proof of their existence at the said locations before the cut-off-date. They will be asked to provide attested copies of their identification cards signed by an elected representative of city government and identification of such DPs will also be verified by a minimum of 5 DPs above the age of 18 year. The Social Team for Implementation of LARP/RP (STRPI) of Project Implementation Unit (PIU) established at Peshawar Development Authority (PDA), the implementing agency for the PSBRTCP with the support of Social and Resettlement Staff (SRS) of Design and Supervision Consultants (DSC) would be responsible for the verification process.

13. A number of measures for restoration of livelihood and rehabilitation of DPs have been defined in the LARP for potentially displaced persons to restore their social and economic status prior to the project. These include:

- i. Compensation of lands and structures at replacement cost;
- ii. Subsistence/transitional allowance;
- iii. Right to shift to alternative locations to vendors to continue economic activity during and after the period of PSBRTC construction;
- iv. Transition cost and rental support for households who have to resettle their houses
- v. Relocation of formal businesses of underpass markets to alternative markets in commercial areas of a pedestrian bridge and extended tunnel of Bus Station, to be constructed under the Project;
- vi. Compensation of rental and business income;
- vii. Additional vulnerability allowance;
- viii. Employment during project Implementation;
- ix. Opportunities for skill up-gradation and income generation;

14. A preliminary Livelihood Restoration Plan (LRP) has been developed as part of the LARP for livelihood restoration of vulnerable and severely affected households on a sustainable manner. After an assessment of the needs and priorities of Affected Households (AHs), a detailed LRP will be prepared during the initial implementation phase of the LARP and will be implemented during construction phase of the Project.

G. Information Disclosure

15. The LARP will be translated into national language (Urdu) and disclosed on the websites of ADB and PDA and/or the project; and the full LARP will be translated into Urdu and made available at key accessible and convenient locations including offices of PDA, TransPeshawar, Transport and Mass Transit Department, city government, district administration,, Urban Policy Unit and other relevant sections of Planning and Development Department, and other places convenient to the DPs representatives (see Annex 10 for DP representatives) and will be disseminated through localized means of communication and face-to-face meetings with DPs. An information brochure in Urdu containing a summary of the LARP will be prepared and distributed to all DPs and their representatives. The STRPI of PIU and SRS of Design and Supervision Consultants will hold meetings with DPs along the corridor and make them aware of important aspects of the LARP, their entitlements, LRP, and the Grievance Redress Mechanism (GRM) through face-to-face communication.

H. Grievance Redress Mechanism

16. A three-tier GRM has been designed to provide a time-bound, early, transparent and fair resolution for DPs and stakeholder grievances. The PIU will undertake public awareness campaigns on the GRM. All complaints received verbally or in writing will be properly

documented and recorded in the Complaint Management Register(s). In addition, an easy-to-access web-based GRM will be implemented.

I. Institutional Arrangements and Capacity Building for LARP Implementation

17. Peshawar Development Authority (PDA) is the Implementing Agency of this LARP. PDA will be responsible for day-to-day implementation/operations of LARP, and will establish adequate and appropriate systems for LARP implementation including institutional arrangements, internal monitoring and reporting. PDA will also manage functions of consultants, contractors, operators and other relevant parties regarding social safeguards management. The Design and Supervision Consultants will carry out the supervision, of the project, including social and environmental management and supervision and monitoring of LARP and EMP implementation.

J. Budget for LARP Implementation

18. The estimated total cost of land acquisition and resettlement for Reach 1 is PKR 131.29 million (USD 1.25 million), which include PKR 12.63million/US\$ 0.12 million cost for acquisition of private commercial land (9.6%), PKR 32.3million/0.307US\$ (24.6%) for structures situated to the affected land, PKR64.435/US\$0.62 (49%) cost of resettlement assistance, PKR10million/US\$ 0.09 (7.6%), for administrative costs and PKR11.93/US\$40.114million (9%) for contingency. An amount of PKR 64.435 million/US\$0.62 million will be disbursed to DPs to provide support against income losses to cover transition period, and PKR10million/US\$ 0.09 million is allocated for capacity building. The LARP budget does not include cost of relocation of public utilities as is included in the overall budget of the project. The payments of resettlement assistance will be disbursed through Finance Department with the support of STRPI of PDA, while payments of land and situated assets (permanents structures, crops, wood and fruit trees) will be made by District Revenue Department/office of District Land Acquisition Collector (Deputy Commissioner).

K. Implementation Schedule:

19. The expected duration of implementation of this LARP is 6 months starting from 3rd week of Oct 2017 and ending 4th week of April 2018.

L. Internal and External Monitoring of LARP Implementation and Evaluation

20. The internal monitoring of LARP implementation will be the responsibility of PDA through STRPI of PIU and with the support of SRS under Design and Supervision Consultants. The PDA will submit the LARP internal monitoring reports to ADB on 6-monthly basis during project implementation.

21. The PIU will engage the services of a firm/NGO or an individual expert, with approval of ADB, to undertake semi-annual external monitoring of LARP implementation. An evaluation of outcomes of the LARP will be carried out after completion of LARP implementation to assess whether activities achieved their objectives. All resettlement monitoring reports will be disclosed to the public.

1 Introduction

1.1 Purpose and Scope of the LARP

1. The Peshawar Sustainable Rapid Bus Route (Peshawar BRT) Project aims at establishing a rapid bus transit corridor to improve Peshawar's urban transport system and helping to improve living standards by providing an alternative transportation system to its residents. It aims at organizing urban growth and public space along the selected corridor through integration of land-use and transport planning (transit-oriented development), making the city more pleasant to live in, providing a holistic solution for integrated urban mobility, and bearing a demonstration value as no modern mass transit system exists in Peshawar yet.

2. As part of the Detailed Design Works, Mott MacDonald Pakistan (MMP) was contracted by Peshawar Development Agency (PDA) in May 2017 in order to update the draft Land Acquisition and Resettlement Plan (LARP) approved by Khyber Pakhtunkhwa Urban Mobility Authority (KPUMA), endorsed by PDA and approved by Asian Development Bank (ADB) in April 2017 based on the project detailed design. It was also disclosed on the ADB website soon after its approval by ADB.

3. As per the requirements of the ADB Safeguard Policy Statement (2009), the Project is committed to identifying the impacts of economic and physical displacement of the Peshawar BRT Project and ensuring that the livelihoods and living standards of displaced persons are improved or at least restored to pre-project (physical and/or economic) levels and that the standards of living of the displaced poor and other vulnerable groups are improved.

4. In order to ease the approval, implementation and monitoring processes, the land acquisition and resettlement requirements of the Project are investigated separately for each civil works package, resulting in a set of reports as provided in Table 1.

Table 1: Resettlement Related Plans/Reports prepared for Civil Works Construction Packages

Civil Works Construction Package	Description	Relevant reports for land acquisition and resettlement
Main Corridor		
1	Reach 1 (Chamkani Mor to Firdous Cinema)	LARP
2	Reach 2 (Firdous Cinema to Aman Chowk)	Resettlement Plan (RP)
3	Reach 3 (Aman Chowk to Hayatabad)	RP
Components/Facilities		
5	Eastern Bus Depot	LARP
6	Staging Facility	RP
4	Western Bus Depot	No LAR Impacts

5. This LARP is for the civil work construction package 1 for Reach 1 (Chamkani Mor to Firdous Cinema) having total length of 6.965 KM at grade. The following chapters provide information on the required land acquisition and accompanying economic and physical losses with a view to minimize, mitigate and compensate these impacts in line with ADB

policies. The draft LARP prepared at the stage of preliminary design was divided into civil works package wise LARPs/RPs, and the LARP of Reach 1 was updated by studying additional impacts and incorporating their mitigation measures based on the changes in the design of Reach 1 at the stage of detailed design, the detail is as under.

- The access ramp of Eastern Bus Depot moved towards the eastern side that affected commercial land, shops and housing units in Zia Market.
- The Hasthnagri pedestrian underpass access ramp to Bus Station 07 (BS07) moved close to this underpass to establish link of this BS with pedestrian underpass to retain its utilization and operationalization of its market, which saved it from demolition and resulted into remodeling and refurbishment of this underpass according to BRT standards, and its tunnel extended towards north side to accommodate the 9 shops that are to be demolished to provide access to the BS07 from inside the underpass.

1.2 Limitations of the Report

6. The BRT Peshawar Project is a fast track project, which is designed and implemented with strict time limitations. Lack of sufficient time has created a number of limitations in the preparation of this report which needs to be dealt with during the implementation. These limitations are briefed below.

- The exact locations and technical designs of PSBRTC Project allied structures, i.e., bus station (32), sub-bus stations (# not known yet), u turns flyover (02), independent pedestrian bridges (08), pedestrian overhead walking bridge with BS (08), feeder routes (08) are either finalized at very late stage of detailed design or very close to being finalized at the time of finalization of this LARP, hence their impacts could not be studied. While the design team is committed to avoid any displacement impacts of these allied structures. The Social and Resettlement Staff (SRS) under Design and Supervision Consultants (DSC) will study the impacts of those allied structures that fall under Reach 1, soon after finalization of their locations and technical designs during initial phase of the project implementation and addendum to this LARP will be prepared and submitted to PDA for endorsement and submission to ADB for review and approval.

1.3 Resettlement Plan Related Procedures and Conditionalities

7. The clearing of the right-of-way (ROW) and initiation of civil works in sections with LAR impacts (1,087 m stretch of Reach 1 covering sections 0+000 to 0+325; 1+000 to 1+020; 3+785 to 3+795; and 6+270 to 7+002) is subject to the following conditions: (i) allocation of the required funds for the implementation of updated LARP by the Government of Khyber Pakhtunkhwa (GoKPK) and transfer of funds to PDA for payment of resettlement assistance and to District Revenue Department for payment of compensation against loss of land and situated assets; and (ii) approval of the updated LARP by ADB and disclosure to the public. (iii) full payment of compensation, resettlement and rehabilitation assistance and allowances to DPs. Payment of compensation will be monitored by an external party. The impacts of BRT 1 KM elevated corridor and allied structures in Reach 1 will be studied after finalization of their locations and designs at initial stage of the project implementation and an

addendum(s) to this LARP will be prepared and submitted to PDA for endorsement and then to ADB for review and approval. The detailed Livelihood Restoration Plan will be developed at initial stage of project implementation and implemented during the construction phase.

1.4 Project Alignment and Division of Civil Works Construction Packages

8. The BRT corridor has a total length of approximately 31 KM out of which 26 KM will be built in phase 1 (EPCM scope) and 5 KM in phase 2. Due to its massive scale, the project is divided into six construction packages as listed in Table 2. The map of Reaches is provided in Annex 1 and the construction packages are briefly explained below.

Table 2: Detail of BRT Peshawar Civil Works Contract Packages

Package No	Package Name	Landmark		Chainage		Length (m)	LAR Impacts/No LAR Impacts
		From	To	Start	End	From	
1	Reach 1	Eastern Bus Depot	Firdous cinema	0+000	6+943	6965	Permanent and temporary LAR impacts
2	Reach 2	Firdous cinema	Aman Chowk	0+000	5+800	5800	Temporary LAR Impacts
3	Reach 3	Aman Chowk	Hayatabad	0+000	11+811	11811	Temporary LAR Impacts
4	Western Bus Depot	Located at Hayatabad Phase- 3	Hayatabad Phase-3	7+290	7+400	110	No LAR Impacts
5	Eastern Bus Depot	Chamkani (village Sardar Garhi)	Chamkani (village Sardar Garhi)	0+005	0+556	551	Permanent LAR impacts
6	Staging Facility	Dubgary Gardens	Dubgary Gardens	1+815	1+845	30	Temporary LAR impacts

Civil Works Construction Package 1: Reach 1 (Chamkani to Firdous Cinema)

9. The BRT corridor starts near Chamkani Mor/crossing and Sardar Garhi and Hargooni villages' junction with G.T. Road / Northern Bypass. The route goes along the G.T. Road at grade until the junction with Ashraf Road at Hashtnagri. Hashtnagri underpass will be constructed by integrating this Underpass to Bus Station 7 to provide access to the station. After passing the Firdous underpass, Reach 1 ends in front of the Firdous Cinema. The Firdous Underpass needs to be demolished.

Civil Works Construction Package 2: Reach 2 (Firdous Cinema to Aman Chowk)

10. Reach 2 remains in the immediate city centre and is the most crowded section of the route. It starts at the Firdous Cinema, turns at left by using the existing Malik Sa'ad Shaheed flyover at the back of LRH hospital, passes from the Soekarno chowk/ Road and Shoba Chowk as an elevated section. On the Railway Road, the elevated BRT section turns right to cross the railway lines and comes in front of the Railway Station near Peshawar Press Club. The BRT continues elevated over SM Road, cross Mall Road and descends at grade near Peshawar Club on Sir Syed Road. It then turns right into Khyber Road and goes underground at Aman Chowk. The Reach 2 ends just after Aman Chowk.

Civil Works Construction Package 3: Reach 3 (Aman Chowk to Hayatabad)

11. The Reach 3 starts after Aman Chowk, mainly at grade except when there are U-turns proposed for the mixed traffic, where BRT goes underground as an underpass. The corridor goes at grade through University Road and Jamrud Road until it turns left onto an elevated portion before Babe-Peshawar, crossing the existing water channel (also called *Khowar*) near Habib Jalib Road towards Tatara Park and joins Ring Road in Hayatabad at grade. After Tatara Park, the BRT corridor is at grade until it goes into a U-turn for BRT corridor on Jamrud Road.

Civil Works Construction Package 4: Western Bus Depot

12. The Western Bus Depot will be located in Reach 3. GoKPK will provide 30 kanal (1.5 hectare) of land for the construction of the Western Bus Depot from the total land of 190 kanal which was previously spared for constructing a sewage treatment plant but was not used and left empty. The depot will be designed to accommodate different type of up to 250 buses and will have vehicles washing area, parking space, workshop, warehouse, rest area and small office for staff.

Civil Works Construction Package 5: Eastern Bus Depot

13. The Eastern Bus Depot (EBS) is planned to be constructed on the land of village Sardar Garhi, UC- Watt Pagaa, for this purpose 174.4 kanal (8.822 hectares) of private agriculture land will be acquired located at the junction of Northern Bypass Grant Trunk Road (GT Road) and Motorway, near Chamkani. The District Revenue Department has already started process of acquisition of this land under the Land Acquisition Act (1894) and has completed the process of section 4 in March 2016 and section 5 in October 2016, but further process of land acquisition is being held due to non-release of funds to PDA by GoKPK. The depot is designed for parking of 250 buses, vehicles washing area, parking space, workshop, warehouse, commercial area with 56 shops, rest area and a small office for staff.

Civil Works Construction Package 6: Staging Facility

14. Staging Station is located in Reach 2 at the Dubgari Gardens on Railway Road which is located in the middle of BRT. This staging station facility will be used for parking of buses during off-peak hours, a portion of fleet will be put off-service on a stand-by mode, ready to be deployed during peak hours. It is designed as a multi-story parking facility, on the ground floor there will be bus parking facility (road level) and a commercial area with 55 shops, similarly on first-floor park and ride facility will be provided and a commercial area with 57 shops, on 3rd floor the office of TransPeshawar will be constructed.

Technical Parameters of Package 1 Reach 1 Corridor

Route Length:

- Total length: 7+002 KM

- At-Grade: 7+002 KM

Stations:

- Total: 8 stations
- At-grade: 8 bus stations (7 with pedestrian bridges, 3 with underpass)
- Off-corridor bus stations:

Minimum curve radius:

- Main Grand Trunk Road 120 meter, and on intersections 12 meter with tight curve with speed of maximum 20KM/Hr

Allied structures:

- Flyover
- Feeder routes

Maximum gradient:

- 4.5% on ramps

Dedicated Lane Structure

Lane Width

- Between stations: 3.5 meter
- At stations: 3.2 meter (passing lane), 3.2 meter (stopping lane)

Pavement type:

- Plain cement concrete for BRT and flexible Asphalt Pavement for mixed traffic carriageway and service roads.

1.5 Construction Camps and Work Force

15. There will be one contract for civil works package of Reach 1. The selected Contractor will have the option to select suitable site(s) to establish the construction and labour camps. If private land is selected, the contractor will enter into a formal written contract with the private owner and will also restore the land at the time of termination of the contract.

1.6 Project Construction Schedule

16. The project construction phase is expected to last in 6 months with the activity expected to commence in the fourth quarter of 2017 and completed by the 3rd quarter of 2018, the contract period for Reach 1 is 6 months.

1.7 Justification and Need for Project

17. Peshawar city is greatly in need of a good quality mass transit system for its residents that face many logistical difficulties on a daily basis. The major issues in the Peshawar public transport sector are as follows:

- Passengers are exposed to serious accidents due to poor driving behaviour, particularly during the boarding and alighting of passengers from vehicles
- Buses are poorly maintained and lead to high consumption of fuel
- Bus stops are non-existent and buses stop randomly whenever a passenger is standing on the route
- Buses are overcrowded, and at times passengers are hanging on the bus railings
- Conductors are rude and offensive
- Drivers and conductors are at times under substance abuse while on duty
- Women and boys face harassment by fellow passengers and conductors.
- Lack of gender and socially exclusive public transport facilities

18. Although there are many reasons to justify the need for BRT in Peshawar, however the main objective of implementing the proposed project socially and gender exclusive public transport services and comfort to passengers and their timesaving. BRT lanes can increase the bus travel speed and it should be built on a corridor where many public transport users travel and endure delays. The proposed BRT project is expected to mitigate congestion for car users, especially in areas where buses block entire roads to pick up passengers. A BRT system generally gives priority to public transport passengers, but can also greatly improve conditions for mixed traffic by solving the congestion problem caused by stopping buses. BRT is an effective way to use space to move people. One BRT lane of 3.5 meters can move up to 10,000 passengers per hour in one direction, whereas three (03) traffic lanes of 3 meters wide can only move a total of 4,500 to 6,000 people per hour (high capacity passenger) in one direction.

19. The BRT project can be used as an opportunity to restructure the entire public transport industry, from Minibus and bus, Wagon etc. With the BRT implemented, the government will have more bargaining power to reform the public transport in Peshawar. BRT could be used as an opportunity to bring professional bus operating companies to run in Peshawar and show the best practice model to the existing operators. A positive impact on the environment is expected from the proposed BRT project due to the use of a cleaner and more fuel-efficient fleet as well as reduction in vehicular exhaust emissions because of reduction in distance travelled by private vehicles. There are also a number of economic benefits associated with the proposed BRT project due to the timesaving of both the public transport and private vehicle passengers. In addition, since there is no formal bus industry yet in the city, the BRT will open up formal employment associated with the BRT. In comparison to rail based mass transit system, BRT offers flexibility and is easy to expand. Dedicated BRT lanes can increase bus travel speed significantly.

1.8 Measures to Minimize Resettlement

20. All possible efforts were made to minimize land acquisition and resettlement impacts by avoiding acquisition and utilization of full ROW, where a large number of commercial, residential, community and public structures encroached in the ROW, and acquisition of private land. In order to minimize the LAR impacts the design was carefully designed and only available width was utilized. Steps were taken to confine the BRT corridor of impact within the available width of government owned ROW, facade to facade, even at few narrow stretches i.e. back of LRH Hospital, Shaba Bazaar, Sunehri Masjid Road etc. The ROW is under the administration of different departments that include National Highway Authority (NHA), Peshawar Development Authority (PDA), Peshawar Cantonment Board (PCB) and Communication and Works Department (C&W), in consultation with stakeholders particularly potentially displaced persons. Their suggestions were incorporated in the design, where it was technically feasible. The incorporated suggestions include:

- Saving of Hashtnagri Underpass from demolishing and establishing a link of this underpass with the BS07 through construction of a tunnel. Furthermore, the tunnel is extended in order to provide alternative shops 9 shops that are to be demolished to provide access of underpass commuters to BS 07.
- Change in the originally proposed location for access ramp to EBD, to avoid impact on prime commercial land of the DPs.

I. Geometrics

21. Figures 1 and 2 illustrates how impacts to private land and properties were minimized through modification of geometrics at locations with limited ROW or land availability along specific stretches.

II. Cross-Sections

22. At cross-sections where the existing RoW allows, the design covers a width of 80 m whereas in narrow parts of the road, the cross sections were reduced up to minimum width of 48 m. The service roads at some places have been retained or merged into motorized traffic. A typical cross-section of BRT is shown in Figure 1 below.

Figure 1: Typical Cross Section of Peshawar BRT

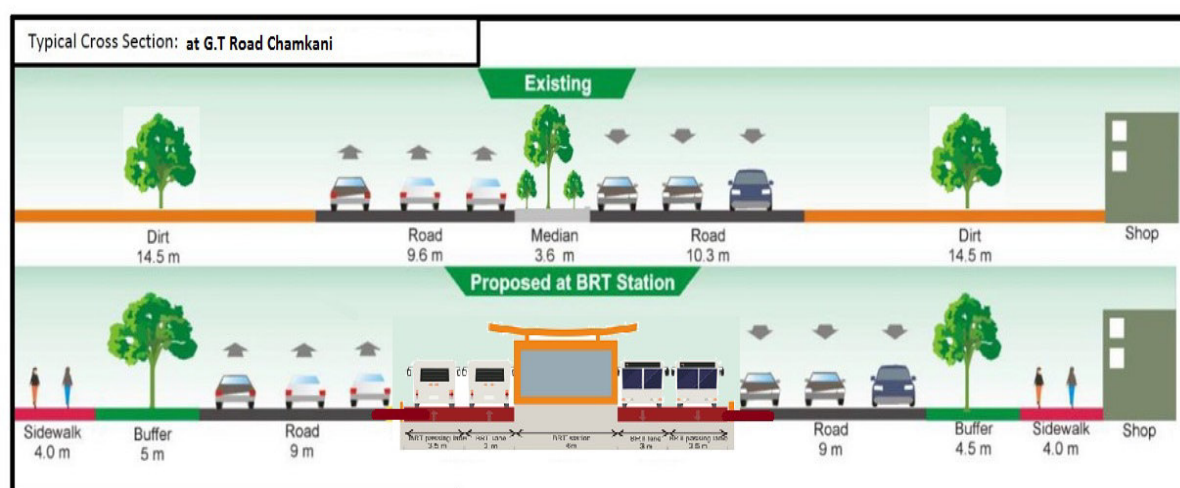
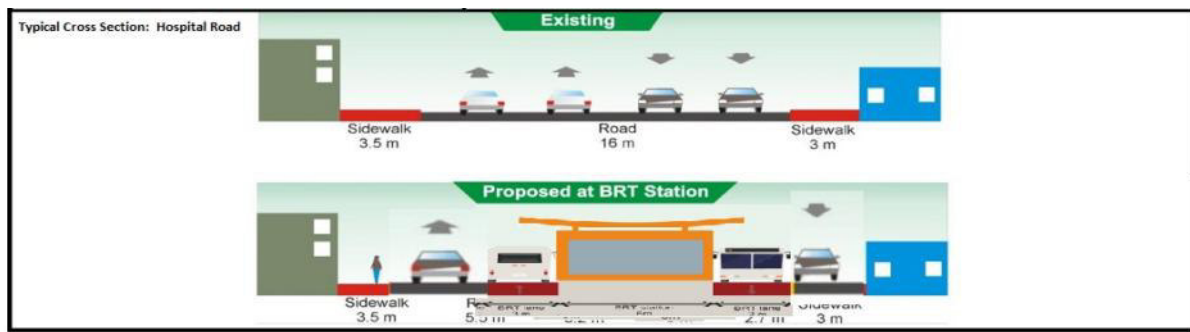


Figure 2: Typical Cross Section of Bus Station



III. Bus Stations

23. The detailed design proposes a total of 8 bus stations at Reach 1 with an average of 900 meters distance in Reach 1. The longest station to station distance is approximately 1,500 meters and lowest is 400 meters (see Annex 2 for drawings of typical bus stations). At BRT stations, land acquisition was avoided through design of the stations in a physically staggered fashion, which also enables provision of an additional lane for overtaking BRT buses; the length of longest bus station is 205 meters while shortest one is 55 meters.

2 Scope of Land Acquisition and Resettlement in Reach 1 (Chamkani Mor to Firdous Cinema)

24. The restructuring/construction of the Reach 1 includes construction of an access ramp to Eastern Bus Depot (EBD) and BRT main corridor. The resettlement impacts will occur due to construction of access ramp to EBD, demolition of Firdous Underpass, remodeling and refurbishment of Hashtnagri Underpass and temporary vacation of ROW. A detailed GIS map of Reach 1 is provided in Annex 3. The infrastructure development in Reach 1 includes BRT dedicated lanes including ambulance use of BRT at a certain route, mixed traffic lanes, bicycle lanes, parking facility stretches at 14 different locations, 08 bus stations, 07 independent pedestrian bridges 08 feeder roads, 2 u turns flyover, while the number of sub-bus stations are not known yet. The physical and economic displacement impacts of the construction of access ramp to the EBD and construction of BRT main corridor have been studied while the impacts of the 1 KM elevated corridor, 8 bus stations, 07 pedestrian bridges, 01 overhead pedestrian walking bridge 02 U-turns flyover, 08 feeder roads, off corridor bus stations and sub-bus stations (# yet to be finalized) could not be studied. The designs of these allied structures are either finalized at very late stage of detailed design or very close to being finalized, at the time of finalization of this LARP. The design team is committed to avoid any displacement impacts of these allied structures. The Social and Resettlement staff (SRS) under Design and Supervision Consultants (DSC) will study the impacts of those allied structures that fall under Reach 1, soon after finalization of their locations and technical designs, during initial phase of the project implementation, and addendums to this LARP will be prepared and submitted to PDA for endorsement and to ADB for review and approval. The major impacts at Reach 1 will arise due to:

- i. Acquisition of commercial land and demolition of commercial structures/shops and housing structures in Zia Market for the construction of access ramp of EBD;
- ii. Remodelling and refurbishment of Hashtnagri Underpass
- iii. Demolition of Firdous Underpass Demolition of the two small community mosques built within the ROW
- iv. Temporary displacement non-titleholder roadside static vendors from their business locations.

25. These impacts are summarized in Table 3 and explained in the following Sections. Total length of Reach 1 is 7002 m, out of which, there will be no land acquisition impacts in 5,915 m covering sections 0+325 to 1+1000, 1+020 to 3+785, and 3+795 to 6+270. Land acquisition and resettlement impacts are limited to 1,087 m covering sections 0+000 to 0+325; 1+000 to 1+020; 3+785 to 3+795; and 6+270 to 7+002. As emphasized in Section 1.3, in the sections where land acquisition and resettlement (LAR) impacts are identified, civil works will not be allowed to commence until compensation and resettlement assistance is fully provided to the DPs and verified by an external monitor.

Table 3: Summary of Impacts in Reach 1 (by Chainage)

Chainage		Location		Type of Construction Activity	Impact Temporary / Permanent and Category of Displaced Persons	Affected Asset/Income	No. of Affected HHs	Total without Duplication
From	To	From	To					
0+310	0+325	Back of Zia Market	Upto front of Zia Market	Eastern bus depot access ramp	Permanent impact on titleholders	Permanent loss of commercial land and situated structures of 9 shops, 1 workshop, 2 houses, 2 residential quarters, 2 garages and loss of rental income from 9 shops, 1 workshop and 41house and 2 residential quarters	4	4
0+310	0+325	Back of Zia Market	At the front of Zia Market	Eastern bus depot access ramp	Permanent impact on housing tenant	The tenants of houses will lose their accommodation place (none of them will lose income)	3	3
0+310	0+325	Back of Zia Market	Front of Zia Market	EDB access ramp	Permanent impact on business income	Loss of business spaces and income by 9 shop tenants and a tenants of workshop	9	9
0+310	0+325	Bank of Zia Market	Front of Zia Market	EBD access ramp	Permanent impact on income of shops employees	Loss of employment by employees of shopkeepers	12	12
0+310	0+325	Back of Zia Market	Front of Zia Market	EBD access ramp	Permanent impact on income of salaried family members	Loss of employment by salaried family members of shopkeepers	4	4
0+310	0+325	On the left, in front of Leather Go downs	Opposite to Insaaf Mehmood Hotel	Demolition of a small informal mosque	Permanent impact on structure of a mosque, constructed	1 mosque will be demolished (located near Chamkani	0	0

Chainage		Location		Type of Construction Activity	Impact Temporary / Permanent and Category of Displaced Persons	Affected Asset/Income	No. of Affected HHs	Total without Duplication
From	To	From	To					
					within ROW	Mor) having no employee		
1+000	1+020	Traskoon Hotel	Chamkani Mor/ Bazaar	Displacement of vendors	Temporary impact on income of road side static vendors	Temporarily displacement of vendors from their business locations.	4	4
3+785	3+795	Opposite to Haji Camp Ada (General Bus Stand)	Opposite to Haji Camp Ada (General Bus Stand)	Demolition of a small mosque	Structure of Greenbelt mosque/ Hajji Camp Bus Stop and its employee (Khateeb), constructed within ROW	Loss of income of a khatib (prayer leader), who will lose his job	1	1
6+270	6+300	Adjacent to at the entrance to Karim pura	Opposite Moulvi Ji Hospital	Refurbishment of Hashtnagri Underpass	Temporary impact on rental income of main lessees of Hashtnagri Underpass	Loss of rental income for main lessee (directors of MCC, a company) Note: 4 directors of MCC common for both the underpasses	-	-
6+270	6+300	Adjacent to the entrance to Karim Pura	Opposite Moulvi Ji Hospital	Refurbishment of Hashtnagri Underpass	Temporary impact on income of sub-lessees, who run business in their shops located in Hashtnagri Underpass Market	Loss of rental income for sub-lessees	5	5
6+270	6+300	Adjacent to at the entrance to Karim pura	Opposite Moulvi Ji Hospital	Refurbishment of Hashtnagri Underpass	Temporary impact on income of sub-lessees who run businesses in Hashtnagri Underpass market	Loss of business income for sub-lessees,	10	10
6+270	6+300	Adjacent to at the entrance to Karim pura	Opposite Moulvi Ji Hospital	Refurbishment of Hashtnagri Underpass	Temporary impact on income of business operators/ tenants of Hashtnagri Underpass	Loss of business income	29	29

Chainage		Location		Type of Construction Activity	Impact Temporary / Permanent and Category of Displaced Persons	Affected Asset/Income	No. of Affected HHs	Total without Duplication
From	To	From	To					
					shops			
6+270	6+300	Adjacent to at the entrance to Karim pura	Opposite Moulvi Ji Hospital	Refurbishment of Hashtnagri Underpass	Temporary impact on employees of Hashtnagri Underpass shopkeepers	Loss of livelihood for employees including 2 security guards during construction	36	36
6+270	6+300	Adjacent to at the entrance to Karim pura	Opposite Moulvi Ji Hospital	Refurbishment of Hashtnagri Underpass	Temporary impact on income of salaried family members of Hashtnagri Underpass shopkeepers	Loss of livelihood	10	10
6+300	6+885	Arbarb Sikander Flyover	Khalifa Hotel	Displacement of vendors	Temporary impact on business income of roadside static vendors	temporarily displacement of vendors from their business locations	19	19
6+885	6+910	Firdous Underpass	Adjacent to Khalifa Hotel	Opposite to Faqir Abad	Temporary impact on income of main lessee, MCC, a company	Loss of rental income for 4 directors of main lessee	4	0
6+885	6+910	Firdous Underpass	Adjacent to Khalifa Hotel	Opposite to Faqir Abad	Temporary impact on sub-lessees, who do not run business in their shops	Loss of rental income for sub-lessees	29	19
6+885	6+910	Firdous Underpass	Adjacent to Khalifa Hotel	Opposite to Faqir Abad	Temporary impact on income of sub-lessees who run business in their shops	Loss of business income for sub-lessees	10	10
6+885	6+910	Firdous Underpass	Adjacent to Khalifa Hotel	Opposite to Faqir Abad	Temporary impact on shop tenant	Loss of business income for shop tenants	31	
6+885	6+910	Firdous Underpass	Adjacent to Khalifa Hotel	Opposite to Faqir Abad	Temporary impact on loss of shopkeepers 'employee income	Loss of livelihood for employees including 2 security guards during construction	62	
6+885	6+910	Firdous Underpass	Adjacent to Khalifa Hotel	Opposite to Faqir Abad	Temporary impact on income of working family	Loss of livelihood for relatives of shopkeepers	35	35

Chainage		Location		Type of Construction Activity	Impact Temporary / Permanent and Category of Displaced Persons	Affected Asset/Income	No. of Affected HHs	Total without Duplication
From	To	From	To					
					members of shopkeepers	who work as employees		
6+910	7+002	Firdous Underpass	Ittehad Plaza	Opposite to Faqir Abad	Temporary impact on business income of non-titleholder road side static vendors	temporary displacement of vendors from their business locations	13	13
Sections with no LAR Impacts								
0+325	1+000	Chughal Pura	Malid Sikandar flyover	No LAR impacts	-	-	0	
1+020	3+785			No LAR impacts	-	-	0	
3+795	6+270	Chughal Pura	Malid Sikandar flyover	No LAR impacts	-	-	0	
Total							330	

2.1 Physical Impacts

2.2 Acquisition of Commercial Land in Zia Market for the Construction of Access Ramp to Eastern Bus Depot

26. The access ramp of the EBD passes through the Zia Market and will impact 12.5 marla (3403.131 Sq.ft) of commercial land in Zia Market having 2 storey multipurpose building and a single storey auto workshop. The double storey building has 9 shops, 2 garages, and 2 residential quarters (area 3234.9 Sq.ft) on the ground floor and 2 houses (area 4623.6 Sq.ft) at the first floor, owned by 4 titleholders (1 male and 3 female). All 9 shops and the workshop are rented out to 9 tenants with 12 employees and 4 salaried relatives, who work with shopkeepers. The details of structures are provided in Table 4. The names of the DPs are presented in Annex 4.

Table 4: Detail of Measurement of Affected Structures at Zia Market (Ground Floor)

Type of Structure	Length	Width	Height	Thickness of Wall	Roof Type
Shop no 1	44	7	10	9"	RCC
7 shops	15	12	10	9"	6" R.C.C slab
Shop no 9	14	12	10	9"	precast blocks
Garage no 1	19	13	10	9"	Precast blocks
Garage no 2	29	14	10	9"	precast blocks
Workshop	75	53	20	9"	precast blocks

27. The demolition of housing structures will displace 4 households, the owner of the house (Zia Market) and 3 tenants, from their houses, the two tenants who live in quarters are poor, only earner of one household is a rickshaw driver and other household's earner works in a workshop on ring-road, both earn PKR 15000– 20000 per month. The tenants living in a house on first-floor, adjacent to the house of owner, is quite well-off (having his own auto spare-parts shop in Chamkani and his brothers live abroad who send remittance to him. None of the members of these affected houses work in Zia Market, hence their income will not be affected due to demolition of Zia market shops. According to two tenants (living in two quarters), they have their fore-fathers homes (one tenant's home is located in village Hargooni & the other tenant's fore-father's home is located in village Sardar Garhi). Both tenants of the quarters pay PKR3000/month rent to the owner while the tenant living on first-floor pays PKR10,000/month rent. Due to dislocation, the project will pay one time housing allowance and one time shifting allowance to each affected household, due to loss of residential place.

2.2.1 Livelihood Impacts

28. The affected shopkeepers of Zia Market are operating businesses of auto spare parts and provide auto repair and maintenance services in 9 shops and in 1 workshop in rented shops and workshop. They will lose their business place and will need to re-establish their businesses in alternative locations. Furthermore 12 employees and 4 salaried relatives working at these shops and workshop will also lose their jobs. During the census and consultation meetings with the shopkeepers, they stated, the most desirable alternative place for relocation of their businesses is Ring-Road, which is relatively near, rent-wise cheaper than other locations and most importantly having better opportunities for their businesses. The duration of impact will depend on the success of their businesses at new locations.

2.3 Impact on Pedestrian Underpasses and their Markets:

29. The affected pedestrian underpasses were built on BOT (build, operate and transfer) basis by a construction company named Mohmand Construction Company (Pvt) Ltd, on leased land of PDA (on 33 year lease 18.9.1999 to 18.9.2032). The signatory of lease include representatives of Revenue Department, Municipal Administration, Communication and Works Department and two private members. The 4 directors of Mohamand Construction Company (MCC) are the main lease holders; refer as lessees in this LARP. Both of the underpasses are having shops built on both sides of the walkways. According to the lease agreement, MCC is empowered to rent or lease out any shops against non-refundable premium. The MCC is responsible to fix a reasonable rent of the shops. The rent once fixed is automatically increases by 15% at the end of every 3 year. The MCC pays 10% of the total monthly rent to the GoKPK through PDA. The Hashtnagri underpass market named Noor Center is having 41 shops (4 shops having adjacent stores), 1 kiosk and 2 toilets, the Firdous underpass named Gull Center is having 43 shops (6 shops having adjacent stores), 2 kiosks and 2 toilets. MCC leased out 19 shops, 1 kiosk and 1 independent store in Hashtnagri underpass, 29 shops and 2 kiosks in Firdous underpass against one time lump sum premium and refer as sub-lessees in this LARP. The shops are converted into toilets to provide services to shopkeepers, which are also used by general public by paying user charges. In Hastnagri underpass 1 impendent store and 6 shops and are closed. In case of termination of lease by the GoWFP/PDA before the expiry of lease

period for no fault of the “lessee” shall be entitled for compensation at market rate of the shops. The covered area of Hashtnagri Underpass is 10044 Sq.ft (the covered areas of shops on both side including stores is 6044 Sq.ft and the length and width of the underpass between shops is 4000 Sq.ft). The average shop size is 13.5x8.3 ft. Moreover, 58% shops size is 15x9 ft. and 22% shops size is 10x7 ft. The covered area of Firdous underpass is 12,900 sq./ft. and size of 75% of the shops have an area of 165 sq./ft. Annex 5 presents a drawing of the previously built Firdous and Hashtnagri underpass and Annex 6 provides information on DPs including current shop sizes and detail of lessee, sub-lessees, tenants and business operators.

2.4 Remodeling and Refurbishment of the Hashtnagri Pedestrian Underpass and Its Market

2.4.1 Physical impacts

30. The Hashtnagri pedestrian underpass will be remodelled and refurbished and integrated to the Project as a pedestrian tunnel to access to BS 07, which will cause demolition of 9 shops. All shops will be refurbished and 9 alternative shops will be built in the pedestrian tunnel. A summary of Hashtnagri shops is presented in Table 4. The final drawing of remodelled and refurbished Hashtnagri underpass is provided as Annex-7.

Table 5: Detail of Business Structures in Hashtnagri Pedestrian Underpass Market

Type of Shop	Number	Remarks
Total number of permanent and functioning shops (4 shops with adjacent stores)	35	The businesses in these shops will be affected.
Number of shops that are closed	6	5 shops have never been rented out.
Number of kiosks	1	Kiosks are made of CGI sheets and can easily be relocated and reinstalled
Number of toilets	2	Provide paid services and run as business
Independent store	1	The store is closed and has never been rented out
Total	45	

2.4.2 Livelihood impacts

31. In Hashtnagri Underpass, having shops on both sides of walkway, there are permanent structures of 43 shops and 1 independent store, and 1 temporary kiosk. The 35 shops, 1 kiosk and 2 toilets have operational businesses while 6 shops and the store are closed. The lessee of 22 shops and 2 toilets is MCC and 21 shops, 1 kiosk and 1 independent store are sub-leased by MCC to individual sub-lessees. The main businesses in this underpass market include selling perfumes, electronic items, garments, plastic shoes/sandals and few shops of medicines. The rent of shops at Hashtnagri Underpass ranges from PKR3, 000 to PKR40,000 per month and average rent is PKR25000/month.

32. During the remodelling and refurbishment activities, the businesses in the Hashtnagri underpass market will be temporarily closed. The 38 business operators will lose their business income for a period of around 6 to 12 months depending on the duration of

remodelling and refurbishment activities. In addition to this, 9 shops need to be demolished to provide access to the nearby bus station (07); these businesses will be relocated to alternative shops to be constructed in the access tunnel of the BS that will be extended towards north side to build 9 alternative shops. The construction activities will also affect the livelihoods of 35 shop employees, 10 salaried family members and 2 security guards.

2.5 Demolition of Firdous Pedestrian Underpass and Its Market and Replacement with Firdous Pedestrian Bridge

2.5.1 Physical Impacts

33. The Firdous pedestrian underpass, having shops on both sides of walkway, will be demolished and the market and underpass pedestrian walkway will be replaced with Firdous Pedestrian overhead walking bridge with shops on both sides along BS08. Presently it has 45 permanent commercial structures and 2 moveable structures of kiosks, out of which 2 shops are converted to commercial toilets (Table 6).

Table 4: Number of Business Structures in Firdous Underpass Market

Type of Shop	Number	Remarks
Total number of permanent and functioning shops (6 shops have adjacent stores).	44	These shops are the ones that will be mainly affected by the Project
Number of kiosks	1	Kiosks are made of CGI sheets and can easily be relocated and reinstalled
Number of toilets	2	Provide paid services and run as business
Total	47	

2.5.2 Livelihood Impacts

34. MCC is the main lessee of 16 shops and 2 toilets, while individual sub-lessees, who have purchased sub-lease from MCC, have 29 shops and 2 kiosks. Among individual sub-lessees, one of them is a female headed household. The project will temporarily affect the source of rental income of the main and sub-lessees (in total 50 people that also include 4 directors of MCC). The income of 62 employees of the shops as well as 35 family members of shopkeepers working in the shops and 2 security guards will also be temporarily affected. Annex 7 presents the drawing of the new market at Firdous Pedestrian Bridge.

2.6 Displacement of Vendors

2.6.1 Physical Impacts

35. There are total 36 roadside static vendors of micro businesses, who operate businesses within the ROW, who will be temporarily dislocated from their business locations at Reach 1 that include 4 vendors selling their goods between Traskoon Hotel and Chamkani Mor Bazaar, 19 vendors between Arbarb Sikander Flyover and Khalifa Hotel and 13 vendors between Firdous Underpass and Ittehad Plaza. The construction activities are expected to displace the vendors temporarily for 6 to 12 months. As the vendors use mobile carts and tables, there will be no impact on their vending means. For the entitlement criteria of the vendors, see Section 5.10. The vendors of Chamkani Bus Stop sell fruits, fresh juice

and on wooden carts or and have been doing businesses for the last 2 to 4 years. The vendors of Hashtnagri Bus Stop have been doing business at these locations for the last 20 to 40 years. The key vending businesses are selling/ providing services of tobacco snuff/naswar, traditional sweets, watch repairing, maize/corn, garments, cobbler/shoe-repair, and shoe polishing. These locations are business hubs for the surrounding areas. Generally, there is a huge volume of pedestrians due to the underpass pedestrian traffic, which is quite beneficial for the vendors. The other vendors mainly sell fruits, toys, savoury snacks (channa). The fruit sellers use movable wooden carts while the rest of them use floor mats and wooden tables. The vendors faced temporary dislocation in the past due to time to time road expansion at their locations and will be dislocated again due to BRT construction.

2.6.2 Livelihood Impacts

36. The Project is expected to cause temporary adverse impact on the livelihoods of the vendors who will lose their business locations during the construction period. Potential new areas for the relocation of these vendors are identified as Chamkani Village Bazaar, Sikander Pura or Nishter Abad Bazaar and Karim Pura Bazaar. These vendors will relocate themselves and resume their businesses at new business locations. The vendors of Chamkani Bus Stop/ Mor would relocate to Chamkani village bazaar, vendors of Arbab Sikander Flyover and Khalifa Hotel to Sikander Pura or Nishter Abad Bazar or in Karim Pura Bazar, similarly vendors sitting at Firdous Underpass can relocate to Under Sher Bazar, Bacha Khan Chowk or inside of Vegetable Market. The duration of impact will depend on the success of vending at these locations.

2.7 Demolishment of Two Small Mosques

2.7.1 Physical impacts

37. The permanent structures of two small mosques will be demolished; both mosques are built within the ROW. One mosque is located near Chamkani Mor, it has a boundary wall at three sides of (15x10x10 ft.) with a height of 3 ft. and pacca floor with a roof of gallivanted iron sheet having an area of 15ftx15ft. The other mosque located at Hajji Camp Adda/Bus Stop, it has a covered area of 1,572 Sq.ft. There is an organizing committee for Hajji Camp Adda mosque, which will receive the cost of compensation for the structure. The committee will find an alternative location to construct the mosque using the compensation money and may also raise funds from local shopkeepers, if needed. The Chamkani Mor mosque does not have any organizing committee or care takers.

2.7.2 Livelihood Impacts

38. The covered Hajji Camp Adda mosque has a Khateeb (prayer leader) who will lose his job due to demolition of this mosque. The other mosque is founded by Hajji Usman (late), the mosque does not have formal Imam (prayer leader). No one claims to be the administrator of the mosque. If claimed, the compensation will be paid to the family of Hajji Usman instead of administrative committee. The detail of structure of mosques, employees and administrative arrangements is given in Table 5 below:

Table 5: Detail of Affected Mosques

Sr. No	Name of Mosques	Location	Detail of Affected Structure	Information about Administrator/Head/Caretaker
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Sr. No	Name of Mosques	Location	Detail of Affected Structure	Information about Administrator/Head/Caretaker
1	Green Belt Mosque (Hajji Camp Bus Stop) No formal name	In front of Peshawar/ Lahore Goods Transport Company, opposite of Hajji Camp Adda/bus stop, constructed within ROW of the National Highway Authority.	Total covered area is 1572 Sq.ft Pacca floor and brick wall on 3 sides and corrugated galvanized iron (GI) sheet shed over the corridor of 72 x 30 ft., and a place for ablution/ washing pad.	Hajji Misri Khan is the Administrator of this mosque and Qari Muhammad Zaman is the Imam/prayer leader of this mosque. The local shopkeepers pay PKR4500/ month salary to the imam and he also teaches Quran to the children of this locality.
2	No formal name	Near Chamkani Mor, opposite to Suzuki - Paradise Motorcycle showroom & in front of Hajji Usman leather workshop, constructed in green belt of National Highway Authority.	Permanent structure with floor & 3 sides boundary wall of 15 ft., 10 ft., 10 ft. with a height of 3 ft. and a corrugated galvanized iron (GI) shed of 15 X 15 ft.	The mosque is founded by Hajji Usman (late), the mosque does not have formal Imam (prayer leader), usually a passer-by stop to pray. No one claims to be administrator/ head/ care taker of the mosque. But compensation will be paid to the family of Hajji Usman.

2.8 Loss of Parking Spaces within the Right of Way

39. The consultations, during the preparation of preliminary design LARP, with drivers and owners of parking vehicles were conducted to take their opinion about alternate parking locations, after construction of BRT. Their preference of commercial vehicles was to park their vehicles at the main road to attract business. TransPeshawar Company (TPC) needs to develop a parking policy for the BRT corridor to provide parking facility to the public for the safe and organized parking of their vehicles along the BRT to avoid traffic congestion and other hazards. The parking facilities could be built along the BRT corridor or on feeder roads on Private Public Partnerships (PPP).

2.9 Relocation and Rehabilitation of Public Utilities

40. The preliminary design identified impact on a number of public utilities. These include water supplies, drainage system, telecommunication infrastructure including optical fibre cable owned by PTCL and Wateen Telecom, gas and electricity supply poles and transformers. Temporary ambulance stations, police/ security check posts will also need to be relocated. TMTD has already held meetings with the utility institutions to submit their plans for relocation or redesign of these utilities. The detailed design consultants will review these plans and suggest remedial measures to avoid damages or disruptions of services during civil works. Where plans and drawings will not available, the contractor will review by field observation and in liaison with experienced utility personnel, and report such locations and services to PDA in the pre-construction stage. Mitigation measures to be developed in the contractor(s)' pre-construction stage EMP and will require the contractor to:

- i. reconfirm as early as possible, the power, water supply, drainage and telecommunication and other systems likely to be interrupted by the works and any additional trees to be cut near utilities;

- ii. contact all relevant local authorities for utilities and affected people to plan re-provision of power, water supply, drainage, telecommunication and other affected systems;
- iii. relocate and reconnect utilities well ahead of start of construction works and coordinate with the relevant utility companies for relocation and reconnection well before works start and include compensatory tree plantation;
- iv. inform potentially affected communities well in advance;
- v. Arrange reconnection of utilities in the shortest practicable time before construction starts; and
- vi. If utilities are accidentally damaged during construction, it will be reported to the TMTD/DSC and utility authority, and repairs will be arranged immediately at the contractor's expense.

41. The PIU will conduct an extensive public information campaign and inform the public about any disruptions, in advance, and their relocation/repair will be ensured in shortest possible time.

42. Additional due diligence will be conducted prior to mobilization of civil works to identify the potential impacts on existing services, utilities, infrastructure and livelihood due to construction of BRT and related infrastructure particularly impacts on livelihood activities of local population/businesses along the BRT corridor and measures will be defined to eliminate the impacts. In case additional LAR impacts emerge or are identified during the Project implementation an addendum to the LARP will be prepared and submitted to ADB for review to fully and sufficiently mitigate all adverse impacts.

2.10 Mitigation against Loss of Temporary Access

43. There will be temporary impacts on mobility and access of people due to construction of the BRT, which will be managed by the civil works contractors during the construction period, to ensure no inconvenience to the people. A traffic management plan is also prepared for this purpose as part of the EMP. The contractor has to identify the impacts and address them during the construction.

3 Socio-economic Information and Profile

3.1 Methodology of Census and Socio-economic Survey

44. The LARP updating process adopted the same methodology and formats/templates of the draft LARP for census and field surveys and studies that were used to prepare draft LARP of preliminary design stage. The survey tools used for the field studies are presented in Annex 8*. It was essential to use the same survey tools in order to combine the databases of the two studies. The main changes from preliminary design to the detailed design can be summarised as:

- Change of BRT route from Saddar Road to Suneheri Masjid Road (hence 169 vendors are no longer affected),
- Change in the location for access ramp to Eastern Bus Depot (affecting the 12.5 marla of commercial land of Zia Market with 9 shops, a workshop, 2 garages, 2 houses and 2 residential quarters),
- Shifting of BRT alignment from Khyber Bazar Road to Malik Saad flyover Road at the back of LRH hospital,
- Change in the location of BS1 ,
- Integration of Hashtnagri pedestrian underpass to BS07 by remodelling and refurbishment (this way Hashtnagri pedestrian underpass will no longer be permanently demolished), and construction of extended tunnel towards north side of the underpass to build 9 alternative shops, which will be demolished for remodelling,
- Designing of an alternative market at Firdous Pedestrian overhead walking Bridge with shops on both sides along BS08,
- Change in the design of BS02 to save 12 shops of Chugul Pura from demolition and to avoid impact on the front/face of a prime commercial plot.

45. In order to update the existing data, the below tasks were undertaken for the LARP for Reach 1:

- Census of Zia Market DPs (4 titleholders of commercial land having structures of (i) 9 shops, 2 garages and two residential quarters at the ground floor; (ii) 2 houses at the first floor; (iii) and a single storey workshop), 10 shopkeepers and their 16 employees, 3 tenants of affected houses).
- 169 non affected vendors were taken out of the database,
- Name lists and data collected in surveys were cross checked,
- Data was coded and verified and one database was established for the entire project.

46. The below socio-economic analysis of DPs is based on the consultations, field studies and socio-economic survey of a sample of 25% DPs of draft LARP prepared at the stage of preliminary design, after excluding those DPs for which impact was avoided during the detailed design, and consultations, field studies and socio-economic survey of a sample of 25% additional DPs for which impacts were studied based on detailed design by using the combined socio-economic database of the field studies of preliminary and detailed design.

3.2 Number of Displaced Persons

47. The investigations suggest that the livelihoods of a total of 330 DPs will be directly affected from the project in Reach 1. These people include 4 directors of MCC (main lessee of pedestrian underpasses), 32 sub-lessees of shops and 2 sub-lessees of kiosks (who do not run businesses in the sub-leased shops), 4 Shops owner who rented out shops 15 Sub-lessees who run businesses, 69 business operators and their 109 employees, 3 tenants and 4 owners of affected houses, 49 family members working in shops, 4 underpasses security guards and one khateeb, and 36 static vendors who run roadside micro businesses within the ROW. The total members of affected households are around 2970 people (household size is calculated as 8.8, see in Section 3.3). The locations of the affected DPs are given in Table 6 and the remaining chapter explain socio-economic conditions of the affected population.

Table 6: Detail of Affected People and Businesses

	Zia Market, Chamkani Mor	Traskoon Hotel - Chamkani Mor Bazaar	Green Belt Mosque	Hashtnagri Underpass	Arbarb Sikander Flyover- Khalifa Hotel	Firdous Underpass	Ittehad Plaza - Firdous Underpass	Total
Chainage	0+310-0+325	1+000-1+020	3+785-3+795	6+270-6+300	6+300-6+885	6+885-6+910	6+910-7+002	
Main lessees who rented out their shops (MCC)						4		4
Shops and kiosks sub-lessees who rented out their shops and 2 kiosks		0	0	15	0	17	0	32
Shops owner who rented out shops	4							4
3 tenants & 4 owners who lose housing units	7	0	0	0	0	0	0	7
Sub-lessees who run businesses	0	0	0	5	0	10	0	15
Shops tenants	9	0	0	29	0	31	0	69
Employees of shopkeepers	12	0	0	35	0	62	0	109
Family Members Working in Shop	4	0	0	10	0	35	0	49

Underpass Security Guards	0	0	0	2	0	2	0	4
Static vendors, run micro businesses	0	4	0	0	19	0	13	36
Khatib (prayer leader)	0	0	1	0	0	0	0	1
Total	36	4	1	97	19	161	13	330

Source: DP census

3.3 Household Size and Composition

48. The average household size is computed as 8.8 persons. It is observed that extended families are very common with siblings and parents continue living together in one family compound where the eldest son would typically become the household head. The head of household is responsible to look after all social matters including managing income and expenditures.

49. The household composition of affected families is given in Table 7. As seen in this Table, the male siblings and male children are more likely to stay together whereas the female members are likely to become part of the spouse's family after the marriage. The ratio of men to women is calculated as 1.23 for the affected households.

Table 7: Household Composition of Affected Households

Household member	Male	Female	Total (N=1568, missing=9)	%
Household Head	169	2	171	11
Spouse of HH	1	140	141	9
Child of HH	364	226	590	38
Child in Law	0	23	23	1
Parent of HH	64	100	164	11
Grandchild of HH	11	13	24	2
Grandparent of HH	1	3	4	0
Sibling of HH	183	90	273	18
Spouse of Sibling	1	46	47	3
Niece/Cousin	65	74	139	9
Aunt/Uncle	2	1	3	0
	861	698	1559	100

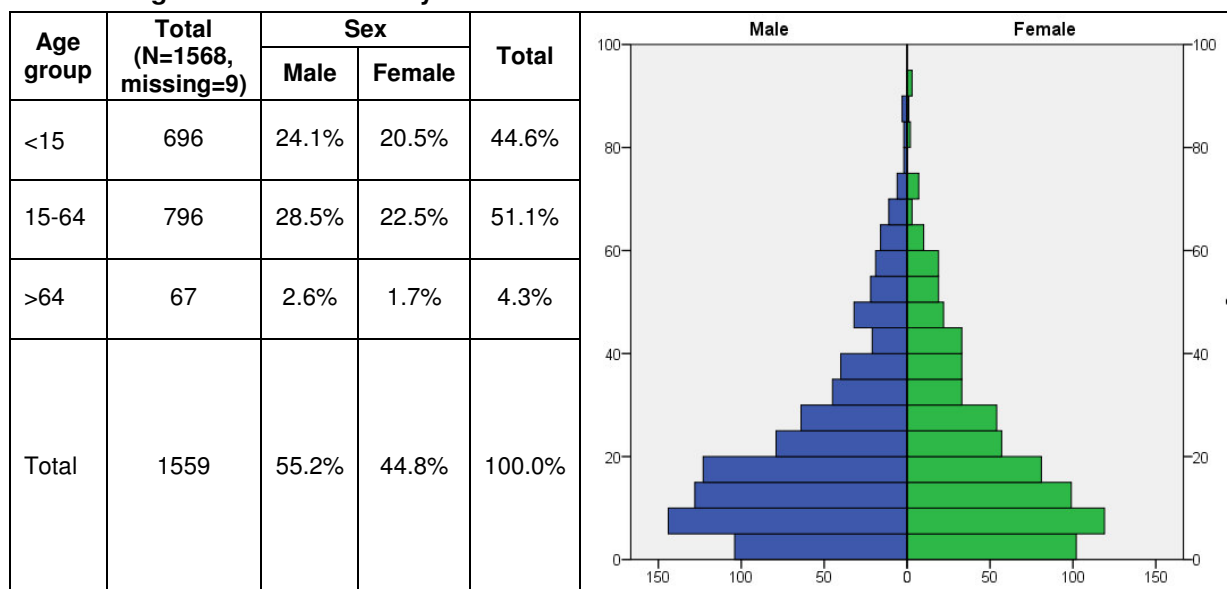
Source: Household Demographic Survey

3.4 Ages of Members of Affected Households

50. The age pyramid of the affected population demonstrates a growing population with high fertility and death rates. The important part of the population is between 15-64 years adult group at 51.1% followed by the under 15 years old at 44.6%. The dependency ratio is

found to be very high at 0.96. The age distribution and pyramid of the affected households is presented in Table 8.

Table 8: Age Distribution and Pyramid of Affected Households



Source: Household Demographic Survey

3.5 Educational Levels of Members of the Affected Households

51. The education levels of the affected household members are provided in Table 9. As shown in this Table, more than 71.1% of the females and 36.9% of the males of the adults (age group 15-64) has never attended school. While the education gap between males and females remain significant for the >15 age group, the level of school attendance appears to be improving in the younger generation 70% of male children and 49.7% female children attending the school. Other than formal schools, 0.5% female and 0.4% male children also go to Madrassas (religious school) for education. The lower level of education among female is partly due to lack of parents' interest in girl's education and strict social and cultural norms and restrictions/constraints of their mobility.

52. 23.7% of the adults (age group 15-64) have reported that they attended or completed the secondary school and 17.3% attended or completed the primary school. Approximately 5% of the adults stated that they have university or higher degree.

Table 9: Education Level of Members of AHs

Education Level	Age group 7-15 (N=383, missing=4)			Age group 15-64 (N=798, missing=3)			Age group >64 (N=67, missing=0)		
	Total	Male (%)	Female (%)	Total	Male (%)	Female (%)	Total	Male (%)	Female (%)
Never Attended School	144	30.2%	51.3%	413	36.9%	71.1%	53	67.5%	96.3%
Nursery	1	.8%							
Primary School	210	62.0%	45.1%	138	24.7%	8.0%	3	7.5%	
Secondary School	22	6.5%	3.1%	189	30.8%	14.9%	10	22.5%	3.7%

Education Level	Age group 7-15 (N=383, missing=4)			Age group 15-64 (N=798, missing=3)			Age group >64 (N=67, missing=0)		
	Total	Male (%)	Female (%)	Total	Male (%)	Female (%)	Total	Male (%)	Female (%)
Bachelor Degree				33	4.7%	3.4%	1	2.5%	
Master's Degree				17	2.7%	1.4%			
Religious School	2	.4%	.5%	5	.2%	1.1%			
Total	379	100.0%	100.0%	795	100.0%	100.0%	67	100.0%	100.0%

Source: Household Demographic Survey

3.6 Main Livelihoods

3.6.1 Formal Businesses (Zia Market, Firdous and Hashtnagri Pedestrian Underpasses)

53. The affected formal businesses (shops) are located in Zia Market, Hashtnagri and Firdous Underpass markets. As mentioned in Chapter 2, Zia Market has 9 shops and 1 workshop owned by 4 owners (1 male and 3 female). The affected structures will be entirely demolished due to the construction of eastern Bus Depot ramp. All shops and workshops are rented out to tenants (there are 9 tenants in total) and they have 12 employees and 4 salaried family members. The main businesses are sale of auto-spare parts and provide auto repair and maintenance services.

54. Both the Hashtnagri and Firdous Underpasses were constructed under a build operate and transfer (BOT) agreement between GoKPK/ PDA / KPK and Mohmand Construction Company (Pvt) Limited (MCC) on a 33 years' lease from 18 September 1999 to 18 September 2032. The signatories to the agreement included Mr. Mirza Khan (owner of MCC), representatives of District Revenue Department, Municipal Administration, C&W Department and two private persons. The lease is extendable based on mutual consent. The construction of these underpasses was started in October 1999 and completed in June 2000. The drawings of underpasses are attached as Annex 3. The operational modalities under the Agreement include the following:

- i. MCC is responsible for maintenance of underpasses until the end of lease period;
- ii. in case of termination of lease by the GoKPK/PDA before the expiry of lease period, for no fault of MCC, it will be entitled for compensation at market rate of the shops;
- iii. MCC is empowered to rent or lease out any shops against non-refundable premium;
- iv. MCC is responsible to fix a reasonable rent of the shops; the rent once fixed is automatically increased by 15% every 3 years; (v) MCC pays 10% of the total monthly rent to the GoKPK through PDA;

- v. PDA neither can sublet, assign, transfer lease, establish shops, nor include a business partner except with the written permission from MCC. MCC is main lessee of the underpasses and provided shops to the shopkeepers under two types of arrangements: (1) sub-leased against a lump sum amount against market value of shops, and called sub-lessees, (2) rented out shops to tenants against a lump sum of advance amount with a lower rate of monthly rent or purely on rental basis without an advance.

55. In Firdous, there are 45 shops and 2 kiosks. MCC is the main lessee of 16 shops including 2 commercial toilets, while individual sub-lessees (who have purchased sub-lease from MCC at a fixed premium) have 29 shops and 2 kiosks. Among individual sub-lessees, one of them is a female headed household. At Hashtnagri Underpass there are 45 shops, one moveable structure of kiosk, 1 independent store, among them 2 shops are used as commercial toilets. The lessee of 24 shops is the MCC including 2 toilets while 21 shops are purchased by sub-lessees at a fixed premium). The project will affect a total of 83 businesses in Firdous and Hashtnagri markets.

56. The main businesses in these underpasses include selling perfumes, electronic items, garments, plastic shoes and few shops of medicines business. The rent of shops at Hashtnagri Underpass ranges from PKR3,000 to PKR40,000/ per month. Based on census, according to the claims of the DPs, the average monthly income of business owners in Firdous Underpass is reported PKR189,000, whereas this amount is reported PKR145,000 for Hashtnagri and PKR84,000 for Zia Market. The average monthly wage of employees is around PKR15,000 which is almost the same as street vendors who earn approximately PKR16,000 per month and both are very close to the minimum wage rate (PKR14,000) officially notified by the GoKPK. The income data is based on the claims of DPs, who do not have income tax receipts to validate their income, in the absence of evidences; the average income calculated for resettlement assistance for the transition period is based on average monthly household expenses of DPs. The average income reported by DPs is provided in Table 10.

Table 10: Average Reported Monthly Income of Formal Business Owners and Employees

	Location	No	Missing	Monthly avg. income as declared	Minimum	Maximum
Business owners	Zia Market	9	0	84000	21000	300000
	Hashtnagri Underpass	39	1	145000	18000	250000
	Firdous Underpass	37	5	089000	25000	400000
	Total	85	6	100000	250	400000
Employees	Zia Market	15	0	20000	2000	60000
	Hashtnagri Underpass	34	1	13000	4000	30000
	Firdous Underpass	58	4	15000	200	35000
	Total	107	5	15000	200	60000

57. As shown in Table 10, apart from the business owners, impacts on shops will also affect the employees of the shops and salaried family members who work with shopkeepers. The salaried family members working in the shops are 45 in underpass markets and 4 in Zia Market. The family members are not paid very consistently, it was not possible to obtain a clear figure for their earnings. Reportedly the employees earn around PKR13,000-15,000 in the underpass markets and around PKR20,000 at the Zia Market.

3.6.2 Street Vendors

3.6.2.1 Characteristics and Locations of Street Vendors

58. Reach 1 displace 36 static road side vendors of informal businesses who have temporary moveable structures. The affected vendors run their businesses on public land (ROW) without any legal permission or license. They are scattered along the corridor, with the higher concentration at Arbab Sikandar Flyover, at Hashtnagri Underpass and Firdous cinema Chowk at G.T. Road, near Sonehri Masjid and near Spin Jamaat Masjid. The location wise detail of the informal vendors is given in Table 11 below and list of affected vendors is given in Annex 4.

59. All the potentially affected vendors operate their businesses along the proposed BRT corridor and none of them use their residence as a business point. None of the vendors pay rent to the shopkeepers or charges for security of their goods, or pay extortion money to any of the persons or public institutions. Locations of the potentially displaced informal vendors can be grouped into three categories: bus stops, busy nodes, and commercial markets. The detail of each category of location is explained in Table 11 below.

Table 11: Categories of Informal Vendors and their Locations

	Location	Reach	Land Mark	Number of vendors
1	Vendors doing micro businesses on bus stops	1	Chamkani bus stop	4
		1	Hashtnagri bus Stop	10
		2	Firdous Bus Stop	14
2	Vendors doing businesses along busy nodes	1	In front of Arbab Sikander Flyover, Iqra Collage, near Education office and near Govt. High Secondary School No.2.	8
Total				36

i. Informal Vendors at Bus Stops

60. The vendors of Chamkani Bus Stop sell fruits, fresh juice and on wooden carts or and have been doing businesses for the last 2 to 4 years. They have faced temporary dislocation in the past due to time to time road expansion at this location and will be dislocated again due to BRT construction.

61. The vendors of Hashtnagri and Firdous Bus stops have been doing business at these locations for the last 20 to 40 years. The key vending businesses are selling of tobacco snuff/naswar, traditional sweets, watch repairing, maize/corn, garments, cobbler/shoe-repair, and shoe polisher. These locations are business hubs for the surrounding areas. Generally, there is a huge volume of pedestrians due to the underpasses which is quite beneficial for the vendors.

ii. Informal Vendors along Busy Nodes

62. These vendors mainly sell fruits, toys, savoury snacks (channa, pakoray) in front of educational institutions and Dubgari Gardens and in front of Spin Jamaat Masjid. The fruits sellers use movable wooden carts while the rest of them use floor mats and wooden tables.

Table 12: Types of Informal Vendors' Micro Enterprises

Sr. No	Type of Micro-Enterprise	Number
1	Fruit and juice sellers of sugar cane	5
2	Stationery, cell, snuff, etc.	4
3	Ladies bags and under garments, manyari items (cosmetics + ornamental), cosmetics/ towels, begs, hair catches, laces, croaky)	2
4	Misc. Items (caps, dust mask, wallets, belts, CNIC covers, mobile accessories cell phone, sunglasses, photocopier, diaries)	6
5	Small eateries, snacks, corn, flowers, tea stall	6
6	Warm cloths, socks gloves, jackets	3
7	Plastic shoes sellers	6
8	Cobblers/ shoe shine	2
9	Watches, electronics, toys	2
	Total	36

Source: DPs census

63. The street vendors typically use moveable carts, stands and tables (Table 13). The average one-time cost of a 4x5 ft2 structure is PKR 5,000 to 40,000, depending on materials used and equipment. Table 13 shows inventory of structures used for vending. Vendors do not pay rent or extortion money for utilization of spaces in the ROW for their businesses. Most of the vendors take away their stock and vending infrastructure at the end of the business day. Because of the adjustment with fellow vendors and the availability of customers, every vendor occupies same space on the next day. During holidays, when formal markets are closed, the vendors take liberty by shifting or expanding their space on the stairs of market shops. All vendors work as independent owners of their businesses.

Table 13: Inventory of Structures used for Vending

S #	Size of Structures	Number of Structures	Average Sizes of Vending Place (feet)
1	3-Wheel wooden cart	4	6 X 4
2	Display on wall	1	3 X 3
3	Display stand	9	4 X 4
4	Vending on floor & footpath	19	5 X 4
5	Wooden showcase on footpath	3	4 X 4
6	Wooden table on footpath	4	5 X 4
7	Wooden/ steel tables & show	3	6 X 5

	case		
Total		36	

3.6.2.2 Average Daily Sales and Monthly Income

64. The number of daily customers for the different types of vendors ranges from ≤ 15 to 65 and sometimes more. The daily average customers are 20. Only 42% of the total vendors reported more than the average customers. The customers' purchasing power as well as the quality of vending items seems low. Average customer purchase only 100 rupees worth of vending items. Average daily profit of the vendors is calculated at PKR 650-700 or 20% of the sale, which is almost equal to the average daily wage rate of a labour in Peshawar. The details are provided in Table 14.

Table 14: Average Number of Daily Customers per Informal Vendor

Range	No. of Respondents	Average No. of Customers
≤ 15	04	11
16-30	07	19
31-45	15	42
46-60	06	17
≥ 65	04	11
Average Number of Customers		20

65. The average income street vendors are found to be approximately PKR 13500 per month and is very close to the official minimum wage (15,000 PKR) notified by the GoKPK. The differences between the average monthly incomes as claimed by vendors in different locations are presented in Table 15.

Table 15: Average Reported Monthly Income from the Affected Source of Income

	Location	No	Average Monthly Income (PKR/month)	Minimum	Maximum
Vendors	Traskoon Hotel-Chamkani Mor Bazaar	4	15000	15000	15000
	Hashtnagri Underpass	10	13000	8500	16000
	Arbarb Sikandar Flyover-Khalifa Hotel	8	13000	20000	26000
	Ittehad Plaza-Firdous Underpass	14	13000	11000	15000
	Total	36	13500	8500	26000

3.6.2.3. Relocation of Informal Vendors

66. A workshop was held with vendors on 30 August 2017 at Usmania Restaurant. In this workshop, vendors were briefed on BRT project, and informed about the compensation amount to be paid to them before starts of construction phase, and to know their concerns if any. All 36 vendors need to relocate their stalls, it was agreed with them that each one will

look and decide for new business location. Discussion was made and some alternative sites for their relocation, presented in Table 16. However, it is clearly understood by the vendors that due to construction of BRT, the business activities of entire BRT corridor will be changed and it will also interfere with pedestrian and vehicle traffic and therefore, it would be in their best interest to decide for alternative locations to relocate their businesses safely before starts of the civil works.

Table 16: Detail of Temporary Alternative Locations for Vending during Construction

Sr. No	Existing Locations	Reach	Number of vendors	Temporary Relocation Sites
1.	Chamkani Bus Stop	1	4	Chamkani village Bazar
2.	In front of Arbarb Sikander Flyover, Iqra Collage, near Education office and near Govt. High Secondary School No.2.	1	8	Sikander Pura or Nishter Abad Bazar
3.	Hashtnagri Bus Stop	1	10	Karim Pura Bazar
4.	Firdous Bus Stop and in front of Frontier Women College	2	14	Undher Sher Bazar, Bacha Khan Chowk or inside of Vegetable Market
Total			36	

3.7 Work Force and Employment

67. The data of vendors, shopkeepers of Firdous & Hashtnagri underpass market was already available; however, DPs of Zia Market EBD access ramp was collected at the LARP updating stage. The survey results revealed that of the working age male adults (15-64), 69% are presently working and 31% are not working (Table 17). As the Project affects mainly owners of commercial land and permanent structures, shops, shopkeepers' employees and vendors, the frequent jobs among the affected population is trading. Other than this, few drivers, labour, servants and office jobs are also found among household members. Of the working age female adults (15-64), only 1% 2 out of 347) identified to be in the formal workforce, one of these women are employed in office works; one is working as a servant. The 4.9% of the male adult population and 0.009% of the female adult population is presently unemployed and looking for a job.

68. The census revealed that unexceptionally all household heads are male and earn, but in many cases fathers, brothers and sons of the household heads also contribute to the household income.

Table 17: Working Status of Members of AHs

Status of work		Male (N=445, missing=0)		Female (N=351, missing=0)		Total (N=798, missing=2)	
		No	%	No	%	No	%
Not working	Not looking for a job	115	25.9	341	99	456	57.4
	Looking for a job	22	4.9	3	0.009	25	3.3
Working		308	69.2	2	0.006	310	39.3
Total		445	100.0	346	100.0	794	100

Source: Household Demographic Survey

Table 18: Type of Employment/Business of Members of AHs

Type of work/business	Male (N=308, missing=1)		Female (N=4, missing=0)		Total (N=312, missing=1)	
	No	%	No	%	No	%
Cosmetic/perfume shop	30	9.8%	0		30	9.6%
Electronic/mobile shop	25	8.1%	0		25	8.0%
Clothes/garments/shoes shop	52	16.9%	0		52	16.7%
Food vender	27	8.8%	0		27	8.7%
Dust mask vender	2	.7%	0		2	.6%
Driver	3	1.0%	0		3	1.0%
Doctor	2	.7%	0		2	.6%
Farmer	19	6.2%	0		19	6.1%
Barber shop	6	2.0%	0		6	1.9%
Mechanic	8	2.6%	0		8	2.6%
Salesman	54	17.6%	0		54	17.4%
Office worker	7	2.3%	2	50.0%	9	2.9%
Daily labour	17	5.5%	0		17	5.5%
Servant	4	1.3%	1	25.0%	5	1.6%
Photocopy shop	8	2.6%	0		8	2.6%
Minyari shop	10	3.3%	0		10	3.2%
Sunglasses vender	4	1.3%	0		4	1.3%
Tailor shop	5	1.6%	0		5	1.6%
Toy shop	4	1.3%	0		4	1.3%
Other	20	6.5%	1	25.0%	21	6.8%
	307	100.0%	4	100.0%	312	100.0 %

Source: Household Demographic Survey

3.8 Household Income

69. According to the census results, 46% of the affected households have only one source of income which will be affected by the project. 25% of the households have two working people and 29% of the households have three or more working people. Details are provided in Table 19 and Table 20.

Table 19: Number of Working People in AHs

Number of people working in the household	Frequency (N=171, missing=2)	Percent %
1	77	46
2	42	25
3	26	15
4	13	8
5	7	4
6	4	2
Total	169	100.0

Source: DPs Census and Business Owner Survey

Table 20: Average Reported Monthly Income of Affected Households

AH Category (1)	Location	N	Monthly Average	Average income per person per day (PKR)	Average income per person per day (USD) (2)
Business owners	Zia Market	9	90500	343	3.3
	Hashtnagri Underpass	39	170359	645	6.1
	Firdous Underpass	40	205370	778	7.4
	Total	88	177121	671	6.4
Vendors	Traskoon Hotel-Chamkani Mor Bazaar	1	15000	57	0.5
	Arbarb Sihandar Flyover-Khalifa Hotel & at the entrance of Hashtnagri Underpass)	19	18908	72	0.7
	Ittehad Plaza-Firdous Underpass	9	19111	72	0.7
	Total	29	24806	94	0.9

Source: Household Demographic Survey (This value is calculated by dividing the monthly average income to 30 days and 8.8 persons per household. 1 USD is taken as PKR 105)

70. The income analysis suggests that there is a significant income difference between the affected households. The business owners in Hashtnagri and Firdous earn around 6-7 USD/person/day whereas the average earning of tenant is calculated around 1.8 USD/person/day and vendors to be lowest at 0.9 USD/person/day. As the poverty line \$1.90 per person per day for Pakistan, tenants and vendors are found to be below this line. While exact figures are not known, it is expected that the employees would also be under the poverty line.

3.9 Businesses operated by Women along the BRT Corridor

71. Census and socio-economic survey revealed that women of AHs do not participate in any activities of affected businesses. Only 2 women from the AHs formally work outside of their homes, one as a teacher, and third as a house maid.

3.10 Origin of Displaced Persons

72. The analysis of informal vendors and shopkeepers shows that 21% vendors belong to FATA, 78% from Peshawar and surrounding districts and 1% are Afghanis. Of the shopkeepers, 23% belong to FATA and 76% are from Peshawar and surrounding districts. The detail of DPs origin is given in the Table 21 below. The majority of affected vendors and shopkeepers, whose families reside in Peshawar, are also internally displaced persons, who migrated to Peshawar for their living. 20% of the vendors have been doing this business since the last 1–5 years, 27% since 6–10 years and 53% since 10–25 years. The 21% shopkeepers are doing businesses in existing shops since 1–5 years, 28% since 6–10 years and 51% since 11–15 years.

Table 21: Detail of Origin of Displaced Persons

	No	Mohmand Agency, FATA	Bajaur Agency, FATA	Afghan	Local Peshawar	Total
Business Owner	92	22%	1%	1%	76%	100%
Vendor	78	16%	5%	1%	78%	100%
Total	170	19%	3%	1%	77%	100%

Source: DPs Census

3.11 Housing Locations and Ownership

73. Most of the potentially displaced informal vendors had migrated from remote rural areas of FATA and surrounding districts of Peshawar and live in katchi abadies (slums) or outskirts of Peshawar, mostly not along the BRT corridor. 72% vendors live in rented houses, having poor living conditions whereas 35% of shopkeepers live in rented houses. House ownership details are provided in Table 22.

Table 22: Housing Ownership of Affected Households

Category of Displaced Persons	No	Missing	Housing Ownership (%)	
			Live in Rented Houses %	Own Houses %
Vendor	66	0	71	29
Shopkeepers	85	10	62	38

Source: DPs Census

3.12 Poverty Status

74. In Pakistan, the official poverty line is based on the definition of World Bank. The World Bank defined the new global poverty line to \$1.90 per person per day as of October 2015. The census revealed that the average monthly income of the vendors, land tenants and employees are typically below this rate. The vendors generally live in extremely poor conditions and are vulnerable to economic shock due to PSBRTC Project. Lack of education, skills and job opportunities in formal economy, barriers to entry and limited start-up costs are some of the factors that draw them to this occupation. Lack of secure and consistent income, aggravated by lack of access to diverse sources of income is the main reason for vendor's household's poverty. The lack of economic opportunities restricts job opportunities to daily wage labour, salesmanship, skilled and unskilled labour and micro business enterprises.

75. Moreover, surviving as a vendor requires a certain amount of skill as they need to be able to negotiate effectively with wholesalers and customers in a friendly manner. Competition among vendors for business space and access to customers is strong. In their views, vending is a viable source of livelihood, but earnings are low and risks are high for many vendors, especially those who sell fresh fruits and vegetables. Most of the potentially affected vendors are the main breadwinners for their households. Yet they face many challenges, they are overlooked as economic agents and unlike other businesses, and are hindered rather than helped by district government, Peshawar Development Authority (PDA) and Cantonment policies and practices.

76. Urban policies and local economic development strategies rarely prioritize livelihood security for these informal workers. Having an insecure place of work is a significant problem for them. There is no local/district government law governing vending businesses in Peshawar, leaving vendors vulnerable to harassment and evictions at the time of any urban infrastructure development or anti-encroachment operations. Due to strikes and law-and-order situation in Peshawar and inspections against encroachment, and operations clean up against encroachments, the vendors lose their earning days, on average 2–3 in a month, depending on the political and law-and-order situation of the city.

3.13 Vulnerability of Displaced Persons

77. Around 48 % of AHs fall below the poverty line, and majority of poor households are dependent on a single earner. All of the vulnerable households are also fall under the category of severely AHs except one HH that is vulnerable but not severely affected. The number of earners in the household is directly correlated with the economic status and vulnerability of the affected households (AHs).

78. Their poverty related vulnerability may increase as a result of impact on their income and livelihood. Majority of the affected households have 8 dependents with one earner and there is a small number of households having up to 3 or 4 dependents with one earner. The vulnerable DPs expressed deep concerns on their economic displacement and risk of rising in poverty due to loss of their livelihood and income. All the main business locations/busy commercial nodes are already occupied by a large number of vendors; it will be difficult for displaced vendors to continue their MEs at the pre-project level during the construction of BRT due to which they will expose to extreme vulnerability. The LARP established policies and procedures for resettlement and rehabilitation of displaced persons to minimize their vulnerability to economic shock.

79. During census, two women-headed households were identified. Of these two families, one was married and noted to be prosperous whereas the other one was identified as vulnerable as she was a widow whose business was jointly run by her brother. Other than this the employees of underpass shopkeepers, 4 security guards were also identified as vulnerable and severely affected as they will lose a significant part of their income. It is also expected that one khatib may also be severely be affected as the Green-Belt Mosque (Reach 1) will be demolished. The number of identified vulnerable and severely affected people is provided in Table 23 below.

Table 23: Detail of Vulnerable and Severely Affected Households

Location	Vulnerable ONLY	Severely Affected ONLY	Both Vulnerable and Severely Affected
Zia Market Shopkeepers		9	
Zia Market Employees			12
Zia Market Family members		4	
Physically displaced households in Zia Market due to loss of housing			2
Khatib of Green-Belt Mosque			1
Traskoon Hotel - Chamkani Mor Bazaar Vendors			4
Hashtnagri Underpass shopkeepers		35	
Hashtnagri Underpass Salaried Family Members		10	
Hashtnagri Underpass Employees of Shopkeepers			35
Security guards of the Hashtnagri Underpass			2
Arbarb Sikander Flyover- Khalifa Hotel Vendors			19
Firdous Underpass Shopkeepers		44	
Firdous Underpass Working Family Members		35	
Firdous Underpass Employees of Shopkeepers			62
Security guards of the Firdous Underpass			2
Female Headed Household (sub-lessee in Firdous Underpass)	1		
Ittehad Plaza - Firdous Underpass Vendors			13
Total	1	137	152

Source: DPs Census and further confirmed from socio-economic survey.

3.14 Availability of Social Amenities

80. The 26% household have access to piped drinking water supply, which is not clean in most of the cases. They have access to basic social amenities of public sector i.e. electricity, health facilities, schools and higher level educational institutions, natural gas, and roads, see Table 24.

Table 24: Availability of Basic Amenities to AHs

Availability of Social Amenities (%) (N=30, missing=0)				
Water Supply	Electricity	Health Facility	School	Road
26	96	84	70	84

Source: Socio-economic survey

3.15 Gender Analysis

81. According to the World Economic Forum's Global Gender Gap Report 2015, Pakistan ranks 144 out of 145 countries worldwide and large gaps continue to exist between men and women in health, education, politics, and economic participation. Gender inequalities are deeply rooted in the country's social and cultural norms and practices, resulting in discrimination with women and girls, which affect quality of their life. Gender inequality in Pakistan in general and specifically in Khyber Pakhtunkhwa, is characterized by the society

and thereby, men on average are better positioned in social, economic, and political hierarchies.

82. Gender roles are constructed on the concepts of production and reproduction. The unequal gender roles are reinforced and maintained, and influence male and female life circumstances. Women and girls experience differential access to food, education, medical care and access to resources and opportunities; their general and reproductive health is negatively affected due to restriction on decision making and their mobility. Most of the women's roles are limited to family and are excluded from main decision making at household and society level. Lack of sufficient time, gender bias, social and cultural norms as well as family responsibilities are the most significant challenges women face to achieve balance in a patriarchal society. The gender analysis of AHs revealed that female' domestic roles, strict cultural values and their early marriages is a great reason for low enrolment of female in the schools and higher-level education. At the micro level, the historical and contemporary conflicts have affected the lives of ordinary women and men and their children in KPK and FATA in fundamental ways, including altering community and family structures, gender relations, roles and norms, and affecting all aspects of human security.

83. An assessment was carried out to study the travel patterns of men and women and to identify the problems faced by both in public transport. Pertaining to gender inequality, it was found that women faced more problems regarding access to and use of public transport available in Peshawar city. Women, especially those from poorer backgrounds, faced harassment both by male passengers and conductors and drivers of public vehicles. Therefore, to avoid such incidents, it was found that women preferred to use more expensive and exclusive forms of transportation such as taxis to avoid contact with male passengers. Thereby, 20 percent of the respondents using public transport complained of having trouble accessing public transport facilities. There were also complaints about bus conductors charging women higher fares. Therefore, it was found that the PSBRTC would be extremely beneficial to women who commute to work as factory workers, housemaids, cleaners (in clinic, hospitals, educational institutions or offices), help male members in their businesses by doing unpaid home based preparatory work, go out for getting education, shopping household stuff, social or medical reasons, or pick and drop their children from schools. Moreover, as the household income is controlled by male head of the family; mostly elder (grandfather) and women do not have access to cash income of MEs.

84. The LARP will be implemented in consonance with the Gender Action Plan (GAP) developed for the project. For example, station designs, and buses will ensure socially inclusive, safe and gender-friendly facilities, including enhanced security, low steps, and separate compartments for women.

4 Public Consultation, Participation and Information Disclosure

85. During the update of the LARP, consultations were conducted with:

- Relevant governmental offices,
- Displaced persons, and
- Displaced women.

86. These consultations are briefed in the following sections.

4.1 Consultation with Institutional Stakeholders

87. As part of the stakeholder engagement process, relevant government and non-governmental offices were visited for the update of the LARP. These offices included Agriculture Department, Provincial Housing Authority, Soil and Conservation Authority, Forestry Department, Social Welfare Department, Archaeology and other departments (See Table 25 for a full list of consulted offices) as well as EDHI Social Support Organization. All institutions were very supportive of the Project and perceived that this would create a major development in the city. The infrastructure related offices (gas, electricity etc., were concerned about their installations and requested that the works proceed in coordination with them to avoid damage.

Table 25: Detail of Consultations with Government Offices

Sr. #	Organization/ Department	Date	Official(s) Consulted	Issues Raised and Feedback Received
1	Agriculture Department (Peshawar)	15-3-17	District Director Agriculture	<ul style="list-style-type: none"> • Consultants briefed the participants about the project • The area of Chamkani to Sardar Garhi and Hargooni along the Project corridor is irrigated • Road project will create conducive atmosphere for the easy transport of agricultural produce to local markets • Wheat and Rice are main crops grown • Peach and other fruit orchards are also present in the area
2	Soil & Water Conservation Department (Peshawar)	15-3-17	Deputy Director	<ul style="list-style-type: none"> • Consultants briefed the participants about the project • The soil along the proposed road is loamy and somewhere hard, so less agriculture is in practice • The ground water is fit for drinking and irrigation
3	Provincial Housing Authority (Peshawar)	17-3-17	Director Town Planning	<ul style="list-style-type: none"> • Consultants briefed the participants about the project • The project will bring Improvement in the commercial activity in the Project Area, resulting in economic uplift of the people. • There is no security threat as area is void of any political tension and disturbance especially area lying within the influence of project. Hence project activities can be undertaken free of any fear
4	Forestry Department	05-4-17	Forest Officer	<ul style="list-style-type: none"> • There is no protected area established by the department near to proposed Corridor within

Sr. #	Organization/ Department	Date	Official(s) Consulted	Issues Raised and Feedback Received
	(Peshawar)			<p>Peshawar District</p> <ul style="list-style-type: none"> The trees alongside the national & provincial highways and local roads are the property of forest department in the district The department will be willing to cooperate with project officials when exact corridor of the BRT corridor is provided officially to the divisional officer The department can also help to determine the schedules rates of government and public trees if requested Every year new saplings are planted alongside roads and canals, Sheeshum and keekar trees are found more in the area
5	Sui Northern Gas Company Limited (SNGCL) (Peshawar)	06-4-17	Deputy Chief Engineer	<ul style="list-style-type: none"> Consultants briefed the participants about the project They have many concerns about their installations along the corridor
6	Social Welfare Department (Peshawar)	06-4-17	Deputy Director	<ul style="list-style-type: none"> More projects like this should be initiated to create job opportunities in the area Improvement in the commercial activity in the Project Area will result in economic uplift of the people of the area. NGOs are functioning in the area As local transport is found to be unsafe, time consuming and with frequent pickpocket incidents, most of women doctors, nurses and trained paramedical staff decided to not work and therefore BTR is expected to be extremely useful to girl students and working women. BRT expected to have separate women portion and seats, proper and regular bus repair/operation and maintenance, professional driving staff, availability of the security guards and if possible also female security guards. As currently in public transport women harassment is common by the drivers, conductors and fellow male passengers so after BRT it will be overcoming as by hiring professional staff. Existing public transport being time consuming, BRT would be rapid so would attract more passengers. Moreover, travel for patients is almost impossible in the available public transport system whereas after BRT operation, it would be easier for patients to travel.
7	Peshawar Development Authority (PDA) (Peshawar)	February to date (continuous)	Sr. Director PDA-BRT	<ul style="list-style-type: none"> Improvement in the commercial activity in the Project Area will result in economic uplift of the people of the area. The economy of the area will flourish due to the establishment of the new BRT network Improvement in the trade opportunities in city It was agreed that PDA technical staff was to accompany resettlement consultants for their orientation of the ROW. PBRT will provide safe and secure public transport.
8	Pakistan Council of Scientific and	10-5-17	Superintendent	<ul style="list-style-type: none"> Consultants briefed the participants about the project The economy of the area will flourish due to

Sr. #	Organization/ Department	Date	Official(s) Consulted	Issues Raised and Feedback Received
	Industrial Research (PCSIR) (Peshawar)			the establishment of the new BRT network
9	Information Department (Peshawar)	10-5-17	Director Information	<ul style="list-style-type: none"> No concern was demonstrated regarding the project. However, project will create positive impact on the area and also generate revenue and jobs to the locals Improvement in the trade opportunities in city
10	On Farm Water Management Department (Peshawar)	11-5-17	Qayyum Khan (Assistant director) Pir Azmat Ali Shah (Engineer) Abdul Rehman (Senior Engineer)	<ul style="list-style-type: none"> Consultants briefed the participants about the project It is a road project and we have no concerns No concern was demonstrated regarding the project. However, project will create positive impact on the area and also generate revenue and jobs to the locals
11	Pakistan Council of Research in Water Resources (PCRWR) (Peshawar)	12-5-17	Director	<ul style="list-style-type: none"> Consultants briefed the participants about the project Improvement in the trade opportunities in country Stated no concern of Roads department regarding the project
12	Department of Archaeology & Museums (Peshawar)	7-3-17 and 15-4-17	Director and Assistant Director	<ul style="list-style-type: none"> Consultants briefed the participants about the project The economy of the area will flourish due to the establishment of the new BRT network
13	Walled City Project (Peshawar)	7-3-17	Project Director	<ul style="list-style-type: none"> Consultants briefed the participants about the project Improvement in the trade opportunities in the area and in country Improvement in the commercial activity in the Project Area, resulting in economic uplift of the people.
14	Water and Sanitation Services (Peshawar)	10-5-17	GM Project	<ul style="list-style-type: none"> Consultants briefed the participants about the project The project will bring improvement in the trade opportunities in area The project will have positive impact on the area
15	Peshawar Horticulture Authority (PHA) (Peshawar)	11-5-17	Director and Assistant Director	<ul style="list-style-type: none"> Consultants briefed the participants about the project Project will open new avenues of facilities in the area due to improved communication
16	Public Health Engineering (PHA) (Peshawar)	16-5-17	Muhammad Ashiq (SDO)	<ul style="list-style-type: none"> Consultants briefed the participants about the project Tremendous improvement in the trade opportunities in the region Improvement in the commercial activity in the Project Area, resulting in economic uplift of the people
17	EDHI (NGO) (Peshawar)	10-4-17	Sher Gul (Circle In charge) Muhammad Nisar	<ul style="list-style-type: none"> Consultants briefed the participants about the project The project will bring income into the area and benefit the whole community

Sr. #	Organization/ Department	Date	Official(s) Consulted	Issues Raised and Feedback Received
			(Supervisor)	<ul style="list-style-type: none"> • Tremendous improvement in the trade opportunities in the region
18	Peshawar Electricity Supply Company (PESCO) (Peshawar)	15-4-17	Khursheed Khan (Company Secretary) Mohsin Raza (Chief Engineer)	<ul style="list-style-type: none"> • Consultants briefed the participants about the project
19	Pakistan Telecommunication Company Limited (PTCL) (Peshawar)	15-4-17	General Manager, Senior Manager Director Technical)	<ul style="list-style-type: none"> • Consultants briefed the participants about the project • Project will open new avenues of development facilities in the area due to improved communication • They have concerns about their installations • Project will open new avenues of development facilities in the area due to improved communication
20	Office of village Revenue Department	04-7-17	Relevant Patwari & assistant Patwari of Mouza Sardar Garhi.	<ul style="list-style-type: none"> • Objective was to enquire whether the proposed land for Eastern Depot is free from any dispute and free from court cases or any dispute on land. And to collect the landowners and tenants day from patwaris. • The concerned Revenue Staff shared information about the proposed option of land to be acquired and agreed to pay joint visits to the proposed land. • It was mutually decided that both the team will pay joint visit to the site to verify physical location of the proposed parcels of land and issues related to each parcel/khasra number of land. • After the visit to the proposed depot site, the patwaris provided the landowners and tenants data to the Resettlement Team.
21	Forest Department	07-08-17	Staff of Govt. Forest Department, near Gulbahar Police Station, Peshawar	<ul style="list-style-type: none"> • Objective was to discuss about the availability of forest trees in the proposed eastern bus depot land. To seek assistance for measurement of trees standing volume and identification of different species and about current rates of the affected trees • Discussion over land proposed for BRT staging station, took opinion current rates of forest trees available in the eastern bus depot site. The team was informed that land is free of encumbrances with no resettlement impacts

Figure 3: Photos of the Consultations with Institutional Stakeholders

Consultation with PTCL Official at Peshawar (15.04.17)



Consultation with Horticulture department official at Peshawar (11.05.17)



Consultation with Forest department official at Peshawar (05.04.17)



Consultation with Water and Sanitation Services at Peshawar (10.05.17)



Consultation with PDA Official at Peshawar (06.04.17)



Consultation with SNGCL at Peshawar (06.04.17)



Consultation with Archaeological department official at Peshawar (07.03.17)



Consultation with EDHI (NGO) official at Peshawar (10.04.17)



4.2 Consultations with DPs

88. Consultations were conducted with the lessees, shop keepers and employees of Hashtnagri and Firdous Underpasses; owner, shopkeepers and employees of the Zia Market, households who would lose their houses in Zia Market (3 tenant families and 1 owner) and vendors between May and August 2017. The short summaries of the consultations and actions taken are presented in Table 26. As MCC is the main leaseholder of the two affected underpasses (Hashtnagri and Firdous), several meetings were conducted to address concerns in the detail design process. The meeting records with MCC are presented in Table 26 and Table 27 and details of consultations with DPs are provided as Annex 12.

Table 26: Consultation Records with DPs during Update of the LARP

Date	Location	Type of Stakeholder	Participants		Consulted, Raised Issues and Finding	Actions Taken
			M	F		
24 May	Hashtnagri Underpass	Shopkeepers	18	-	<ul style="list-style-type: none"> The shopkeepers were worried about their business. If at all possible they preferred that the underpasses were not demolished. Shopkeepers were informed that the designs were not finalized yet and they would be informed of the decisions as soon as the design was complete. 	Information was disclosed to shopkeepers in July-August 2017 as recorded below. See Section 1.10 for the suggestions of DPs incorporated into the design.
24 May	Firdous Underpass	Shopkeepers	22	-		
24 May	Sunehri Mosque Road	Vendors of Sunehri Masjid Road	12	0	<ul style="list-style-type: none"> The vendors showed their concerns about dislocation. They assured full support during conduction of vendors-census. 	N/A
25 May	PDA Office	MCC (Main leaser of Firdous& Hashtnagri Underpasses)	6	-	<ul style="list-style-type: none"> MCC showed worries about the designs of both the underpasses which has not yet shared with him. The team agreed with him that the designs of both the underpass would be shared with him. 	Designs of Firdous Pedestrian Bridge and Hashtnagri Underpass are shared by PDA, consultations were held between 1-24 August and the concerns of MCC and DPs were accommodated to the extent possible (see Section 1.10 for the suggestions incorporated into the design).
25 May	Chamkani at Zia Market (Access ramp to depot site from main GT-Road)	Owner of Zia Market, and shopkeepers of 10 shops, employees	22	-	<ul style="list-style-type: none"> The owner of Zia Market expressed his concerns regarding demolition of his house structure and 10 shops. Livelihood issues and potential impacts were discussed. The team informed the DPs that they would 	The team returned on 3 rd July to demarcate the area, inform and consult with people. Surveys were conducted.

Date	Location	Type of Stakeholder	Participants		Consulted, Raised Issues and Finding	Actions Taken
			M	F		
4 July	Zia Market	Sardar Garhi land owners and tenants, Zia market owner and shopkeepers.	25	-	<p>come back for the surveys.</p> <ul style="list-style-type: none"> Information was provided, and consultations were held with DPs who expressed their concerns regarding finding shops after the acquisition. Shopkeepers said that it could take up to 1 year to re-establish their businesses. 	Information incorporated into the LARP.
10 Aug	Chughul Pura	Owner of Chughul Pura shops & shopkeepers and employees of 14 shopkeepers	18	-	<p>Explanation of BS 02 design with illustrations to the owner and shopkeepers. The owner was very satisfied with the design as it would not affect his property. The shopkeepers were concerned about the traffic construction plan. They stated that in case large vehicles should allow in RoW, they would have to move out from their shops as soon as possible.</p>	As soon as available the traffic construction plan will be shared with the shopkeepers by the environmental team.
11 Aug	Firdous Underpass	Shopkeepers and employees	31	-	<p>Disclosure meeting on the compensation amounts they will receive for losing their businesses, rent, lease and sub-lease, employment etc., during construction phase. DPs were worried that the demolition should not take place before allocation of new shops. It was agreed that the monthly compensation should start as soon as they move out of their shops and should continue until the new shops were allocated. The DPs stated that they had not been informed of these rates before, but were only told that that would be paid PKR25000/month and hence they were very worried. People agreed that the PKR75000 income. compensation and PKR35000 rental compensation was fair.</p>	The agreement to start the compensation as soon as moving out of shops and continuing it until the new shops were allocated were discussed with PDA on the 18 August and upon their consent this was incorporated into the entitlement matrix.
11 Aug	Zia Market – Chamkani	Zia Market Owner	1	-	<p>The market owner was informed about the amount of compensation which he will get for his land & structures (for the previous design). He had agreed to the compensation amount however, requested that the location of the access ramp to be changed (towards the unused parts of his market) as the present design affected his most lucrative shops.</p>	Upon consultations with and consent of PDA on the 18 August, requested change was incorporated into the design
11 Aug	Hashtnagri underpass	Shopkeepers and employees	29	-	<p>Disclosure meeting on the compensation amounts they will receive for losing their businesses, rent, lease and sub-lease, employment etc., during construction phase. DPs were worried that the demolition should not take place before allocation of new shops. It was agreed that the monthly compensation should start as soon as they moved out of their shops and should continue until the new shops were allocated.</p>	The agreement to start the compensation as soon as moving out of shops and continuing it until the new shops were allocated were discussed with PDA on the 18 August and upon their consent this was incorporated into the entitlement matrix.
12 August	Usmania Restaurant (vendors)	Vendors	51		Vendors were informed of their entitlements. They were pleased with the amounts.	N/A
19 August	Zia Market	DPs losing shops, jobs and houses	23		The team informed the people who would lose their houses and surveys were conducted with them. The three tenants stated that they did not have another place to live at the moment and they had to find new houses.	Information was incorporated into the report.

Table 27: Consultations with MCC during Updating of LARP

Sr. No	Date	No. of Participants	Issues raised and Feedback	Actions Taken
7.	17-06-2017	13	<ul style="list-style-type: none"> Livelihood will be disturbed of people engaged in vending People should be given judicious compensation against land acquired The shopkeepers shared their worries about dislocation. 	Views considered for LARP
8.	07-07-2017	09	<ul style="list-style-type: none"> Meeting with DPs regarding refurbishment of Hashtnagri underpass. 	<ul style="list-style-type: none"> Views considered
9.	05-08-2017	03	<p>MCC raised the below concerns:</p> <ul style="list-style-type: none"> 1. 34 shops are proposed at Gul center in the drawing, while there are 47 shops at existing Gul Center Market. So 13 No of shops are missing at the proposed drawing. 2. 4 shops at Noor Center are proposed to be demolished in order to accommodate the BRT-Station access ramps, but there is no planning for reconstruction at alternate location in the said drawing. 	Update underpass plans were received from MCC. The design team considered the suggestions
10.	10-08-2017	2	<p>Concerns were raised regarding the designs of the underpasses,</p> <p>Compensation related concerns were raised.</p>	<p>Explanation was provided on resettlement matters,</p> <p>Meeting was arranged with the design team.</p>
11.	22-08-2017	24	<ul style="list-style-type: none"> Joint site visit with MCC, design team and ADB along with PDA officers. 	Design issues discussed and resolved. See Section 1.10 for incorporated suggestions.

4.3 Consultations with Female DPs

89. Due to the cultural constraints, the resettlement team found it necessary to conduct separate meetings to consult with women. It was deemed particularly important to engage with the affected women. A total of 6 affected women were identified for Reach 1: 3 sisters of the owner of Zia Market as they were also titleholders of the affected commercial land, 2 lessees in the Firdous Underpass, 1 shareholder of a business in underpass. The consultation records with female DPs are presented in Table 28.

Table 28: Consultation Records with Female DPs during Update of the LARP

Date	Location	Type of Stakeholder	Participants		Consulted, Raised Issues and Finding	Actions Taken or Recommended
			M	F		
29 Aug	Home of Haneefa Bibi (Leaser of one shop in Firdous Underpass with official document)	Shop Leaser (her brother runs the shop)	1	4	Haneefa Bibi is a female headed household who is observed to be vulnerable. Her brother-in-law has taken over her shop and she is dependent on him but he does not give her a regular or sufficient income to live on. The Shura sometimes need to provide her with additional support. Her 2 daughters are still at school but have moved from a private school to government school. She wants to receive her resettlement assistance herself only.	Considerations should be given on request of Haneefa Bibi particularly the vulnerability allowance. She is uneducated and does not have a bank account. She will be supported by the STRPI for opening a bank account.

Date	Location	Type of Stakeholder	Participants		Consulted, Raised Issues and Finding	Actions Taken or Recommended
29 Aug	Home of Rukhsana Bibi	Leaser of shops 36,37 at Firdous Underpass (without official documentation)	1	2	Rhuksana Bibi is separated from her husband and lives in her brother's house. She paid for the sub lease of the shop some years ago. She does not appear to be vulnerable because she has adequate income from the shop and her children are looked after well. She is concerned that she should receive a replacement shop.	Rukhsana Bibi has agreed to take the resettlement assistance she is entitled to in her name. Her brother strongly agrees with this. She does not have a bank account and will need support of STRPI for opening a bank account. She does not need the vulnerability allowance.
		Shopkeeper of shop 35 at Firdous Underpass			Amna Kareem was also present at the meeting with Rukhsana Bibi. She has a business in one of the shops jointly with a male of his family. She is the sister-in-law of Rukhsana. Amna Kareem said that she wanted entitlements to be in her name.	STRPI to take care that Rukhsana Bibi receives resettlement assistance in her name.
29 Aug	Zia Market	Two sisters of Zahid who hold shares in the property at Zia Market (a) Tabinda Khalid (b) Tahira Jabeen		2	Concerned for their brother and his family because he has no other source of income other than rental income from Zia market. They requested that the workshops need be saved from demolition. They mentioned that previously the land of road in front of their commercial buildings had been utilized by the NHA for the building of the motorway, their 4 shops and 2 car washing stations were abandoned, as a result their father had become ill and died as a result which has made them very worried for their brother. They are not vulnerable. They explicitly stated that they did not want any of the entitlements for their share of the property and their brother should get all of their entitlements. The property title is still in the father's name.	They have agreed that their brother should get their entitlements. However, this is not possible because they are titleholders of the land; they need to open up a joint bank account to receive the compensation of land and structures, which they may not withdraw from the account, if they want to favor their brother.

4.4 Disclosure of LARP

90. After the endorsement of this updated LARP by PDA and approval by ADB, the LARP will be disclosed on the PDA, Planning and Development Department of GoKPK, BRT Project and ADB websites. The executive summary of the updated LARP will be translated into Urdu in the form of an information brochure and will be disseminated to representatives of DPs (see Annex 9), each AH, and disclosed publicly in accessible locations through localized means of communication and face-to-face meetings with DPs.

91. The full updated Land Acquisition and Resettlement Plan (LARP) for Reach 1 will be made available at key accessible and convenient locations such as the offices of Urban

Policy Unit of Planning and Development Department (P&DD), TMTD, and District Revenue Department, district administration, PDA, Environment Protection Agency DPs representatives and other places convenient to the DPs, as suggested by DPs. An information brochure The STRPI of PIU and National Resettlement Consultants under DSC will hold meetings with DPs along the corridor and make them aware of important aspects of the LARP through workshop and face-to-face meetings.

4.5 Continued Stakeholders Consultation and Participation during Implementation Stage

92. A continued process of consultation and participation of stakeholders particularly with DPs will be followed to ensure transparency in implementation of LARP and to keep the stakeholders informed and receiving and incorporating their feedback at various stages of PSBRTC Project implementation. It will provide a good measure to improve the social acceptability of the project and ensure effective participation of the stakeholders especially DPs in the process of LARP implementation, and the Project. Public consultation will assist obtaining cooperation from informed DPs and other stakeholders, to avoid cost and time in dealing with complaints. As per the requirement of the ADB SPS 2009, a strategy for public consultation during implementation of the Project works is delineated. Table 29 provides a consultation plan to be implemented by the PDA during the detailed design and updating of LARP, implementation of LARP, and Project construction phase through National Resettlement Consultant of DSC and the STRPI. The PIU of PDA will continue public consultation process by following ADB SPS 2009 and Public Communication Policy 2011 (Disclosure and Exchange of Information) by taking following steps:

- i. The STRPI of PIU and SRS of DSC and other staff of PIU will keep a close liaison with the stakeholders including women, particularly with DPs; record and address their concerns relating to the implementation of LARP and construction related works.
- ii. The project will engage a female social staff to ensure on-going consultations with women and address their issues, and to ensure that women and girls are equally benefitted from the project. During implementation of the LARP, the PDA will take into account the women and young girl's views and priorities, as a result of planned consultations.
- iii. Organize public meetings particularly with DPs and AHs and appraise them about implementation progress of LARP, particularly payment of compensation, resettlement and rehabilitation assistance, and other social activities;
- iv. Make extra efforts to ensure that vulnerable DPs understand the process and their entitlements, and mitigation measure will be taken by the project authorities to address DPs and other stakeholder concerns in accordance with the ADB SPS 2009 and ADB PCP 2011.
- v. Detail and outcome of all consultation activities will be included in Bi-Annual and Annual Monitoring Reports.

- vi. Disclose all monitoring reports of the LARP implementation in the same manner as that of the LARP at PDA websites and to the DPs, and other stakeholders.

Table 29: Consultation Plan

Activity	Target Stakeholder	Type of Consultation	Objectives of the Activity	Responsible Unit/Persons	Time Frame	Budget Source
Consultation with Firdous Underpass Business owners and employees regarding the 9 shops that will not be re-allocated in the bridge.	Firdous Underpass business owners and employees	Information sharing and consultation	To understand the impacts of the suggested designs, establish compensation and mitigation measures.	STRPI, SRS of DSC	As soon as possible	Project
At least one meeting each affected category (i.e. lessees, sub-lessees, shopkeepers, employees, vendors) at different locations/markets for sharing key aspects of LARP and planning for disbursement of compensation a and resettlement assistance and familiarizing people with GRM	DPs	Information sharing of LARP, consultation on development of micro plan(s) for disbursement of compensation and resettlement assistance and GRM	<ul style="list-style-type: none"> - disclose updated and approved LARP by sharing key aspects of LARP and also distribution of information brochure - agree upon scheduling disbursement of compensation and resettlement assistance and its mechanism 	STRPI, SRS of DSC	Q1 of Year 1 (1 st month)	Project
At least 10 consultation workshops with shopkeepers along the route to provide information and familiarize people with GRM	Shopkeepers along the route	Information sharing and Consultations	<ul style="list-style-type: none"> - Sharing key aspects of LARP - Agree on resettlement processes and self-relocation - Introduce the provisions of locations for temporary alternative relocation. (Note: workshop topics and contents should be gender-sensitive and socially inclusive). 	STRPI of PIU and SRS of DSC	Q1 of Year 1 (2 nd month)	Project
Once month meeting with each category of DPs at project sites on compensation, resettlement and rehabilitation issues	DPs	To get feedback on social, resettlement, compensation or resettlement assistance related issues	Immediate resolution of social and resettlement issues before they become serious or turn into grievances	STRPI and SRS of DSC	On-going	Project

Activity	Target Stakeholder	Type of Consultation	Objectives of the Activity	Responsible Unit/Persons	Time Frame	Budget Source
At least one consultation workshop in each quarter with DPs at locations along the corridor along with other relevant stakeholders	Reps of DPs	Participation of DPs in monitoring of compensation and resettlement assistance payment and overall LARP, EMP and GRM implementation process by taking their feedback	<ul style="list-style-type: none"> - Sharing key aspects of LARP implementation - Seek feedback of DPs on the process and suggestions for improvement on resettlement processes particularly relocation. - (Note: workshop topics and contents should be gender-sensitive and socially inclusive). 	STRPI and SRS of DSC	1 st month of each Quarter until completion of LARP implementation	Project

5 Resettlement Policy and Legal Framework, and Entitlement

5.1 Policy Framework

93. The Peshawar Sustainable Bus Rapid Transit Corridor Project (PSBRTC) involves involuntary resettlement and relocation of project displaced persons on a considerable scale. The requirements as per ADB Safeguard Policy Statement (SPS) 2009 should be complied with.

5.2 Legal Framework

94. In Pakistan, Land Acquisition Act (LAA) 1894 is the main law regulating land acquisition for public purpose. The LAA facilitates the provincial governments and project executing (EAs) and implementing agencies (IAs) in development projects which involve acquisition of land for public purposes, but LAA does not inherently mandate specifically for resettlement assistance and rehabilitation provisions benefiting the non-title holders, vendors and other vulnerable groups, or severely affected DPs, nor it directly provides for rehabilitation of income/livelihood losses or resettlement costs. The LAA mandates only for title holders and legal owners of land and structures, and other assets attached to land such as trees and crops. The LAA does not apply in BRT where all the project displaced persons are non-title holders (NTHs).

95. The TransPeshawar in collaboration with City District Government will protect BRT corridor from illegal encroachments under the Khyber Pakhtunkhwa Public Property (Removal of Encroachment) Act 1977.

5.3 ADB Safeguard Policy Statement 2009

5.3.1 Objectives

96. To avoid involuntary resettlement wherever possible; to minimize involuntary resettlement by exploring project and design alternatives; to enhance, or at least restore, the livelihoods of all economically displaced persons in real terms relative to pre-project levels; and to improve standards of living of the displaced poor and other vulnerable groups.

5.3.2 Scope and Triggers

97. The involuntary resettlement safeguards 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 (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas. It covers them whether such losses and involuntary restrictions are full or partial, permanent or temporary.

5.3.3 ADB SPS Policy Principles

1. 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.
2. 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.
3. 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.
4. 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.
5. 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.
6. 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.
7. 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.
8. 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.
9. 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.
10. 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.
11. Pay compensation and provide other resettlement entitlements before physical or economic displacement. Implement the resettlement plan under close supervision throughout project implementation.
12. 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

5.4 Gaps between Land Acquisition Act 1894 and ADB SPS (2009)

98. The Land Acquisition Act (LAA) of Pakistan and ADB SPS diverge on some key points. The key ADB Policy Principles are: (i) the need to screen the project early on in the planning stage, (ii) carry out meaningful consultation, (iii) at the minimum restore livelihood levels to what they were before the project, improve the livelihoods of displaced vulnerable groups, (iv) prompt compensation at full replacement cost is to be paid, (v) provide displaced people with adequate assistance, (vi) ensure that displaced people who have no statutory rights to the land that they are working are eligible for resettlement assistance and compensation for the loss of non-land assets, and (vii) disclose all reports.

99. The LAA in contrast to ADB SPS does not require adequate consultation with affected parties; it simply requires that declaration and notice to be given about temporary use of land or acquisition and the purposes for which it is required, and provide an opportunity for filing of objections. Nor does it require preparation of a “plan” documenting the process, and consultations undertaken with DPs. Finally, the LAA does not entitle compensation to DPs without title nor provides compensation for income losses caused by LAR. Table 30 summarizes the differences between the LAA and ADB safeguards and the measures that need to be agreed between GoKPK and ADB to address these gaps.

Table 30: Measures to Address LAA 1894 &SPS (2009) Differences/Gaps

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 requires that a 15% compulsory acquisition surcharge supplement the assessed compensation.	DPs are to be compensated for all their losses at replacement cost, including transaction cost and other related expenses, without deducting for depreciation.	Land valuation is to be based on current replacement (market) value with an additional payment of 15%. The valuation for the acquired housing land and other assets is the full replacement costs keeping in view the fair market values, transaction costs and other applicable payments that may be required.
No provision for resettlement expenses, income/livelihood rehabilitation measures or allowances for displaced poor and vulnerable groups.	Requires support for rehabilitation of income and livelihood, severe losses, and for vulnerable groups.	Provision should be made to pay for resettlement expenses (transportation and transitional allowances), compensate for loss of income, and provide support to vulnerable persons and those severely impacted (considered to be those losing more than 10% of their productive assets).
Lack of formal title or the absence of legally constituted agreements is a bar to compensation/rehabilitation. (Squatters and informal tenants/leaseholders are not entitled to compensation for loss of structures, crops)	Lack of formal title is not a bar to compensation and rehabilitation. 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 and livelihood and for relocation.

Pakistan LAA 1894	ADB SPS 2009	Measures to Address the Gap
Land acquisition and compensation process is conducted independently by the Land Acquisition Collector following a lengthy prescribed legal and administrative procedure. There are emergency provisions in the procedure that can be leveraged for civil works to proceed before compensation is paid.	Involuntary resettlement is conceived, planned and executed as part of the project. Affected people are supported to re-establish their livelihoods and homes with time-bound action in coordination with the civil works. Civil works cannot proceed prior to compensation	Respective EAs will prepare land acquisition and resettlement plans, as part of project preparation based on an inventory of losses, livelihood restoration measures, Pakistan law and principles enumerated in SPS. Where gaps exist in the interpretation of Pakistan law and resettlement practices, requirements of ADB's involuntary resettlement policy will prevail. Civil works may only proceed after the resettlement plan is implemented and compensation for loss of assets and other allowances (budgeted as part of the project cost) is fully paid.
No convenient grievance redresses mechanism except recourse of appeal to formal administrative jurisdiction or the court of law.	Requires the establishment of accessible grievance redress mechanisms to receive and facilitate the resolution of DPs' concerns about displacement and other impacts, including compensation.	EAs will establish easily accessible grievance redress mechanism available throughout project implementation that will be widely publicized within respective project area and amongst the DPs.

5.5 Resettlement Principles and Policy adopted for the BRT Project

100. A resettlement policy for BRT Project has been developed based on ADB's SPS (2009). The resettlement policy for the BRT Project evolved after a number of consultation meetings with DPs and other stakeholders. By following the objectives and principles of ADB SPS (2009), the core involuntary resettlement principles for this project are:

- i. Land acquisition, and other involuntary resettlement impacts will be avoided or minimized exploring all viable alternatives of the project design;
- ii. Where unavoidable, time-bound Land Acquisition and Resettlement Plan (LARP) will be prepared and DPs will be assisted in improving or at least regaining their pre-project standard of living;
- iii. Provision of income restoration and rehabilitation to agriculture tenants, vendors, employees of shopkeepers etc.;
- iv. Consultations with DPs on compensation and resettlement options, disclosure of resettlement information to DPs, and participation of DPs in planning and implementation of project will be ensured;
- v. Payment of compensation to DPs including non-titled persons (e.g., informal dwellers/squatters and encroachers) for acquired assets at replacement rates;
- vi. Vulnerable groups and severely affected displaced persons will be provided special assistance;

- vii. Payment of compensation and resettlement assistance prior to the construction contractor taking physical acquisition of the land and prior to the commencement of any construction activities; and
- viii. Establishment of appropriate institutional, grievance redress, internal and external monitoring and reporting mechanisms.

5.5 Eligibility

101. Eligibility to receive compensation and resettlement assistance is limited by a cut-off date as set for the Project on the day of completion of the DPs census, which is 26 December 2016 (for the impacts identified at the preliminary design stage) and 20 August 2017 (for the additional impacts identified at the detailed design stage). However, any displaced person not covered in the census enumeration can be enlisted with proof of existence at the said location before the cut-off date. They will provide attested copies of their identification cards signed by the elected representative of city government and identification of such DPs will also be verified by minimum 5 DPs above the age of 18 year. The STRPI of PIU will be responsible for verification process. People moving in the corridor of impact after the cut-off date will not be eligible for compensation and/or other assistance.

5.6 Methods used for calculating unit rates for Resettlement support and Allowances

102. Adequate measures have been planned in LARP to mitigate adverse impacts on the socio-economic conditions and livelihood of DPs of AHs. A Livelihood Restoration Plan has been designed by exploring all possible options to mitigate impacts of imposed socioeconomic changes and meet development needs of economically displaced persons based on extensive consultations with stakeholders especially DPs and analysis of facts and figures of the project impacts.

103. The compensation rates against loss of land and structures have been 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. And salvage material will be the property of displaced person free of any deductions.

104. The census gathered information on monthly income of the displaced persons, the analysis of data shows that most of the affected households fall under the category of poor. In the absence of authentic income statements as proof, the unit price for additional assistance to vulnerable and severely affected were calculated based on correlation of income and expenditure data.

105. Unit rate for transportation cost have been calculated based on the average rent of a small truck to be used to transport small movable structures and business goods of vendors.

106. The amount of assistance for transitional period has been derived by considering the disruption in income in new circumstances from transition to recovery after shifting of MBs to new locations and risks involve in attainment of same level of income. It is assessed that DPs will not be able to derive same level of income during transition period which is estimated from 3 to 6 months depending on the availability of alternative sites for vending.

During census, data was also acquired about the level of income of comparable livelihoods/businesses.

107. Allowances for vulnerable and severely affected DPs were established based on social and economic vulnerabilities and risks of hardship or impoverishment due to resettlement impacts on DPs, which are less likely to adapt to new circumstances without assistance

108. A detailed Livelihood Restoration Plan will be developed at initial stage of the project implementation by exploring economically and technically feasible income generating opportunities to assist DPs in recovering their income levels that would have prevailed in the absence of the BRT project and enhance supplementary income of DPs, to enable them to have diverse means of incomes that are sustainable and robust to cope with social and economic shocks such as the resettlement under BRT Project. And ensure access of DPs to project related benefits.

5.7 Entitlements

109. An entitlement matrix has been designed for LAR impacts under Reach 1 to (i) cover all displaced persons regardless of formal legal rights; and (ii) restore or enhance the livelihoods of all categories of displaced persons, particularly those who are non-title holders and vulnerable. Those affected by the project will receive additional measures in the form of assistance and full support during the resettlement process to ensure that those affected are not disadvantaged, and regain even improve their lost income and source of livelihood. Based on the above broad principles, the DPs will be entitled to a combination of resettlement and rehabilitation assistance, depending on the scope of the impact, including social and economic vulnerabilities of the DPs. Consultations were conducted with the potentially displaced persons on the entitlements, first they were oriented about potential impacts of relocation on their income and livelihood, estimated period of disruption due to construction, they were asked to share their views/expectations on the extent of impacts on their income and livelihood and options for mitigation measures. The option for relocation of vendors to alternate vending sites was shared, income restoration measures were discussed and entitlements for resettlement and rehabilitation were also shared and their views were taken on the adequacy of unit costs and timing of receiving assistance. The detail of entitlements is given below in Table 31.

Table 31: Entitlement Matrix

Sr.#	Category	Type of Loss	Entitled DP	Compensation Policy
1	Permanent loss of commercial land	Loss of land	4 legal owners of commercial land at Zia Market	<ul style="list-style-type: none"> Cash compensation at replacement cost¹, plus 15% compulsory acquisition surcharge, free of taxes, registration and transfer costs. Notification in 1 month advance
2	Permanent	Loss of structures	4 legal owners of shops at Zia	<ul style="list-style-type: none"> Cash compensation at replacement cost² for affected structures by type of construction and other fixed

¹ The replacement cost is equivalent to the market value of the land/assets, sufficient to replace the lost assets and cover transaction costs.

²Replacement cost for structures includes reference to the market price of materials and labor, and the cost of transporting materials to the building site. The replacement cost further includes the cost of any registration and transfer taxes for land and buildings. The compensation

Sr.#	Category	Type of Loss	Entitled DP	Compensation Policy
	loss of commercial and residential structures		Market	<p>assets at the Market Rate System of Q1, 2016 as fixed by the CSR Cell of Finance Department-GoKPK, free of depreciation. Cost of salvaged material will not be deducted either and salvaged material will be the property of displaced person(s).</p> <ul style="list-style-type: none"> In case of partial loss cash assistance (compensation) will be provided to restore the remaining structure. 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 and salvage material cost, and salvage material will be the property of DPs. A lump sum shifting allowance will be paid to relocate household belongings/business inventory, equipment, and installations based on average cost of transportation of the local trucks. Notification in 1 month advance
3		Loss of housing	1 affected land owner and 3 tenants	<ul style="list-style-type: none"> Transportation allocation Payment of 12 months' rent for dislocated owner and three months for tenants to support resettlement based on their average monthly rent for similar housing. Notification in 1 month advance
4		Permanent loss of rental income from shops and houses	4 legal owners of shops at Zia Market	<ul style="list-style-type: none"> One-time payment for one-year rental income loss for the transition period Notification in 1 month advance
5		Loss of business income due permanent loss of business places	10 businesses (9 tenants)	<ul style="list-style-type: none"> One-time payment of one-year business income loss for the transition period of re-establishing business One-time lump sum payment as transportation allowance for shifting of business goods. Notification in 1 month advance Right to shift furniture, fixtures and business goods safely³.
6	Loss of leased structures	Temporary loss of rental income	<p>37 shop lessees in Firdous</p> <p>33 shop lessees in Hashtnagri</p>	<ul style="list-style-type: none"> The rental income will be compensated on a monthly basis at the calculated average of the shop rents until the new shops are allocated The lessees will receive refurbished shops in Hashtnagri Underpass and 9 alternative shops at extended tunnel and new alternative shops at Firdous overhead walking bridge. In case of non-provision of any shops due to limitation of space in alternative markets, PDA will terminate lease and the "lessee" shall be entitled for compensation at market rate of the shops by following the conditions of lease agreement of MCC with PDA/GoKPK. Notification in 1 months advance. Any claims for ownership/entitlements (without official documents/substantial evidences) will be investigated and support will be provided for the transfer of ownership or preparation of official

against loss of structures will be compensated at the market rate schedule of Q1, 2016 as fixed by the CSR Cell of Finance Department-GoKPK, free of depreciation.

³ See Annex 11 for the valuation of decorations in Firdous and Hashtnagri.

Sr.#	Category	Type of Loss	Entitled DP	Compensation Policy
				documentation. The payments will be made to the rightful owners/titleholder/sub-lessees. <ul style="list-style-type: none"> Extension in lease period by 5 years to cover transition period.
7	Loss of business places	Temporary loss of business income	47 businesses in Firdous and 38 businesses in Hashtnagri	<ul style="list-style-type: none"> The business income will be compensated on a monthly basis at the calculated average ⁴until the new shops are allocated. The shopkeepers will receive refurbished shops and 9 alternative shops in Hashtnagri Underpass and new shops at Firdous walking overhead bridge One-time lump sum payment as transportation allowance for shifting of business goods. Notification in 1 months advance Compensation to the shopkeepers against loss of fixtures and glass work as per assessment made during the impact assessment survey, Right to shift furniture, fixtures and business goods safely.
8	Loss of employment	Loss of income	109 shopkeepers' employees (12 Zia Market, 35 Hashtnagri and 62 Firdous) 49 salaried family members of shopkeepers (4 Zia Market, 10 Hashtnagri and 35 Firdous) 4 underpass security guards of underpass markets 1 khatib of affected mosque	<ul style="list-style-type: none"> One-time lump sum payment in cash for transition period equivalent to 2 months official minimum wage rate of the GoKPK. Notification in 2 months advance
9	Temporary loss of commercial spaces		36 Vendors	<ul style="list-style-type: none"> Self-relocation allowance equivalent to 6 months income transition period calculated at prevailing official monthly minimum wage rate of the GoKPK⁵. Vendors will be allowed to self-relocate their businesses to alternative spaces for vending at locations comparable to the lost ones. One time transportation cost @ PKR5000 per vendor for relocation of business goods and temporary business structures. Notification 30 days in advance
10	Vulnerable households	Poor and female-headed households	154 DPs (36 vendors, 1 female headed household, 15	<ul style="list-style-type: none"> One-time lump sum assistance allowance in cash equivalent to 3 months' official minimum wage rate to all below the poverty line vulnerable households. Temporary and permanent employment to members

⁴ Where tax receipts are not available to establish net business losses of impacted businesses, the fixed monthly rate is based on their average monthly income as determined through participatory assessments and surveys.

⁵ PKR15000/month, the official minimum rate of wages notified by Directorate of Labor, Minimum Wages Board, Government of KPK on 27 May 2017 with effect from 1 July 2017.

Sr.#	Category	Type of Loss	Entitled DP	Compensation Policy
		and other vulnerable households	employees of Zia Market, 97 employees and 4 security guards of underpass markets and 1 khateeb of a mosque	<p>of AHs during construction or operation of the project, where feasible.</p> <ul style="list-style-type: none"> Family members of vulnerable displaced persons are eligible to get benefit from Livelihood Restoration Program.
11	Livelihood Restoration	Loss of Livelihood	Displaced vendors	<ul style="list-style-type: none"> Permission to vendors to relocate their businesses to alternative locations to continue their economic activity before start of BRT construction i.e. at busy nodes along the feeder/secondary roads or in main markets/bazaars. Extension in lease period of underpass lessees by 5 years, by PDA, to cover the period of re-establishment of businesses at alternative locations. Any semi-skilled or skilled persons from vulnerable affected households having skills in construction related works will be preferred in providing opportunities in project related employment/work and also an opportunity to upgrade their skills. Eligibility of vulnerable households to livelihood restoration interventions as per provisions in the detailed Livelihood Restoration Plan.
12	Relocation and rehabilitation of Public utilities	Shifting of Electricity pylons and Poles, transmission lines, telephone poles and lines, optical fiber cable, PDA water supply tube wells and filtration plants, drainage and digital billboards	PESCO, PTCL, Wateen Telecom, SNGCL, PDA, District Government, and other relevant agencies	<ul style="list-style-type: none"> PDA/TransPeshawar will pay relocation cost to relevant companies for relocation and rehabilitation of all public utilities.

5.8 Mitigation of Additional Impacts

110. There is a plan for the rehabilitation of 7 off corridor/feeder roads by the GoKPK and construction of 102 off-corridor bus stops. EPCM Consultants provided typical design of the proposed bus stops, but placement of bus stop/locations and surveys will be done by the Design and Supervision Consultants. The PDA and DSC will avoid and/or minimize resettlement impacts in selecting locations of the proposed 102 off corridor bus stops and rehabilitation of feeder roads. In case of any unavoidable adverse impacts, TMTD/TPC will

make an assessment of impacts and prepare an addendum(s) to the LARP in case of additional impacts that were not reflected in the LARP to fully and sufficiently mitigate the impacts by following ADB SPS.

111. If access of any person/groups is restricted to agriculture lands, the TMTD/TPC is responsible to provide access to severed piece of land and will establish entry and exit points, ideally, after every 500 meter for transport of agricultural machinery/equipment or carts and people's movement, and appropriate access. If restriction of access to any commercial, residential areas/structures or community structures/social services, walkways/roads is restricted, the TMTD/TPC will provide/restore appropriate access to severed structure/building or walkways/roads. All alternative access ways will be established in close consultations with affected persons. The cost of these access points will be budgeted in the revised cost of PC-I.

112. TMTD/TPC will construct of boundary wall of Bus Depot to protect privacy, safety and security of villagers particularly women and children.

113. TMTD/TPC will document and mitigate any unanticipated /unidentified losses/impacts and dealt according to the principles of ADB SPS 2009.

114. In case of absentee displaced persons, the STRPI will make efforts by involving the DPs representatives to find the absentee DPs. In case of their non-availability, the PDA will notify affected absentee for salvaging the structure directly. For this purpose, TPC will reserve the entitled amounts for those absentee DPs. The absentees are eligible to receive their entitled compensation/assistance during or before completion of BRT Project, by presenting their ID cards as a proof of identity and evidence of two DPs representatives.

115. The information about any possible additional impacts and mitigation measures has been included in the information brochure together with main Entitlement Matrix, and will be disseminated to DPs.

5.9 Demolition of Two Mosques

116. No compensation is required for lost land of the ROW; both mosques are built in the official ROW. Cash compensation for loss of structures by type of construction and other fixed assets will be provided at the market rate schedule of Q1, 2016 as fixed by the CSR Cell of Finance Department-GoKPK, free of depreciation. Compensation will be provided for the entire structures of mosques without deducting cost of depreciation and salvage material, salvage material will be the property of administration committee or owners. One month advance notice will be provided before demolition of mosques with advance payment for rebuilding of mosques at alternate locations.

5.10 Non-Eligible Vendors

117. The assessment of social impacts found a number of commercial encroachers using government owned ROW to conduct their businesses. These include: (i) the mobile vendors who come to the vending markets only for a few hours during a day; (ii) micro businesses who have spaces available in their shops to store their goods but place them outside/in front of their shops to attract customers in the morning and put them back at the shop's closing; and (iii) operators of tea stalls and micro eateries adjacent to the ROW who utilize available

open space of ROW in front of their shops to put chairs and tables for outdoor dining or drinking tea, though having space inside of their structures (iv) ambulant/mobile vendors who will not be affected due to construction of BRT, they are usually not found in groups and their location is more attributed to the convenience, or simply the availability of customers. These encroachers are not enumerated during the field studies as could operate their businesses without damages to their assets and loss of income during construction of BRT Project and are therefore not eligible for any resettlement and rehabilitation assistance. The mobile vendors do not need alternative vending spaces to continue their businesses as they do not have permanent business locations. These ambulant/mobile vendors and encroachers are not enumerated during impact assessment survey.

6 Income Restoration, Rehabilitation and Relocation

6.1 Introduction

118. As a result of consultations with the potentially displaced persons and other stakeholders, an income restoration, rehabilitation and relocation strategy has been developed to ensure the restoration and sustainability of DPs livelihood. The basic objective of income and livelihood restoration activities is to restore the economic status of the displaced persons having prior to the project, in line with the requirements of ADB's SPS. The rehabilitation of DPs is needed on sustained grounds so that the normal living patterns of the displaced persons are regained.

119. The entitlement matrix developed for the project has adequate provisions for restoration of livelihood of economically displaced persons by providing resettlement assistance, and appropriate approaches for restoration of livelihood and socio-economic rehabilitation of DPs to ensure sustainability in income generation. The details of measures for income and livelihood restoration are described below:

6.2 Short Term Assistance

6.2.1 Provision of Subsistence / Transition Allowance

120. The displaced persons losing their livelihood or places of income generation as a result of the Project will be supported with short-term income and livelihood restoration assistance for subsistence. These short-term income and livelihood restoration measures will be for immediate assistance in the form of one-time subsistence allowance for transitional period to meet minimum living expenses against temporary disruption to income during relocation of businesses.

6.2.2 Self-Relocation by Permanently Displaced Persons of Formal Businesses and Non-Titleholder Vendors at Alternative Sites

121. Displaced persons will be permitted to self-relocate their businesses to alternative sites by TMTD/TPC and PDA before start of civil works in coordination with other relevant departments to enable them particularly vendors to continue their economic activity i.e. at busy nodes or along the feeder/secondary roads or in the alternative main markets. The relocation of operators of formal businesses and vendors to alternative sites should not induce additional displacement; otherwise measures should be applied consistent with the ADB SPS. The sites for relocation of MEs have been identified in consultation with affected vendors and provided in Table 33, as without alternative vending spaces, the displacement of affected vendors will leave them most vulnerable.

Table 32: Identification of Sites for Alternative Vending Locations

Reach	Location	Vendor	
1	Traskoon Hotel - Chamkani Mor Bazaar	4	Chamkani village Bazar
1	Arbarb Sikander Flyover- Khalifa Hotel	19	Sikander Pura or Nishter Abad Bazar, Karim Pura Bazar

Reach	Location	Vendor	
1	Ittehad Plaza - Firdous Underpass	13	Undher Sher Bazar, Bacha Khan Chowk or inside of Vegetable Market
	Total	36	

6.3 Relocation of Vendors and Formal Businesses

122. Following measures will be taken to provide relocation subsidy to displaced vendors:

6.3.1 Shifting Allowance

123. Each vendor and operator of formal business will be provided one-time financial assistance for transportation/ shifting of their temporary structures (in case of vendors only) and business goods.

6.4 Rehabilitation of Vulnerable and Severely Affected Households

124. In addition to the subsistence and shifting allowances, a vulnerability allowance equivalent to 3 months' income at minimum official wage rate will be provided to each of the vulnerable AHs to help improve their economic condition during the transition period. Vulnerable AHs will be given priority in skilled, unskilled labour and job opportunities under the project. This provision will be included in the civil works contracts and will be monitored during project implementation.

125. Those DPs will have severe impact on their income, which need relocation from their existing business locations to the new ones. There is a risk that they may not get the same number of customers due to lack of access caused by BRT construction.

6.5 Preparation and Implementation of Detailed Livelihood Restoration Plan

6.5.1 Introduction

126. The impacts on the DPs were assessed as part of the LARP preparation, which confirms that livelihoods of the DPs will be affected in multiple ways. A preliminary Livelihood Restoration Plan has been developed. A detailed livelihood restoration plan (LRP) will be developed following finalization of the list of vulnerable and severely affected DPs, needs assessment and consultation with DPs which will be implemented throughout the project period.

6.5.2 Purpose of Livelihood Restoration Plan

127. The purpose of the LRP is to stabilize, if not improve, the livelihood and income of vulnerable and severely affected households. The minimum acceptable scenario is to ensure that the net effect of the project on the livelihoods of the affected population is neutral. This objective will be achieved through developing household economies and improving skills and employment opportunities through provision of a number of interventions.

128. Development of skills and capabilities, technical and vocational training, provision of in-kind and financial support will contribute to enhancement of capacity of DPs to find

employment and micro enterprise development. Livelihoods consist of the capabilities, the assets - both material and social resources - and the activities required for means of living, which are sustainable, robust and are sufficiently diverse and could cope with shocks such as the PSBRTC Project.

6.6 Livelihood Restoration Activities

6.6.1 Skills Upgrading

129. Any persons from affected households having basic skills in construction building will be given opportunity in project related employment for semi-skilled and skilled worker jobs to up-grade their skills i.e. ground working, masonry, resurface masonry, carpentry, painting, plumbing, pipe fitting, mechanical and electrical works, brick laying, welding, roofing, steel fixing, steel piling, scaffolding, iron work etc. These training would be most beneficial for the young person's currently unemployed. The expectation is that once a skill is acquired, opportunities within and outside the project open up for the able workers. This will directly impact the lowest denomination of DPs and therefore generate the greatest impact.

130. The PIU will make provision in the contractors' agreements for employment of qualified and skilled DPs and their household members in the recruitment of local skilled and unskilled labour, and operations and maintenance jobs including affected women. The jobs, in the semi-skilled and unskilled category, will be offered to the DPs on a preferential basis. Employment in the project construction will act as an added source of income and livelihood restoration of affected households. The STRPI and SRS under DSC will prepare a list of all capable workers, separately for women, among the AHs and provide the same to the contractors for employment by responsible person of PDA and Project Director. The STRPI with the support of SRS of DSC will monitor this through monthly statements of number of individuals employed from the affected households.

6.6.2 Employment Benefits during Project Implementation

131. The PSBRTC project will create a large number of temporary and semi-permanent jobs. The construction- related job opportunities will be an alternate temporary short-term source of income for restoration of livelihood of DPs/AHs. During recruitment of construction workers and project employees, priority will be given to vendors losing their source of livelihood and members of their households. The TMTD and PDA will include a condition of this provision in bidding documents and contract agreements of civil works contractors and service providers, and will monitor this process during the project implementation period.

6.6.3 Livelihood Activities for Women

132. The construction industry is one of the most male dominated sectors in Pakistan. Women are under-represented in construction occupations and professions. Women experience difficulties in this sector including cultural and structural barriers, such as harassment and discrimination, limited networking opportunities and long and inflexible working hours which often result in poor career prospects and high levels of stress for women, particularly in field related jobs. The census and socio-economic survey revealed that women from AHs have no participation in vending or any other businesses outside of their homes except one sub-lessee widow whose brother operates business for her after the death of her husband and two other women whose own businesses jointly with their brothers, who operate businesses for them on profit sharing arrangement. It is important to

focus on context specific livelihood activities for women keeping in view the social and cultural barriers for women to participate in the vending and construction related livelihood activities. The following interventions for women are proposed in the LRP:

6.6.4 Women Specific Vending Markets/Portion of Markets

133. TPC will develop women specific vending/formal markets or women specific portions in 3 formal markets to be constructed under PBRTCP in 3 building structures (i) Eastern Bus Depot (56 shops); (ii) Dubgary Garden Staging Station (169 shops); (iii) Western Bus Depot (103 shops) to encourage women from AHs to establish their vending or formal businesses. In this connection a target has been set in the Gender Action Plan for establishing commercial spaces for small women entrepreneurs from affected households. The provision of at least 15% of allocated commercial spaces in BRT related infrastructure and surrounding areas, allocated for women entrepreneurs.

6.6.5 Vocational Training for Women:

134. The primary purpose of vocational training for women is to provide an employable skill set. Almost all of the women from AHs are unskilled. The vocational training would be beneficial for the young women currently unemployed. The expectation is that once a skill is acquired, opportunities inside and outside the project open up for the young and able women. Women would be eager to learning home based income generating skills, which would help them utilize their time for monetary gain while taking care of the household.

135. The project will engage the KPK Technical Education and Vocational Training Authority (TEVTA), and/or any other private/government sector technical education institute(s), as appropriate. It would be better to explore option for utilizing TEVTA's existing resources in providing vocational trainings to women. The modalities will be decided by TEVTA while support to the women will be provided by the project in order to provide best practices training to women. The project will cover the costs of the training, and women from eligible households will be given a choice to select any of the vocations for them. The duration of training will be 4 weeks to 18 months, depending on type of training. A certificate will be provided to them at the end of training to ensure marketability of skills.

6.6.6 Support to Women in Establishing Small Business

136. If any women from the AHs, who have already completed training courses of vocational skills and/or have enough experience in running small businesses, such women would be provided support in buying necessary equipment or business material/goods. It will not be necessary for them to participant in training courses. The women could use the entire support amount to buy equipment and business material/goods. The households will sign and confirm receipt of their equipment, business material/goods.

6.6.7 Support from the Project to Displaced Persons

137. For training, provided by the KPK TEVTA, the cost of training will be provided by the project. The LRP implementing NGO/consultants will be responsible for the following tasks:

- i. Establish and maintain linkages with the management of construction contractors or other government led projects, commercial, industrial businesses in Peshawar of the Province with the intention of identifying their manpower requirements (i.e. number, qualification, skills, schedule of

deployment, etc.) and securing agreements for deployment of qualified DPs to fill job vacancies.

- ii. Establish an information communication mechanism to provide information to DPs on the availability of jobs through posting of job vacancies in vending markets or through face-to-face communication.
- iii. Close follow up of training at least once every month.
- iv. Maintain close coordination and establish linkages with the project contractors, service providers, and consultants to recruit DPs on a priority basis.
- v. The NGO/consultants will help trained male and female DPs to create linkages with organizations, 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 for a sustainable livelihood.

6.7 Institutional Arrangements for LRP Implementation

138. The institutional arrangements will be developed for the implementation of LRP with clear roles and responsibilities of agencies involve in implementation of LRP. The NGO will act as the executor of the implementation of LRP. For each intervention, the STRPI with the support of SRS under DSC will act along with stakeholders in order to ensure the plan is implemented. PDA will sign LRP Contract with the NGO based on the costs approved by ADB. PDA will delegate the responsibility of implementation of LRP to the NGO soon after the clearance of LRP by ADB. Agreements will be signed with various agencies involve in LRP implementation, civil works contractors and services providers for LRP implementation. Details for transfer of funds will be worked out in consultation with NGO by TMTD, PDA and ADB.

6.8 Costs Estimates for LRP Implementation

139. An initial amount of PKR15 million/USD0.14 million has been budgeted in the LARP for the implementation of LRP. The estimated cost will be revised after preparation of detailed LRP and will be included in the overall budget of the project. These cost estimates will include cost of training courses, equipment and business material/goods to be provided to DPs after training.

6.9 Implementation Schedule for LRP

140. After endorsement of PDA, the draft detailed LRP will be sent to ADB for review and clearance and its implementation will start soon after the approval of ADB. The LRP will be implemented over a period of 6 months. An implementation schedule will be prepared for LRP activities and vocational training. The LRP is expected to start within a quarter after start of the project.

6.10 Monitoring and Evaluation of the LRP

141. The LRP implementation will be monitored internally and externally as part of the overall LARP monitoring, evaluation and reporting.

7 Grievance Redress Mechanism

142. ADB Policy (SPS 2009) requires establishment of a local grievance redress mechanism to receive and facilitate resolution of the Displaced/Affected Persons' concerns and grievances regarding the project's social, resettlement and environment performance. The measures have been identified to mitigate social and resettlement impacts to be caused due to implementation of PSBRTC Project works. However, in spite of best efforts, there is every chance that the individuals / households affected by the project or other stakeholders are dissatisfied with measures adopted to address adverse social impacts of the project. To address, such situation an effective Grievance Redress Mechanism (GRM) will be established to ensure timely and successful implementation of the project. It will also provide a public forum to the aggrieved to raise their objections and the GRM would address such issues adequately. It will receive, evaluate and facilitate the resolution of displaced persons' concerns, complaints and grievances about the social and environmental performance at the level of the Project. The GRM will aim to investigate charges of irregularities and complaints receive from the Displaced Persons and provide a time-bound early, transparent and fair resolution to voice and resolve social and environmental concerns link to the project.

143. It is anticipated that the nature of such complaints will relate to compensation and resettlement assistance matters, damages, mobility and access issues of general public or disruptions of services during civil works related to the project functionalities. Some of the grievances that may arise are listed below:

- i. Name of a DP may be missing from the eligible DPs' list
- ii. Losses (such as damage to assets or loss of income) may not identified correctly during detailed design stage
- iii. Improper distribution of compensation and/or resettlement assistance
- iv. Problems in the relocation of DPs or their structures
- v. Delays in the payment of compensation and resettlement assistance,
- vi. Any disruption by the civil works contractors
- vii. Non-observance of project principles, by different parties, as laid down in the LARP
- viii. Any other issue arising during the project implementation

144. The STRPI of PIU will make the public aware of the GRM through public awareness campaigns particularly to DPs (see also Table 30). The name of contact person and his/her phone number, STRPI contact numbers and the PIU, will serve as a hotline for complaints and will be publicized through the media and placed on notice boards outside their offices, construction camps of contractors, and at accessible and visible locations along the PSBRTC corridor, and also shared with the DPs representatives. The project information brochure will include information on the GRM and will be widely disseminated throughout the PSBRTC corridor by the STRPI in PIU and SRS under DSC. Grievances can be filed in writing, via web based provision or by phone with any member of the STRPI staff or PIU.

7.1 First Tier of GRM

145. The STRPI and PIU is the first tier of GRM which offers the fastest and most accessible mechanism for resolution of grievances. The STRPI, Environment Staff (ES) and SRS under DSC will be designated as the key personnel for grievance redress. Resolution of complaints will be completed within ten (3) to ten (10) working days, depends on the nature of complaint. At this stage, the STRPI will inform the PIU for additional support and guidance in grievance redress matters. Investigation of grievances will involve site visits and consultations with relevant parties (e.g. displaced persons, contractors, traffic police, general public, utilities companies etc.). Grievances will be documented and personal details (name, address, date of complaint, nature of complaint etc.) will be included unless anonymity is requested. A tracking number will be assigned for each grievance, including the following elements:

- i. Initial grievance sheet (including the description of the grievance), with an acknowledgement of receipt handed back to the complainant when the complaint is registered;
- ii. Grievance monitoring sheet, mentioning actions taken (investigation, corrective measures);
- iii. Closure sheet, one copy of which will be handed to the complainant after s/he has agreed to the resolution and signed-off.

7.2 Complaints Management Register (CMR)

146. The STRPI will maintain a CMR to record grievances brought forward by displaced persons and general public, and ensure that these are appropriately addressed. The complaint register will provide for: the date and particulars of the complaint; description of the grievance; follow-up action required; name of person responsible for implementing the action; a target date for redressal and up-dated status/final action with date. The STRPI will be supported by the SRS of DSC for this purpose. The actual measures taken to mitigate the concerns will also be recorded in the register. The complainant's views on the remedial action taken will also be documented in the Register. All complaints received verbally or in writing will be properly documented and recorded/written in the CMR. In addition to this an easy to access web based GRM will be designed on the same pattern, which will have updated status of each complaint to be used by complainants to get an update on their complaints. The updated register of grievances and complaints will be available to the public at the PDA office, construction camps of contractors and other key public offices along the project corridor (offices of the city district government and district administration), and at accessible and visible places along the PSBRTC corridor. Should the grievance remain unresolved it will be escalated to the second tier.

7.3 Second Tier of GRM

147. The STRPI and ES in PDA will refer the unresolved issues (with written documentation) to the second tier of GRM, the Grievance Redress Committee (GRC), which also act as LARP Implementation Committee. The GRC will be established by Commissioner Peshawar (administrative head of Peshawar district) at initial stage of project

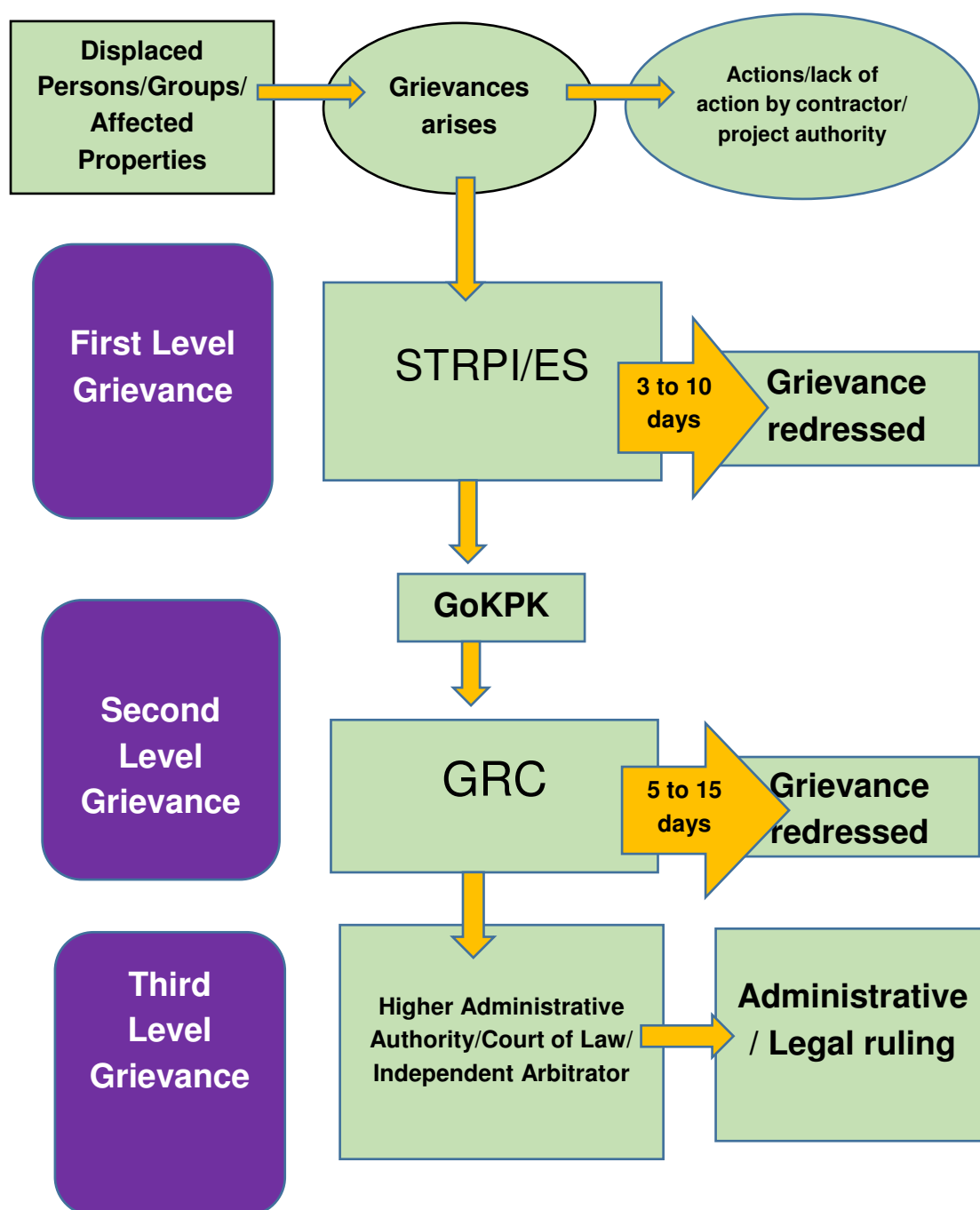
implementation prior to start implementation of LARP so that the DPs and other key stakeholders have recourse to refer their complaints. The GRC will consist of the following persons: (i) representative of District Management (Deputy Commissioner as head of GRC; (ii) PDA Directors of all civil works packages; (iii) two representative of the displaced persons; and (iv) one representative of EPA-KPK (for environmental related grievances). The STPRI and SRS under DSC will organize training for GRC to raise awareness about GRM and in handling grievances in an efficient and transparent manner as laid down in the LARP. A hearing will be called with the GRC, if necessary, where the displaced person can present his/her concerns/issues. The process will facilitate resolution through mediation. The local GRC will meet as necessary when there are grievances to be addressed. The local GRC will suggest corrective measures at the field level and assign clear responsibilities for implementing its decision within fifteen (15) working days, depending on the nature of complaint. The contractor(s) will have observer status on the committee. If unsatisfied with the decision, the existence of the GRC will not impede the complainant's access to the government's administrative or judicial remedies.

148. The functions of the GRC are as follows: (i) resolve problems and provide support to displaced persons arising from various social, resettlement and environmental issues. Social and resettlement issues including land acquisition (temporary or permanent, as applicable), asset acquisition, eligibility for entitlements, compensation and resettlement assistance as well as environment issues including dust, noise, utilities, power and water supply, waste disposal, traffic interference and public safety/utilities; (ii) reconfirm grievances of displaced persons, categorize and prioritize them and aim to provide solutions maximum within 5-15 days; and (iii) report to the aggrieved parties about developments regarding their grievances and decision(s) of the GRC. The STRPI or ES (in case of complaints on environment related issues) will be responsible for processing and presenting all relevant documents, field enquiries and evidences/proofs to the GRC, maintaining a database of complaints, recording decisions, issuing minutes of meetings and monitoring to see that formal orders are issued and to ensure that required actions against decisions are being carried out.

7.4 Third Tier of GRM

149. In the event that a grievance cannot be resolved directly by the PIU (first tier) or GRC (second tier), the displaced person can seek alternative redress through the district administration or city government, court of law or as appropriate. The PIU or GRC will be kept informed by the city district government or government administration, or any other authorities. The grievance redress mechanism and procedures are depicted in Figure 4. The monitoring reports of the LARP and EMP implementation will include the following aspects pertaining to progress on grievances: (i) number of cases registered, level of jurisdiction (first, second and third tiers), number of hearings held, decisions made, status of pending cases; and (ii) lists of cases in process and already decided upon, may be prepared with details such as name with copy of NIC, complaint number, date of application, date of hearing, decisions, remarks, actions taken to resolve issues, and status of grievance (i.e., open, pending, closed).

Figure 4: Peshawar BRT Grievance Redress Mechanism



8 Institutional Arrangements and Capacity Building for LARP Implementation

8.1 Khyber Pakhtunkhwa Urban Mobility Authority

150. The Project's executing agency (EA) is Khyber Pakhtunkhwa Urban Mobility Authority (KPUMA), and is responsible for overall coordination of the project, KPUMA's Board of Directors act as the overall Project Steering Committee. TMTD provides administrative and secretariat support to KPUMA through the PMU at TMTD and with support of the Project Management, Coordination and Capacity Building (PMCCB) consultants. KPUMA is responsible for overall coordination of the project and ensure availability and timely release of counterpart funds. The project Implementing Agencies are (IAs) Peshawar Development Authority and TransPeshawar.

8.2 Implementation Committee for Resolution of Field Related Issues

151. The formation of Implementation Committee for Resolution of Field related Issues of the Project is notified by Secretary Transport and Mass Transit Department on 8 May 2017 after the approval of Chief Minister KPK/Chairperson KPUMA Board of Directors, to streamline, guide and resolve field related issues including land acquisition and resettlement. The committee members are:

- i. Commissioner Peshawar, Chairperson of the Committee
- ii. Project Director of PMU for BRT Peshawar
- iii. Chairperson TransPeshawar
- iv. Chief Executive Officer TransPeshawar, Urban Mobility Company
- v. Director General Peshawar Development Authority
- vi. Additional Secretary Planning & Development Department
- vii. Additional Secretary Finance Department
- viii. Additional Secretary Construction & Works Department
- ix. Additional Secretary Local Government Department
- x. Additional Secretary Law Department
- xi. Chief Executive Officer Cantonment Board, Peshawar
- xii. Senior Superintendent of Traffic Police
- xiii. Capital City Police Officer
- xiv. Representative of District Government / Nazim Peshawar
- xv. Building Inspectors PDA and District Government and CBP

xvi. Any other Co Opted Member

152. The responsibilities of the Committee will include streamlining construction and implementation and resolving all issues relating to coordination between public/private stakeholders, land acquisition and resettlement (LARP), site clearance and shifting of utilities, handling public resistance, traffic diversion plan implementation, ensuring smooth execution of Construction Management Plan, construction related issues, security issues, environment related issues and EIA, Building Code implementation and review of Building Plans approved along the corridor for BRT, especially with regard to set back and parking provision in buildings, negotiation with Bus Operators plying on BRT Corridors and Feeder Routes, and removing them from the BRT and Feeder Routes, and handling fleet scrapping program.

153. The Chairperson of the Committee, Commissioner Peshawar will be responsible to report the status of progress on Field Issues directly to the Chief Minister and Chief Secretary, apprising them of obstacles, impediments and any inter departmental coordination issues, and soliciting their intervention for resolution on the above field issues. All the departments directly or indirectly involved with the project will be directed to provide full support and cooperation to facilitate implementation of the project on fast track basis. The Commissioner Peshawar can later be assigned the Additional Charge of Managing Director KPUMA, if he has to be given additional powers to oversee the BRT project, till full-fledged MD KPUMA is posted. PDA will share monthly LARP implementation progress and monitoring reports and LARP quarterly monitoring reports with Implementation Committee on regular basis.

8.3 Peshawar Development Authority and LARP Implementation Committee:

154. Peshawar Development Authority is the Implementing Agency of this LARP. Peshawar Development Authority (PDA) and Deputy Commissioner's Office (DCO), on behalf of KPUMA, implement the project's civil works package wise Land Acquisition and Resettlement Plans/Resettlement Plans (LARP/RP), in accordance with ADB's Safeguard Policy Statement (2009) and requirements of land acquisition law of GoKPK. The institutional arrangements for LARP implementation are exhibited in Figure 5.

155. PDA will be responsible for day to day implementation/operations of LARP, and will establish adequate and appropriate systems for LARP implementation including institutional arrangements, internal monitoring and reporting. PDA will also manage functions of consultants, contractors, operators and other relevant parties regarding social safeguards management.

156. PDA will build necessary capacity for LARP implementation by recruiting at least one Senior Social and Resettlement Specialist, one Social and Gender Officer and one Social and Resettlement Officer and other necessary staff with minimum one female as Social Team for Resettlement Plan Implementation (STRPI) at PIU to provide necessary support and guidance in LARP. The STRPI key positions/staff will eventually be absorbed in the TransPeshawar. STRPI will oversee day to day implementation of LARP including Grievance Redress Mechanism (GRM) and Livelihood Restoration Plan (LRP) in coordination and collaboration with all concerned parties of the Project throughout project operations, and

submit monthly LARP implementation reports to PDA and other concerned agencies and quarterly monitoring reports to PDA and TMTD for onward submission to ADB for review and clearance.

157. The Commissioner Peshawar, Chair of Implementation Committee for Resolution of Field Related Issues, will notify the formation of a dedicated LARP Implementation Committee for the effective implementation of LARP; this committee will also act as a Grievance Redressal Committee on social, gender and resettlement issues. The LARP Implementation Committee will compose of Deputy Commissioner (District Land Acquisition Collector) as Chair and Additional Deputy Commissioner (land acquisition) as Deputy Chair, and members consist of PDA Directors assigned to each reach and building works (will be called upon request, when required), Naib Tehsildar Acquisition (NTA), Social Development and Resettlement Specialist of PIU, Chief Resident Engineer and National Resettlement Consultant of Design and Supervision Consultants, and a representative of TransPeshawar (officially nominated by TransPeshawar). The Deputy Chair would preside over Committee meetings when the Chair is unable to attend. The Social Development and Resettlement Specialist will keep records of the Committee meetings and would follow up on implementation of actions with the help of Additional Deputy Commissioner, Committee members and other relevant agencies staff. The Committee will hold regular monthly meetings, but in case of any major resettlement issues or grievances, the Committee will hold extraordinary meetings, as and when requested by Chair, Deputy Chair and/or the Social Development and Resettlement Specialist. The LARP Implementation Committee will be mainly responsible for:

- Ensure that social safeguards management including land acquisition and resettlement complies with *ADB Safeguard Policy Statement (SPS) 2009*, regardless of financing source, and relevant GoKPK land acquisition law and regulations, where applicable.
- Ensure that sufficient funds are available to efficiently implement the LARP
- Establish and implement a grievance redress mechanism including notification of a Grievance Redressal Committee, as described in the LARP, to receive and facilitate resolution of displaced persons' concerns, complaints, and grievances about the LARP implementation and project's social performance.
- Ensure to incorporate all design mitigation and monitoring measures as specified in the LARP and in the Design and Supervision Consultants (DSC) Contract.
- Ensure that for project duration, DSC commit and retain sufficient dedicated international and national staff to accomplish the LARP implementation and monitoring.
- Ensure the quality of services provided by DSC in social safeguards management.
- Obtain necessary certification of payment of compensation, resettlement assistance as defined in the LARP/RP, prior to mobilization of civil works contracts.

- Confirm that bidding and contract documents of contractors and service providers include the social management requirements, including LARP to carry out social safeguards management throughout implementation of the project.
- Ensure effective internal monitoring of the implementation of LARP (mitigation and monitoring measures) by STRPI of PIU with the assistance from DSC international and national staff.
- Ensure submission of monthly LARP implementation progress and monitoring reports to Implementation Committee for Resolution of Field related Issues and as and when required by KPUMA and GoKPK.
- Ensure submission of quarterly monitoring reports on LARP implementation to Implementation Committee for Resolution of Field Related Issues and ADB for review and clearance.

8.4 Design and Supervision Consultants Support for Social Safeguards

158. In order to manage land acquisition and resettlement, PDA will require support from Design and Supervision Consultants (DSC) for managing contractors and service providers, supervision of construction quality and safeguards and liaising with DPs and other stakeholders, to ensure that sound methodologies and practices are followed in the implementation of LARP. DSC will hire social and resettlement staff (SRS) with relevant qualification and experience, consists of an International Gender Specialist having 10 years of experience in gender mainstreaming and gender equity, 1 National Gender Specialist having minimum 5 years' experience in gender mainstreaming, 2 National Resettlement Specialists with a master degree in social sciences and a minimum of 8-year experience in involuntary resettlement planning and implementation, 3 national Social Development Specialists and 2-4 enumerators as per requirement, among them minimum one will be the female. These consultants will act as supporting specialists who will assist PDA in social safeguards management including providing day to day support for LARP implementation during construction and supervise the work of the contractors and service providers in the field for the compliance with LARP. DSC will also assist in preparing monthly LARP implementation progress and monitoring reports and compile them into quarterly monitoring reports to submit to PDA, TMTD and ADB for review and clearance. The key tasks of DSC include:

- If the footprint or alignment of the project changes and envisage to cause additional adverse social impacts that are not covered during the updating process of LARP or were not within the scope of the LARP prepared during detailed design stage, SRS of DSC will conduct additional social impact assessment and prepare addendum(s) to LARP/RP on behalf of PDA (project proponent);
- Undertake awareness, capacity building trainings, mentoring sessions, and on-the-job training for PDA, TransPeshawar, DC/LAC office, TMTD, contractors, service providers and other concerned parties for effective implementation of LARP;

- Participate regularly in LARP Implementation/Grievance Redressal Committee meetings and implement assigned actions efficiently.
- Play an effective role in implementing grievance redress mechanism, as described in the LARP/RP, to receive and facilitate resolution of displaced persons' concerns, complaints, and grievances about the LARP implementation and Project's social performance;
- Provide effective support to implement detailed Livelihood Restoration Plan;
- Based on the results of LARP supervision and monitoring, identify corrective actions and prepare a corrective action plan, as necessary, for submission to PDA and ADB;
- Submit monthly LARP/RP implementation progress reports to PDA and TMTD;
- Report to PDA with a copy to ADB on all aspects of LARP management through quarterly reports, based on the results of supervision of LARP implementation including reporting on GRM and Detailed Livelihood Restoration Plan.

8.5 Role of Contractors and Service Providers

159. To facilitate LARP implementation the contractors and service providers must be prepared during the pre-construction and construction phase to cooperate with STRPI of PIU and DSC resettlement and gender staff, DPs and the local population/general public in the mitigation of impacts. However, experience suggests that contractors may have little impetus or interest in dealing with resettlement, gender and other social issues in the absence of performance-related criteria. Clearances for payments will include certification from the SDRS of PIU and SRS of DSC as to the effective implementation of the mitigation measures of social safeguard issues as specified in the LARP. The satisfactory implementation of mitigation measures will therefore be linked to payment milestones of contractors and service providers.

160. The LARP, with all its provisions will be a part of the Project Contract Documents. No physical work will be initiated until all compensations, resettlement assistance made to DPs as per provision of the LARP/RP. The contractor/service provider must possess the expertise in the application of ADB SPS 2009, ADB Core Labor Standards, provincial laws and regulations relating to resettlement, protecting child and gender rights, occupational health and safety. Following clauses will be included in the Contract Documents for social mitigation:

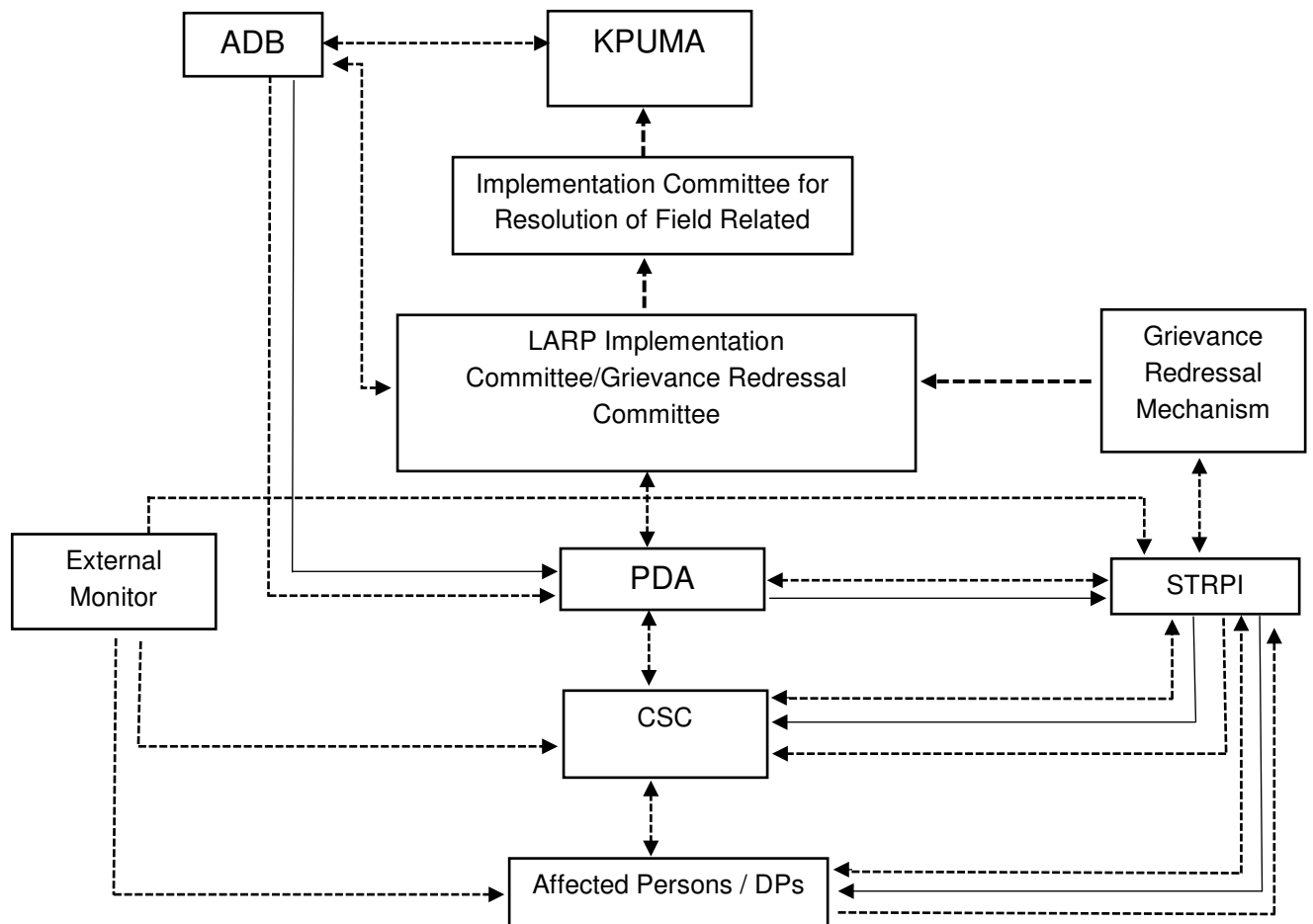
- i. The contractor/service provider must possess knowledge of the ADB's SPS 2009, especially with regard to resettlement, DPs/public consultations and grievance redress mechanism.
- ii. The contractor/service provider, as a first priority, will make efforts to offer the available skilled and unskilled jobs to the identified affected households and particularly to the vulnerable and severely affected DPs. For this purpose, details will be provided to the DPs by the contractors through STRPI.

- iii. The contractor/service provider will comply with all applicable provincial labour laws and regulations, and ADB Core Labour Standards.
- iv. The contractor/service provider will not discriminate between men and women in provision of jobs and will not differentiate between men and women wages and benefits for work of equal nature.
- v. The contractor/service provider will not employ child labour.

8.6 Role of Asian Development Bank

- i. Guide the EA, IAs, PMU, PIU and any other agency or committee on land acquisition and resettlement during project implementation;
- ii. Provide no-objection to civil works after satisfactory implementation of LARPs/RPs or for the sections within packages with no resettlement impacts, after validation by the External Monitor;
- iii. Review LARP monitoring reports and follow-up on recommendations/corrective actions;
- iv. Conduct regular loan review missions, including midterm and project completion missions;
- v. Monitor compliance with all loan covenants, including social safeguards.

Figure 5: Institutional Arrangements for LARP Implementation



Legends:

———— LARP Implementation Status

..... Coordination

..... Complaints / Grievances

8.7 Social Mitigation

161. The social mitigation activities during design and pre-construction to be implemented by the DSC while during construction, measures will be primarily implemented by the contractors; Table 33 shows detail of such activities and responsible agency. The LARP/RP will be included in the tender and contract documents for civil works and service providers. Contractors' and service providers' conformity with social mitigation measures procedures will be regularly supervised by STRPI and SRS of DSC, who will also monitor LARP implementation, and results will be reported in quarterly progress reports to submit to PDA, TMTD and ADB.

Table 33: Institutional Roles and Responsibilities for LARP Implementation

	Activities	Responsible Agency
A.	Project Initiation Stage	
1	Provision of required budget for land acquisition and resettlement	KPUMA, Implementation Committee formed by TMTD
2	Recruitment of STRPI	PDA, assisted by ADB
3	Discharge overall responsibility of planning, management, monitoring and implementation of LARPs/RPs	Implementation Committee formed by TMTD, LARP Implementation Committee, PDA, TransPeshawar
4	Funds Flow: i. For land acquisition and situated assets (structures, crops, trees etc.): Finance Department to DC/LAC office ii. For resettlement assistance: Finance Department to PDA	i. KPUMA, Finance Department ii. KPUMA, Finance Department
5	Establishment of Grievance Redressal Mechanism including notification for the formation of Grievance Redressal Committee	PDA, LARP Implementation Committee
6	Ensure that qualified and experienced international and national staff is recruited by Design and Supervision Consultants	PDA, DSC
7	Ensure coordination and collaboration between the relevant departments and other parties involve in LAR	PDA, assisted by STRPI
8	Disclosure of GoKPK and ADB approved LARPs/RPs on websites	PDA, TransPeshawar and ADB
9	Hiring of an individual consultant or a firm/NGO for external monitoring	PDA, assisted by ADB
B.	Capacity Building:	
1	Training on social safeguards as specified in LARPs/RPs for PMU, PIU, District Revenue Department, contractors, service providers and other concerned parties	DSC, assisted by SDRS of STRPI
2	On-the-job training and technical assistance in LAR related tasks including LARP/RP, GRM and LRP implementation	DSC, assisted by SDRS
C.	Due Diligence for Unidentified/Unforeseen/Additional Impacts	
1	Due diligence of BRT related associated structures, unidentified/unforeseen and/or additional impacts	DSC

	Activities	Responsible Agency
2	Liaise with Deputy Commissioner Office for acquisition of land	PDA, assisted by STRPI
3	Conduct Detailed Measurement Survey (DMS), census of DPs, socioeconomic survey, inventory of affected assets/losses, input of data and analysis	DSC
4	Screening of vulnerable DPs	DSC
5	Consultations with DPs and other stakeholders	DSC, STRPI
6	Survey on unit prices for computing replacement costs	DSC
7	Collection, computerization and processing of data for identification of eligible persons correctly for resettlement benefits and assess their compensation and entitlements as per ADB SPS 2009 and KPK Land Acquisition Law and regulations	DSC
8	Inform and consult DPs about impacts and mitigation measures/entitlements	DSC, STRPI
9	Submission of LARPs/RPs to PDA and ADB for review and comments, incorporate suggestions/address comments and finalize LARPs/RPs and submit to PDA and ADB for clearance, prior to award of contracts	DSC
10	Disclosure of GoKPK and ADB approved LARPs/RPs on websites.	PDA, TransPeshawar, ADB
D.	LARP/RP Implementation Stage	
1	Ensure efficient and timely implementation of tasks specified in the LARP	PDA, TransPeshawar, LARP Implementation Committee, DC/LAC Office, DSC
2	Carry out an information dissemination campaign to inform DPs including women about LARP/RP implementation process including GRM and LRP through dissemination of Information Brochure and face-to-face meetings	STRPI, assisted by DSC
3	Information dissemination and awareness raising at work sites on the risks of transferable diseases i.e. HIV / AIDS, TB, dengue fever for those employed during construction	Contractors, service providers, assisted by DSC
4	Close coordination with the respective agencies on day-to-day LARP implementation activities.	PDA assisted by STRPI and DSC
5	Guide the EA/PMU, IAs/PIU on land acquisition and resettlement during project implementation.	SDRS of STRPI, assisted by DSC
6	Complete land acquisition process.	DC/LAC office, LARP Implementation Committee
7	Meetings with DPs and affected households	DSC, STRPI
8	Develop micro plans for LAR, relocation, compensation and resettlement assistance payments	STRPI
9	Relocation of DPs formal businesses, vendors businesses, housing units etc.	PDA, STRPI, assisted by

	Activities	Responsible Agency
		DSC
10	Compensation for land, structures, and all other lost assets and resettlement assistance will be paid in full before displacement/relocation, before construction starts	DC/LAC office, STRPI of PDA
11	Conduct orientation of contractors' and service providers' staff and workers on LARP provisions before project construction starts.	DSC
12	Ensure contractors and service providers implement all social measures as specified in the LARP and their contracts	DSC
13	Undertake regular supervision of the contractor's social performance	DSC
14	Maintain management information system of LARP implementation	STRPI
15	Preparation of report(s) to indicate the packages/sections with no resettlement impacts, where civil works could commence.	DSC
16	Preparation of compensation and resettlement assistance completion report, prior to the award of civil works contract and submit PDA and ADB for review and approval.	DSC
17	Validation of satisfactory implementation of LARP/RP by External Monitor (EM)	EM
18	Synchronize resettlement activities; clear the ROW/land and handover the encumbrance free land to the contractor within the construction schedule	PDA
19	On satisfactory implementation of LARPs/RP, issuance of notice to proceed for Civil Works for each civil works package and/or sections within the packages	ADB
E.	Livelihood Restoration Plan	
1	Preparation of detailed Livelihood Restoration Plan and obtain endorsement from PDA and approval from ADB	EPCM
2	Implement short term income restoration activities i.e. assist DPs in buying suitable replacement land from willing sellers, liaison with contractors and service providers to provide jobs to interested DPs on preferential basis in BRT related works etc.	STRPI, assisted by DSC
3	Implement medium term income restoration activities	STRPI, assisted by DSC
F.	LARP Implementation Supervision, Internal Monitoring and Reporting	
1	Assist the contractor(s) to prepare monthly LARP monitoring reports and submission to PDA and TMTD	DSC
2	Supervision of LARP implementation and submission of monthly LARP implementation progress and monitoring reports to PDA and TMTD.	DSC
	Internal monitoring of LARP implementation including GRM and LRP.	PDA assisted by STRPI, DSC
	As a result of LARP implementation supervision and monitoring, development of Corrective Action Plans to address any emerging/new LAR issues and submit to PDA and ADB for information and review.	DSC
3	Implementation of Corrective Action Plans.	PDA assisted by STRPI, DSC
4	Preparation of quarterly LARP implementation monitoring reports and submit to Implementation Committee, TMTD, PDA and ADB for review and clearance.	DSC
7	Review of LARAP implementation and final outcome	Implementation Committee, LARP Implementation

	Activities	Responsible Agency
		Committee and EM

8.8 Capacity Building

162. The TMTD, PDA, TransPeshawar, District Revenue Department, contractors, service providers and other agencies involved in LARP/RP preparation and implementation lack conceptual clarity and expertise to implement LARPs/RPs including implementation of Livelihood Restoration Plan, GRM and address gender and other social safeguard issues. Trainings of relevant staff of TMTD, PDA, TransPeshawar contractors, service providers, and relevant staff from other concerned departments will help in enhancing their capacity to better implement the LARPs/RPs and understand the sensitivities of social, gender and resettlement aspects of the project. They will receive awareness training and capacity support from the International Resettlement Consultant, International Gender Consultant and National Resettlement Consultant of DSC and SDRS of STRPI to ensure learning and development, and for smooth and effective implementation of the LARPs/RPs.

163. The key objective of training program is to ensure that the requirements of ADB SPS and LARP are clearly understood and followed throughout the project implementation. The project works are to start immediately and the staff will be dealing the social, gender and resettlement issues. So, to better understand and deal with these issues, the following training / capacity building program is planned for the project functionaries. In total seven training workshops will be organized and several short mentoring sessions, follow up workshops will be organized related to LARPs/RPs, GRM and LRP, as and when required, an outline of training program is given in Table 34 below:

Table 34: Training Program for Capacity Building

Sr. No.	Participants	Training Imparting Agency / Person	Topics	Duration
1.	PMU, PIU, TransPeshawar, Contractors, service providers, relevant staff of PMCCB and CSC Consultants, relevant staff of DC/LAC office and other agencies involved in LAR	DSC, SDRS of PIU, DC/LAC office	<ul style="list-style-type: none"> • Introduction of ADB SPS and its principles • Brief on process of Land Acquisition and Resettlement Planning • Introduction to Assessment of Social Impacts of the project • Social and gender sensitivities of the project • Introduction to the LARP, its importance and step-by-step implementation of LARP, and clarity on roles and responsibilities • Implementation of Livelihood Restoration Plan • Consultation, participation and disclosure • Entitlements and compensation/resettlement and rehabilitation assistance • Livelihood Restoration Plan • Institutional arrangements • GRM, its importance and processes • Internal and external monitoring and evaluation of LARP • Budget and Financing for LARP 	Two courses, each of 2 days duration, (one prior to the start of the Project and the other just before start of construction works)

Sr. No.	Participants	Training Imparting Agency / Person	Topics	Duration
2.	PMU, PIU, TransPeshawar, Contractors, service providers, PMCCB and DSC Consultants, relevant staff of DC/LAC office and other agencies involve in LAR, selected site personnel including project, contractor's and service providers staff,	SDRS of PIU and SRS	<ul style="list-style-type: none"> • Introduction to ADB SPS and its principles • Introduction to the LARP, its importance and step-by-step implementation of LARP and clarity on roles and responsibilities • Information dissemination, consultation and GRM processes and its importance with clarity on roles and responsibilities • Livelihood Restoration Plan with clarity on roles and responsibilities • Social sensitivities of the project • Dealing with other social and gender issues 	Before start of construction 2 days
			<ul style="list-style-type: none"> • Importance, requirements and techniques of LARP Monitoring and Reporting 	One day
			<ul style="list-style-type: none"> • Awareness of transmissible diseases • Social and cultural values (including gender issues in BRT) 	One day
3.	Relevant staff of PMU, PIU, TransPeshawar, PMCCB Consultants, DSC technical staff contractors, service providers, and technical Staff	SDRS SRS, Traffic Police	<ul style="list-style-type: none"> • Explanation of social parameters to be considered while carrying out surveys for the project and construction. 	One course of 2 days duration at the start of field activity and 2 courses of half day duration to be repeated when require
4.	Relevant staff of contractors, service providers, DSC, drivers and other concerned agencies	Traffic Police relevant staff of PMU, PIU and DSC and other agencies	<ul style="list-style-type: none"> • Road Safety, Defensive Driving, Waste Disposal, Cultural Values and Social Sensitivity. 	Duration: one day (2 hours session to be held after every 3 months)

9 Resettlement Budget and Financing

164. This chapter calculates the budget required to implement the LARP and implement the entitlement matrix as presented in Table 32. Being the project owner, the GoKPK through its IAs (TMTD/TPC and PDA) is responsible for the timely allocation of the funds needed to implement the LARP. Allocations will be reviewed on monthly basis based on the budget requirements indicated by the LARP. The PDA is responsible to disburse the compensation and resettlement amounts in an efficient and timely manner during the LARP implementation. This budget is limited to compensations to DPs of this PSBRTC Project only, as per census data, any person who build asset after cut-off date (26 Dec 2016) and (20 August 2017) will not be eligible for compensation under this LARP.

165. The compensation funds for resettlement and rehabilitation assistance and income restoration will be disbursed to the DPs by the TMTD/TPC through PIU at PDA, through cross-cheques. The PIU staff will disburse cheques of these amounts to DPs on weekly basis at the PDA office, in the presence of SRS of Design and supervision consultants and minimum 2 representatives of DPs who will act as witness to avoid any grievances.

166. The Project Management Unit (PMU) will be responsible for financing to implement the LARP, PDA (PIU) is responsible for payment of resettlement and rehabilitation assistance and Deputy Commission Peshawar office is responsible for disbursement of compensation payments of land and situated assets to the DPs in an efficient and timely manner. It will ensure that:

- i. necessary human and financial resources are provided in the implementation of this LARP;
- ii. Necessary arrangements are in place for active participation of all the concerned officials and field staff in the implementation of this LARP in an effective and efficient manner.
- iii. amount of compensation will be timely paid to the genuine DPs well in advance before taking possession of the land and other assets as per procedure laid down in the LARP;

167. The Project Director of the PMU will be responsible for ensuring the prompt provision and efficient flow of the budgeted funds for LARP implementation. The PMU will ensure that land acquisition and compensation are adequately funded and carried out in accordance with the mechanism given in the LARP.

168. The LARP includes the cost of compensation, resettlement and rehabilitation entitlements of the DPs. The cost estimates have been based on the rates derived through consultation and surveys. The rates for compensation and cash entitlements for rehabilitation as well as allowances payable to DPs will be adjusted annually, based on the actual annual inflation rate. TMTD with the LAC will determine the annual inflation rates and adjust all cash entitlements.

169. The land acquisition and resettlement cost for Reach 1 is estimated to be PKR131.29 million (USD 1.25 million). Of this amount, PKR12.63 million is required for the land

acquisition, compensation fixed assets/ permanent structures and decorations is PKR 32.3 million, PKR 64.435 million will be spent to compensate income losses and restore livelihoods and 10 million will be spent for capacity building and evaluation and monitoring of LARP implementations. It should be noted that the LARP budget does not include cost of relocation of public utilities as this will be included in the overall budget of the project. The following tables (36-45) shows the costs of each project item and Table 35 to Table 42 summarizes the total budget of various categories.

Table 35: Cost of Commercial Land (Eastern Bus Ramp Access Permanent Structures) (A1)

Eastern Bus Access Ramp	Affected Land (Marla)	Title Holder	Unit Rate / Marla (PKR)	Total Rate/ Kanal (1)		15% CAS (PKR) (2)	15% CAS (USD)	Total Amount of Compensation	
				PKR	USD			PKR	USD
	12.5Marla	1	878668	10983350	103617	1647502	15543	12630853	119159
Total in Million								12.63	0.12

(1) The unit rates for private land for Eastern Side Bus Depot are based on the rates calculated by the District Revenue Department and PDA based on last one-year sale of land in the concerned villages/moazas.

(2) As per the entitlement matrix 15% is added to bring the value to replacement cost.

Table 36: Cost of Permanent Structures (B1)

Sr. No	Type of Affected Structure	Amount of Compensation			
		Total Affected Area (Sq.ft)	Unit rate (Sq.ft)	PKR	USD
1	02 Houses at Zia market (Eastern Bus Depot Ramp Access)	4623.6	2000	9247200	88068.6
2	02 Quarters at Zia market (Eastern Bus Depot Ramp Access)	3234.9	1500	4852350	46212.9
3	09 Shops and 01 Workshops at Zia market and 02 garages (Eastern Bus Depot Ramp Access)	1388.7	1200	1666440	15870
4	Green Belt Mosque/ Hajji Camp Adda Mosque (*)			2574606	24520
5	Mosque near Chamkani Adda/Bus Stop			120033	1143
Total Amount				18460629	175815.3
Total in Million				18.5	0.176

(*) Entitlement owners have not been identified.

Table 37: Cost of Fixture, Glass Work, Roof Ceiling and Decorations in Underpass Shops (B2)

	Unit Cost	Cost of decoration loss	Cost of dismantling & re-fixing (lump sum)	Total cost (PKR)	Total cost (USD)
Hashtnagri Underpass (9 shops) *	Variable	720000	405000	1125000	10714
Firdous Underpass (47 shops)	Variable	6875000	5820000	12695000	120905
Total		7,595,000	6,225,000	13,820,000	131619
Total in Millions				13.82	0.13

(*) Shop No. 4,9,18,19,23,24,25,26,27 to be demolished.

Table 38: Housing Allowance to Physically Displaced Households (C1)

Category of Displaced persons	No of DPs	Unit Cost		Period of Allowance (in months)	Total Amount	
		PKR	USD		PKR	USD
02 Tenants who lose their rented housing quarters	2	5000	48	3	30000	286
01 Tenant who lose rented house	1	10000	95	3	30000	286
01 owner of housing unit who lose his house	1	25000	238	12	300000	2857
Total					360000	3429
Total in Million					0.36	0.003

Table 39: Shifting Allowance for Transportation of Salvage Materials, Housing and Business Goods (C2)

Sr. No	Category of Displaced Persons	No of DPs	Unit Rate		Total	
			PKR	USD	PKR	USD
1	Zia Market Shopkeepers for shifting	10	10,000	95	100000	952.4
2	Zia market owner and house tenants who have to leave their houses	4	20000	190	80000	762
3	Underpasses Shopkeepers for shifting twice	86	30,000	286	2580000	24571.4
4	Vendors	36	5000	47	180000	1714.3
5	Green Belt Mosque / Hajji Camp Adda Mosque (*)	1	20000	190	20000	190
6	Mosque near Chamkani Mor/ Adda	1	10000	95	10000	95
Total					2970000	28285
Total in Million					2.97	0.028

(*) Entitlement owners have not been identified.

Table 40: Detail of Subsistence Allowance to Vulnerable Affected Households (C3)

Category of Displaced persons	No of DPs	Unit Cost		Total Amount	
		PKR	USD	PKR	USD
Below the Poverty Line Vendors	36	1x15000x3=45000	429	1620000	15429
Female Headed Household (sub-lessee)	1	1x15000x3=45000	429	45000	429
Below the Poverty Line Zia Market Employees	15	1x15000x3=45000	429	675000	6428
Below the Poverty Line Underpass Employees	97	1x15000x3=45000	429	4365000	41571
Below the Poverty Line Security Guards	4	1x15000x3=45000	429	180000	1714
Below the Poverty Line Khateeb	1	1x15000x3=45000	429	45000	429
Total Amount				6930000	66000
Total in Million				6.93	0.07

Table 41: Income Loss for the Transition Period (C4)

Category of Displaced Persons	#		Unit Cost	Total Amount
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		Number of months	PKR	USD	PKR	USD
Vendors	36	6	15000	143	3240000	30857
Shopkeepers of Hashtnagri Underpass	21	12	75000	714	1575000	15000
Employees of Hashtnagri (inc. security guards)	37	2	15000*	143	1110000	10571
Working family members in Hashtnagri	10	2	15000	143	300000	2857
Shopkeepers of Firdous Underpass	47	12	75000	714	3525000	33571
Employees of Firdous (inc. security guards)	64	2	15000	143	1920000	18286
Working family members in Firdous	35	2	15000	143	1050000	10000
Employees of Zia Market	12	2	15000	143	360000	3429
Working family members in Zia Market	4	2	15000	143	120000	1143
Khateeb of a Mosque	1	2	15000	143	30000	286
Shopkeepers of Zia market	9	12	75000	714	675000	6429
Total					13905000	132429
Total in Million					13.905	0.132

(1) This amount will be paid to the entitlement holders as long as the new shops are not allocated. When the new shops are allocated, the compensation payments will terminate.

Table 42: Transition Allowance to Owners and Lessees of Shops for Temporary Loss of Rent (C5)

Detail of Affected Shops	Unit Rate		No of Shops/units	No of Months	Total Amount	
	PKR	USD			PKR	USD
Loss of Rent of 33 Lessees of Hashtnagri (average rent per month)	25000	238	33	12	9900000	94285.7
Loss of Rent of 37 Lessees of Firdous (average rent per month)	35000	333	37	12	15540000	148000
Total					25440000	242285.7
Total in Million					25.44	0.24

Table 43: Transition Allowance to Owners and Lessees of Shops for Temporary Loss of Rent (C5)

Detail of Affected Shops	Unit Rate		No of Shops/units	No of Months	Total Amount	
	PKR	USD			PKR	USD
Loss of Rent of 33 Lessees of Hashtnagri (average rent per month)	25000	238	33	12	9900000	94285.7
Loss of Rent of 37 Lessees of Firdous (average rent per month)	35000	333	37	12	15540000	148000
Total					25440000	242285.7
Total in Million					25.44	0.24

(*) This amount will be paid to the entitlement holders as long as the new shops are not allocated. When the new shops are allocated, the compensation payments will terminate.

Table 44: Total Budget of Land Acquisition and Resettlement Plan of Reach 1

	Cost Item	No.	Unit	Cost per unit (PKR)	Total in PKR (Million)	Total in USD (Million)
A	Land Acquisition Cost					
A1	Cost of commercial land for Eastern Bus Depot Access Ramp	12.5	Marla	878668	12.63	0.12
A	Sub-Total				12.63	0.12
B	Compensation of Permanent Structure Situated to Affected Land					
B1	Cost of Permanent Structures	18	Sq.ft	variable	18.5	0.176
B2	Compensation of fixtures and glass work/decoration of underpass markets	86	Variable	variable	13.8	0.131
B	Sub-Total				32.3	0.307
C	Resettlement Cost					
C1	Housing Allowance to Physically Displaced Households (rent for transition period)	4	Months	variable	0.36	0.0034
C2	Shifting Allowances	138	Average rent of local truck	variable	2.97	0.0282
C3	Subsistence Allowance to Vulnerable AHs (equal to 3 months minimum wage rate)	153		45000	6.93	0.07
C4	Income Loss for the Transition Period	276	Average household income	variable	13.905	0.132
C5	Transition Allowance to Owners and Lessees of Shops for Temporary Loss of Rent	70	Average rent per month	variable	25.44	0.242
C6	Livelihood Restoration Program (tentative cost)	290	N.A	variable	15	0.142
C	Sub-Total				64.435	0.62
	Administrative and Management Costs					
E	Capacity Building Training cost	N.A.	N.A.	Variable	1	0.009
F	Cost of Hiring Consultants for External Monitoring of LARP	N.A.	N.A.	N.A.	2	0.02
G	Cost of Hiring Consultants for LARP Evaluation	N.A.	N.A.	N.A.	2	0.02
H	Provision to mitigate unidentified Impacts that may be identified during detailed design stage	N.A.	N.A.	N.A.	5	0.05
E,F,G,H	Sub-Total				10	0.09
Total (million)					119.36	1.137
Contingency (10%)					11.93	0.114
Grand Total (million)					131.29	1.25

1 US \$= 105

*PKR15000/month, the official minimum rate of wages notified by Directorate of Labor, Minimum Wages Board, Government of KPK on 27 May 2017 with effect from 1 July 2017

10 Land Acquisition and Resettlement Plan Implementation

10.1 Process of LARP Implementation

170. The PDA will be overall responsible for implementation of the LARP at the field level through Social Team for Resettlement Plan Implementation (STRPI) of PIU and other relevant staff of PIU, and with the support of Social and Resettlement Consultants under Design and Supervision Consultants. After the approval of updated LARP from ADB, based on detailed engineering design of the project, the PDA will initiate the implementation process. A timeline showing implementation steps, required actions and responsible persons for LARP implementation and post implementation scenario has been prepared and presented in Table 47.

10.2 Disclosure of LARP

171. Key features of this LARP have already been disclosed to the DPs during consultation meetings, and field level informal interaction with DPs. After endorsement of updated LARP by PDA and its approval by ADB, following LARP disclosure plan will be followed:

- i. An information brochure in English having summary of LARP will be prepared specifically for this purpose. It will be translated into Urdu, and distributed to all Displaced Persons (DPs). It will be easy bough that DPs and their household members will be able to understand their entitlements, unit rates of compensation, resettlement and rehabilitation assistance and payment procedures and Grievance Redress Mechanism.
- ii. LARP will be translated into Urdu by the PIU and disclosed to the DPs and other stakeholders through STRPI of PIU and SRS under DSC. It will disclose to female of AHs through meetings by the female staff of STRPI and DSC. Both versions of LARP (English and Urdu) will be made available at the website of TPC and PDA, offices of TMTD/TransPeshawar Company, PDA, City District Government, District Administration and Contractor camp's offices as an official public document.
- iii. Mandatory posting of LARP in English on the ADB and TransPeshawar and PDA websites.
- iv. Disclosure of LARP in DPs meetings in close collaboration with their representatives including LRP and GRM. STRPI of PIU in collaboration with SRS of DSC will organize location specific meetings at project locations along BRT corridor in coordination with the DPs representatives to explain the LARP including entitlements, income restoration and rehabilitation assistance, relocation assistance, Livelihood Restoration Plan, process to engage DPs in resettlement activities, GRM and overall process.
- v. A cheque disbursement schedule explaining the date, time and venue for disbursement of compensation and resettlement assistance cheques for each

DP will be prepared in Urdu in collaboration with DPs representatives and distributed to all DPs. This will also be disclosed in the location specific meetings along BRT corridor and copies of lists will be provided to the DPs representatives for their record.

- vi. A packet containing following information material will be prepared for each AH:
 - a. Information Brochure in Urdu based on the summary of LARP
 - b. Inventory of AH's losses with detail of compensation, resettlement and rehabilitation assistance to be paid to the AH.
 - c. Schedule for disbursement of compensation cheques explaining the date, time and venue for receiving cheque within a month (30 days).
 - d. Full payments of resettlement and rehabilitation assistance one month before vacating the ROW by vendors and two months before vacating the commercial structures by shopkeepers.
 - e. Detail of sites will be shared with displaced vendors where they will relocate their businesses.

172. In initial consultations with DPs, right after the approval of the updated LARP, comprehensive information dissemination and consultation process will be started; all DPs will be informed about the process for compensation, tentative time schedule for vacating the land, LRP and GRM. The consultation process will be an integral part of the LARP implementation and will continue throughout the duration of the PSBRTC Project.

173. PIU will continue to ensure that all DPs understand the implementation procedures of the LARP and measures to be taken to compensate them through STRPI and SRS. They will keep the DPs informed and facilitate addressing any grievances of DPs to a maximum level. The DPs will be involved in the Grievance Redress process to review and resolve any disputes concerning compensation and other resettlement issues through their representatives. Thus, there will be a continuous on-site consultation with DPs to ensure that the DPs receive their due entitlements/benefits on timely, efficient and transparent manner. Vendors will be informed through written 1 month advance notices, while owners and tenants of agriculture land, main lessees and individual sub-lessees and tenants of underpass shops will be provided 2 months advance notices before handing over possession of land to contractors and for relocation of shops to alternative sites and receiving compensation, resettlement and rehabilitation assistance amounts, the disbursement schedule including date, time and venue will be also be shared for collection of cross-cheques of compensations and resettlement and rehabilitation assistance before vacating the land/structures.

10.3 Training in LARP Implementation

174. It is planned to organize training workshops and several training sessions for the capacity building of the TMTD, PMU, PDA, contractors, service providers and relevant staff of other departments in LARP implementation including Livelihood Restoration Plan and

GRM. In this connection, a detailed capacity building plan has been provided in Chapter-8, before and during the implementation of LARP. All concerned engineering staff and officials of TMTD, PDA, DSC, contractors, service providers and relevant staff of other departments will participate in the resettlement/social safeguards training.

10.4 Process of LARP Implementation

175. PDA is also committed to provide 1-month advance notices to vendors and 2 months' notice to other DPs and pay their due compensation, resettlement and rehabilitation assistance prior to start of construction works, through written notices to vacate the ROW and structures to be demolished and keeps record of these activities with the support of STRPI of PIU and SRS of DSC. This time will allow DPs to shift their structures/businesses to alternative sites.

10.5 Procedures for Disbursement of Payments

176. A step-by-step procedure has been established for disbursement of compensation, resettlement and rehabilitation assistance cheques to the DPs, detail is as under:

10.5.1 Verification of DPs

177. Verification of the DPs will be made through their NADRA National Identity Cards (NIC) numbers and Proof of Registration cards of Afghan Refugees. It is important to mention that some of the vendors and employees of shopkeepers do not have ID Cards, also there are a number of employees of shopkeepers under 18, few Afghan Refugees have also lost their Proof of Registration cards, these DPs will be eligible to receive resettlement and rehabilitation assistance and those who have provided their first names only. These DPs will provide an affidavit with a photograph duly attested/ signed by the DPs' representative and identification of such DPs will also be verified by minimum 2 DPs above the age of 18 year. The STRPI with the support of SRS will be responsible for verification process. All DPs must bring their original NIC and a copy of it at the time of receiving cheques.

10.5.2 Payment of Compensation

178. Payment to DPs will be paid within a period of one month, keeping in view the total strength of DPs for which a schedule will be issued separately on approval of updated LARP; payment will be paid through cross cheques.

10.5.3 Vacation of Site

179. One-month advance notices to vendors and 2 months' advance notices will be issued to the AHs to receive the compensation, resettlement and rehabilitation assistance cheques with time schedule and venue and notices to vacate the sites within one month after receiving the compensation/assistance amounts. If a vendor will not vacate the ROW or shopkeeper will not vacate the shop after getting payment of compensation/resettlement assistance within a period of one month, the STRPI will submit an application to the GRC. GRC will decide action on case-to-case basis in coordination with DPs representatives. However, PDA reserves the right of directly removing such structures, only if a DP will not do this by the agreed deadline in consultation with DPs' representatives.

10.5.4 In case of Disputes/Grievances regarding Payments

180. Payment of compensation and resettlement assistance will be made at least one month prior to actual handing over of possession of the space to PDA, being utilized by the DPs. However, in case of a dispute, the assessed/allocated amount of compensation and resettlement assistance will be pledged in the names of the concerned DP(s), pending until a final decision by GRC. In such exceptional cases, the PDA may possess the ROW without payment of compensation and resettlement assistance. Grievances or objections (if any) will be redressed as per grievance redress procedures laid down in the LARP. However, PDA reserves the right for removal of structures/businesses in case of disputes, in consultation with DPs representatives and city government.

10.5.5 Absentee Displaced Persons

181. There are no absentee DPs found during the impact assessment survey based on detailed engineering design, but if any of them would identify during the LARP implementation stage, the PIU will make all possible efforts to contact/access to him/her, if not possible then PDA will issue 3 consecutive official notices and a public notice in local newspaper informing the DP(s) to contact the PIU for payment. Absentee DP(s) may receive the compensation after the notified schedules of payments by providing a proof of his/her absence. They will be eligible to receive payments before completion of the project; PIU has to deposit the money in the project account, until the project completion period.

10.5.6 Timing of Compensation Payment

182. Payment of compensation, resettlement and rehabilitation assistance will be made before one month prior to the actual possession of the land and ROW and 2 months advance payment to underpass shopkeepers before demolition of the impacted structures. No ROW or land will be possessed by PDA or handed over to the contractor for commencement of construction works without full payment of due compensations/resettlement and rehabilitation assistance to the DPs except the extraordinary cases. However, in case of delays from the DPs side, the assessed/allocated amount of compensation will be pledged in the names of the concerned DPs, in the project account. In such cases, PDA will document detail of each case and may possess land and ROW before payment of compensation and resettlement assistance, and will follow the decision of GRC, in consultation with DP(s) representatives as per defined procedures.

10.5.7 Release of Funds for Payments

183. The PDA is responsible for timely provision of finances for LARP implementation, for the compensation, resettlement and rehabilitation assistance payments, the PIU will be responsible for administration of LARP implementation. Allocations will be reviewed on monthly and quarterly basis based on the budget requirements to be indicated in the updated LARP. The compensation funds will go from the GoKPK to designated account of the District Land Acquisition Collector and will be disbursed by the District Land Acquisition Collector/Deputy Commissioner Office to the DPs. But the funds of resettlement and rehabilitation assistance will go from GoKPK to PDA (PIU) for direct disbursement to DPs.

10.5.8 Gender Specific Consultations

The PIU through female staff of STRPI and DSC will organize meetings with women and will ensure that women are equally consulted and participated in the implementation of the LARP. If women will

face any problems in getting compensation and resettlement assistance, DPs representatives will facilitate the PIU to resolve the problems.

10.6 LARP Implementation Schedule

184. The project has completed detailed engineering design works in Q 3 2017 and the civil works scheduled to start from Q 4 2017. This LARP has been updated by the PDA with the assistance of SRS of DSC based on detailed design of Reach 1 of PSBRTC Project and submitted to ADB for approval before implementation. The civil works planned to start from Q4 2017 that is why it is important to implement LARP in a shortest possible period. After the approval of updated LARP from ADB, the LARP will be disclosed to the public and DPs and implemented within a period of 6 months, depends on the progress on civil works. ADB will issue no objection for the initiation of civil works at sections of Reach 1 having no LAR impacts, after this LARP is fully disclosed. The initiation of civil works at section of Reach 1 with LAR impacts is conditional to the disclosure of this LARP to DPs and full payments of compensation, income restoration, and rehabilitation and relocation assistance to DPs prior to commencement of civil works. Public consultations, internal monitoring and grievance redress will be undertaken throughout the project duration.

185. A composite implementation schedule has been prepared for tasks such as approval, disclosure, pre-implementation, implementation and post implementation activities, in accordance with timeline matching with civil works schedule and presented in Table 47. However, the schedule is subject to modification depending on the civil works progress and other project activities, currently construction is planned to be concluded by April 2018. The Livelihood Restoration Plan will be implemented during the construction phase. The proposed activities in the LARP are divided into three broad categories based on the stages of work and process of implementation (i) preparatory phase (ii) LARP implementation phase (iii) monitoring and evaluation phase.

10.6.1 Project Preparatory Stage (Pre-Implementation Stage)

186. The major tasks during the preparatory stage are setting up relevant institutional arrangements for the resettlement activities, recruitment of STRPI and formation of GRC. The updated LARP, at this stage, needs to be endorsed by PDA and approved by ADB, and disclosed to the DPs through distribution of information brochure in Urdu and translation of full LARP in Urdu and its dissemination.

10.6.2 LARP Implementation Stage

187. Upon the approval of LARP, all the arrangements for disbursement of compensation and resettlement assistance needs to be done, which includes payment of all eligible assistance; relocation of DPs; initiation of economic rehabilitation measures; and delivering of proposed lands and BRT alignment to contractor(s) for commencement of the civil works.

10.6.3 Monitoring and Evaluation Phase

188. The LARP implementation, management of other social safeguard issues, consultation and participation of DPs, disbursement of resettlement and rehabilitation funds and status of effectiveness of GRM will be the activities to be monitored at this stage. Internal monitoring will be the responsibility of PDA in general and STRPI under PIU in particular at early stage of LARP implementation and will continue till the completion of the

implementation of LARP and the project, as per ADB SPS requirements. The SRS under DSC will assist STRPI in internal monitoring function and compiling the internal monitoring/progress reports, see implementation schedule in Table 45.

Table 45: Proposed Timeline for Update, Approval and Implementation of LARP

Steps	Tasks	Responsibility	Months (2017)			Months (2018)			
			Oct	Nov	Dec	Jan	Feb	Mar	Apr
A.	Pre-Implementation Stage								
1	Submission of Final LARP	EPCM	Wk 3						
2	Establishment of GRC	Commissioner Peshawar	Wk 4						
3	Verification of name lists	STRPI/SRS	Wk 4						
4	Investigation of claims, if any.	STRPI/SRS	Wk 4						
5	Preparation of detailed Livelihood Restoration Plan as part of LARP updating process	EPCM	√	√					
6	Consultations (on-going)	STRPI, SRS	√	√	√	√	√	√	√
B.	Disclosure and Community Consultation								
7	Disclosure of final LARP both in English and Urdu at the websites of PDA and ADB	PDA, ADB	Wk 3						
8	Urdu translation of Information Brochure into Urdu and distribution to DPs and other stakeholders, and disclosure through location specific face-to-face meetings	STRPI, SRS	Wk 3						
9	Urdu translation of LARP, and distribution to DPs' representatives and other stakeholders through meetings and department/location specific face-to-face meetings	STRPI, SRS	Wk 4						
10	Training of PDA, key contactors' and DSC staff	STRPI and SRS		Wk 1					
C.	LARP Implementation Phase								
11	Development of micro plan(s) for LARP compensation and resettlement assistance disbursement	STRPI,SRS	Wk 4	Wk 1 Wk 2 Wk 2 Wk 4	√	√	√	√	
12	one-month advance notices to vendors and 2 months advance notices to the titleholder, and lessees, sub-lessees and tenants of underpass markets before handing over of land for civil works	STRPI, SRS	Wk 3						
D.	Income Restoration and Rehabilitation of DPs								

Steps	Tasks	Responsibility	Months (2017)			Months (2018)			
			Oct	Nov	Dec	Jan	Feb	Mar	Apr
A.	Pre-Implementation Stage								
13	Notices for receiving resettlement assistance to all DPs through face-to-face meetings and distribution of vouchers in writing	STRPI, SRS	Wk 3	Wk 1 Wk 2 Wk 2 Wk 4	√				
14	Award of cheques and distribution of final notices for relocation/shifting of DPs to alternative sites	STRPI, SRS	√	√	√	√	√	√	
15	Implementation of Livelihood Restoration Plan	STRPI and SRS			√	√	√	√	√
16	Reporting summary of complaints & grievances/disputes and objections in progress reports	STRPIS, SRS	√	√	√	√	√	√	√
17	Provision of alternative shops to DPs of underpasses	PDA						√	√
18	Submission of civil works package wise LARP/RP compliance report to ADB (Confirmatory letter about completion of all payments)	PDA	Wk 4	√	√				
19	Internal Monitoring on-going, monthly and quarterly reports to PDA and other institutional stakeholders reports and six-monthly monitoring reports to PDA, LAR related committees and ADB	PDA, STRPI, SRS	√	√	√	√	√	√	√
20	Notice to proceed for civil works in LAR sections	ADB	Wk 4	√	√	√			
21	External Monitoring: regular reporting to PDA and to ADB for review and clearance	External Monitor		√	√	√	√	√	
22	Evaluation of the LARP implementation	External Monitor						√	
23	Submission of LARP evaluation report to PDA and to ADB for review and clearance	PDA							√

11 Monitoring and Evaluation

189. The Monitoring and Evaluation (M&E) is a mean to check, asses and evaluate the status of project activities on a regular basis. It helps in timely identification, analysis and removal of the bottlenecks at various stages of project implementation and expediting actions. The M&E of the LARP implementation is a tool to serve the interests of the project planners, executors, operation managers and financier, as they share the common concern for timely corrective measures. Specifically, the objectives of the monitoring and evaluation of LARP implementation are: (i) administrative monitoring whether the time lines of LARP implementation are being met, (ii) to assess whether compensation, resettlement and rehabilitation assistance measures are implemented and are sufficient, (iii) to identify problems or potential problems and ensure that grievances are dealt on a timely basis and consistent with the LARP, (iv) to identify methods of responding immediately to mitigate hardships/issues, and most importantly, (v) socio-economic monitoring during and after the relocation process to ensure that DPs are settled and are better off at the new locations and their standard of living is restored or improved. Monitoring and evaluation (M&E) of LARP implementation will be taken up at all stages of the project. The M&E activities to ensure the effective implementation of LARP are described as follows.

11.1 Internal Monitoring

190. The internal monitoring of LARP and LRP implementation including GRM is the responsibility of PDA through STRPI of PIU with the support of SRS of DSC. It will be a continuous activity and will be managed by the Sr. Director Broth PDA. The SRS under DSC will assist STRPI in monitoring of LARP implementation.

191. The STRPI with the support of SRS of DSC will develop a progress and performance monitoring system to collect and organize monitoring output on a regular basis. An information system containing the database on resettlement planning and implementation will be established and updated periodically for monitoring various activities of LARP and LRP implementation by the STRPI of PIU. The LARP database generated through the census, baseline socioeconomic survey, and the database of land acquisition, resettlement and rehabilitation payments, and consultations will become essential inputs of the management and information system (MIS). Progress monitoring and evaluation of intended outcomes of LARP implementation will be carried out.

11.1.1 Internal Monitoring Role and Responsibilities

192. The STRPI with the support of and SRS under DSC will develop a set of gender disaggregated monitoring indicators for internal monitoring of LARP and LRP and monitoring formats. The role and responsibilities under the M & E plan are described as under:

- i. The Sr. Director-BRT of PIU/PDA is responsible for monitoring the progress of resettlement activities with the support of STRPI and SRS.
- ii. The PDA will review the efficacy of the monitoring arrangements quarterly, relating to social and resettlement issues, and refine the arrangements accordingly. In this respect, PDA will also take into consideration the findings /

suggestions made by the independent external consultants engaged for external monitoring of LARP implementation.

11.1.2 Internal Monitoring Arrangements

193. Primarily, monitoring will be the responsibility of PDA with the support of STRPI of PIU and SRS of DSC. The STRPI, SRS will review the status of the LARP implementation in the light of policy, principles, targets, budget and duration as lay down in the updated LARP and all resettlement activities are carried out efficiently and transparently by the persons responsible. Some of the key indicators at different stages of the LARP are as follows:

- i. Review effectiveness of land acquisition and resettlement planning process i.e. adequacy of enumeration of project land acquisition and resettlement impacts, timeframe, budgetary provision, institutional arrangements, GRM, mitigation of unforeseen resettlement impacts etc.).
- ii. Consultations organized and dissemination campaign carried out regarding LARP and DPs are aware of i.e. entitlement packages, payment procedures, grievance redress mechanism, etc.
- iii. Verification whether land and assets situated to the land, resettlement and rehabilitation assistance payments made only to entitle DPs recorded before cut-off date.
- iv. A grievance redress committee is established during the stage of detailed engineering design to ensure fairness and transparency during the LARP implementation process.
- v. Finances for compensation, resettlement and rehabilitation assistance provided on time.
- vi. One-month advance notices to vendors and 2 months advance notices to lessees of underpasses and one-month advance notices to committee of a mosque to be given before shifting/relocation.
- vii. Timely disbursement of compensation, resettlement and rehabilitation assistance amount to DPs as per schedule in an efficient and transparent manner and is in conformity with the provisions in the Entitlement Matrix.
- viii. Relocation of affected vendors by permitting them to shift their businesses to alternative business sites.
- ix. Provision of skilled, semi-skilled and skilled labour opportunities and employment to affected households (AHs) with numbers including number of persons whose skills are upgraded.
- x. Verify recording and addressing the concerns/grievances of DPs are dealt on timely basis during and after land acquisition and resettlement process and consistent with the LARP.
- xi. Major issues of conflict between DPs and contractors are addressed efficiently during implementation of resettlement activities.

- xii. Effective monitoring of LRP and issues identified for immediate actions will be referred to the Sr. Director-BRT of PDA, and NGO for modifications in the LRP based on the progress and lessons learned in the course of LRP implementation and additional funds to cover additional activities.
- xiii. Effective implementation of Gender Action Plan, collection of gender disaggregated data and gender specific consultations with women.
- xiv. Degree of satisfaction of DPs and AHs with support received for restoration of their income and livelihood.
- xv. Any changes in social and economic parameters related to living standards of AHs.
- xvi. Efficient restoration of public utilities and/or other affected services/infrastructure.
- xvii. Lease agreements signed for the temporary use of land, full restoration of land after completion of construction.

11.1.3 Reporting of Internal Monitoring

194. The PDA will submit the LARP internal monitoring reports to ADB on semi-annual basis. These six-monthly monitoring reports will cover the status of LARP 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 LRP and GRM, status of capacity building activities as well as documentation of complaints received and corresponding action/resolution. The STRPI will maintain up-to-date records of LARP implementation and other social safeguard activities. The STRPI will provide findings of monitoring activities with the support of SRS in Monthly Progress Reports regularly and compile them in six-monthly monitoring report under a separate sub-head "Internal Monitoring of LARP Implementation", with details of the issues arise and the mitigation measures adopted under Grievance Redress Mechanism (GRM). The internal monitoring reports will be submitted to ADB on semi-annual basis during the project period. However, prior to mobilization of civil works in areas with LAR impacts, a completion report on payments of compensation and resettlement allowances and clearing of the site should be prepared by TMTD which will be verified by an external monitoring expert/agency.

195. Implementation of appropriate measures during the design, construction, and operation phases of the PSPSBRTCC Project will minimize negative impacts to acceptable levels. To ensure that these mitigation measures are implemented and negative impacts avoided, the measures will be included in contract specifications. Contractors' conformity with contract procedures and specifications and implementation of the approved LARP and EMP during construction will be carefully monitored. The contractor will be required to follow standard construction practices and comply with a series of contractual requirements which will be monitored and supervised by STRPI of PDA and SRS under DSC, The Social and environmental monitoring of the project will be undertaken throughout construction and operation to ensure that the measures are being implemented efficiently.

11.2 External Monitoring

196. As per requirements of ADB SPS, the PDA, with the support of PMU, will hire services of a firm/NGO or a qualified and experienced external monitoring expert with advice and concurrence of ADB on the Consultants selection, to verify monitoring information of project to undertake resettlement monitoring during and an evaluation after the implementation of LARP and LRP. The key responsibilities of the external monitor will be assessing the overall implementation approach, process, and outcome of the LARP and LRP, and providing inputs to the PIU for taking corrective actions to resolve any issues. The expert will review the status of the LARP and LRP implementation in the light of the policy, principles, targets, budget and duration that had been laid down in the LARP. The key tasks during external monitoring include:

- i. Develop specific monitoring indicators for undertaking monitoring and evaluation for LARP implementation including the Community Participation, consultation and disclosure;
- ii. Review results of internal monitoring and verify claims through random checking at the field level to assess whether resettlement objectives have been met. Involve the DPs, their representatives and community groups in assessing the impacts of resettlement for monitoring and evaluation purposes.
- iii. Review and verify the progress in LARP implementation of the project and prepare six-monthly reports for the PIU and the ADB including implementation of LRP and GRM.
- iv. Evaluate and assess the adequacy of compensation and resettlement and rehabilitation assistance given in the LAPP and the livelihood opportunities and incomes as well as the quality of life of DPs after project-induced changes.
- v. Evaluate and assess the adequacy and effectiveness of the consultation process with DPs, particularly those vulnerable, including the adequacy and effectiveness of grievance procedures and legal redress available to the affected parties, and dissemination of information about these.
- vi. Verify the completion report prepared by TMTD on payments of compensation and resettlement assistance and clearing of the sites at with resettlement impacts.
- vii. Were resettlement and rehabilitation assistance being sufficient to cover loss of income.
- viii. Did relocation of vendors to alternative sites able to sustain their source of income, and without any formal or informal fees.
- ix. Did alternative markets develop by TMTD and provided to the lessees and sub-lessees of underpasses to ensure re-establishment of businesses and

how effective and sustainable were the alternative locations to sustain enterprises of DPs, and without any formal or informal fees.

- x. How many semi-skilled, skilled and unskilled labour and employment opportunities were provided to AHs in the project related works?
- xi. Any changes in restoration of businesses and income levels;
- xii. How do the AHs assess the extent to which their own living standards and livelihoods have been restored?
- xiii. Communications and reactions from DPs on entitlements, resettlement and rehabilitation assistance;
- xiv. Grievance procedures; recording of complaints, reporting and processing time, and their redressal.

11.3 Disclosure of Monitoring Reports

197. The PDA is required to submit LARP external monitoring reports to ADB for review and posting on the ADB web site. These monitoring reports will be disclosed on the PDA website too. It is also required that relevant information from the monitoring reports is disclosed to the DPs promptly upon submission. The “relevant information” in this context refers to the implementation status of LARP and LRP, such as, information on financial progress/disbursement and progress (related to compensation of land and related assets, livelihood/income restoration, relocation or any information on compensation, resettlement assistance and rehabilitation, grievances; and corrective action plan). These issues are of direct relevance to the displaced persons, which also have the elements of participatory monitoring.

11.4 Evaluation of LARP Implementation and Management of Social Safeguard Issues

198. The external monitoring firm/NGO/individual expert will conduct evaluation of LARP and LRP implementation after its completion. Evaluation is summing up of an assessment of whether planned LAR activities have achieved their intended objectives. An assessment of resettlement outcomes is measured against baseline conditions. The evaluation exercise assesses resettlement efficacy, effectiveness, impact, and sustainability, drawing lessons to guide future resettlement planning. The evaluation will provide gender disaggregated information and concentrates on following parameters:

- i. Efficacy of mechanisms and indicators for internal and external monitoring;
- ii. Mechanism used for consultation, participation and disclosure of information to DPs;
- iii. Effectiveness and efficiency of PIU and DSC in LARP Implementation;
- iv. Assessment of the resettlement efficiency, effectiveness, impact and sustainability for drawing lessons for future resettlement policy formulation and planning.

- v. Evaluation of adequacy of compensation given to DPs and livelihood opportunities and incomes as well as the quality of life of DPs of project-induced changes.
- vi. Evaluation and assessment of the adequacy and effectiveness of the consultations process with DPs, particularly those vulnerable and severely affected, including the adequacy and effectiveness of livelihood restoration plan, grievance procedures and administrative and legal redress available to the affected parties, and dissemination of information about these.
- vii. Institutional arrangements; and
- viii. Level of satisfaction of DPs in the post resettlement period.

11.5 Evaluation Report:

199. The firm/NGO/individual, engage for assessment and evaluation, will present the findings of the study in the form of a report to PDA, TransPeshawar and ADB.

11.6 Budget for External Monitoring and Evaluation

200. A provision of PKR 2 million lump sum has been kept for this activity in the LARP budget.
