

Resettlement Plan

April 2017

PAK: Peshawar Sustainable Bus Rapid Transit Corridor Project

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ABBREVIATIONS

ADB	–	Asian Development Bank
AHs	–	affected households
BRT	–	bus rapid transit
CSC	–	Construction Supervision Consultants
COI	–	corridor of impact
DP	–	displaced person
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
IRC	–	International Resettlement Consultant
LRP	–	Livelihood Restoration Plan
LAA	–	Land Acquisition Act
LARP	–	Land Acquisition and Resettlement Plan
MEs	–	micro-enterprises
M&E	–	monitoring and evaluation
NGO	–	non-governmental organization
NRC	–	National Resettlement Consultant
PSBRTC	–	Peshawar Sustainable Bus Rapid Transit Corridor Project
PDA	–	Peshawar Development Authority
PKR	–	Pakistan Rupees
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
TMTD	–	Transport and Mass Transit Department
TOR	–	terms of reference
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 date of the census of project-displaced persons (26 December 2016) is considered the cut-off date. Persons who occupy or build structures in the project alignment after the cut-off date will not be eligible for compensation for their affected assets and will not be provided with rehabilitation assistance.
Displaced persons	The titleholders / the persons in whose name the project-affected business, land, building, business is registered/who run the business 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 a particular eligibility category are the sum 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	Agency, public or private, that is responsible for planning, design, and implementation of a development project.
Income Restoration	Income Restoration means re-establishing income sources and livelihoods of PAPs 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 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 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.
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.

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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 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 26-kilometer BRT corridor, including BRT dedicated lanes, 31 stations, 2 depots, mixed traffic lanes, bicycle lanes, parking, sidewalks, green areas, 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 livable, and foster gender equity.

2. The Land Acquisition and Resettlement Plan (LARP) for PSBRTC has been prepared by consultants following the final preliminary design under project preparatory technical assistance of Asian Development Bank (ADB). It focuses on the key activities of the project, which would cause involuntary resettlement impacts; and is prepared in accordance with ADB's Safeguards Policy Statement (SPS) 2009.

3. The LARP has been prepared based on a census (conducted from 9 November to 26 December 2016) of 100% potentially displaced persons (DPs) that are known at preliminary design stage; a socio-economic survey of 25% project affected households (AHs) conducted from 21 December 2016 to 5 January 2017; and consultations with DPs and other stakeholders. This LARP will be updated based on the detailed design of the PSBRTC Project and that the implementation-ready LARP will be re-disclosed to DPs and AHs and on ADB website.

B. Resettlement Plan Related Procedures and Conditionalities

4. The clearing of the right-of-way (ROW) and initiation of civil works on the BRT sites will be contingent to the following conditions: (i) preparation of an updated LARP, including a detailed Livelihood Restoration Plan (LRP), following the detailed design; (ii) endorsement and allocation of the required funds for the updated LARP by Transport and Mass Transit Department, Government of Khyber Pakhtunkhwa (TMTD-GoKPK); and (iii) approval of the updated LARP/LARPs by ADB and disclosure to the public. Commencement of civil works on sections/civil works packages with resettlement impacts, to be confirmed and/or determined during detailed design, is conditional to the full payment of compensation, resettlement and rehabilitation cash assistance and allowances. The LARP could be divided into several site-specific LARPs to facilitate package wise implementation of LARP compatible with civil works schedule of the packages. The Livelihood Restoration Plan will be implemented during the construction phase.

C. Summary of Resettlement Impacts

5. The preliminary design would cause heavy resettlement impacts. Adjustments were made in the BRT design to avoid and minimize displacement and resettlement to the maximum possible extent. The mitigation measures have been developed to fully mitigate the impacts of unavoidable impacts. A summary of the Project impacts is given in Table below and described in paragraph 6.

Table 1: Summary of Project Impacts

Category of Impact	Number of ¹Displaced Persons	Number of ²Affected Households	Number of Family Members of Affected Households
Permanent loss of Agricultural Land by Titleholders (3 female, 8 male) including loss of wood and fruit trees	11	9	81
Permanent Severe Loss of Income from Agricultural Land by Tenants including loss of crops	8	8	72
Permanent Loss of 14 Commercial Structures by Owners	8	8	72
Permanent Loss of 48 Commercial Structures by 47 individual ³ sub-lessees including 3 kiosks (12 of them also do businesses in their shops, 4 of them taken more than one shop on lease)	47	47	423
Permanent Loss of 44 Commercial Structures by main lessee (4 Director of Mohmand Construction Company)	4	4	9
Loss of Businesses by Tenants of commercial structures/Shops including tenants of 3 kiosks and 4 toilets (a compartment of toilet covers the area of one shop)	76	76	684
Loss of Employment by 104 Employees of commercial structures and 1 prayer leader of a mosque	104	104	936
Loss of Employment by 45 Relatives of commercial structures who work as employees	45	45	405
Loss of Livelihood by Informal Vendors	235	235	2115
Total	535	533	4797

6. The project will have resettlement impacts on 535 households due to acquisition of 117 kanal (14.6 acres/5.9 hectares) of private arable land, demolition of permanent structures of 2 underpass markets having 84 shops, 4 commercial toilets, 3 kiosks and 12 stores, a horizontal structure of 14 shops, 1 store room of a business, and 2 mosques (built in the ROW). It will also impact the livelihood of 8 tenants of agriculture land, 86 formal businesses/shopkeepers among them is a female headed household whose business is run by her brother; 235 informal vendors operating road side micro enterprises within the ROW, among them are 2 disabled, 99 employees of formal businesses and their 49 salaried relatives of formal businesses, having separate households; 4 security guards of underpass markets, and one khateeb (prayer leader) of a mosque. All formal and micro businesses need relocation of their businesses to alternative sites. The ⁴leaseholders of 79 shops and owners of 15 shops will lose income from monthly rent of the commercial structures. Among 535 AHs, 349 are vulnerable with 246 severely affected that need additional resettlement and rehabilitation assistance.

7. The Project will have an impact on a number of public utilities including relocation of electricity pylons and poles with transmission lines, transformers, water supply stations, drainage systems, and telecommunications infrastructure. There will be temporary impacts on mobility and access of general public due to BRT construction.

¹ The titleholders / the persons in whose name the project-affected business, land, building, business is registered/who run the business and who is authorized to receive the compensation and/or resettlement assistance granted for the acquisition of land, loss of structures or business.

² A household that is operating as a single economic unit, and affected by a project.

³ A sub-lessee is an individual who has purchased sub-lease from main lessee "MCC" against a payment equal to market value of a shop

⁴ Leasehold are of two types (i) main lessee, who has constructed underpasses on Build, Operate and Transfer bas (BOT) basis on a 33 year lease period (1999 to 2032) and refer as main lessee; (ii) sub-lessees, as defined in footnote 3, who have purchased sub-lease form main lessee and refer as individual sub-lessees.

D. Consultation and Participation

8. A long process of consultation and negotiation was carried out from 1 August 2016 to 31 January 2017 to address complex resettlement issues and to resolve them amicably with DPs. Consultations were also conducted with a number of other stakeholders. The affected main lessee and sub-lessees and shopkeepers of underpass markets are keen in getting alternative shops at pedestrian bridges at nearest bus stations. There will be no impact on residential structures that is why no physical displacement of housing units will occur.

9. DPs' and stakeholders' concerns and suggestions have been incorporated in the LARP, Environment Management Plan (EMP) and Gender Action Plan (GAP). Consultation with DPs and other stakeholders will be continued during project implementation.

E. Entitlements

10. Eligibility to receive resettlement assistance was limited by a **cut-off date of 26 December 2016**, the date of completion of the DPs census. 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 during the updating of the LARP subject to presentation of sufficient proof of their existence at the said location before the cut-off-date. They will be asked to 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 Social and Resettlement Staff of Project Implementation Unit (PIU) and resettlement staff of engineering, procurement, and construction management (EPCM) consultants would be responsible for the verification process.

11. 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) subsistence/transitional allowance;
- (ii) Right to shift to alternative locations to vendors to continue economic activity during and after the period of PSBRTC construction;
- (iii) relocation of formal businesses of underpass markets to alternative markets in commercial areas of pedestrian bridges to be established under PSBRTC Project;
- (iv) provision of transition allowance;
- (v) additional vulnerability allowance;
- (vi) severe impact allowance;
- (vii) employment during project Implementation;
- (viii) opportunities for skill up-gradation;

12. A preliminary LRP has been developed as part of the LARP for livelihood restoration of vulnerable and severally AHs on a sustainable manner. A detailed LRP will be prepared during detailed design stage of PSBRTC and implemented during construction phase of the Project.

F. Information Disclosure

13. The LARP will be translated into a national language (Urdu) and disclosed on the websites of ADB and TMTD and/or the project; and the full LARP in English and Urdu will be made available at key accessible and convenient locations including offices of TMTD, city government, district administration, Peshawar Development Authority (PDA), Urban Policy Unit of Planning and Development Department (P&DD), related sections of P&DD, and other places convenient to the DPs representatives and will be disseminated through localized means of communication. An information brochure in Urdu containing a summary of the LARP will be prepared and distributed to all DPs. The Social and Resettlement staff of PIU and resettlement staff of Construction Supervision Consultants will hold meetings with DPs along the

corridor and make them aware of important aspects of the LRRP, their entitlements, LRP, and the Grievance Redress Mechanism (GRM) through face-to-face communication.

G. Grievance Redress Mechanism

14. A three-tier GRM has been designed to provide a time-bound, early, transparent and fair resolution for DPs and stakeholder grievances. The PMU 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.

H. Institutional Arrangements and Capacity Building for Resettlement Plan Implementation

15. TMTD, to be incorporated into the TransPeshawar Company, will supervise the project and will implement the LARP through PIU. The PIU will hire a Social and Resettlement Staff to oversee implementation and monitoring of LARP and other social safeguard issues throughout project operations.

16. The Construction Supervision Consultants will carry out the supervision, of the project, including social and environmental management and supervision and monitoring of LARP and EMP implementation.

I. Budget for LARP Implementation

17. The resettlement cost estimate for the project is PKR18905 million (US\$181.8 million) including 98.68% cost of land acquisition, and 10.32% cost of compensation and resettlement assistance with 10% contingency. The cost of resettlement will be included in the overall project cost. The LARP budget does not include cost of relocation of public utilities - it will be included in the overall budget of the project. The cost of consultations, LRP, GRM and other support costs will be included in the administrative costs of the project. A provision of PKR3 million has been made for external monitoring and evaluation in the LARP budget.

J. Internal and External Monitoring of LARP Implementation and Evaluation

18. The internal monitoring of LARP implementation will be the responsibility of the TMTD/TransPeshawar through Social and Resettlement Staff of PIU and with the support of resettlement staff under Construction Supervision Consultants. The TMTD shall submit the LARP internal monitoring reports to ADB on 6-monthly basis during project implementation.

19. The PMU 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.

Chapter 1 . PROJECT DESCRIPTION

1.1 PROJECT BACKGROUND

1. This report presents the Land Acquisition and Resettlement Plan (LARP) of Peshawar Sustainable Bus Rapid Transit Corridor (BRT) Project, prepared under ADB project preparatory technical assistance (PPTA) for the Government of Khyber Pakhtunkhwa (GoKPK) based on final preliminary design report (December 2016). This LARP is fully endorsed by the Project executing agency Planning and Development Department (P&DD), Government of Khyber Pakhtunkhwa (GoKPK) and Project implementing agency Transport and Mass Transit Department (TMTD), GoKPK. This LARP will be updated based on the detailed design of the PSBRTC Project and process to be followed for acquisition of private land under Land Acquisition Act 1894.

1.2 THE PROJECT

2. The project will contribute in the development of a sustainable urban transport system in Peshawar, the provincial capital of Khyber Pakhtunkhwa in Pakistan, through the delivery of an integrated bus rapid transit (BRT) corridor, focusing on accessibility, passenger time savings, and alleviating congestion for car users. The project follows priorities set in ADB's country partnership strategy, 2015–2019 for Pakistan, including (i) improving connectivity and access, especially for the poor, by promoting urban public transport systems; and (ii) reducing pollution through mass transit systems. The BRT is a complete public transport improvement program involving not only construction of infrastructure, but also improving the bus service quality, changing the bus industry and promoting reform in public transport management. The project is consistent with the Government of Pakistan's Vision 2025, Framework for Economic Growth (2011), National Climate Change Policy; supports priorities set out in Khyber Pakhtunkhwa Comprehensive Development Strategy 2010-17; and is aligned with the interim country partnership and Sustainable Transport Initiative of the Asian Development Bank (ADB). The project outcome will be improved public transport in Peshawar, directly benefiting a population of at least 0.5 million. The project will consist of two interlinked outputs:

- (i) **Output 1:** full restructuring of a 26-kilometer BRT corridor, including BRT dedicated lanes, 31 stations, 2 depots, mixed traffic lanes, bicycle lanes, parking, sidewalks, green areas, energy-efficient streetlights and proper drainage to climate-proof the BRT infrastructure; and
- (ii) **Output 2:** effective project management and sustainable BRT operations through institutional and organizational developments. The project is economically justified by major time savings for future BRT passengers, vehicle operating cost savings, and better air quality and savings in carbon emissions, which will in turn help improve the health of Peshawar's citizens and mitigate climate change. The project will also help make Peshawar safer and more livable and business friendly through low carbon and climate resilient urban infrastructure and improved access, boost private sector investment, and foster gender equity.

1.3 PSBRTC PROJECT DEVELOPMENT COMPONENTS

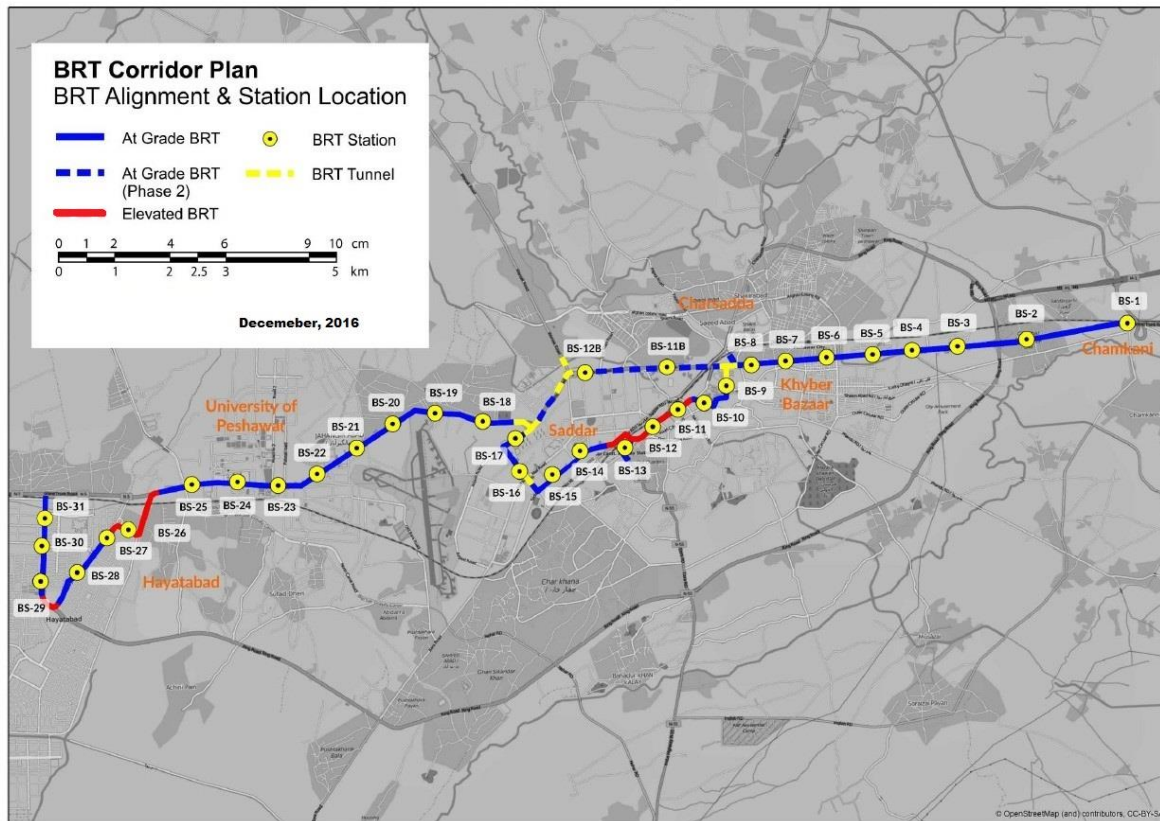
3. Peshawar BRT has four components: (i) infrastructure development that involves station and corridor design, technical specification, intersection design, traffic management plan and costing; (ii) BRT Business Model Development comprises of partnership model, financial model for BRT, procurement model, payment model and service specifications; (iii) the operational model development will cater for passenger demand estimates, service plan design, fleet requirements and route plan; and (iv) implementation plan that will include existing operation's transition, operation's selection mechanism, financing plan and economic analysis of the BRT. Project Design Advance consultants have been selected for (i) engineering, procurement, and construction management (EPCM); (ii) operational design and business model (ODBM); and (iii) project management, coordination, and capacity building (PMCCB). The infrastructure development activities under component 1 will cause land acquisition and resettlement impacts.

1.4 PESHAWAR BRT ROUTE

4. The Project will restructure main city transport corridor that links north Eastern part of the city (G.T. Road, Northern Bypass) from Chamkani to Hayatabad. The BRT full alignment starts from Chamkani, near the Chamkani train station. It goes along the GT Road at-grade until the junction with Ashraf Road where it will go into a tunnel connecting both approaches of GT Road, Malik Saad Shaheed Road, and Cinema Road. After the tunnel, the main BRT route follows Cinema Road at-grade where it would become elevated to bypass the junction with Hospital Road. It stays elevated on Khyber Bazaar Road and Railway Road, and passes the Soekarno and Suba Chowk, the two most congested intersections in the Khyber Bazaar area. After the railway road, the elevated BRT section turns right at Anwar Saeed medical center to cross the railway station, where a BRT-only bridge will be constructed. After crossing the railway station, the BRT goes at-grade again and join Saddar Road just after Peshawar Press Club. On the preferred alignment, the BRT stays at-grade on Saddar Road, turns right to Khadim Hussain Road and Sir Syed Road to go to Amman Chowk, where the BRT goes on BRT-only tunnel to cross Amman Chowk. The corridor continues through GT Road and Jamrud Road where it goes into an elevated BRT only corridor above a dried-up river bank before the Bab-e-Peshawar Marco Polo Bridge until it joins the Habib Jalib Road towards Tatara Park and joins the Ring Road. In this alignment option, total length of BRT is 30.8 kilometer (km), in which 26 km will be built in Phase 1, and 5 km in Phase 2. Out of the 30 km, there are some segments that will be built elevated, which is 4.1 km long, and tunnel with 3.5 km long. This will leave the at-grade BRT segment at 23.3 km long for both phases. In this option, 31 BRT stations will be constructed, with an average distance of 922 meters between stations.

Figure 1.1: BRT Corridor

Full BRT Corridor from Chamkani to Hayatabad.

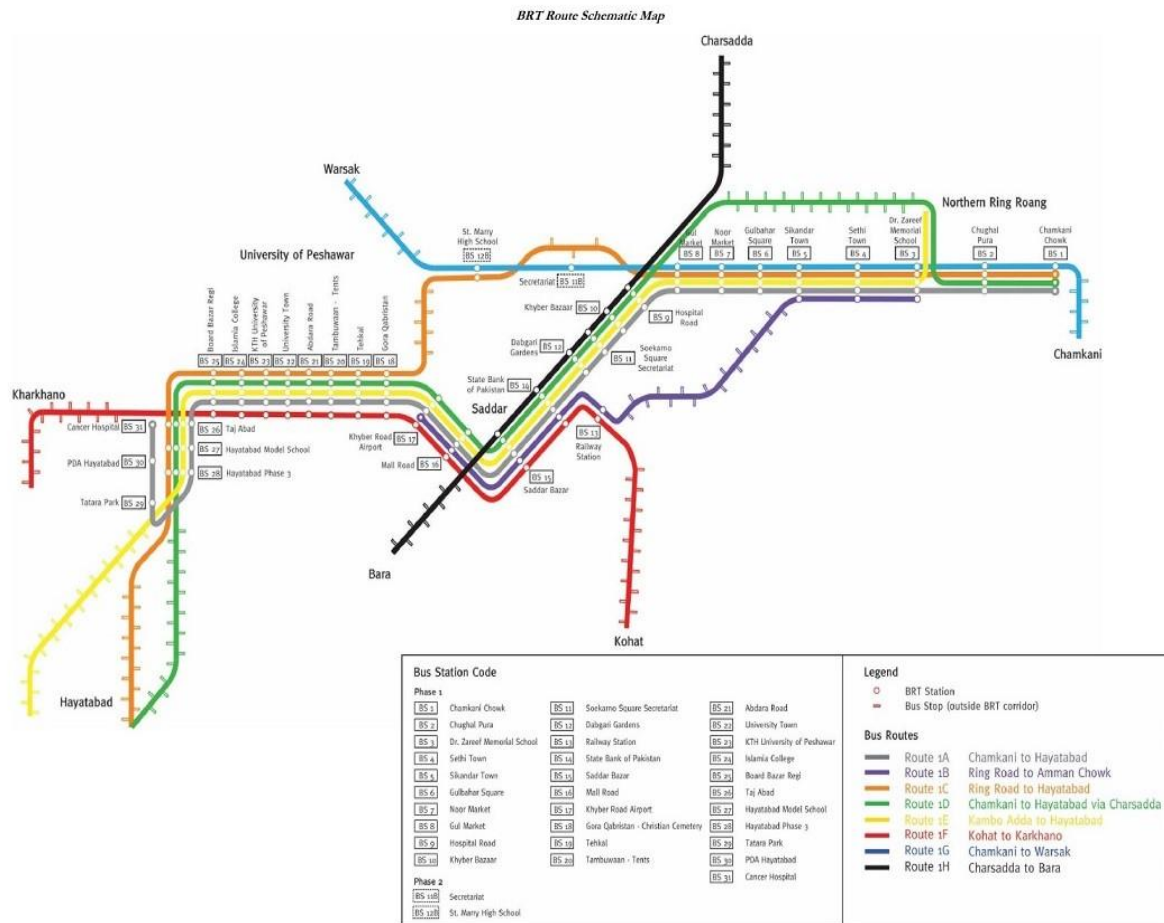


1.5 BRT ALIGNMENT AND STATION LOCATIONS

5. There are 31 BRT stations in the preferred BRT alignment, with 3 stations built as elevated BRT stations. Although the average distance between station is 922 meters, there are a few stations that are only less than 700 meter apart, but on the other hand, several stations are also quite far from each other e.g. more than 1,000 meter apart. Normally, the distance is determined by the physical condition of the site and demand profile near the stations. The alignment and Station location along 26 km route is presented in Figure 1.1 and 1.2.

BRT Alignment & Station Location			
Station Name	RD	Station Name	RD
BS-01 Chmaknai	1+000	BS-16 Mall Road	12+700
BS-02 Chughal Pura	2+600	BS-17 Khyber Road	13+500
BS-03 Dr.Zareef Hospital	4+000	BS-18 Gora Qabristan	14+600
BS-04 Sethi Town	4+700	BS-19 Tehkal	15+500
BS-05 Sikandar Town	5+300	BS-20 Tambuaan	16+300
BS-06 Gulbahar Square	6+300	BS-21 Abdara Road	17+100
BS-07 Noor Market	7+100	BS-22 University Town	17+800
BS-08 Gul Market	7+700	BS-23 KTH University	18+600
BS-09 Hospital Road	8+200	BS-24 Islamia College	19+400
BS-10 Khyber Bazar	9+000	BS-25 Board Bazar	20+100
BS-11 Seokarno Square	9+500	BS-26 Taj a Bad	21+300
BS-12 Dabgari Gardens	10+100	BS-27 Hayat Model School	22+200
BS-13 Railway Station	10+600	BS-28 Hayatabad Phase 3	23+100
BS-14 State Bank	11+300	BS-29 Tatara Park	24+400
BS-15 Saddar Bazar	11+900	BS-30 PDA Hayatabad	25+000
		BS-31 Cancer Hospital	25+550

FIGURE 1.2: Peshawar BRT Route, Station Locations, and Bus Depots



1.6 OVERALL OBJECTIVES OF LARP

6. The purpose of LARP is to ensure that livelihoods and standards of living 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.

7. The objective of the LARP is to provide necessary details of land acquisition, resettlement, compensation and resettlement assistance by identifying: (i) the type and extent of losses; ii) the policy and framework for compensation payments, income restoration and rehabilitation; (iii) institutional framework for participation and implementation; and (iv) responsibilities for LARP financing, monitoring the implementation process.

1.7 LARP RELATED PROCEDURES AND CONDITIONS

8. The clearing of the right-of-way (ROW) and initiation of civil works on the road sites will be conditional to the following:

- (i) approval of this draft LARP by ADB, its endorsement by GoKPK and its disclosure is a condition of ADB's appraisal of the Project;
- (ii) updating of this LARP and approval of final LARP and a detailed Livelihood Restoration Plan is a condition for award of civil works contract;
- (iii) Completion of LARP implementation as verified by an external monitor is a condition handing over of site/commencing of civil works in sections/civil work packages with involuntary resettlement impacts.

9. In the process of detailed designing, the consultants will propose civil works packages for the BRT corridor and related infrastructure. In the light of those packages, the resettlement consultants under EPCM consultants will identify the civil works packages/section that do not involve any land acquisition and resettlement and provide recommendation for commencement of civil works on those packages/sections, while keeping on-hold works in sections/packages with IR impacts until completion of payment of compensation and resettlement assistance. The LARP could be divided into several site-specific LARPs to facilitate package wise implementation of LARP compatible with civil works schedule of the packages. The Livelihood Restoration Plan will be implemented during the construction phase.

1.8 MEASURES TO MINIMIZE RESETTLEMENT

10. All possible efforts were made to minimize land acquisition and resettlement impacts by avoiding private land acquisition and utilization of full ROW, where a large number of commercial, residential, community and public structures encroached in the ROW. The preliminary design was developed based on facade-to-façade/available width of ROW and adjustments to the design were made to minimize adverse social and resettlement impacts. Steps were taken to confine the BRT corridor of impact within the available width of government owned ROW under the administration of different departments i.e. 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. Repeated efforts were made to get ROW information from NHA, PDA, PCB and C&W record of ROW along with maps and drawings. Finally, the most authenticated record of ROW of C&W was used to study the resettlement impacts of PSBRTC alignment as per final preliminary design versus ROW. In the recent past, most of the encroachments had been cleared from BRT route, roads are widened, green belts and foot paths had been constructed, but still permanent public and private structures exist in the ROW. Adjustment to the preliminary design was made to avoid demolition of most of these structures. Detail of structures that are avoided is shown on the GIS map of BRT Route, Annex 1.

1.8.1 ALTERNATIVE TRANSPORT OPTION

11. Roads are the only mode of intra-city transportation in Peshawar. After the construction of BRT, private cars, taxis, rickshaws will continue to play along the BRT

route, while the public transport i.e. mini-buses and other bulk transport vehicles will be shifted on alternate and connecting routes.

1.8.2 ALIGNMENT ALTERNATIVES

12. The Project passes through densely populated areas. Design alternatives were considered such as the route, alignment, cross-sections, and public amenities in order to reduce impacts. The existing project route has its importance from socioeconomic and commercial point of view for the people residing in nearby areas, students and employees of education institutions, private and public offices, users of public services and people operating businesses along the BRT corridor. Any alternative route would require vast amounts of land acquisition and demolition of residential, and commercial and community structures.

1.8.3 DESIGN ALTERNATIVES TO MINIMIZE RESETTLEMENT IMPACTS

13. The construction of BRT road and stations will be restricted to existing road and available width of the ROW, and there will be no acquisition of private land for the alignment of main BRT road. One out of 2 bus depots will be constructed on 30 kanal (3.75 acres/1.5 hectare) unused land of sewerage treatment plant, which was never built, owned by PDA and located in Hayatabad Phase-III. A piece of 31.65 kanal of government owned land at Dabgri Gardens will be acquired for a staging station and a multi-story car parking facility. However, 117 kanal of private agriculture land will be acquired for Eastern Side Bus Depot, located outside of Peshawar city along Northern Bypass and Motorway. Alternative measures were taken to avoid and minimize resettlement impacts without compromising on the objectives of the project and design of the BRT road. The preliminary design engineers, in collaboration with TMTD, squeezed the road design to the available space within the available width of the ROW in built up areas by adopting following design alternatives:

1.8.4 GEOMETRICS

14. Figure 1.3 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.

1.8.5 CROSS-SECTIONS

15. At cross-sections where there are no resettlement issues, the maximum available width of ROW 250 feet (ft.) is planned to utilize, while in areas with resettlement, cross sections were reduced up to minimum width of 33 ft. The green belts have been reduced at some points and may have to be altogether eliminated. The service roads at some places have been retained or merged into motorized traffic. A typical cross-section of BRT is shown in Figure 1.3 below:

Figure 1.3: Typical Cross Section of Peshawar BRT

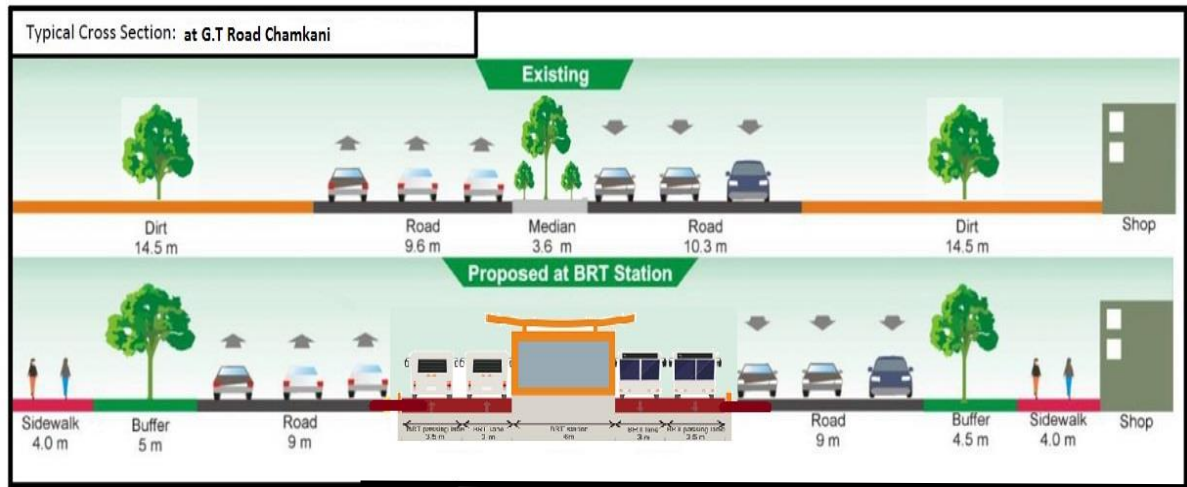
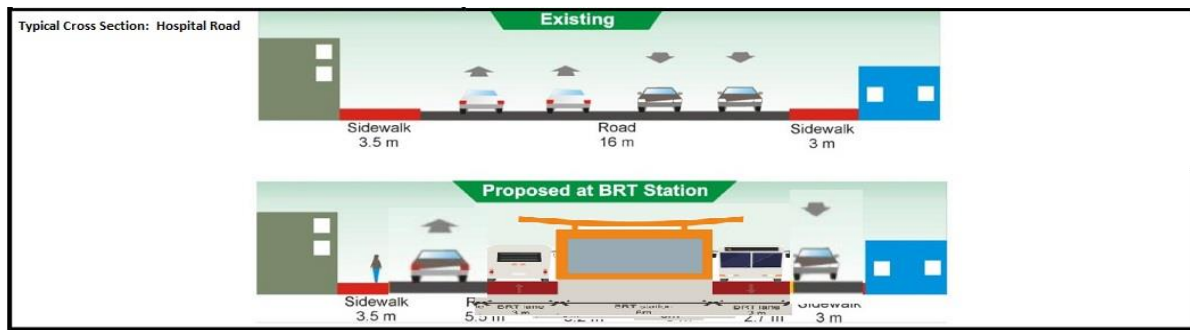


Figure 1.4: Typical Cross Section of Bus Station



1.8.6 BUS STATIONS

16. The final preliminary design proposes a total of 31 bus stations with an average of 922 meter distance. The longest station to station distance is 1,620 meter and lowest is 530 meter. 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 meter while shortest one is 55 meter.

1.8.7 ALTERNATIVES FOR PUBLIC AMENITIES

17. Public transport amenities, such as crossing ramps, passenger bus stops with sheds, pedestrian signals, maps, and street signage and signboards have been incorporated in the design where required, especially near main settlements and busy commercial areas.

1.9 CONCLUSION

18. The proposed BRT is the only viable option from socioeconomic considerations. To the extent possible, the works will be done within the available width of the ROW at built up areas, no private land be acquired for the construction of main route and bus stations. Only the construction of the eastern bus depot will require the acquisition of 117 kanal private agriculture lands, which will impact 11 land owners and 8 5tenants. The BRT route will impact 2 underpass markets and a structure of 14 shops that will displace/relocate 86 shopkeepers. In addition, 235 vendors operating micro business enterprises within the ROW will be displaced. The social and resettlement impacts on the informal vendors will be mitigated through implementation of the relocation strategy under LARP. The project will provide resettlement and rehabilitation assistance to the DPs and let them continue their business activities along the corridor at appropriate locations. Alternative markets will be constructed at elevated pedestrian bridges for relocating 2 underpass markets.

⁵ Tenant: An agriculture tenant is a person who utilize the land of titleholder for cropping against annual rent.

Chapter 2 SCOPE OF LAND ACQUISITION AND RESETTLEMENT

2.1 PROJECT COMPONENTS THAT CAUSE RESETTLEMENT IMPACTS

19. The restructuring/construction of the 26 km BRT corridor will cause the acquisition of private land and resettlement impacts. The infrastructure development includes BRT dedicated lanes including ambulance use of BRT at a certain route, mixed traffic lanes, bicycle lanes and parking, 31 bus stations, 2 depots, 1 staging station and multi-story parking facility, sidewalks, green areas, energy-efficient streetlights, and proper drainage to climate-proof the BRT infrastructure. A linear geographic information system (GIS) map showing sections with resettlement impacts is attached as Annex 1.

2.2 LAND ACQUISITION AND RESETTLEMENT FOR PSBRTC PROJECT

20. Impact from the project includes the acquisition of 117 kanal of private agriculture land for the eastern side bus depot, which will impact 11 land owners and 8 tenants, displacement of 235 informal vendors due to utilization of available width of the ROW for BRT corridor, displacement of 79 shopkeepers due to permanent loss of 2 underpass markets, and displacement of 7 tenants of shops due to damages to structures of 14 shops along the BRT corridor, and demolition of 2 mosques built in the ROW. The losses will be mitigated by providing compensation for loss of land, crops, wood and fruit trees, structures, provision of alternative shops against loss of commercial structures by leaseholders and resettlement assistance for loss of income and livelihood.

2.3 SURVEYS AND STUDIES

21. A census of Displaced Persons (DPs) of affected land and associated assets (crops, fruit and wood trees), business structures and income losses was conducted from 9 November to 26 December 2016, and socio-economic survey of a sample of affected households (AHs) was conducted from 21 December 2016 to 5 January 2017 in accordance with ADB's Safeguard Policy Statement (SPS) on Involuntary Resettlement by the PPTA resettlement consultants, different GoKPK agencies, District Revenue Department, TMTD and PDA staff. These surveys and studies include: (i) census of 100% displaced persons; (ii) valuation survey to assess the unit rates for land, wood trees, fruit trees, crops and structures; and (iii) socio-economic survey of 25% affected households including their household composition and demography; education and ages of household members, size of land holdings of agriculture land owners and agriculture tenants, household income from different sources and affected land and businesses, household expenditure pattern; and (iv) studies/surveys on social, poverty and gender aspects of BRT. The objective of these surveys was to prepare an inventory of all affected assets including land, crops, wood trees, fruit trees, structures and income losses, and compile a list of all DPs by taking into account the social and economic impacts of land acquisition and resettlement, and conduct gender and poverty analysis.

22. The surveys involved different data gathering techniques used by consultants and involved government agencies, including technical surveys, consultations, interviews, focus group discussions, household survey, and participatory rapid appraisal. Several measures have been taken to ensure quality of data collection. These include: (i) training of resettlement survey team; (ii) on-the-job training of the team; (iii) pilot testing of developed forms/formats, questionnaires and checklists; (iv) adaptation of survey forms, questionnaires and checklists in the context of Peshawar and the project specific impacts; (v) verification of data collected from revenue department and PDA; 6) cross checking of randomly selected census forms and socio-economic questionnaires by the Social Impact Assessment and Resettlement Specialist and Team Leader for Social Safeguards; and (vi) triangulation of data collected from difference sources. The key information of the collected data was computerized for analysis and future reference.

2.4 CHALLENGES FACED IN DATA COLLECTION

23. The social team faced many challenges in collecting field data due to security situation, and the complex nature of resettlement issues of underpass markets. Afghan DP's avoided providing personal information as most of them were packing up and leaving their businesses along BRT corridor due to repatriation process and deadline given by the government of Pakistan to Afghan refugees. Afghan DP's fear that information about them could be used for other purposes. However, before the period of formal census, most of Afghan refugees left. Only 10 Afghan DP's who are involved in vending businesses remain in the BRT corridor and are enumerated in the census.

24. The BRT route falls under the jurisdiction of different federal and provincial departments i.e. NHA, Pakistan Railways, Cantonment Board and PDA, but provincial Communication and Works Department is the custodian of the ROW, which keeps most authenticated information about width of the ROW, shown in the GIS map of the BRT route in Annex 1. Acquiring relevant information, consultation, and coordination took lot of efforts and time during the study.

2.5 DESCRIPTION OF IMPACTS

25. The project will: (i) involve acquisition of private land, (ii) cause demolition of commercial structures/shops, (iii) require the demolition of a few community structures, (iv) displace informal ⁶vendors from their sources of livelihood, and (v) cause damages to public utilities. In addition, GoKPK committed to provide 30 kanal lands (1.5 hectare) for western side bus depot that is under the possession of PDA and 31.65 kanal (1.6 hectare) for staging station in the middle of BRT corridor owned by Administration Department. This section provides detailed quantification of the impacts of PSBRTC Project following final preliminary design of December 2016. According to the impact assessment survey, 535 DP's belonging to 533 ⁷households will be affected with a population of 4,806 persons (2,648 male and 2,167 female). Out of them, 349 affected

⁶ Micro entrepreneurs doing road side businesses within the ROW

⁷.A household that is operating as a single economic unit, and affected by a project.

households (AHs) are vulnerable households with a population of 3,141 persons (1,413 female and 1,728 male). Among vulnerable, the 246 AHs will experience severe impacts due to vacation of ROW for the construction of BRT corridor, demolition of commercial structures, and loss of agriculture land, who will lose more than 10% of their income for a period of 3 to 12 months. The vulnerable AHs include 8 AHs of ⁸agriculture tenants, 235 AHs of vendors including 2 disabled vendors, 1 female headed household of ⁹sub-leaseholder of a shop, 1 AH of a ¹⁰tenant of a shop, 99 AHs of employees of ¹¹shopkeepers, 4 AHs of security guards of underpass markets, and 1 AH of a prayer leader of a mosque. Detail of vulnerable and severely AHs is given in Table 3.11. There will be no impact on residential structures that is why no physical displacement of housing units will occur. Table 2.1 gives the detail of various categories of the DPs and affected households.

Table 2.1: Detail of Displaced Persons and Affected Households by Category of Impact

Category of Impact	Number of Displaced Persons	Number of Affected Households	Absolute # of AHs without Double Counting	Number of Affected Persons
Permanent loss of Agricultural Land by Titleholders (3 female, 8 male)	11	9	9	81
Permanent Severe Loss of Income from Agricultural Land by Tenants	8	8	8	72
Loss of Crops by Tenants	8	8	-	-
Loss of Wood Trees by Titleholders	11	9	-	-
Loss of Fruit Trees by Titleholders	2	2	-	-
Permanent Loss of 15 Commercial Structures by 8 Owners and 46 Commercial Structures and 3 kiosks by 47 individual sub-lessees (12 of them also do businesses in their shops, 4 of them taken more than one shop on lease, 5 shops are closed and are not on rent), 11 stores are adjacent to the shops while 1 underground store is independent and not in use.	55	55	55	495
Permanent Loss of 44 Commercial Structures by main lessee, Mohmand Construction Company, the 4 directors of MCC (44 shops including 4 shops converted into 4 sets of toilet compartments operate on commercial basis, 2 shops are built in the middle of stairs, 1 shop is having adjacent store)	4	4	4	36
Loss of Businesses by Tenants of Shops including tenants of 3 kiosks and 4 toilets (a compartment of toilet covers the area of one shop), excluding 3 sub-lessees who have also taken shops on rent) 10 shops are taken jointly by 2 persons each shop	76	76	76	684

⁸ Agriculture tenants are the persons who cultivate the land of titleholders against an agreed/market based annual rent.

⁹ Leasehold are classified into two categories (i) main leasehold is MCC (the Mohmand Construction Company), that has constructed underpasses on build, operate and Transfer (BOT) basis, for a period of 33 year (1999 to 2032); (ii) the persons who have bought the right to occupy shops in underpass markets for a period up to 2032 from the main lessee (MCC) through a written agreement against an advance amount and a fixed amount of rent.

¹⁰ Tenant of a shop is a person occupying/running business in a shop of titleholders/lessee, on rent.

¹¹ Shopkeepers that are affected from the project can be classified into two categories (i) individual sub-lessees, who run businesses in their shops (ii) the tenants, who have taken shops on rent from main lessee (MCC) and sub-lessors against a sum of one time advance and monthly rent, and in some cases on monthly rent only.

Loss of Employment by 98 Employees of Underpass Shopkeepers, 1 employee of a Chughal Pura shop, 4 security guards of underpass markets, and 1 prayer leader of a mosque	104	104	104	936
Loss of Employment by 45 Relatives of Underpass Shopkeepers and 4 relatives of Chughal Pura Shopkeepers (who work as Employee)	45	45	45	405
Loss of Livelihood by Informal Vendors	235	235	235	2115
Total	535		533	4797

2.6 PERMANENT LOSS OF PRIVATE ARABLE LAND

26. Approximately 117 kanal (5.9 hectares) of private agriculture land will be acquired for the construction of BRT Eastern Bus Depot at the junction of Northern Bypass Grand Trunk Road (GT Road) and Motorway, near to BS-1 Chamkani, out of which 100 kanal located in moaza/village Sardar Garhi and 17 kanal for at moaza/village Hargoni, shown in Figure 2.1. PDA has already started process of acquisition of this land under Land Acquisition Act 1894 and completed 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 117 kanal of land comes under the category of agriculture land, but currently 98.3 kanal is used for cultivation, while 8.7 kanal is not cultivated due to severance impact of land acquisition for the construction of Motor Way, in the past and 10 kanal due to internal family conflicts. The entire land is free of any private or community infrastructure except village access ways (dirt tracks and one underpass), detail of these tracks and underpass is provided in section 2.11.

27. The proposed parcel of land has two major categories of ownership - joint family ownership and individual ownership. The land is owned by 11 titleholders of 9 households, which include 3 female and 8 male titleholders. Land titles were confirmed by the Revenue Department. The agriculture land is cultivated by 8 tenants. These are not registered tenants, but have been working on these lands for several years on the basis of verbal agreements. There is more agriculture land available in the affected villages and surrounding areas but the competition of taking lands on rent/lease is tough. The gender disaggregated detail of land ownership and on rent is given in Table 2.2, 2.3, and 2.6.

Figure 2.1: GIS Map of Land to be Acquired for Eastern Bus Depot

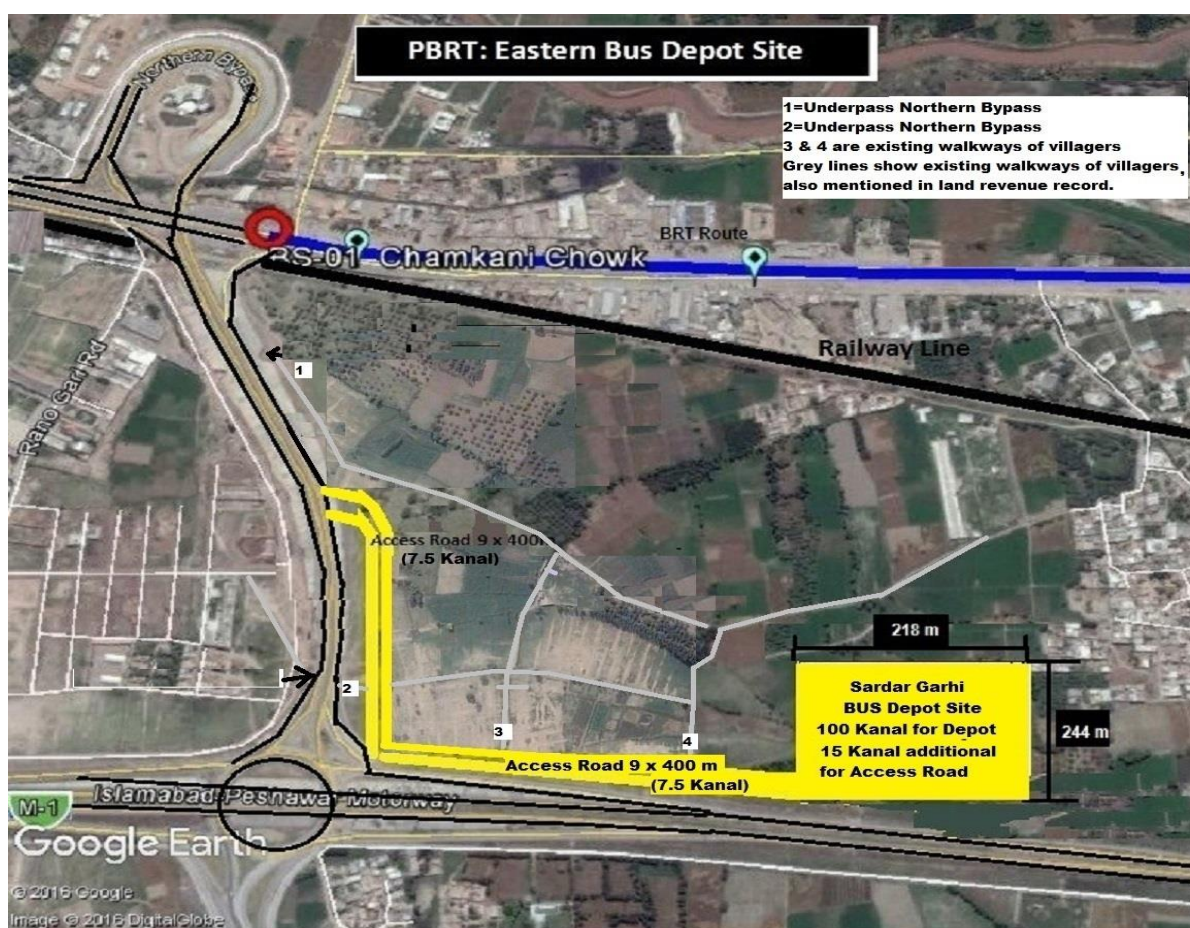


Table 2.2: Detail of Affected Land Owners

Moaza	Title Holder	Land Parcel No.	Affected Land with Current Status of Land Use		Comments
			Cultivated (Kanal)	Uncultivated (Kanal)	
Sardar Garhi	Ms. Asma Arbab Alamgir	119, 167, 166	34		
	Mr. Shamas-ur-Rehman Mr. Anees-ur- Rehman	121/1,117,118, 120,121,122,123,124, 125, 168	66		
Hargoni	Shakirullah etc	34/2, 35/2, 37/2/2		4.3	
	Ms. Shalo & Ms. Tasleem	39/2/2, 42/2		3.1	
	Mr. Jabir Khan & Mr. Fazeel Khan etc	31/2, 47, 77/2, 78, 80/2	2.25	4.8	

Moaza	Title Holder	Land Parcel No.	Affected Land with Current Status of Land Use		Comments
			Cultivated (Kanal)	Uncultivated (Kanal)	
Sardar Ghari	Mr. Shamas-ur-Rehman	173, 175e		2.25	Patwaris stated, the detail of exact ownership could not be provided as Karam Kaar/ Footwari of these plots are to be done.
	Mr. Jabir Khan & Mr. Fazeel Khan etc	172			
	Mr. Abdul Latif & Mr. M Hanif etc	174			
	Aziz ur Rehman etc	181/2			
	Mr. Jabir Khan & Mr. Fazeel Khan etc	180			
		Total	102.25	14.45	
		Grand Total	116.7		

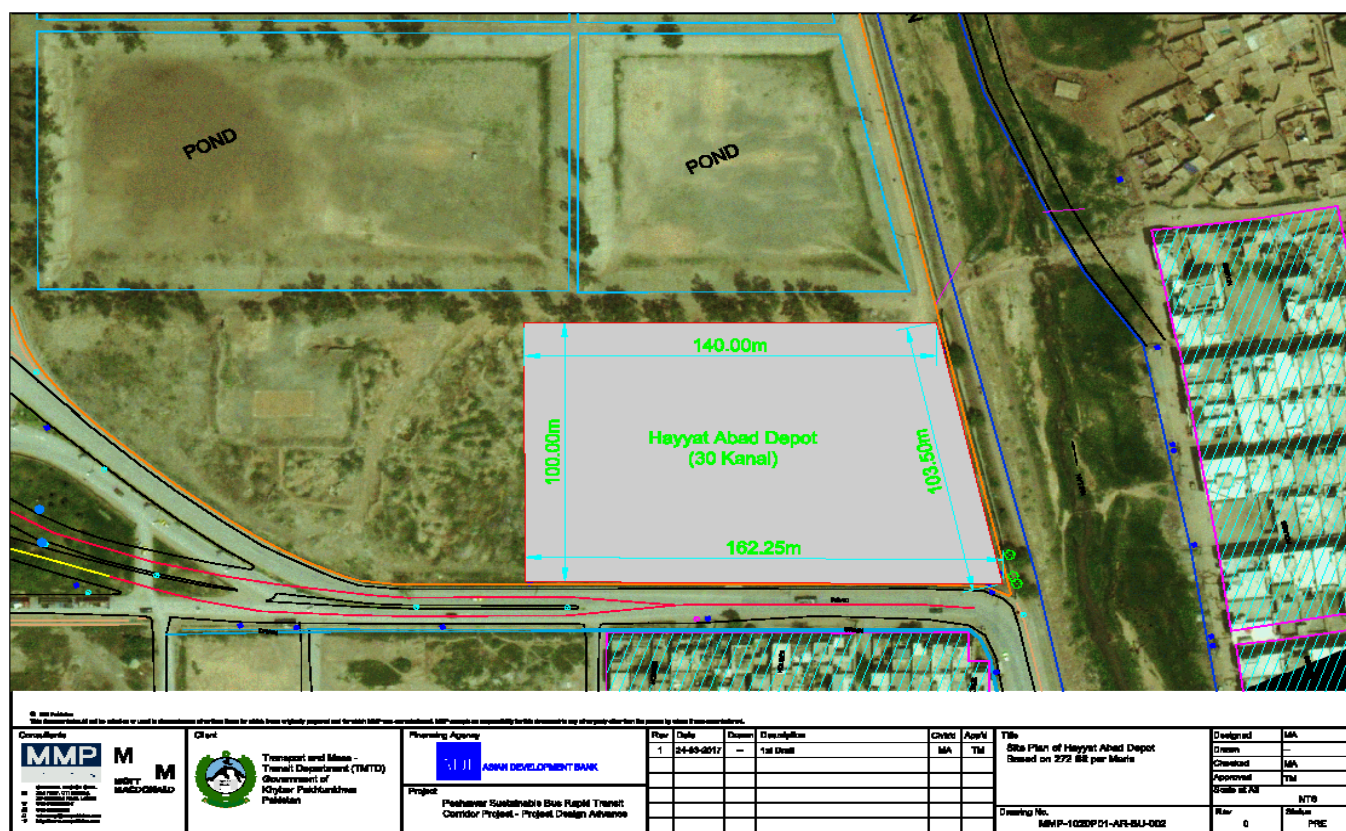
Table 2.3: Detail of Affected Agriculture Land by Gender (Titleholders and Tenants)

Village/ Moaza	Affected Land of Titleholders (in kanal)		Number of Affected Titleholders		Affected Land by Cultivated Tenants (in kanal)		Number of Affected Tenants	
	Women	Men	Women	Men	Women	Men	Women	Men
Sardar Garhi	34	68.25	1	2	0	96	0	7
Hargooni	3.1	11.65	2	6	0	2.3	0	1
Total	37.1	79.9	3	8	0	98.3	0	8

28. GoKPK proposed to provide 30 kanal (1.5 hectare) of land for the construction of the western side bus depot, shown in Figure 2.2, out of 190 kanal of sewerage treatment plant under the possession of Peshawar Development Authority (PDA), but ownership of the proposed land is yet to be confirmed by PDA. A due diligence exercise of the proposed parcel of land (of 70 kanal land as originally 70 kanal were proposed to provide for the Western Bus Depot) was conducted by the resettlement consultants and options with recommendations were provided to TMTD and PDA, the report of due diligence is attached as Annex 2. Action-1: In case GoKPK/PDA is determined to provide the land for the BRT Western Bus Depot, the PDA either has to provide documentary evidence of payments to the land owners and transfer deeds of the 30 kanal lands, or it needs to complete the process of land acquisition at the earliest, after updating land ownership record of land titles. And if any of the land parcels with encumbrances to be acquired, the ADB SPS 2009 has to be followed and same principle as outlined in the Entitlement Matrix for acquisition of land will be applied to any existing owners/titleholders. Action-2: The PDA to provide 30 kanal of land for the BRT depot from the land of moaza Aachini, if available, which is the property of PDA and free from encumbrances as reported by District Revenue Department. The TMTD/TPC and PDA will ensure implementation of these actions and EPCM/Supervision Consultants will ensure that transfer deeds are provided by the PDA before start of civil works on the depot site. The existing land is lying vacant and there is

no use of this land for any private or public purpose. After confirmation of land ownership by PDA, the resettlement staff under EPCM consultants will conduct social impact assessment and update LARP in the light of outcome of the survey. TMTD/TransPeshawar will purchase this land from PDA at market rate either fixed by the Deputy Commissioner or Federal Board of Revenue (FBR). An estimated cost of the land as per FBR commercial rates for the land in Hayatabad of the same value has been included in the LARP.

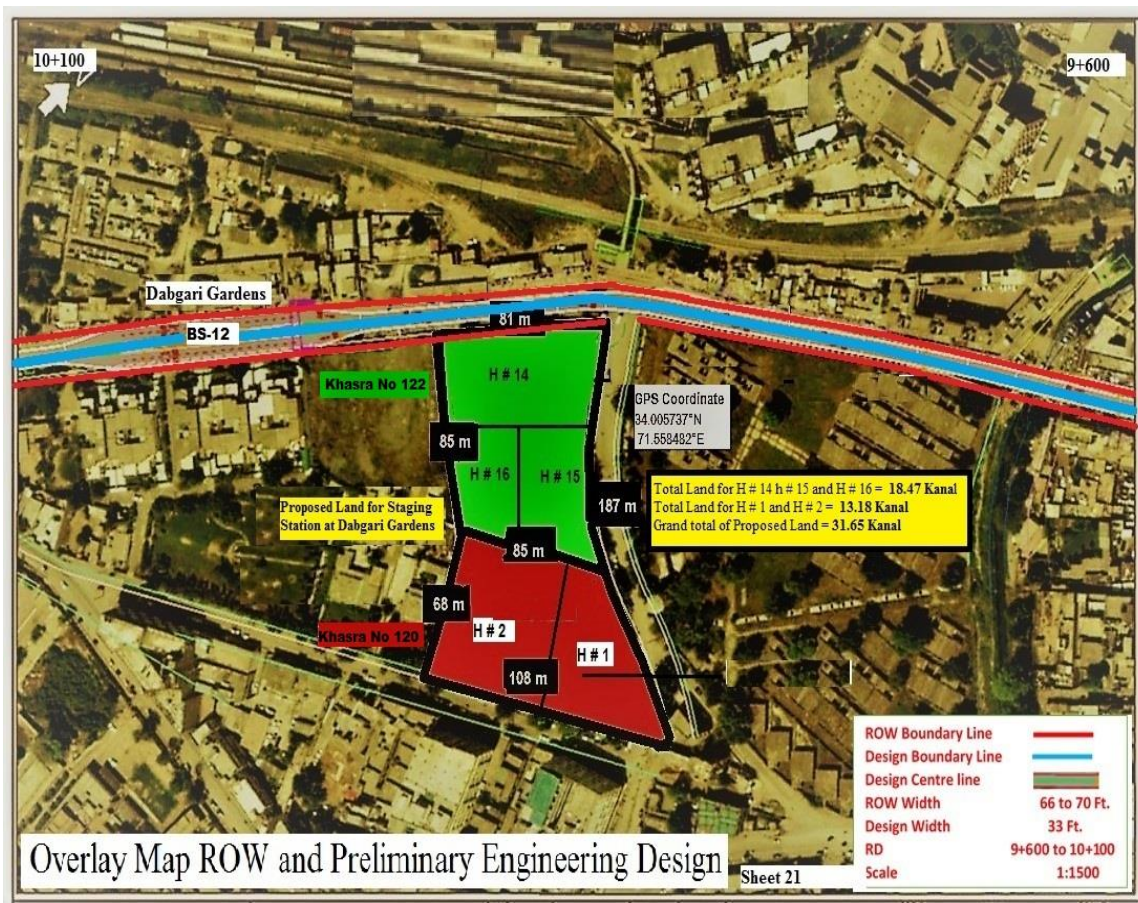
Figure 2.2: GIS Map of Land for Western Bus Depot



29. The GoKPK proposed construction of a staging station on 31.65 kanal (1.6 hectare) land of Administration Department located at Dabgri Garden, Railway Road having 5 residences of government middle management officials on it, shown in Figure 2.3. The proposed land is located in the middle of BRT corridor and suitable for the construction of a staging station and a multi-storey parking facility, with bus parking located on ground floor (road level), park and ride will be on 2nd floor, and TransPeshawar office on the 3rd Floor. This staging station facility will be used for parking of buses during off-peak hour, a portion of fleet will be put off-service on a stand-by mode, ready to be deployed during peak hours. The GoKPK will allocate replacement residences for the 5 mid-level government officials occupying these residences. The parcel of land will be transferred to the name of TransPeshawar by the Administration Department, but so far no transfer has been made. An estimated cost of

land for staging station has been included in the LARP budget. The TMTD and resettlement staff under EPCM/Construction Supervision Consultants will ensure that the land deeds are transferred from the Administration Department to TransPeshawar Company before start of civil works. The residents of these houses will be provided 3 months notices in advance to vacate before handing over possession to TransPeshawar.

Figure 2.3: Proposed Government Owned Land for Staging Station



2.7 ACQUISITION OF PRIVATE LAND TO BE AVOIDED AT ZAKORI BRIDGE

30. According to the ROW of Communication and Works (C&W) Department KPK, the total width of ROW at this section is 250 ft. (76.20 m), but space used for the construction of road is wider than the ROW, which is 255.25 ft. (77.80 m) on this section, the present road is extended to 1.6 m more than the government-owned ROW. The cross section of BRT preliminary design width is based on the existing width of the road. The detail of existing road structure is given in Table 2.4. The EPCM consultants during the detailed design, will revise the design of the road of this section to restrict it

within the government ROW, which is 250 ft. (76.20 m), by reducing 5 ft. (1.6m) either from the walkways/footpaths or green belt to avoid acquisition of private land.

Table 2.4: Detail of Present Structure of the Zakori Bridge and Service Road

Structure Type	Width	
	Meter	Feet
Zakori Bridge	22.00	72.18
2 lanes are at grade for general traffic, on both side of the bridge		
i. Rights Side	13.77	45
ii. Left Side	10.23	33
Service Roads on both sides of the Road		
i. Right Side	15.80	51
ii. Left Side	16.00	52
Total Width of the Section	77.8	255

2.8 LOSS OF PERMANENT COMMERCIAL STRUCTURES

2.8.1 DEMOLITION OF UNDERPASSES AND IMPACT ON MARKETS

31. Three underpass markets named Hashtnagri and Firdous en-route BRT will need to be demolished. The markets of Hashtnagri and Firdous underpasses are named Noor Center and Gull Center, respectively. The Hashtnagri and Firdous underpasses were constructed under a build operate and transfer (BOT) agreement between PDA-GoNWFP / 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. A drawing of both underpasses is attached as Annex 3.

32. 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 shall 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; (vi) 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: (i) sub-leased against a lump sum amount against market value of shops, and called sub-lessees, (ii) rented out shops to tenants against a lump

sum of advance amount with a lower rates of monthly rent or purely on rental basis without an advance.

33. The Hashtnagri and Firdous underpasses have 90 commercial structures and 3 kiosks, out of which 90 structures, 4 shops are converted to commercial toilets. The covered area of Hashtnagri underpass is 8,200 square sq/feet and Firdous underpass is 12,900 sq/ft. The size of 60% of shops in Hashtnagri is 135 sq/ft. In Firdous underpass, 75% of the shops have an area of 165 sq/ft. The detail of shops with detail of tenure and size is given in Annex 4. MCC is the lessee of 40 shops and 4 sets of commercial toilets compartments, while individual sub-lessees have 46 shops and 3 kiosks, among individual sub-lessees, one of them is a female headed household, and one tenant is a female headed household. PDA signs allotment letters on behalf of MCC. MCC has been regularly paying PDA share of rent until 2014 as per PDA record. The 69 shops, 3 kiosks and 4 toilets are rented out to tenants, 6 shops are closed while 12 individual sub-lessees run their businesses in their shops, 4 have businesses in more than one leased shops.

2.8.2 LOSS OF COMMERCIAL STRUCTURES AT CHUGHAL PURA:

34. A horizontal complex with permanent structures of 14 shops and a shop of a business structure with boundary wall will be entirely demolished due to the construction of Bus Station 02 at the location of Chughal Pura. Approximately 50% width of the shops and an individual shop is located within the ROW (9 ft. out of 18ft.), there is ample land owned by the owners behind and adjacent to the shops, where they can rebuilt their shops, but the impact on their access and commercial front to be assessed after detailed design and measures will be defined to mitigate impacts. The 12 shops are single storey while 3 of them are double storey, having one room on each of them. The covered area of 14 shops is 3,246 ft² and the area of 3 rooms on first floor is 668 ft². Out of 15 shops, 11 are rented out to 9 tenants while 4 are closed.

Table 2.5: Extent of Impact on Permanent Structures

S #	Type of Structures	Number of Structures	Extent of Impact	Status of Tenure	Comments
1	Shops at Hashtnagri Underpass-Noor Center (excluding 1 temporary and moveable structures of kiosk) 2 shops used as commercial toilets	43	Entire	Lessee of 22 shops and 2 toilets is MCC and individual sub-lessees of 19 shops are individuals. 38 shops and 2 toilets are rented out to tenants.	43 single shops, out of which 2 shops are constructed in the middle of stairs, 4 shops are with adjacent stores under the staircase and 1 underground store, which has never been used for any purpose. Two shops are used for construction of multi-compartment commercial toilets (5 very small compartments in each). 1 temporary and moveable structure of kiosks is not included.
	Shops at Firdous			Lessee of	45 single shops, 5 with adjacent stores

S #	Type of Structures	Number of Structures	Extent of Impact	Status of Tenure	Comments
2	Underpass-Gull Center (excluding 2 temporary and moveable structures of kiosks) 2 shops use as commercial toilets	45	Entire	16 shops and 2 toilets is MCC and individual sub-lessees have lease of 29 shops. 33 shops and 2 toilets are rented out to tenants.	under the stairs, one having 2 stores under the staircase, and two shops are used for construction multi-compartment commercial toilets (5 very small compartments in each). Two temporary and moveable structures of kiosks are not included.
3	A complex of 14 shops at Chughal Pura	14	Entire	Owners of the structures	14 single storey shops and 3 with a room on second floor of each of the shop, approx. 50% of the structure these shops are built within the ROW.
	A shop with boundary wall at Chughal Pura	1	Entire	Owners of the structure	One shop with a boundary wall
4	Community Structures (mosques)	2	Entire	Common property of local residents	(i) One located near Hajji Camp Add/Bus stop, built in the ROW, in the green belt of PDA, (ii) located at Chamkani Mor, which is also built within the ROW, adjacent to the footpath
	Total	105			

2.9 IMPACT ON LIVELIHOOD

2.9.1 LOSS OF LIVELIHOOD DUE TO LOSS OF AGRICULTURAL LAND

35. It was assessed that by acquiring the private land for the construction of Eastern Bus Depot, the income of titleholders will be slightly decreased due to the loss of partial pieces of their cultivable lands and their dependency on other sources of income. The affected landowners do not cultivate their lands; they rent out their lands to tenants. None of the land owners have been found losing more than 15% of land and have agriculture, residential, commercial and industrial lands/properties in their villages as well as other parts of the city.

36. However, the 8 tenants are involved in subsistence farming on the affected land, currently cultivating 98.3 kanal of land to be acquired for the proposed Eastern Depot site. Of these, 6 tenants will lose 100% of land under their cultivation which they have been cultivating for several years. Households of 4 tenants rely only on farming and livestock raising for their income. The affected land is a main source of household food and livestock fodder. Impact from the loss of agricultural land to all the 8 tenants' households will be significant. All tenants pay annual rent for the use of land at

PKR40,000 to 50,000 per acre, depend on type of crops. The detail of loss of agriculture land by tenants is given in Table 2.6. These tenants also do seasonal daily labor on other farm lands. Table 2.7 shows the type of affected crops and income from them. The average income of tenants household is PKR15,000 per month, which is slightly higher than the minimum wage rate fixed by GoKPK, but they fall below the poverty line. All of the tenants are vulnerable DPs due to their dependency on subsistence farming and livestock. The competition of getting alternate land for farming is tough due to rapid growth of housing colonies in the surrounding area, as the land is located in the outskirts of Peshawar city. The households of these tenants need strong support under the livelihood restoration program to enable them to restore their livelihoods.

Table 2.6: Detail of Loss of Agriculture Land by Tenants

Village	Name of the Agriculture Tenant	Total Land the Tenants Cultivate (kanal)
Sardar Ghari	1. Muhammad Hasnat	13
	2. Faqir Muhammad S/O Nasrullah	8
	3. Nafees S/O Sibghtullah	13
	4. Hahi Wass S/O Haji Shakir	22
	5. Nishat Khan /Sabir	20
	6. Sher Muhammad S/O Wali Muhammad	4
	7. Shoaib S/O Rustam	16
Hargoni	8. Hamid Khan s/o Roidar Khan	2.3
Total land under cultivation by tenants (kanal)		98.3

2.9.2 LOSS OF INCOME DUE TO LOSS OF CROPS

37. Major crops grown on the proposed land are wheat, fodder, and vegetables in Rabi cropping season (winter-spring) and fodder and vegetables in Kharif cropping season (summer-autumn). This is the dominant cropping pattern in the project area. The detail of impacts on crops and income has been shown in the Table 2.7. The cost estimates of crops are based on information provided by the government departments and collected from the project area as per actual production and market rates.

Table 2.7: Inventory of Crop Loss

No of Persons Losing Crops		Season	Type of Crop	Cultivated Area in Rabbi/ Winter (Kanal)	Average Production (Kg/Kanal)	Rate/ Kanal (Rs)	Estimated Compensation for Crop Loss	
Title holders	Tenants						PKR	USD
8	8	Rabbi (Winter)	Wheat	57.3	180	5,850	207,999	2,000
			Fodder	31	920	10,000	310,000	2,980

			Vegetables (Turnip)	10	820	12,300	123,000	1,182
		Kharif (Summer)	Jawar	2.3	125	6,000	13,800	133
			Summer Squash	4	430	1,720	68,800	662
			Tomato	6	550	19,250	115,500	1,111
Total							839,099	8,068

2.9.3 LOSS OF FRUIT TREES

38. There will be impact on 9 pear trees planted on the affected land of moaza Hargooni. The cost estimates of expenditures and income are based on information taken from the Agriculture University Peshawar and market survey.

Table 2.8: Detail of Impact on Fruit Trees

No. of Families Losing Fruit Trees	Name of Fruit Plant	No. of Fruit Plants	No. of Years Required to Grow a Tree to Same Productive Level	Price of Grafted Plant	Gross Expenses needed to Reproduce a Tree (2000/Year)	Yearly Yield (Kg)	Rate/ Kg (Rs)	Market Rate of Yearly Yield (90x90)	Amount of compensation per Tree	
									PKR	USD
2	Pear	9	8	100	16,000	90	90	8,100	80,900	778
Total Amount of Compensation									728,100	7,001

2.9.4 LOSS OF WOOD TREES

39. The land owners, while vacating the land for the construction of Bus Depot, will also lose ownership of around 196 trees. The 84% of affected trees are poplar trees, having good commercial value in the market. A field survey was conducted jointly by the staff of District Forest Department and patwaris of District Revenue Department to count and measure the standing volume of each tree. The rate of each tree per cubic feet provided by the District Forest Department of Peshawar is given in Annex 5. PDA/TransPeshawar will try not to remove all these trees with the help of detailed design consultants. Around 40% could be saved as these are planted on the edges of the demarcated land, but compensation will be paid to the DPs. The detail of affected trees is given in table 2.9 below and list of affected trees is attached as Annex 5.

Table 2.9: Inventory of Loss of Private Trees

No of Families Losing Trees	Type of Wood Tree	Number of Trees	Standing Volume (Cft)	Rate/unit Cft (PKR)		Total Compensation Amount	
				PKR	USD	PKR	USD
10	Poplar	164	1354.6	100	0.93	135,460	1,303
	Sheesham	9	103.59	500	4.64	51,795	498

	Shahtoot	9	112.39	150	1.39	16,858.5	162
	Ailanthus	9	27.9	100	0.93	2,790	27
	Bakain	3	63.6	140	1.30	8,904	86
	Willow	1	20.81	160	1.48	3,329.6	32
	Tallow Tree/Charbi	1	29.1	120	1.11	3,492	34
	Total	196	1,711.99	1,270	12.21	222,630	2,142

2.9.5 LOSS OF LIVELIHOOD BY SHOPKEEPERS

40. The source of income of main lessee Mohmand Construction Company (MCC) and 39 individual sub-lessees in the form of shops rent will be affected, as 4 are sub-lessees of more than one shop. The MCC has the lease of 40 shops and 4 sets of commercial toilet compartments while individual lessees have lease of 44 shops and 3 kiosks (refer as individual sub-lessees). The MCC, the main lessee and 44 individual sub-lessees of 84 shops and 4 sets of toilets will lose permanent commercial structures; (the 4 sets of toilets are on rent and run as a commercial service by MCC). The space of 3 kiosks with temporary structures is also given on lease to individual sub-lessees by MCC, who will lose their business place. The main lessee (director of MCC) and 39 individual sub-lessees will lose rent of their commercial structures and need to provide alternative shops on lease, out of which 4 sub-lessees are having more than one shop on lease. The rent of shops at Noor Center in Hashtnagri underpass ranges from PKR 3,000 to PKR 40,000/per month while the rent of shops at Gull Center in Firdous underpass ranges from PKR5,400/ to PKR45,400/per month. The average rent of a shop of both markets is PKR 25,000/month. The 5 shops and 1 store at Hashnagri underpass are closed and not on rent including 3 shops in the main Noor center, 2 shops in the middle of stairs and 1 underground store. The two shops in the middle of stairs and one underground store are never given on rent.

41. The 79 shopkeepers operate businesses in both of the underpass markets, out of which 67 businesses are operated by tenants in rented shops. In addition to this, the 4 sets of toilet compartments and 3 kiosks are rented out. Twelve individual sub-lessees run businesses in their shops themselves, out of which 4 have businesses/lease of more than one shop and 3 of them have businesses in the rented shops as well. The 79 businesses will lose their business space and need relocation to an alternative market. The monthly income of shopkeepers' ranges from PKR 25000 to PKR 400,000, the average income is PKR 150,000 and higher numbers of shopkeepers earn PKR 300,000/month.

42. Extensive discussions, consultations and negotiations were conducted with DPs on resettlement options. Initially, the MCC and shopkeepers were demanding to save these underpasses but after getting orientation of design features, they agreed to relocate their shops/businesses on the proposed pedestrian bridges of high demand bus stations near these two underpasses.

2.9.6 IMPACT ON LIVELIHOOD OF CHUGHAL PURA SHOPKEEPERS

43. The 7 owners of commercial structures will lose structures and income from the rent of 10 shops. The 7 tenants operate businesses in 9 shops, while 1 is used as storage of goods by a tenant. Four shops are closed and not on rent. The rent of the shops ranges from PKR 3,000 to PKR 8,000 per month, while average rent of the shops is PKR3,500/month. The 7 business operators/tenants will lose their business space and require relocation of their businesses, which will significantly impact their income. The monthly income of shopkeeper ranges from PKR 16,000 to PKR 64,000 per month, the median income is PKR 35,000.

2.9.7 TYPE OF BUSINESSES OF AFFECTED SHOPS

44. The dominant affected businesses are perfumes and cosmetics selling, followed by garments and electronics. The services include barber shops and commission agents of goods transport. Out of 86 affected shopkeepers at the underpasses and Chughal Pura, 18 are wholesale suppliers as well as retailers.

Table 2.10: Type of Affected Formal Businesses

Location	Type of Business/Shop	Misc	Retailer	Both Retailer and Wholesale Supplier	Total
Underpass Markets	Cosmetics	-	8	-	8
	Perfumes	-	5	9	14
	Perfumes and cosmetics	-	5	4	9
	Pharmacies	-	2	-	3
	Electronics	-	8	1	9
	Shoes	-	5	-	5
	Garments	-	7	3	10
	Cloth	-	2	-	2
	Dry tea	-	2	-	2
	Barber	8	-	-	8
	Mobile Phone	-	-	1	1
	Small Eateries	2	-	-	2
	Juice and Garments	2	-	-	2
	Small scale Photographer	1	-	-	1
	Toilets run as commercial business	4	-	-	4
Chughal Pura Shops	Good Transport	4	-	-	4
	Gun and Pistol Repair	1	-	-	1
	Fridge Repair (seasonal)	1	-	-	1
	Motor cycle repair	1	-	-	1
	Total	24	44	18	86

2.9.8 LOSS OF LIVELIHOOD OF EMPLOYEES AND SALARIED RELATIVES

45. The construction of BRT will also adversely impact the income and livelihood of 98 employees/sales boys at the Hashtnagri (Noor Center) and Firdous (Gull Center) markets, 1 employee at a Chughal Pura shop and 4 security guards of underpass markets. In addition, there are 48 salaried relatives of shopkeepers. List of employees is attached as Annex 6. The income of these employees ranges from PKR5,000 to PKR30,000. Majority of employees (73%) are paid PKR15,000 and below/month. Detail of income ranges of shopkeeper employees is given in Table 2.11. Around 40% of

these employees get less than the minimum official wage rate, which is PKR 14,000/month. Relatives of shopkeepers are paid better salaries than the other shop employees. These workers do not have formal written agreements with the shopkeepers. They rely on verbal commitments. Their daily duty hour ranges from 10 to 12 hours. Around 35% of the employees are below 18 years old and do not have National Identity Cards. Two of them are Afghani citizens. The very poor employees are on daily wages. In addition to wages, all of them are provided with lunch, tea and kehwa. On closure of business due to strikes or holidays, the daily wage earners do not receive wages.

Table 2.11: Income Ranges of Workers of Shopkeepers

Income Ranged	Income Below 5,000	Income between 6,000 to 10,000	Income Between 11,000 to 15,000	Income between 15,000 to 20,000	Income between 21,000 to 25,000	Income between 26,000 to 30,000
Percentage (%)	3	13	57	12	9	6

2.9.9 LOSS OF LIVELIHOOD OF INFORMAL VENDORS

46. The project will displace 235 static informal vendors, all of them have temporary moveable structures. The affected vendors run their businesses on public land (ROW) without any legal permission or license. The vendors are scattered along the corridor, with the higher concentration at Arbab Sikandar Flyover, Govt High School and Firdous Chowk at G.T.Road, Khyber Bazar, Sadar Road /Bazar, Gora Bazar, Falaksher Plaza on Jamrud Road. The chainage-wise detail and locations of the informal vendors are given in Table 2.12 below and list of affected vendors is given in Annex 7.

Table 2.12 Chainage Wise Locations of Informal Vendors

S #	Sections	Chainage		Locations of Vendors	No of Informal Vendors		Total
		From	To		Right	Left	
1.	BS-1 to BS-8 (Chamkani to Qila Bala-e-Hisar) G.T.Road	1+000	1+005	In front of Tarskoon Hotel		2	2
		1+010	1+020	Left Chamkani Chowk		2	2
		6+150		MAL Medical Center		2	2
		7+000	7+739	Arbab.Sikandar Flyover & Govt. High School-2		17	17
2.	BS-8 to BS-15 Hospital Road (off G.T.Road to Aman Chowk) University Road	8+000	8+839	Firdous Chowk, G.T. Road	19	22	41
		9+000	9+555	Khyber Bazar		61	61
		11+300	11+415	Shoba bazar & Railway Road +Dabgri	4	6	10
		12+010	12+050	Sadar Bazar (opp. ABL, Imperial Store		12	12
		12+055	12+100	Sadar Bazar -Iqbal, Gora Bazar		19	19
		12+102	12+150	Gora Bazar Street, Sony Center,		17	17
		12+152	12+200	Fayva, Abbas Plaza, Takhtoo Jamat Masjid, Bata		11	11
		12+201	12+250	Falaksher/Bilor Plaza,		16	16
3.	BS-15 to BS-25 Board Bazar	12+251	12+267	Sindbad Hotel, PACE	7	10	17
		19+200	19+225	In front of Spin Jumat Mosque		8	8
				TOTAL	30	205	235

2.9.10.1 LOCATION OF INFORMAL VENDORS

47. All of 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 2.13 below:

Table 2.13: Location Wise Categories of Informal Vendors

Sr.No	Location	Land Mark	Number of vendors
1	Vendors doing business on bus stops	Chamkani bus stop	4
		Hashtnagri bus Stop	22
		Firdous bus Stop	13
2	Vendors doing businesses along busy nodes	Opposite to Al-Jinnah Law College	4
		In front of College (Frontier Women College)	3
		In front of hospital (Khyber Medical Hospital) Dubgari gardens	4
		In front of LRH Hospital	20
		In front of Mosque (Speen Mosque)	7
3	Vendors doing businesses in Commercial markets	Khyber Bazar (market)	60
		Sadar Bazar (Market)	98
		Total	235

INFORMAL VENDORS AT BUS STOPS

48. The vendors of Chamkani Bus Stop sell fruits, fresh juice and sunglasses on wooden carts or display stands 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.

49. 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.

INFORMAL VENDORS ALONG BUSY NODES

50. These vendors mainly sell fruits, second hand toys, curtains, savory snacks (channa, dahi bhaley, pakoray) in front of educational institutions and Dubgari Gardens. The fruits sellers use movable wooden carts while the rest of them use floor mats and wooden tables.

INFORMAL VENDORS AT COMMERCIAL MARKETS

51. The vendors are located at Khyber and Saddar Bazar. Almost all of them are from Bajaur & Mohmand Agencies of FATA and are the internally displaced persons due to Army operation. Their families have been repatriated to their areas of origin. They are doing businesses on the current locations for 7 to 8 years. The vendors of Khyber Bazar sell garments (socks, coats, and sweaters), small electronic items, plastic shoes, cosmetics and watches. The vendors of Saddar Bazar sell wallets, bags, watches, garments (socks, coats, sweaters), artificial jewelry, sunglasses, semi-precious stones, mobile phone accessories, miswak (herbal alternative to toothbrush), key-chains and juice in Sadar Bazar. Most of the vendors take back their goods along with them in the evening or place them in the nearby shops without paying any rent or security charges to shopkeepers.

2.9.10.2 TYPE OF AFFECTED MICRO ENTERPRISES

52. The potentially affected vendors sell a number of goods. Table 2.14 presents different types of micro enterprises and number of vendors involved in each type.

Table: 2.14: Types of Informal Vendors' Micro Enterprises

S #	Type of Micro-Enterprise	Number
1	Fruit and juice sellers of sugar cane	50
2	stationery, cell, snuff, etc.	40
3	Ladies bags and under garments	36
4	Misc Items (caps, dust mask, wallets, belts, CNIC covers, mobile accessories cell phone	29
5	Small eateries, snacks, corn, flowers, tea stall	25
6	Warm cloths, socks gloves, jackets	24
7	Shoes, curtains, rugs	14
8	Cobblers, shoe shine	12
9	Watches, electronics, toys	5
	Total	235

Source: DP census

2.9.10.3 LOSS OF INCOME / ECONOMIC DISPLACEMENT OF INFORMAL VENDORS

53. Vendors earn between PKR1,400 to PKR11,500 per day. The average daily sale for over 68% micro-enterprises (MEs) is less than PKR2,850 while the sale limit for 20% is higher than average. The average daily sale of the vendors on Peshawar BRT is calculated at PKR3,300 (US\$30).

Table 2.15: Average Daily Sale of Informal Vendors

No. of Micro-Enterprises	Range (PKR)	Average (PKR)
68	1,000-1,500	1,400
37	1,600-2,000	1,950
42	2,001-3,000	2,850
26	3,001-4,000	3,950
20	4,001-5,000	4,950
11	6,001-7,000	6,400
12	8,001-12,000	11,500
235		3,300

2.9.10.4 AVERAGE DAILY CUSTOMERS

54. The number of daily customers for the different types of vendors ranges from ≤ 15 to 65 and sometimes more. The daily average customers are 33. Only 18% 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 PKR650-700 or 20% of the sale, which is almost equal to the average daily wage rate of a labor in Peshawar.

Table 2.16: Average Number of Daily Customers per Informal Vendor

Range	No. of Respondents	Average
≤ 15	44	12
16-30	48	23
31-45	87	38
46-60	30	55
≥ 65	11	68
Average Customer		33

2.9.10.5 EXTENT OF IMPACTS ON INFORMAL VENDORS

55. The key resettlement impact envisaged is the economic displacement of the vendors. The vendors will no longer be able to continue their livelihood activities at their current locations and need to relocate during the construction of BRT. It is estimated that around 70% of the total vendors along the corridor will lose at least 50% of their average income minimum for 3 to 6 months due to their acceptability at a new place and volume of daily sale at the previous level. The duration of impact will depend on their success of availing alternative business locations for vending. Households of the 235 vendors have 2,115 members who will be severely impacted both socially and economically due to the construction of BRT corridor.

2.9.10.6 RELOCATION OF INFORMAL VENDORS

56. All the 235 vendors need to relocate their stalls. There is an option to permit 235 vendors to self relocate themselves at market nodes of secondary and feeder roads or in commercial markets before start of construction of BRT. Detail of alternative sites for vendors is given in Table 2.17 below.

Table 2.17: Detail of Temporary Alternative Locations for Vending during Construction

S. No	Existing Locations	Number of vendors	Temporary Vending Sites
1	Chamkani Bus stop	4	Chamkani village Bazar
2	Opposite to Al-Jinnah Law College	4	Sikander Pura or Nishter Abad Bazar
3	Hashtnagri Bus Stop	22	Karim Pura Bazar
4	Firdous Bus Stop and in front of Frontier Women College	16	Undher Sher Bazar, Bacha Khan Chowk or inside of Vegetable Market
5	In front of LRH Hospital	20	Qissa Khwani Bazar, Kohati Gate Bazar or Undher Sher Bazar
6	Khyber Bazar	60	Qissa Khwani Bazar, Kohati Gate Bazar and Cinema Chowk Junction
7	Sadar Bazar (Market)	98	Gora Bazar, Shafi Market, Fawara Chowk, Nothia Bazar or

S. No	Existing Locations	Number of vendors	Temporary Vending Sites
			Sunehri Mosque Road
9	In front of Spin Jumat Mosque	7	Sherpao Hospital Emergency Gate, Rahatabad road situated parallel to the boundary wall of University of Peshawar
10	In front of Khyber Medical Hospital, Dubgari gardens	4	Dubgari Gardens area
	Total	235	

2.9.10.7 NO IMPACT ON STRUCTURES BEING USED BY INFORMAL VENDORS

57. There will no impact on structures used by informal vendors; they have set up moveable temporary structures for their micro-enterprises in the ROW. The average one-time cost of a 4x5 ft² structure is PKR 5,000 to 40,000, depending on materials used and equipment. Table 2.18 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 2.18: Inventory of Structures used for Vending

S #	Size of Structures	Number of Structures	Average Sizes of Vending Place (feet)
1	3-Wheel wooden cart	11	6 X 4
2	4-Wheel steel cart	03	3 X 3
3	4-Wheel wooden cart	13	5 X 4
4	Display on wall	02	3 X 3
5	Display stand	21	4 X 4
6	Steel table on footpath	01	5 X 3
7	Vending on floor & footpath	138	5 X 4
8	Wooden showcase on footpath	09	4 X 4
9	Wooden table on footpath	33	5 X 4
10	Wooden/ steel tables & show case	04	6 X 5
	Total	235	

2.10 PERMANENT LOSS OF COMMUNITY STRUCTURES

58. The permanent structures of two mosques will be demolished. Both mosques are built within the ROW. One mosque 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 has a covered area of 1,572 ft². The covered mosque has a Khateeb (prayer leader) as an employee, who will lose his job due to demolition of this mosque. There is an organizing committee for this 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 detail of structure of mosques and administrative arrangements is given in Table 2.19 below:

Table 2.19: Detail of Affected Mosques

S #	Name of Mosques	Location	Detail of Affected Structure	Information about Administrator/Head/Caretaker
1	Green Belt Mosque (Haji Camp Bus Stop) No formal name	In front of Peshawar/ Lahore Goods Transport Company, opposite of Haji Camp Adda/bus stop.	Total covered area is 1572 ft ² Pacca floor and brick wall on 3 sides and 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 PKR 4500/ month salary to him and he also teaches Quran to the children of this locality.
2	No formal name	Near Chamkano Mor, opposite to Suzuki - Paradise Motorcycle showroom & In front of Haji Usman leather godown constructed in green belt of National Highway.	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 Haji Usman (late), the mosque does not have formal Imam (prayer leader), usually the passerby 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 late.

2.11 LOSS OF VILLAGE TRACKS AND UNDERPASS

59. The acquisition of land for the Eastern Bus Depot will cut off the approach of local population to neighboring communities, residing on both sides of Northern Bypass, by restricting access to an underpass. It will also impact the villagers of Hargooni and Sardar Garhi by acquiring a dirt track. The land of another track will also be acquired that is not currently in use and converted to a water channel. Both of these tracks have also been mentioned in the revenue record as village formal tracks/roads and shown in Figure 1. The width of track, which is under use, is 13 feet. The detail of underpass and village tracks is given in Table 2.20. The EPCM Consultants need to design alternate underpass or more than one underpasses and access roads in the detailed design, to be used by villagers to access communities across Northern Bypass and motorway from the acquired land, ideally after every 500 meter. There is another underpass that was constructed during the construction of Motorway, which will be blocked. It was made by NHA for the access of villagers to other side of the motorway, but it is not in use due to non-feasible location, width and height of this underpass. The alternative underpass and tracks will be designed by EPCM Consultants and their locations will be decided in close consultation with affected population of Sardar Garhi and Hargooni moazas, by a participatory mapping exercise to agree upon with villagers on the best options for safe and secure access and their design, ideally after every 500 meters. TMTD/TransPeshawar will ensure provision of the alternative underpass and walkways to the affected population. Villagers said that in return of land acquisition, they expect that they will be provided pacca access roads.

Table 2.20: Detail of Affected Underpass and Villagers Tracks

Type of Access	Length (ft.)	Width (ft.)	Height (ft.)	Use of Underpass and Tracks
Underpass (shown as #2 in Fig 2.1)	96	8	8	The local population particularly residents of moaza Hargooni & Sardar Ghari use this underpass to access villages cut off by Northern Bypass, by foot and through bicycles, motorcycles and cars. Due to construction of BRT this underpass will be block the access of local population.
Village dirt tracks/roads (shown as # 3 and 4 in Fig 1)				The village dirt tracks #3 located in Hargooni and track #4 separate Hargoni and boundaries of Sardar Garhi and Hargoni villages. These tracks are also mentioned in the map/record of Revenue Department as “bandubasti/village roads”. Currently, the track #3 is used as village track and its width is 13 feet. It starts from the service road in mouze hargooni and pass through the agriculture lands of mouze Sardar Ghari. While the track #4 shown as village track in the revenue record but not currently in use, it is converted to a small water channel and also serves to separate the lands of moaza Hargooni & Sardar Ghari. The distance between two pathways is 450 meters.

2.12 IMPACT ON PRIVACY, SAFETY AND SAFETY OF VILLAGERS

60. They construction of Bus Depot adjacent to the agriculture land and settlement of one villages will significantly impact on privacy, safety and security of population of village Sardar Garhi, Hargooni and surrounding communities. The local population demanded that depot site should be walled to respect privacy, safety and security of communities residing in the adjacent and surrounding areas particularly women, young boys and girls. TMTD/TransPeshawar will be responsible for the construction of boundary wall of bus depot and take all necessary measures to protect privacy, security and safety of surrounding population. It will also take measures to protect local population from environment hazards of bus depot i.e. noise, smoke, traffic management, awareness raising of staff of TPC particularly drivers and conductors.

2.13 LOSS OF PARKING SPACES WITHIN THE RIGHT OF WAY

61. Consultations 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 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).

2.14 RELOCATION AND REHABILITATION OF PUBLIC UTILITIES

62. The preliminary design identified impact on a number of public utilities. These include water supplies, drainage system, telecommunication infrastructure, 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 be available, the contractor will review by field observation and in liaison with experienced utility personnel, and report such locations and services to TMTD 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 also 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 shall be reported to the TMTD/DSC and utility authority, and repairs will be arranged immediately at the contractor's expense.

63. The PMU 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. Additional due diligence will be conducted at the stage of detailed design or Project implementation stage to identify the potential impacts on existing services, utilities and infrastructure 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. The report of due diligence will be annexed with the updated LARP and TMTD/TPC will prepare addendum(s) to the LARP to fully and sufficiently mitigate all adverse impacts.

2.15 MITIGATION AGAINST LOSS OF TEMPORARY ACCESS

64. 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.

Chapter 3 . SOCIO-ECONOMIC INFORMATION AND PROFILE

3.1 CENSUS AND SOCIO-ECONOMIC SURVEY

65. A census of 100% potentially displaced persons (DPs), covering 535 affected households (AHs), was carried out during the period of 9 November to 26 December 2016 to assess the social and economic impacts of BRT construction by following preliminary engineering design of BRT corridor. The objective of the census was to generate an inventory of resettlement impacts on the persons to be affected by PSBRTC Project, the type of impacts on land and assets, incomes and livelihood, type of ownership; their socio-economic status for a full understanding of impacts, and finally the views of the DPs about the project and on various options for resettlement and rehabilitation, in order to develop mitigation measures in the Land Acquisition and Resettlement Plan (LARP).

66. The socio-economic survey of 25% AHs, 132 in total, was conducted from 21 December 2016 to 5 January 2017 in order to assess the overall socio-economic conditions of the project affected households on the basis of various socio-economic indicators. The instruments used were a questionnaire for the socioeconomic survey and consultations through 31 focus group discussions and 11 individual key informant interviews. Data collection was done after conducting orientation and on-the-job training of the survey team to enable them to collect field data skillfully. Socioeconomic data consisted of basic socio economic information such as demographic features, occupation, income and living conditions of the AHs, land ownership status, utilization of affected land, land tenancy pattern, housing condition, household assets, access to basic amenities available to them, their poverty status, household income and expenditures levels, education levels and, gender analysis.

3.2 SIZE OF AFFECTED HOUSEHOLDS

67. Among AHs, the 47% live in nuclear family units and 53% in extended units, which show a slight predominance of extended families in the AHs. The average household size is computed to 9 persons. The extended families include paternal grandparents, their children, one or two families with parents and their children in one compound led by the male grandparent or elder son as household head. The head of household is responsible to look after all social matters including managing income and expenditures.

3.3 GENDER COMPOSITION OF AHS

68. The proportion of male and female is calculated as 55% and 45%, respectively as shown in Table 3.1 below.

Table 3.1: Average Size of Affected Household and Gender Composition

Average Size of Household	Gender Composition	
	Male (%)	Female (%)
9 persons	55	45

Source: DPs census

3.4 AGES OF MEMBERS OF AFFECTED HOUSEHOLDS

69. The highest concentration of the population or the dominant group of the affected household, with respect to the age brackets, is the male adult group that makes up 25% of the total and is closely followed by male children under the age of 15 that make 23% of the total affected population.

Tables 3.2: Ages of Members of AHs

Children under 15		Adults 15-45		Adults Age 46 - 59		old age 60 and above	
Male	Female	Male	Female	Male	Female	Male	Female
23%	21%	25%	18%	4%	3%	3%	2%

Source: DPs Census

3.5 EDUCATIONAL LEVELS OF MEMBERS OF THE AFFECTED HOUSEHOLDS

70. Lack of literacy breeds a vicious cycle of poverty “Illiterate are poor - poor are powerless - powerless are illiterate”. Education is not just attaining the skills of reading and writing but also providing people with the skills to learn, protect, and empower themselves in a society and effect the contribution in decision making at various levels. Therefore, 37% of the female surveyed population had never attended school, in comparison to 31% percent male. Moreover, the enrollment rates for young girls were found to be considerably lower in comparison to school going boys. Other than formal schools, 0.5% female and 0.3% 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, strict social and cultural norms and restrictions/constraints of their mobility.

Table 3.3: Education Level of Members of AHs

No Schooling %		Primary 1 – 5 Grade %		Middle School 6 – 8 Grade %		High School 9 – 10 Grade %		Intermediate 11 – 12 Grade %		Higher than Intermediate %		Madrassa (Religious School) %	
F	M	F	M	F	M	F	M	F	M	F	M	F	M
37	31	4	12	1	5	1	4	0.2	1	0.6	2	0.5	0.3

Source: DPs Census

3.6 OCCUPATIONAL BACKGROUND OF DISPLACED PERSONS

71. The census revealed that there are 235 vendors who run micro-enterprises as a source of their livelihood and there are 80 shopkeepers that are involve in retail businesses and some of them in whole sale. The 9 shopkeepers at Chughal Pura

Market are involved in transport businesses, tea shop, and technical services labor. The other sources of male earner of vendors' household include daily wage labour, skilled labour, vending (not along the BRT corridor), and support staff in government offices. Only 3 females of vendor's household are involved in income earning, which includes one home tutor, one teacher and one house maid. Among the affected households of vendors, 53 percent solely depend on the income coming from the affected micro enterprises. Out of 8 affected households of tenants, 50% depend on income from farming only, and 2 families are having income from other sources as they work as masons, factory workers and have small roadside eateries. The 29 percent of the shopkeeper households' sole source of earning is from the affected businesses. The household of an employee of a mosque is also dependent on his income only.

3.7 DETAIL OF LABOUR FORCE OF AHS

72. The information about the male and female of affected households in the age of labor force (15 to 60 years) and presently employed has been derived from the census. The number of male and female looking actively for jobs is derived from census. The remaining members of household that are not in the labor age are either children (below 15) or old ones (above 60).

73. The information about the male and female of affected households in the age of labor force (15 to 60 years) and presently employed is derived from the census. Table 3.4 below reflects that off the earning male and female members of the household; the financial responsibility of running the household predominantly resets on the male members of the family. Moreover, the literacy rate amongst the male members of the household, 50% is more than double of that of women (24%). It also reflects that of the AH members, although the number of both men and women falling within the labor force age is low, the total number of male and female earners is quite high and thereby may reflect that a number of elderly and children working within the affected families.

Table 3.4: Detail of AH Members in the Labor Force

# of Male in Labor Age	# of Female in Labor Age	# of Male Earning from Affected Source of Income	# of Male Earning from other Source	No of Female in AHs Earning from other Source	# of Male Actively Looking for Jobs	No of Female Actively Looking for Job	Male Literate Labor Age	Female Literate in Labor Age
98	74	399	210	3	22	0	50	24

Source: census

3.8 NUMBER OF EARNERS IN A HOUSEHOLD

74. Socio-economic survey revealed that overall, 51% of AHs has one earner, 22% have 2 earners, 19% have 3 earners, and 18% have more than 3 earners. It shows that the majority of households are dependent on a single earner.

75. Among the household of informal vendors, 53% have single earner, 22% have 2 earners, 16% have 3 earners, 8% have 4 earners, and 1% have 5 earners. Other male

members of the vendors' households work as skilled and unskilled laborers, vendors (not along the BRT corridor), and support staff in government offices. Three female members of the vendor households work as a home tutor, a teacher and a house maid.

76. Four of the 8 affected agriculture tenant households depend on farming from the affected agriculture land as a major source of income. Six tenant households will lose 100% of their farming land. The male members of two tenants' households also work as skilled laborer, factory worker and operate small roadside eateries.

77. Among the shopkeepers' households, 48% have a single earner, 22% have 2 earners, 21% have 3 earners, 6% have 4 earners and 5% have 5 earners. This shows that the sole source of 48% of shopkeepers' household is from the affected businesses.

3.9 INCOME OF AFFECTED HOUSEHOLDS

78. The 51% AHs have sole source of income from the affected sources of income, based on the data analysis of census, the average annual household income calculated per household is PKR836,484 (PKR69,707/month), which reflects PKR258/person/day which means \$2.5 per person per day, closer to the poverty line, which is \$1.90 per person per day.

Table 3.5: Average Income of Affected Household

Annual (PKR)	Monthly (PKR)
836,484	69,707

Source: DPs Census

79. The majority of the AHs are those of vendors and 53% of vendors' households solely depend on the affected businesses. The analysis of vendors' annual income reveals that an average annual income of a vendor household is PKR243,000, which comes to PKR 20,250/month, calculated as PKR75 per person per day. It comes to \$0.72 person per day, which is extremely low as compared to the poverty line \$1.90 per person per day.

80. The 50% tenants of agriculture land depend on subsistence farming for their living, after the loss of their lands, they will not able to fulfill fodder needs of their animals, which is their major source of income. They will also lose source of in-kind source of household income such as grains and vegetables, milk, eggs etc.

81. The employees of shopkeepers, 4 security guards and 1 sweeper, are also from very poor households, 35% are provided wages less than minimum wage rate notified by the GoKPK, which is PKR14,000/month. The 73% of employees earn up to PKR15,000/month, which is closer to the minimum wage rate. The majority of employees of shopkeepers are daily wage workers as they need money to meet their daily household needs.

82. One employees of a mosque will also be severely be affected as it will affect their major source of income and it will take time for them to find an alternate or the same source of income.

3.10 HOUSEHOLD INCOME DISTRIBUTION

83. The census revealed that approximately 43% of the AHs reported that they earn less than PKR25,000 per month. Another 26% reported that they earned PKR26,000 to 50,000 per month, while 8% earn PKR76,000 to PKR 100,000 per month. One percent fell in the category of PKR76,000 to PKR100,000 per month; the 1.5% reported PKR101,00 to PKR 125,000 per month, 3% reported that they earned between PKR126,000 to PKR 150,000, 1.5% between PKR151,000 to PKR 175,000 per month, 6% from PKR176,000 to PKR 200,000 and 10% earned more than PKR200,000 per month.

Table 3.6: Income Distribution of Affected Households

Range of Income Distribution of AHs in PKR per month									
Range	Less Than 25,000	26,000 to 50,000	51,000 to 75,000	76,000 to 100,000	101,000 to 125,000	126,000 to 150,000	151,000 to 175,000	176,000 to 200,000	More than 201,000
Percentage	43%	26%	8%	1%	1.5%	3%	1.5%	6%	10%
Source	Affected Source of Income	Affected Source of Income	Affected Source of Income	Affected Source of Income			1% from other sources	3% from other sources	

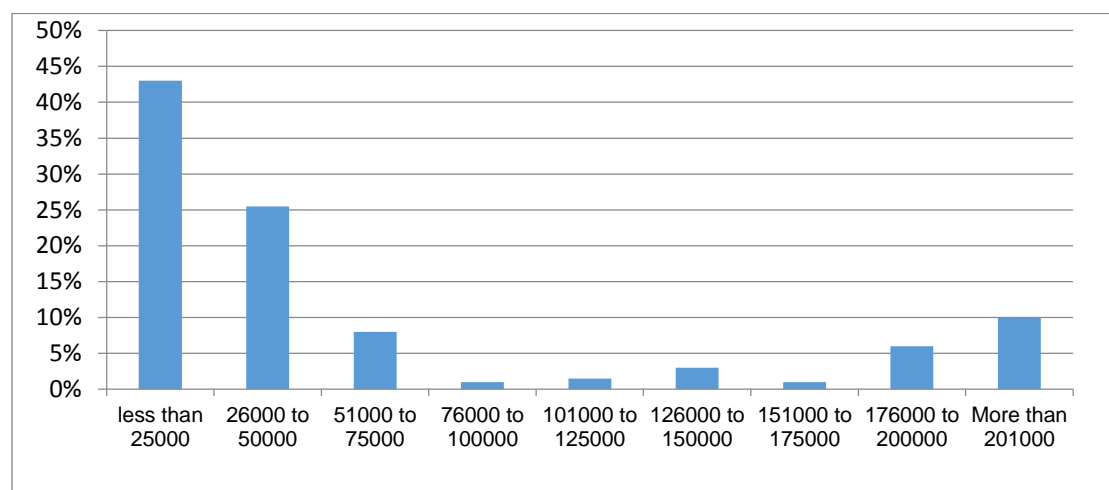
Source: DPs Census

Table 3.7: Income Distribution of Affected Households per Month

Range	Less Than 25,000	26,000 to 50,000	51,000 to 75,000	76,000 to 100,000	101,000 to 125,000	126,000 to 150,000	151,000 to 175,000	176,000 to 200,000	More than 201,000
%age	43%	26%	8%	1%	1.5%	3%	1.5%	6%	10%

Source: DPs Census

Figure 3.1: Monthly Income Distribution of AHS



Source: DP census

3.11 BUSINESSES OPERATED BY WOMEN ALONG THE BRT CORRIDOR

84. Census and socio-economic survey revealed that women of AHs do not participate in any activities of affected businesses. Only 3 women from the AHs formally work outside of their homes, one as a teacher, other as a home tutor, and third as a house maid.

3.12 INDEBTEDNESS

85. The results of census reported that the 35 informal vendors have taken loans for their businesses either from whole sellers and their relatives. The amount of loan varies between PKR10,000 to PKR300,000 per season (for a period of 4 to 6 months). Only three vendors took loan for their personal reasons such as marriages and illnesses and those ranges from PKR60,000 to PKR90,000. It shows that the vendors are not having a capacity of bearing shock of displacement and need substantial amount of subsistence allowance for a reasonable period of time.

Table 3.8: Range of Business Loans by Informal Vendors

10,000 to 40,000	41,000 to 80,000	81,000 to 120,000	121,000 to Above
16	8	7	4

Source: DPs Census

86. Almost all of the shopkeepers buy business good and products on credit and make payment after selling them, which is a routine matter in wholesale and retail business.

3.13 ORIGIN OF DISPLACED PERSONS

87. The analysis of informal vendors and shopkeepers shows that 60% vendors belong to FATA, 37% from Peshawar and surrounding districts and 5% are Afghanis. And 66% shopkeepers belong to FATA and 34% are from Peshawar and surrounding district. The detail of DPs origin is given in the Table 3.10 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. The 20% vendors are doing business from last 1–5 years, 27% from 6–10 years and 53% from 10–25 years. The 21% shopkeepers are doing businesses in existing shops from 1–5 years, 28% from 6–10 years and 51% from 11–15 years.

Table 3.9: Detail of Origin of Displaced Persons

S. #	Origin	Vendors (%)	Shopkeepers (%)
1	Mohmand Agency, FATA	7	29
2	Bajaur Agency, FATA	47	37
3	Khyber Agency, FATA	4	0
4	Afghani	5	0
5	Local (Peshawar & surrounding districts)	37	34

	Total	100	100
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Source: DPs Census

3.14 HOUSING LOCATIONS AND OWNERSHIP

88. 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. 58% vendors live in rented houses, having poor living conditions whereas 35% of shopkeepers live in rented houses.

Table 3.10: Housing Ownership of Affected Households

Category of Displaced Persons	Housing Ownership (%)	
	Live in Rented Houses %	Own Houses %
Vendors	58	42
Shopkeepers	35	65

Source: DPs Census

3.15 POVERTY STATUS

89. 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 an AH is PKR69,707/month (US\$658/month) and average daily income is PKR2,323 (\$22) per household per day, and daily income is approximately \$2.4 per person per day. By following this criterion, the AHs fall just above the poverty line. While the income of vendor's household is below the poverty line, they live in the conditions of extreme poverty, 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' poverty. The lack of economic opportunities restricts job opportunities to daily wage labor, salesmanship, skilled and unskilled labor and micro business enterprises.

90. 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.

91. 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.

3.16 VULNERABILITY OF DISPLACED PERSONS

92. Around 65% of AHs fall below the poverty line, and majority of poor households are dependent on a single earner. The number of earners in the household is directly correlated with the economic status and vulnerability of the affected households (AHs).

93. Their poverty related vulnerability will increase as a result of impact on their income and livelihood. Majority of the affected households have 9 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. During census, only one household was found headed by a female, a widow, whose business was jointly run by her brother. The detail of vulnerable and severely affected, among them, is given in Table 3.11 below:

Table 3.11: Detail of Vulnerable and Severely Affected Households

Category of Affected Households	Vulnerable	Severely Affected
Agriculture Tenants	08	08
Employees of Underpass Shopkeepers	98	-
2 female Headed Household of (one individual sub-lessee of a shop and other is a tenant of shop)	2	-
Security Guards of Underpass Markets	04	-
Tenant of Chughal Pura Shop	01	01
Employees of Chughal Pura Shopkeeper	01	01
Non-Title Holder Vendors including 2 Disabled Vendors	235	235
Khateeb of a Mosque	01	01
Total	349	246

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

3.17 AVAILABILITY OF SOCIAL AMENITIES

94. 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.

Table 3.12: Availability of Basic Amenities to AHs

Availability of Social Amenities (%)				
Water Supply	Electricity	Health Facility	School	Road
26	96	84	70	84

Source: Socio-economic survey

3.18 GENDER ANALYSIS

95. 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.

96. Gender roles are constructed on the basis of 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.

97. 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 when it came to accessing and using 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 proffered 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.

98. 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 safe and gender-friendly facilities, including enhanced security, low steps, and separate compartments for women.

Chapter 4 . INFORMATION DISCLOSURE, CONSULTATION AND PARTICIPATION

4.1 LARP DISCLOSURE

99. The updated LARP will be translated into Urdu for disclosure and will place at offices of Planning and Development Department (P&DD), TMTD/TransPeshawar, District Revenue Department, PDA, and representatives of displaced persons (DPs), soon after the approval of ADB. List of representatives of DPs is attached as Annex 8. An Information Booklet consists of summary of LARP in Urdu (sample attached as Annex 9) will be distributed to DPs representatives and all PAHs through DPs and further disclosed to the male and female DPs by the Project Implementation Unit (PIU) Social Development Staff and EPCM/CSC relevant staff in location specific meetings.

4.2 CONSULTATIONS

100. Consultations were carried out in accordance with the requirements of ADB Safeguard Policy Statement (SPS) 2009 on public consultations, which require that DPs should be fully informed and closely consulted on social/resettlement impacts of the proposed project and their mitigation measures. Consultations with different stakeholders continued from 26 July 2016 to 28 January 2017 in phases. The purpose of the consultation process was to disseminate project information and its expected impacts and incorporate DPs' and other stakeholder views in a number of aspects of LARP and its implementation mechanisms. Social team used several tools for consultations such as individual meetings, wayside stand-up meetings, interviews, structured questionnaires and focus group discussions (FGDs) with 3-5 persons. In total, 24 sessions were held with DPs, 20 with men and 4 with women. Meetings with other stakeholders were held throughout the period of PPTA.

101. The consultation process with the potential DPs of underpass markets underwent many ups and downs largely because lessee (MCC) and individual sub-lessees and tenants of underpass markets did not want demolition of the underpass markets, and main lessee and individual sub-lessees were also not willing to transfer their lease to shops at alternate location and tenants were not willing to relocate their businesses. A long process of consultations and negotiations was followed due to which resettlement consultants were able to conduct census of DPs and socio-economic survey of AHs in phases. The consultations with the land owners of Eastern Bus Depot held in a smooth way.

4.3 OBJECTIVES OF CONSULTATION AND PARTICIPATION

102. The objectives of consultations were:

- (i) to improve or propose changes in project preliminary design to avoid social and resettlement impacts in compliance with ADB SPS 2009;
- (ii) seek DPs' and other stakeholder's views on the project;

- (iii) ensure effective participation of DPs and seek their cooperation in activities require for resettlement planning and implementation;
- (iv) obtain information about the need and priorities of DPs;
- (v) gather information on relevant issues and receive feedback to address these issues at early stages of project design;
- (vi) determine the extent of DPs concerns and suggest appropriate mitigation measures to address them in project implementation;
- (vii) facilitate development of appropriate and acceptable entitlement options;
- (viii) ensure transparency in all activities related to social mitigation and resettlement matters;
- (ix) discuss opportunities for DPs participation in the project in accordance with the ADB requirements; and
- (x) inform DPs about the LARP implementation process.

4.4 IDENTIFICATION OF STAKEHOLDERS

103. Four types of primary DPs are identified under this project:

- (i) Those operating micro-businesses within the ROW of the proposed PSBRTC alignment.
- (ii) Those operating middle level businesses in the underpass markets that have been proposed to be demolished during the construction of BRT and 14 shops at Chughal Pura as substantial part of these shops encroached in the ROW.
- (iii) Private land owners that will lose their agriculture land for the construction of Eastern Bus Depot.
- (iv) Khateeb (prayers leaders) of a mosque, to be demolished.

104. All the above-mentioned DPs are primary stakeholders of PSBRTC Project. Other stakeholders include the business community along the project corridor, health and educational institutions/facilities along BRT corridor, road users, PDA, district administration, City District Government, Cantonment Board, Pakistan Railways, EPA of KPK, transporter associations, academia and NGOs.

4.5 CONSULTATION WITH STAKEHOLDERS

105. Individuals representing several hundred DPs along the PSBRTC corridor were informed during the initial assessment of impacts, census, socio-economic survey and consultations about the Project, its benefits and impacts. The other stakeholders represent a broad cross section of informed people living or doing businesses along the PSBRTC corridor, its surrounding areas, educational and health institutions/facilities, the road users, the business associated with the road, transport associations, public representatives, government departments/administration and NGOs. All these stakeholders have different types of stakes according to their interests, professions and involvements in various aspects of the project. All the stakeholders were given an opportunity to share their views and concerns regarding the design and implementation of the project including broader social, LARP planning and implementation, poverty and gender aspects. The summary of consultations is given in Table 4.1.

4.6 CONSULTATION WITH WOMEN

106. Several cultural and economic obstacles exist for women's participation in public consultations and decision making; this is compounded by constraints on mobility and limited interaction. There is not a single woman found operating business on the PSBRTC corridor. To conduct effective consultations separately with women, 2 female surveyors were engaged. The women were keenly interested in consultations and provided good information. These included female of AHs, student's teachers and other working women, the daily commuters. Most of them belonged to poor affected households while road side consultations were conducted with female of lower middle class and middle class families. The women unanimously supported the PSBRTC Project by GoKPK, following are the key points:

- Most of the women from AHs demanded sufficient resettlement assistance and rehabilitation of MEs and restoration of household income/livelihood due to PSBRTC related road works.
- The loss of income of their household due to the relocation of affected business enterprises (of their spouses) will have a negative effect on their normal socio-economic living conditions.
- Risk to safety and security for their children will be increased due to construction works.
- Separate waiting spaces for women at PSBRTC stations and separate compartments for women in PSBRTC buses.
- Dedicated buses for female during rush hours.

107. The concerns and issues raised by women and other stakeholders have been adequately considered in the design of the project and resettlement assistance and rehabilitation packages for the DPs.

4.7 CONSULTATION WITH NON-GOVERNMENT ORGANIZATIONS (NGOs)

108. Social Action Bureau for Assistance in Welfare and Organizational Networking (SABAWON) and South Asia Partnership–Pakistan (SAP-PK), are two major Peshawar- based NGOs working for the creation of a society based on principles of social justice and gender equality. Both strive to contribute towards development of the local communities, with a focus on providing enabling environment to the marginalized and deprived groups to access and utilize social sector services.

109. The NGOs are in favour of efficient public transport system. However, they demanded sufficient and timely payment of compensation, full mitigation of social and environmental impacts, effective consultations and participation of stakeholder particularly displaced persons in resettlement and environment related activities of the PSBRTC Project.

4.8 INFORMATION DISSEMINATION

110. During these consultations, DPs were informed about the plans for the improvement of BRT road and Bus Rapid Transit system. The following aspects were covered during the consultations:

- (i) project introduction, discussion on design options and seek suggestions/recommendations;
- (ii) options for structures losses;
- (iii) relocation options and mutual consensus on relocation and acceptable assistance for each category of loss;
- (iv) assistance for relocation and rehabilitation; and
- (v) livelihood restoration and rehabilitation support for affected livelihood.

Table 4.1: Summary of Public Consultations

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
1 Aug	BRT route Chamkani to Aman Chowk (left side)	General public and vendors residing along the BRT corridor	Introduce BRT and feedback on the project and potential impacts	17	5	BRT is a much-needed service as shared by male and female respondents. Female respondents shared incidences of harassment in public transport. Vendors shared fears about potential impacts on their businesses during construction phase and their displacement due to vacation of ROW. The owners and tenants of business structures requested to avoid impact on the commercial structures and dedicated parking facilities along the BRT corridor.	Impacts on structures were avoided to the maximum possible level during the Preliminary Design. The Gender Action Plan was developed for gender sensitive BRT operations. Impacts on vendors will be mitigated and a relocation strategy proposed. A policy to formalize vending business and a parking policy is requested to be developed by KPUMA, and parking facilities will be developed along BRT corridor.
2 Aug	Aman Chowk-Hayatabad (left side)	General public and vendors residing along the BRT corridor	Introduce BRT and feedback on the project and potential impacts	23	11		
3 Aug	Chamkani-Aman Chowk (right side)	General public and vendors residing along the BRT corridor	Introduce BRT and feedback on the project and potential impacts	16	19		
4 Aug	Aman Chowk-Hayatabad (right side)	General public and vendors residing along the BRT corridor	Introduce BRT and feedback on the project and potential impacts	9	11		
5 Aug	PDA Office	Project Implementing	Consultation meetings	5		It was agreed that PDA technical staff was to	PDA provided

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
		Department	with PDA staff of different sections regarding the width of ROW, potential impacts of BRT due to encroachments, to get detail of ROW and request for orientation of resettlement team about BRT corridor			accompany resettlement consultants for their orientation of the ROW and a GIS specialist was also present for on-site guidance.	detail of width of ROW of BRT corridor and copies of ROW maps, and also conducted a joint field visit to BRT corridor and oriented resettlement consultants.
6 Aug	Sardar Garhi, site proposed for Eastern Bus Depot	Sardar Garhi villagers including land owners, housing owners, small farmers, tenants of agriculture land and big landlord.	Focus Group Discussion to conduct consultations with male and female of housing owners, small farmers, land of larger land pieces to assess impact of land acquisition on difference categories of people	28	8	The owners of housing structures showed serious concerns about potential impacts on their residential lands due to the a possibility of siting of eastern depot, and small farmers and tenants were found to be concerned about the loss of income due to their dependency on agriculture land for livelihood, fodder for animals and food for their families. Farmers/ tenants suggested that in case of land acquisition they should be properly compensated and jobs should be provided to their family members in the construction and operational phases BRT as an alternate source of income.	The location, initially considered for the construction of eastern bus depot, was changed and impacts on housing structures, and small farmers was avoided. Local population became aware of BRT, its potential impacts. More consultations were conducted with small farmers, tenants and land titleholders and the resettlement consultants got an idea of the extent of impacts on certain groups.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
7 Aug	Sardar Garhi, site proposed for Eastern Bus Depot	Focus Group Discussion	To take views/ opinions of the youth regarding BRT & depot site To know whether they are aware about the BRT project. To know where they will play in case of construction of BRT depot on their playing ground.	60		Local cricket players did not know about the BRT project. Local cricket players showed serious concern in case the playground taken for BRT depot site.	Resettlement consultants got familiarized with the large number of youth coming to Sardar Ghari & Hargoni land for playing cricket. Resettlement consultant briefed the local cricket players about the BRT project and also informed them about the land acquisition process.
8 Aug	Sardar Garhi, site proposed for Eastern Bus Depot	Small farmers, owners of agriculture land, owners of housing structures and residents of Sardar Garhi	Focus Group Discussion and conduct village mapping of Sardar Garhi to assess land use of Sardar Garhi, to identify lands with minimum impacts and free to encumbrances.	19	-	The residents of a settlement of Sardar Garhi named Gujar Garhi were extremely concerned on the acquisition of their residential land and were not willing to relocate themselves as they had housing compounds for animals in open space of their houses.	Resettlement consultants got an orientation of Sardar Garhi land use, and identified possible parcels of land for acquisition, for PBRT bus depot.
11 Aug	Saddar Bazaar	Focus Group Discussion with Vendors of Sadar Bazaar	Briefed the vendors about BRT project. Ma-de consultation with vendors regarding BRT project. Know the opinions of vendors & informed about census procedure.	30	0	The vendors shared their worries about dislocation. However, due to proper briefing by the lead surveyor about compensation, the vendors assured cooperation to survey team.	Vendors willingly gave information required for long-listing like CNIC number and contact numbers. Assured full support during conduction of vendors census.
19 Aug	Chungi Chowk (Food Godowns) at	Vendors of Chungi Chowk (Food	Focus Group Discussion to Briefed the	6	0	The vendors showed their worries about dislocation however, due to proper	Vendors willingly gave information

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
	Kohat Road	Godown) at Kohat Road	vendors about BRT project & about staging station propose at food godowns site. Made consultation with vendors regarding BRT project. Know the opinions of vendors & informed about census procedure.			briefing by the lead surveyor about compensation vendors assured cooperation to survey team.	required for long-listing like CNIC number and contact numbers. Assured full support during conduction of vendors-census.
20 Aug	Sardar Ghari	Titleholders & tenants	Focus Group Discussion with title & tenants & local elders Briefed the FGD participant-s about the BRT project. Briefed the participant-s about the social & resettlement study and its purpose/ objectives.	5		Prepared social map of the site with the help of FGD participants. Identification of title & non-title-holders was made with the help of FGD participants.	Noted that both the title & tenants were quite worried. Particularly the tenants who are mostly doing subsistence farming and solely dependent on this land.
23 Aug	Govt; Food Department	Staff of Govt Food Department, Chungi-Kohat Road, Peshawar	Meeting with Food Inspector (Zafran) and mapping of land use surrounded by godown.	3	-	Discussion over land proposed for BRT staging station. The team also took opinions about availability of space at godowns site, and the possible impacts the site would entail.	Found that land is free of encumbrances with no resettlement impacts
23 Aug	PDA	Several officers of PDA	Introductory meeting and consultations on the status of land proposed for staging station.	5	0	PDA endorsed the location for the staging station.	Food department stated that communication between Secretary Transport, other stakeholders and with higher officials from the Food Department was underway to agree upon the utilization of their land for staging

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
4 & 5 Oct	PDA	Director P&D, Assistant Director Roads and SDO Roads, Land Acquisition Collector, Tehsildar and Naib Tehsildar PDA Director Engineering, PDA design consultants of General Bus Stand.	Held meetings with relevant staff and PDA design consultant-s of General Bus Stand, to share sensitivities of local people about potential impacts on housing structures and explored ways to minimize impacts on local population.	9	6	PDA staff was concerned that it was not possible for them to avoid impacts on housing units as the Section-IV and V had been issued for a parcel of land for the general bus stand, whilst all the resettlement consultants were of the view that the notification of the sections had been issued for a broader area and demarcation was to be done under Section-VI.	Resettlement consultants decided not to propose the parcel of residential land of Gujjar Garhi for the construction of BRT bus depot and related infrastructure station.
6 Oct	PDA & Project Affected persons	Resident-s of Sardar Ghari and Hargooni	To conduct consultations with local population of potentially affected villages and develop a consensus on the options of land for PBRT bus depot, to minimize adverse impacts on socio-economic condition of affected population	44	8	The potentially affected persons did not agree on demolition of their houses, and agreed to the option of acquiring agriculture land for the construction of BRT bus depot.	Resettlement team was able to develop a consensus with the local population on acquisition of agriculture land for the bus depot.
7 Oct	Cantonment Board Office		Chief Executive Officer, Chief Engineer, Overseer and Draftsman of Cantonment Board for consultations on the use of roads in the cantonment area for the BRT route, detail of any encroachment on the BRT road lying in cantonment area, and to	4	-	The cantonment board shared their concerns on the proposed initial design for the BRT in cantonment area. The concerns of Cantonment Board were conveyed to engineering design consultants. Cantonment Board agreed to provide ROW detail of the BRT alignment lying in cantonment area.	Completed initial assessment of the availability of ROW for the construction of BRT.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
			acquire detail of the ROW.				
13 Oct	Office of District Revenue Department	Additional Deputy Commissioner -Revenue- Land Acquisition, Land Acquisition Tehsildar, Tehsil, District Qanoong-o & relevant Girdawar	To enquire information about the nature of disputes and court cases on the land of Sardar Garhi and Hargoni Mouzas and take assistance of the Revenue Staff in case land is not disputed. Discussed and identified three options for BRT station in the acquired land.	8	-	The District Revenue Staff shared information about the proposed options of land to be acquired and agreed to pay joint visits to the proposed land.	It was mutually decided that both the teams were to jointly visit the site to verify physical location of the proposed parcels of land and issues related to each parcel/ khasra number of land.
15 Oct	Hashtnagri & Firdous underpasses	Shop-keepers	Focus Group Discussion to introduce BRT and feedback on the project and potential impacts	36		Resettlement consultants introduced the BRT route. Got the opinion of shopkeeper-s in case of disruption of their businesses temporarily. The shopkeepers were not ready for dislocation of their businesses as well as demolition of both the underpasses.	Informed the shopkeepers for next joint consultation meeting with the individual sub-lessees of underpass shops and representatives of tenants of both the underpasses.
17 Oct	SW&WD Office Peshawar-FGDs	Government KP Social Welfare & Women Development Department Peshawar-Adeel Sb Additional Secretary KP SW&WD, Niaz Mohmmad In charge Gender and Shguhfta Gender Specialist KP SW&WD Department & staff	Discussion on collecting sex & gender disaggregated data on women & transportation and women laborers and to understand the existing public transport for women & girls in Peshawar city.	5	3	Due to limited resources SW&WD department did not conduct any study on working women/women labor force and transport. Not only women and girls are facing problems while traveling in local buses and wagons, men and boys were also faced with a number of issues due to slow speed of buses, attitude of bus drivers and conductors. Women labor force need to have safe, secure and respectful public bus service. Women separate compartment need to be allocated so that they can travel without any hesitation. In PBRT 50% portion need to be fixed for women because the women who are now traveling in	SW&WD KP department appreciated the PBRT project.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						rickshaw and taxi will ride PBRT after its operation as women in Peshawar have been waiting for such kind of public transport. In case of safe, secure, comfortable, respectful and air-conditioned public bus service operation definitely women and girls' traveler's number will have increased in double. Women need to be involved at the planning and execution phase. Besides PBRT there is need to start a public train system to fulfill the need of male and female travelers. As women spend more money on private transport, the PBRT operation they will save their time and resources.	
7 Nov	At the residence of Fazeel Khan	Land Owners of Hargoni Land	Conducted consultations with major land holders of Hargoni Land, proposed for the acquisition on the rates proposed by PDA.	2	-	The land owners agreed to provide their lands for the construction of BRT bus depot, but not on the rates proposed by PDA, as the adjacent land of Sardar Garhi was calculated at 75% higher rate than Hargooni due to the average taken by PDA of last one year sale price, while the record of sale of Hargooni land is very old due to family disputes and court cases.	The land owners agreed to provide evidence of higher value of land, against a decision of the court regarding a case registered against the rates fixed for Hargoni land, under another project. Evidence of higher rates was later provided to the resettlement consultants
9 Nov	Chamkani Bus Stop	Vendors of Chamkani Bus stop	Focus Group Discussion to introduce BRT and feedback on the project and potential impacts	5		The vendors shared their concern, said their businesses and livelihoods would be affected. The resettlement consultant briefed about the compensation allowance upon which the vendors felt reassured. However, they had doubts about provision of compensation.	It was noted that although, the vendors were upset in view of their businesses dislocation, they felt satisfied with the resettlement assistance. However, they were not sure

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
							about receiving the assistance amount from the concerned department.
11 Nov	Her Residence Chatty Lal Kurti, Peshawar Cantt (KII)	House Wife, of Chatty Lal Kurti, Peshawar Cantt-Kills	To find out reasons why women of the area needed to travel and use public transport as a mode of travelling and issues that they faced.		1	It was found that women majorly used public transport to visit schools, markets, hospitals and relatives. It was also found that although some women came from families that own cars, they still travelled on local transport like auto-rickshaws and buses. Women stated that the existing public transport facilities were both time consuming and crowded and as they had mixed gender spaces, they had to face harassment. It was thus found that the existing public transport was not safe for women. Women found mornings and early evenings the best time for traveling. Female correspondents stated that 20 rupees per stop was affordable fare.	Actions suggested in GAP based on feedback of women
14 Nov	Noor Center and Gull Center of Hashtnagri and Firdous Underpass	Potential Displaced Persons (Shopkeeper/ business operators)	To conduct initial consultations on the possibility of demolition of the underpasses	26	-	The potential displaced persons were informed and their strong demand to save the underpasses from demolition was noted.	The representatives of different categories of interest groups were identified, their concerns helped to develop next steps for resettlement planning.
14 Nov	Firdous Bus Stop, Peshawar-FGD	Potential Women PBRT Travelers Shumaila Zulfiqar, private school teacher, Gulbehar Colony Peshawar, Gul Bibi Afghani, housewife, Hayatabad & Razia from Chamkani housemaid in	To ask about the problems women face while travelling on public transport (bus or wagon)		3	Women are stared at by the men waiting at the bus stops. Whilst getting on to the busses, men use the same door as female passengers, making the female passengers very uncomfortable. Men often sit on the seats that are allocated for women and refuse to vacate the seats so women have to stand and travel. It was found that a majority of the public bus drivers did not like women getting onto their busses and	Initially the respondents were reluctant to respond but later gave information. As men standing at the bus stop were eavesdropping, the women initially were uncomfortable in engaging,

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
		University Town (cleaning and washing clothes in 4 houses)				<p>therefore did not stop the busses for them at the stops or refused to let them on.</p> <p>Women travelling on public busses often face extortion as they are charged higher fares by bus conductors and this often results in arguments.</p> <p>Young girls avoid sitting with the elder women as they inquire about their personal life and family.</p> <p>Also, it was reported that burqa clad women were also known to pick pockets and therefore that was another reason girls were comfortable in sitting in busses. Therefore, they were forced to take local busses as taxis and rickshaws were expensive.</p> <p>They hoped that Peshawar would be able to provide a bus service like Rawalpindi. Women were concerned about higher transit bus fees and demanded that those should be affordable.</p> <p>Female respondents hoped that the female portion in the busses and the fares would be same as those of the Rawalpindi metro bus.</p> <p>They argued that after the PBRT, there would be no need to run separate female buses.</p>	but later on they felt comfortable and shared the problems they face in public transport..
14 Nov	Peshawar Chamber of Commerce (PCC) & Women Chamber of Commerce (WCC), Peshawar-FDG	<p>Non-Government-Peshawar Iqbal Sb-President PCC, Haji Afzal – Chairman PCC, Additional Secretary General PCC & other members</p> <p>Shamama-Chairperson WCC, Shumela Secretary and staff</p>	To understand the existing public transport services for women and to get information about women labor & women enterprise	5	4	<p>As women face problems in travelling because of the existing public transport infrastructure, women labor force working in the industries prefer to work where they have facility of pick and drop, but a reasonable amount is deducted from their wages/salaries.</p> <p>It is expected that working women will benefit and those working in other public and private sector institutions, running small businesses and those travelling to run errands and avail social services.</p> <p>It was recommended that the cheapest form of transport for Peshawar city would be the train system that previously operated in the city as it was expected</p>	Suggestions incorporated in GAP

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						<p>to be affordable and would be able to cater to the needs of a larger group of people.</p> <p>It was also stated that female ticketing counters needed to be established and separate compartments for women needed to be ensured. The BRT is expected to cater to the needs of women, children, elders and disabled people.</p> <p>During construction, it was stated that there is a need to have a safe alternate traffic movement plan to avoid any problem.</p> <p>The government also needed to ensure an increased number of buses during the peak hours to cater to the increased demand.</p>	
16 Nov	AHAN (AJK Hunar AJK Nagar/one skill)- Consultation	Semi-Government Company, Project Director, Program officer, Market Officer	To get information about their skill development program, get their views about existing public transport facilities for male and female travelers perspective and to get their opinion about BRT and request for assistance organizing a Focus Group Discussion with female of AHAN targeted community	3		<p>AHAN facilitates male & female craft persons, artisans and poor producer groups in accessing enterprise development services with focus on hand-crafted products.</p> <p>AHAN staff and female of their targeted communities appreciated BRT. They also demanded for the intra-city train as railway track is already available.</p> <p>Women demanded separate entrance, waiting areas and compartments with 30 to 40 seats in buses to avoid harassment they experienced in public transport. They also proposed color coded compartments to assist people who cannot read. They also demanded connecting services to feeder roads and need for men and women security staff at bus stations. And women need to employ in BRT operations was also emphasized. Women stated that their access to education and employment would considerably increase.</p> <p>AHAN stated that although it had trained a number of women in different skills, they were unable to access to markets for raw materials and for marketing their products due to</p>	<p>Identification of potential company for livelihood program, and discussion helped in analysis of female travelling patterns, assessment of their travel needs, problems faced in existing public transport.</p>

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						unfriendly transport services.	
16 Nov	Center of Excellence for Resource Development -FGD	NGO (Project Coordinator and M&E Officer)	To get their views on existing public transport from the perspective of women travelers and take their opinion about PBRT	5		They shared how present public transport system impacted vulnerable groups and overall participation of women in social and economic development, restrictions on women mobility due to unsafe public transport, emphasized on the need of job opportunities for women in BRT operations, demanded women specific facilities in BRT due to strict norms of Pakhtoon culture.	Helped in gender analysis of public transport and women specific needs.
17 Nov	Office of UN Women, Peshawar-FGD	Staff of UN Agencies (UN Women, UNOPS, UNFPA) & Coffee International	To get their views on existing public transport from gender perspective and opinion about BRT	4	2	<p>The staff members stated that the environment concerns such as dust, noise pollution, restriction to public to access spaces and utilities should be taken care of by the GoKPK.</p> <p>The old intra-city train system should also be rebuilt, which can be operationalised with less amount of money. A traffic management plan should be developed and implemented effectively during construction period. The BRT should be linked with pink buses for women. The GoKPK should relocate the shopkeepers of underpass markets in a way that their livelihood would not be affected. Security of passengers should be a priority in BRT operations.</p> <p>Women specific facilities should be provided in all aspects of BRT operations. BRT should be equipped with modern facilities separately for men and women i.e. waiting areas elevators, escalators, rest rooms, clean drinking water, and ramps for wheel chairs in buses.</p>	Actions laid down in the Gender Action Plan and Environment Management Plan, and LARP to address their suggestions.
17 Nov	Sarhad Rural Support Program Office-FGD	Manager Program Operations, 2 Program Officers	Gender analysis of existing public transport, women travelling pattern and women specific	2	2	The organization appreciated the PBRT project and stated it would provide safe and respectful transport to women and female students; enhance their access to educational institutions, health facilities, jobs and help in establishing their	Actions incorporated in Gender Action Plan against their suggestions.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
			needs for public transport, and opinion about PBRT			businesses. Shared issues faced by women in existing public transport facilities and its impact on women social and economic development. Recommended that 50% portion of buses should be specified for women travelers with separate compartments and entrances. In peak hours, number of buses should be sufficient to accommodate men and women travelers. Need to offer subsidized fare to students and old citizens.	
17 Nov	Khwendo Kor, Hayatabad-Peshawar-Consultations	NGO (Senior Program Manager HR, Community Program Officer.	To get their opinion on PBRT and help in studying travelling pattern of women labor force (home based workers & house maids)	-	2	Shared issues faced by women in public transport i.e. harassment, personal safety, long waiting hours and travel time. A number of educated and skilled girls and women were unable to work due to insecure and inefficient public transport. Hence, it was proposed that women specific services should be provided that are to include separate access ways to bus stations, ticketing facility, entrance in buses, compartments etc. BRT is thus expected to impact on women access to education, health facilities, jobs and business opportunities. They also suggested 45% seats to be fixed for women. Emphasized on rehabilitation of rail track. Emphasized on the need for a good environment management plan to control dust, noise, traffic jams, and disruptions to public utilities and access. Special security arrangements should be made, a special security force to be hired and trained. A complaint mechanism should be developed and implemented to take public feedback on BRT operations and redressal problem face by women and other vulnerable groups. CCTV cameras to be installed at bus stations with emergency telephone	Actions lay down in GAP and EMP to address their concerns.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						<p>facility.</p> <p>Women, young boys and girls face harassment from bus drivers, conductors and fellow male passengers.</p> <p>A substantial number of female housemaids, factory workers, and home-based workers, live in old city and suburbs of Peshawar were found to face difficulties in accessing public transport. BRT will particularly benefit these women and professional women who do jobs in public and private sector offices, health and educational institutions.</p> <p>Jobs should be created for women in BRT operations and women should also be trained as bus drivers. Women specific pink buses, funded by foreign grant, should also be operated by female drivers on BRT corridor.</p>	
18	Office of Mohmand Construction Company, Peshawar	Mian lessee of Firdous & Hashtnagri underpass	To discuss the status of underpass lease and its terms and conditions.	4	-	<p>Mirza Khan showed concerns about loss of business by MCC and shopkeepers due to demolition of underpass markets, and suggested that GoKPK should provide shops at alternative locations, and lease period should be extended to cover the period for the re-establishment of businesses at new locations.</p> <p>It was agreed that resettlement team was to closely work with MCC and shopkeepers to develop the resettlement policy for PBRT Project.</p>	A resettlement strategy was developed to provide alternative commercial structures to main lessee (MCC), individual sub-lessees, and tenants of affected shops.
18 Nov	Shelton Guest House Peshawar-KII	Government-Police Department (Traffic)	To take opinion on security issues	1		<p>Although the PBRT was appreciated, it was affirmed that rehabilitation of train system as part of BRT was of importance. Two Police stations needed to be established on BRT route with a facility of female staff to facilitate male and female passengers on security issues and criminal activities i.e. theft. Trained security personnel need to be deputed at PBRT bus stations.</p>	Suggestion integrated in Gender Action Plan
21	Office of	Special	To get	4		PBRT will change the	Provided

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
Nov	Special Secretary Industries-KPK Industries Department	Secretary and Additional Secretary Industrial Department, Economic Development Specialist.	segregated data of labor force in Peshawar and get tier views on BRT			travelling pattern in Peshawar especially for women. The number of women and girl passengers using public transport was expected to increase significantly. In BRT there should be women specific facilities, 30% seats should be fixed for women and strict security measures were needed for BRT i.e. CCTV cameras at bus stations and in buses.	useful suggestions and reference to contact relevant officials in TEVT and Labor Department to get gender disaggregated data of labor force in Peshawar.
21 Nov	Labor Department-Stakeholders Consultation	Director, Director HR Labor, Deputy Director, Assistance Director and Labor Inspector	To take information about travelling pattern of women in the industrial workforce and get gender disaggregated data of labor force of industries in Peshawar.	4		It was stated that BRT was not only expected to significantly increase the number of female travelers but also the male passengers particularly the middle class, who currently avoid public transport. 30% portion of PBRT need to be fix for women. They disclosed that women labor force working in industries of Hayatabad were compelled to use the buses provided by the factories and charges ranges from 3000 to 4000, as there is no direct public transport available and young women do not like to change buses, pay higher fares, waste time and face harassment from fellow male passengers and bus conductors. Women and girls also lost their precious belongings and money while traveling on the existing public transport. Recommended separate rest rooms, ticketing booth, entrance and compartments for women. Announcements were suggested to be announced in the buses to inform about bus stations. Need to install CCTV cameras and telephone at the bus stations. BRT should be extended to Karhaono Bazar.	TMTD to incorporate suggestions in BRT system, actions were integrated in GAP
21 Nov	Technical Education Vocational Training, Peshawar-Stakeholders Consultation	Director, HR Labor,	To get opinion about PBRT and get information about TEVT training program	3		It was said that the start of the PBRT operation would see an increase in the number of travelers. Women and men compartment should be segregated, with separate entrances. Due to PBRT more labor force of men	Provided information about their training program.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						and women would be able to work in the industries and run businesses with ease. More buses will be needed in peak hours especially at morning time, mid-day and afternoon (after 4:30 pm).	
22 Nov	Cantt Secretariat Labor Department-Stakeholders Consultations	Secretary Labor, Joint Secretary and Director	To discuss social and gender impact of BRT	5		BRT will increase women mobility. Should be separate portion for women with separate entrance. There should be strict security arrangement at bus stations. Women participation in labor force would increase.	TMTD to incorporate suggestions in BRT system. Few actions were incorporated in GAP
22 Nov	University Town, Peshawar-KII	Electronic media	To take views on BRT	1		It was found that currently women and the transgender community face a lot of harassment in public transport. Given the government was to provide women specific facilities at bus stations and separate compartment; women would be confident in travelling independently and therefore female travelers would increase. 30% portion of buses needs to be allocated for women and special safety measures to be ensured at bus stops and in buses. Train system of public transport needs to be revived.	TMTD to incorporate actions in BRT system, few actions were incorporated in GAP.
23 Nov	Gulbahar Police Station Peshawar-Stakeholder Consultations	Male and female DSPs and IT Manager	To understand security issues in public transport	2	1	Appreciated BRT system. The major concern was that majority of women do not like travelling from public transport, they face harassment from the fellow male passengers and bus conductors. Security arrangements for BRT system were deemed to be very important and a well-equipped and trained security force needed to be formed for BRT. A camera control room also needed be established for 24 hours monitoring. Women travelers were expected to increase and thereby 30% portion of buses needs to fix for women. Morning time, mid-day (after 12:30 pm) and afternoon (after 4:00 pm)) were said to be the peak hours more busses needed to be ensured on the corridor. Emphasized for development of a traffic	Traffic Management Plan is to be developed for PBRT. Few actions were incorporated in GAP.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						management plan during construction of PBRT corridor.	
23 Nov	Main Bus Stand, City Peshawar-FDG	Transporters, conductors & drivers of Peshawar Main Bus Stand	To understand existing public transporters perception about PBT To find and gauge the response of transport Unions and Owners etc. towards BRT and relevant results/repercussions. To get information about women mobility	20		Transporters expressed their anger against new traffic police system as they had been fined penalties from PKR500 to PKR1,000. They stated that majority of poor women, female beggars, housemaids and women, and street vendors travel on public buses whereas female students, women working for public and private jobs, running small enterprise/business and from the lower middle classes prefer to travel on wagons, but only travel on busses when seats aren't available. Women from affluent families prefer to travel on rickshaw or taxi. Transgender individuals travel on rickshaw or taxis as they are harassed by the fellow male passengers and women do not allow them to sit in their part. Buses commuting to the old Bara route have last seats for women, whereas in other buses the front 10 seats behind the bus driver are allocated for women during the peak hours. Other than peak hours' men also travel on these seats. Women often get into fights with the conductors on fare as they charge higher rates from women so conductors discourage them to ride on the bus. Buses only for women travelers will not be successful as women do not prefer to travel in these busses as stated by the Social welfare minister Sitara Ayaz due to insecurity as buses are driven by male drivers. Upcoming PBRT will be not good news for the local bus drivers, conductors and owners as they will face losses as their buses will not be awarded any route. Therefore, it is expected that as soon as PBRT corridor's construction will start, the bus drivers will take steps	TMTD to take actions to address concerns of stakeholders

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						<p>to create hindrance in the PBRT implementation process (as one owner commented that we will take stay order from the court if PBRT will start).</p> <p>Minimum fare for a stop at buses and wagons is PKR10 and maximum fare is PKR30.</p> <p>Women running household chores travel after 10 am to 4:30 pm whereas women laborers, house maids, students and doing jobs often travel from 6:30 am to 9:00 am in morning and then come back at 4:30 pm to 5:00 pm. Students timings are from 6:30 am to 8:00am and 12:30 pm to 3:00 pm. After evening, there are few women (with their families) and mostly no women travel alone.</p> <p>According to them a lot of poor families will be affected due to closing of buses and wagons on PBRT route due to economical fare.</p> <p>They suggested alternates regarding provision of new vehicles (As Shahbaz Sharif did in Punjab), issuance of new permits for allocation of new routes where they can drive their buses and wagons as well as provision of alternate jobs in BRT for those affected.</p>	
23 Nov	Peshawar Press Club, Near Cantt. Railway Station, Peshawar-FGD	Mass Media/ Newspaper Journalist of Khabrain Ms. Iffat Siddiqui, Journalist of Mashriq Muhammad Owais, Peshawar Press Club, Daily Wahdat Habib Syed, Daily Ummat Iqbal Afridi, Journalist of Geo News Mr. Rizwan Sheikh, Iqbal SB Roznama Umat	To find their views on present public transport modes for women travelers To understand their opinion about PBRT project	6	1	<p>Although female harassment is common in the existing public transport, men are also found to face harassment. Women seats are often occupied by men. Buses are in bad condition and not secure and are a threat to life.</p> <p>PBRT is welcomed but there is a need to have separate portions for women where no men would be allowed to enter. There is strong need to have effective security system on the BRT corridor, at the bus station and in the buses.</p> <p>PBRT will be very good for women and they will travel more as it would be safer as currently a large</p>	TMTD to address stakeholder concerns, few actions were incorporated in GAP to address their suggestions.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						number of women avoid traveling on existing and available public transport in Peshawar city. PBRT will provide safe and secure public transport. Besides PBRT need to operate public train as did before also PBRT will not fulfill the requirement of all the travelers in Peshawar so better to restart the old train system that was the most successful. Expressed reservation regarding delays in start and completion of the PBRT project.	
24 Nov	University of Peshawar-FGD	Government Chairman of Institute of development Studies-Peshawar Agriculture University Mr. Inayatullah Jan PhD IDS & his colleges Dr. Gohar Ayub Assoc. Prof Mr. Sohail PhD student and fellow teaching staff	To find their opinions on BRT To understand their views about existing public transport	6		The existing public transport service is not friendly for women and students. PBRT project will provided better transport to women and students. It will encourage more women work and girls to get higher education. Women should have separate compartments and entrance in PBRT and special security steps need to be undertaken by the project implementers and co-stakeholders. BRT will be good not only for students but for the employees of the Universities. Need to offer student, poor and disabled subsidized fare and issue the cards as exercised before.	TMTD to address stakeholder concerns, few action incorporated in GAP to address their concerns.
24 Nov	University Road, Peshawar-FGDs	Non-Government-Trader Union representative s Traders SVP Leader Tajjir Ittehad Mr. Noor Muhammad, Mohd Sohail, Dr Gafoor Ayub, University Town Traders Union. Head Dispute Resolution Council, Engr Riaz Mufti, Tariq	To get traders views on present transport issues in context of women travelers To understand their response on PBRT.	6		BRT is welcomed. Existing public transport is not good for women as they have to face lot of problems. PBRT is good project especially for women and students. Separate compartments to be allocated for Women and separate entrance in the buses and there is a need to provide necessary security system under PBRT project so that passengers feel comfortable and secure. Ambulances need to be allowed to use the PBRT corridor in case of emergencies. As it is a political decision following Punjab government so maybe there will be hindrance	Few suggestions incorporated in GAP, TMTD to take actions to address rest of the suggestions.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						during construction of corridors as number of stakeholders have reservation like traders fear that their businesses can be affected, vendors fear that they may be forced to a place where they might not get customers. Transporters, rickshaw drivers and taxi owners fear that they will lose income as most people will use PBRT services. The construction of BRT should not affect existing businesses along BRT corridor. Those affected should be provided sufficient and prompt compensation.	
24 Nov	Eastern Bus depot site-FGD		Visited Eastern Side BRT Bus Depot site and held on site meeting with District Land Revenue Officer, concerned Girdawar and Patwaris of three different Mouzas.	10	-	The staff told that they do not have updated record of the STP land, which provide evidence that proposed land belongs to PDA.	TMTD and PDA to ensure that PDA has transfer deeds of STP / proposed land for Eastern side depot or complete land acquisition process, if require.
26 Nov	Peshawar City – Old Wall City-FGD	Sikh Community, Minorities Sikh Gurdwara, Pramjit Singh and Babaji Guralp Singh - Incharge KP FATA Lungi Malik, Sikh community, Men & women of Sikhs Community	To find their view on present transport issues related to women & minorities. To find what is their response on PBRT	6	5	The existing transport system is not good for women and girls whereas the men face lesser problems while using it. Sikh women were found not to travel alone and if they did, they hired rickshaw or taxis. Sikh men were found to have a little trouble/problem as they are easily identifiable in public transport but women did not face that problem. However, a lot of money had to be spent on taxis as they charged fares up to 400 rupees on a one-way trip. The BRT system should ensure security of minorities by raising public awareness and employing special security force. PBRT was found to be very welcomed as it was expected to provide respectful and comfortable traveling to the people of Peshawar.	Few actions incorporated in GAD, TMTD to define actions to address minorities concerns.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						<p>The need to have separate women seats, compartment and entrance was advocated very strongly.</p> <p>As in Peshawar there is security related issues so need to provide special security to make the PBRT travelling safe for all.</p> <p>Female staff needed to be hired under PBRT project.</p> <p>The fare of be PBRT should be subsidized just as that being offered in Rawalpindi and Lahore especially to the students and regular male and female commuters.</p>	
26 Nov	Canal Town, Peshawar-FGD	Christian Community-Minorities Salvation Army Church, Capton Nadeem, Capton. Hina, Tariq Masih, Faisal, Raeaq, Ieshad Tahira Tariq, Samina, Nasreen,	To get their view on present transport system especially in context of women & minorities. To find their response on PBRT.	4	4	<p>It was found that a large number of Christian communities, both men and women, used public transport.</p> <p>They walk long distances to reach bus stops to save money.</p> <p>As women faced hardships and embarrassment while traveling in public transport, so they never took their young daughters with themselves whilst travel in buses.</p> <p>Separate women compartments with a separate entrance needed to be ensured in BRT</p> <p>BRT fare should be easily affordable.</p> <p>Women were found to be happy with the prospect of using BRT to take their children, particularly girls, for education and outing.</p>	Few actions were incorporated in GAP to address their concerns, TMTD to define action to address other concerns.
29 Nov	Kohati-FGD	Christian Community Shabnam Maqsood Samina Jamil, Anam Shahbaz, Sadia Shoukat, Uzma Ashfaq, Sonia Javid, Mursaleen Yousaf, Jamila Ashfaq, Shahmim, Humera Yaqoob	To inquire about their mode of travelling and related issues		10	<p>Public transport is mostly used for travelling to work, shopping, and dropping children to their schools, and attending ceremonies. Women preferred to travel in rickshaw whilst men travel on public transport.</p> <p>As women were always pressed for time due to their household and employment responsibilities, they could not make time to walk 15-20 minutes to the bus stop and then wait another half an hour for the bus to show. Women were also found to feel insecure while traveling on public transport and even crossing the roads was</p>	Some actions are incorporated in GAP to address their suggestions, TMTD to define actions to address rest of the concerns.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						<p>sought of as difficult and therefore women prefer to stay at home. They also face bad behavior from the bus and wagon drivers and conductors and harassment from the fellow male passengers. Bus or wagon drivers found not to stop to pick the women. The need for traffic signals, zebra crossings, separate women compartments and seats in the buses and wagons, separate women waiting places at bus stops was emphasized. Rawalpindi Metro bus system was cited as a good example for public transportation. PBRT was therefore expected need to have women separate places and seating (at 30% area), economical fare, women waiting area at bus stations, and easy access to the buses. CCTV cameras needed to be at bus station and in the bus to ensure security during travelling.</p>	
29 Nov	Agriculture University Peshawar-FGD	Students of BSc Honors Agriculture Laiba Najam Mah Rukh Maria Muneer Doha Ajmal Zainab Malik Sonya Bahadur Maliha Mahboob Kinza Mehak Sajid	To discuss the existing commuting patterns in public transportation in Peshawar and related issues		9	<p>Men and women come out for jobs, education, hospitals, shopping and to visit relatives, also to travel to villages. Women were mostly found to prefer rickshaw and taxi especially when their children are with them. However, men were found to use all kind of transport (public & private). In main city, there is no issue to access the public transport but people living in outskirts and distant areas had issues in accessing public transport and thus they relied on Chingchi rickshaw, Tonga, Auto Rickshaw and taxi to reach the main road to get the public transport, and often they walk. It was told that women could not travel alone after sunset and had to do so with a male family member. As there are no zebra crossings on roads in Peshawar, it pose as a major problem for female pedestrians and pose as one of the major reasons</p>	Certain suggestions are addressed and actions incorporated in GAD, TMTD to address suggestions.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						<p>for higher ratio of women being injured in road accidents. As in Peshawar there is dominating Pakhtoon Culture so women and girls are usually not allowed to travel alone without male family members.</p> <p>GoKPK needs to design gender friendly public transport system so that everyone could avail it. As of now, the public transport driver and conductor behavior are quoted to be very unprofessional therefore; there is a need to higher professional drivers and staff. As currently, there is no separate area for women to wait, they feel insecure. It was said that University Road, Hastnagri & Saddar, KTH & LRH are very safe for women travelers.</p> <p>In BRT women were expected to have separate seating in separate allocated compartments with separate entrance. Women also feel uncomfortable due to pick pocketing so in BRT special safety measures need to undertake to avoid such exercise.</p> <p>Fans, water cooler and bathrooms need to provide in bus station separately for men and women. Dust bins need to be provided in the waiting areas to maintain cleanliness at bus stations, in the buses and on the corridor. Need to provided elevators for old and disable persons. An ambulance service needs to be provided on the BRT corridor in case of emergencies. PBRT door need to be closed and its fare should be affordable for students and poor. If PBRT is like metro Rawalpindi then it will be beneficial for women travelers as it is speedy, safe, time saving, economical so that it encourages women to prefer to travel on BRT. Also, need to have separate ticketing system for women and for security</p>	

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						need to install CCTV cameras. There is need to have more buses during peak hours. After BRT, there will more women and girls come out for jobs, businesses, work and education so there will be possibility to have more job opportunities.	
30 Nov	Girls Guide Associations Dubgri-FGD	Girls Guide Vocational Staff & Students Noreen, Mubashara, Kalsoom, Rimshah, Saba Kanwal, Rabi Jabbar, Sana & Rubeena	To know about existing PT, its use and related issues		9	<p>Women and girls will come out from homes for getting vocational training and education, doing businesses and jobs etc. Women prefer to travel through rickshaw and taxi, and also sometime travel in buses and wagons whereas men can travel on all kind of public transport. Women have less access to public transport due to lack of money and lack of proper transport system. Due to rush and traffic jams; women are unable to travel easily. Most of the road accidents occur due to overcrowded buses. Existing public transport system in Peshawar is found unsafe for women and therefore women do not leave their houses. In case of provision of safe, secure, cheap, speedy and respectful public transport services, women will be encouraged to come out to be a part of social and economic activities. Misbehavior is common with women from the drivers, conductors and harassment from the fellow male passengers. Over speeding in the congested areas is a routine, and the respondents said that the bus drivers almost never stop vehicle for women passengers. Regular women commuters feel insecure while traveling on taxi and rickshaw but they have no alternate. BRT needed to have separate women compartments with separate doors, separate waiting areas at bus stations and separate ticketing booths for women.</p>	Some actions are incorporated in GAP to address their concerns, TMTD to address remaining concerns in BRT system.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						There is a need to have traffic signals, sign boards, zebra crossings, also need to conduct awareness sessions how to travel in BRT.	
1 Dec	FRONTIER COLLEGE AND UNIVERSITY-FGD	Nimra Laiba Shanza Mah Noor Razia Batool Fatma Saba Wajeeha Munaza Laiba	To know students public transport use and related issues		10	<p>Men and women use public transport to travel to work, to educational institutions, shopping, and hospitals and to visit their relatives.</p> <p>It was reiterated that although the existing public transport is not women friendly, women are compelled to use public transport as they could not afford to travel in auto rickshaw and taxi.</p> <p>The existing transport system was reported to be deeply flawed as it is time consuming, crowded, mixed gender, had limited seats for female which are mostly taken by male passengers and women and girls has to travel by standing in buses. Buses and wagons are fast and rushed while driving, and they did not stop properly while picking & dropping the passengers, not even for women and girls. Drivers and conductors are not skilled and their behavior reported to be bad with women and girls and thus they continually feel harassed. While traveling on buses and wagons women and girls are most of the time accompanied by their male family member and some time they have to skip their visits or use auto rickshaw/taxi. It was said that although the existing public transport is affordable and accessible to schools, education institutions, hospitals, market places, and public utilities, it could not be used by females.</p> <p>Major transport corridors used by women are Saddar bazar (shopping), hospitals (LRH, KTH, HMC and SKMH), university road (for education and shopping both), Hayatabad (NADRA office, passport office) PBRT should have</p>	Some suggestions are included in the GAP, TMTD to address most of the suggestions.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						<p>separate waiting area/ticketing line and compartments/ for females and also should have a separate space for luggage.</p> <p>PBRT should reserve 40 percent seats for female, with a separate entrance/exit and should also have a separate space for disabled and elderly people. The stations needed to be kept clean with dustbins in waiting areas. CCTV cameras need to be installed on each bus station, waiting areas and in the buses and security guards need to be present to deal security issues.</p> <p>Fans, wash rooms and cool water coolers need to be installed at each bus station.</p> <p>PBRT fare needed to be affordable and the government is expected to offer concession to students, disable and old people.</p> <p>PBRT buses flow should be rapid during the peak hours of 7am to 9am during the morning time later from 12pm to 4pm in the afternoon.</p> <p>The busses needed to have an emergency exit and an ambulance service should be available to deal with emergencies.</p> <p>A proper and regular monitoring system should be there to avoid any issues in BRT system.</p> <p>They suggested extending the PBRT corridor to link roads such as Charsada Road, Kohat Road & Warsak Road to facilitate the people living in those areas.</p> <p>PBRT needs to fulfill the female needs, providing them with safe, secure and affordable traveling so that women and girls could use it without any fear and therefore increase ratio of women travelers up to 100%.</p> <p>Group participants asked that whether PBRT corridor will construct in front of the college as already the road</p>	

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						is narrow how it will be built here. In case of alleviated corridor, the building alongside the road could be affected; a proper engineering design should be designed skillfully.	
1 Dec	Shaheed Benazir University- FGD	Girls Students Nirma Shanza Raziaa batool Saliha Munza Laiba Mah Noor Marwa Warda Javerria Sidra	To know about the existing public transport in Peshawar city, their public transport mode and related issues		12	<p>The female students travel to universities on vans they pay monthly fare as their parents work or busy running household errands. It was stated that men could travel on public transport for both educational and work purposes with trouble whilst the women in the city could not. It was found that students, both male and female, did not find taxis to be a safe alternative as they could be easily kidnapped for ransom. A number of accidents occur particularly women and children suffer. due to the lack of zebra crossings.</p> <p>Moreover, as there are no specific bus stops in the route, the buses stop randomly to pick up passengers and bus drivers seldom stop for female passengers.</p> <p>It was found that women usually go to Saddar Bazar for shopping, schools & universities are on University road, KTH and LRH for health issues & housemaids travel from/to Gulbahar and Hayatabad & University Town.</p> <p>To overcome the women harassment public transport for women needed to have separate waiting areas at bus station, separate ticketing points, entrance and compartments.</p> <p>In BRT special security system needed to be installed as CCTV cameras need to be there.</p> <p>There is need to have announcement system for arrival and departure timings of BRT, prevent from pick pocketing and for name of stations.</p> <p>The BRT stations need to be properly maintained, cleaned and more buses need to be made available</p>	

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						<p>in rush hours.</p> <p>Female usually carry small shopping bags while traveling in public transport as conductors do not allow them to get on with heavy bags and charge extra fare.</p> <p>It was also proposed that PBRT should be designed like double Decker busses with the lower deck for men and the upper deck for women. It was also suggested that the portions be color coded for ease of understanding.</p> <p>If BRT operate, more women and girls are expected to come out from their homes for work and education.</p>	
1 Dec	LRH Peshawar - FGD	LRH (Leading Reading Hospital) Peshawar Staff Khadija Fatima, Hafza, (clinical psychologist) Shista (Head of Nurses) Adnan (clinical psychologist) Fida Jann – Social Medical Officer	To understand the exiting public transport system and its issues	2	4	<p>It was stated that people only travel on public transport to run errand or to work, hospitals and schools. Women have no time for recreational activities especially if they are working and therefore the majority users of public transport are men who could spare time in the evenings to socialize and travel within the city.</p> <p>Women feel unsafe using public transport due to lack of bus stations, bad traffic management, lack of observance of traffic rules, no sign boards, and no zebra crossings in Peshawar city. The busses rarely stop to pick up female passengers and in cases they do, they often ask to pay higher fare, especially during late evenings.</p> <p>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.</p> <p>BRT expected to have separate women portion and seats, proper and regular bus repair/operation and maintenance, professional</p>	Some actions incorporated in the GAP, TMTD to address most of the concerns.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						<p>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. Currently it is overloaded, dirty and old whereas BRT would have new clean buses, less overloaded due to frequent and rapid movement after 5-6 minutes' difference. In BRT 40% portion of the buses is expected to be allocated to women. Provision of dustbins in buses and at bus stations and separate ticketing system are also expected to be a part of the design.</p> <p>It was pointed out that as BRT would be passing through the LRH Peshawar, the narrow road would imply an alleviated corridor will be constructed which could affect the hospital and thus needed to be taken into consideration by the government. BRT should be economical and affordable for every class.</p>	
2 Dec	Postal Colony-FGD	House Wives & Working Women Farzana Anila Shazia Yasmin Nazia Jabbin Afsheen Shahid	To understand the mode of their public transport, travelling pattern and related issues		6	<p>Women choose to travel on family owned cars, taxis or rickshaws in comparison to travelling on busses or wagons as the later forms of transport are thought of to be unsafe for women. It was stated that women only choose to use public transport if it is absolutely necessary to run errands and almost never for leisurely activities, whereas men have the luxury to use public transport to indulge in leisure activities.</p>	Some issues are addressed in GAP, TMTD to consider suggestions to address them.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						<p>For women, no proper seats are available in public transport and they have to walk 20-30 minutes to get the nearest bus stop.</p> <p>Women have no separate waiting areas that need to be included in the BRT to avoid harassment incidents. For illiterate men and women. It is proposed that announcements be made in both Urdu and Pashto. Need to have special security system as CCTV camera needed to be installed to minimize terrorism or any other security incidents. There is need to have separate space for luggage, water coolers, fans and waiting areas for females in the BRT. The buses need to be air-conditioned during summers and heated during winter so that passengers feel comfortable while travelling in BRT. Women need to have secure, safe, respectful, time saving and affordable public transportation that is currently not available.</p> <p>If such public transport is to be provided, 50% passenger rate would increase, especially females.</p> <p>As the current forms of public transport have no space to carry luggage, women carrying bags are forced to private rickshaws and taxis and therefore the BRT design is strongly advised to keep space for luggage and provide an emergency ambulance service.</p> <p>It was also stated that the PBRT project needs to ensure jobs; especially for women and that the project needs to be regularly monitored and maintained. The government needs to run an awareness campaign on from where and how people could travel on BRT.</p> <p>It was stressed that female issues need to be considered and honored during designing, planning</p>	

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						and implementation of BRT. Women, children, elders, minorities, disable and other excluded sections of society can only be benefited if public transport system overcome and fulfill their needs.	
5 Dec	Afghan Commission flats Hayatabad-KII	Nasira wife of Syed Noor Wali Shah a Government servant	To understand issues in existing public transport services for women and issues	-	1	It was found that the respondent has never used public transport as the busses and wagons are overcrowded, time consuming, have no proper stops, there are no designated seats for women and not easy to climb in along with children and therefore either travel on a motorcycle with her husband or took a taxi which she stated is highly inefficient. She stated that the existing public transport is not deemed safe for women and only 7 am morning time is a good time for women to travel. The respondent suggested that the ticket prices for BRT should be kept as low as possible that can easily affordable for poor travelers, students and people with disabilities. Need to have safe, secure and comfortable transport for women travelers, students and disabled people.	TMTD to consider suggestions to address.
6 Dec	Engineering University Peshawar-FGD	Students Mamoonah Safer Sania Ajaz Wali Khan Sadaf Javid Sidra tul Muntaha	To understand exiting Public Transport use and issues faced by them		5	The students responded that the majority of the public transport users are men as women prefer to use taxis and rickshaws due to fear of harassment, higher fares, limited availability of seats, crowded spaces, pick pocketing and wastage of time. Moreover, it was stated that as bus drivers refuse to completely stop busses, it is very difficult for women to hop on to moving busses and therefore it discourage female passengers. Therefore, BRT needed to have 40% of the space allocated as a separate women compartment with a separate entrance, separate women waiting area at the bus station, arrangement of water cooler, tuck shop, women	Concerns are addressed in BRT and design and GAP. TMTD also need to consider suggestions to address them.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						<p>separate wash rooms and proper cleaning facilities at bus station and in the busses. Keep less height of the BRT buses so that women, children, old and disable people can enter easily (need to be leveled at bus station platform).</p> <p>It was pointed out that there is a need to have proper maintenance of the BRT infrastructure and buses, and necessary security measures need to undertake to avoid any problems.</p> <p>Female security guards, drivers and conductors need to be hired. About 50% to 60% women will become able to reap social and economic benefits after the provision of an efficient and safe public transport system. It would be helpful in increasing female literacy rate and it would be needed to ensure that there is no discrimination amongst the passengers</p>	
6 Dec	Khyber Medical College Peshawar-FGD	Students Sumaia Azmat, Ayesha Ahsaan, Anam Delawar, Ruba Gul, Kinaat, Ayesha Yousaf, Maria Khan, Aqsa, Ulfat & Saad Manan	To assess travelling pattern and issues faced in public transport	1	12	<p>The students reiterated that women only use public transport if absolutely necessary and never for recreational and leisure purposes as public transport is deemed as unsafe, unreliable, poorly managed and overcrowded. Females thus prefer taxis and rickshaws as their prefer mode of transport to work, to go to markets, schools and colleges and hospitals. The students stated that not only did the bus drivers refuse to stop busses to take on female passengers, the harassment faced in the busses and at the bus stops included touching, whistling, and comments by fellow male passengers. It was also stated that due to the unprofessional attitudes of the bus drivers and their lack of training, they both drove terribly slow or extremely fast and are extremely unreliable. Furthermore, the people on the main roads have direct access to public transport</p>	Some suggestions are addressed in the BRT design and GAP, TMTD to consider to address remaining suggestions.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						<p>and crossing over from side roads is deemed as extremely dangerous as the roads have no proper traffic signals or zebra crossing. University Road, Hayatabad and Saddar is for shopping, hospitals and education institutions Hayatabad for hospital (Doctors, patients & nurses daily travel) and Warsak Road for schools.</p> <p>For BRT, the government needs to install traffic signals, proper monitoring system, proper security, professional transport staff, and proper bus stops, clean and comfortable buses. BRT should not be time consuming like the existing public transport. BRT platforms need to be raised so that women, children, elders and disable could easily ascend in and descend out. At bus stops women, should have separate ticketing booths and CCTV cameras need to be installed at bus stops, in the buses and on the BRT corridor. Emergency telephones need to be installed at bus stations and in the buses to avoid any emergency. Need to have wash rooms both for women and men and separate waiting areas at bus stations.</p>	
7 Dec	Social Work Department University of Peshawar-FGD	Female Students Sana Ahmed Kainaat Hassan Shahnaz Afridi Rida Iqbal Alina Ali	To understand the problems in existing Public Transport system and issues face by women while traveling in public transport		5	<p>It was found that both women and men used public transport to run errands and get to work, to study or to get to social services. Women from rather affluent backgrounds were found to be using taxis and rickshaws and only those who face financial constraints used public transport system. However, bad public transportation was reported to be a major deterrent for women in continuing their education or pursuing career prospects. Women and girls face extreme misbehavior from the bus drivers, conductors and fellow male passengers</p>	Suggestions are addressed in designing BRT system and formulation of GAP. TMTD to address remaining suggestions.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						<p>that they reported to have chosen to not travel at all. Overloaded, old, ripped seats and dirty busses have no designated times of arrival and departure and therefore are very unreliable and are not used by a large majority of female passengers.</p> <p>The culture of the city prevents women to mobile and therefore, women are mostly found to travel in pairs or are accompanied by family male member.</p> <p>The BRT busses are thus expected to have separate seating spaces for women, with separate entrances and ticketing counters. It was proposed that a map of the BRT route should be displayed at predominant spaces at the stations for the ease of passengers. BRT is thus expected to resolve 80% of public transport related issues. It was stressed that the fares need to be economical to ensure that everyone could afford to travel on the buses.</p> <p>The buses need to be operated by trained drivers and other staff members, and cleanliness needs to be ensured at the stations and in busses. Cameras need to be installed at the bus stations and within the busses to ensure monitoring and for security purposes.</p>	
7 Dec	Firdous & Hashtnagri underpasses	Shopkeepers of Firdous & Hashtnagri underpasses Wajid Ali Nadeem, Zahir Shah, Islam Gul, Qari Hidayatullah (Shura Committee members of Firdous underpass) & Wajid Ali Nadeem, Afsar Ali Khan	Held consultation meetings with shopkeepers of Firdous & Hashtnagri underpasses. Discussed census data collection of formal businesses and took their consent before start of data collection process.	30 in Firdous underpass & 27 in Hashnagri underpass	0	<p>In view of underpasses demolition, the shopkeepers suggested that the authorities should fulfill 4 demands on priority basis.</p> <p>All the shopkeepers of both the underpasses should be provided with shops at the Bus stops of same/nearest high demand bus stations. In the construction phase, they should be provided alternate proper business place.</p> <p>Lease agreement of the shops should be extended. Proper compensation should be provided against the loss of their income, fixtures and decoration investment on the current</p>	The shopkeepers got ready for census of formal businesses after the consultation meetings. Some suggestions addressed in the LARP, TMTD to take care of concerns of the DPs.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						shops.	
07 Dec	University of Peshawar-FGD	University Students 07 Dec 2016 Social Work Department University of Peshawar, Wahab Razaullah, Abdul Bais , M. Sohail , Abdur Rehman , Aqib Khan, Ikram Khan	FGD to introduce BRT and discuss their preferences/ views regarding present public transport and related issues and gender benefit.	6		The real concern for women is harassment free, fast and quality transport. Men tag along and they can also hang and bear discomfort. Men travel more than women. University students in Peshawar will be very happy to have BRT. The BRT should be an efficient service for passengers.	
08	Hazar Khwani Peshawar-KII	PWD Habib Gul, PWD (Person with Disability) blind, Resident of Hazar Khwani, Peshawar	KII.	1		She found public transport not for disabled persons. Suggested that BRT fares should be lower for poor women. Asked for care of disabled in BRT.	
08 Dec	Board Bazar Peshawar-KII	PWD Muhammad Yusaf, unable to walk due to polio	KII.	1		She found restriction to travel on public transport due to disability and harassment Bus should wait for disabled to board easily, drivers awareness is important to take care of disable persons while travelling in BRT.	TMTD to address suggestions.
08 Dec	University Town, Peshawar-KII	Poor Commuter Rahat, Domestic Servant	KII.		1	She experience harassment in public transport and said that women prefer day time to travel. She would be happy to use BRT only if it would be affordable.	
08 Dec	Kachi Muhallah, Lahore Gate Peshawar (KII)	Shazia Rouf Teacher Also Student of Quran (Blind Person)	To know the women travelling public transport mode & related issues		1	As the respondent, did not own a private vehicle, she had to rely on travelling on expensive taxis and rickshaws with her brother. She stated that she was unable to access public transport as they did not cater to her disability. According to her public transport is not safe for women because they have to face harassment issues but during the day time it became slightly safer for women to travel. She stated that she had to allocate PKR150 for daily commute and although that is extremely expensive, but she did not have another option. According to her, PKR10 ticket price per stop could be affordable while traveling from Hashtnagari to Saddar. BRT needs to be friendly for the blind so	BRT to address suggestions.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						she could travel on BRT with ease.	
8 Dec	Bhana Mari, Kohat Road, -KII	Gulshan beautician	To understand about existing public transport travelling pattern & issues		1	<p>She walks every day to the nearest bus station and takes bus. She also uses the public transport to go market.</p> <p>Public transport is too slow, taking too much time to reach the destination whereas taxi and auto-rickshaw provides efficient service but expensive and cannot be affordable on daily basis. She often travels in crowded mixed gender spaces although not pleasant for her. She faces harassment of staring and touching by men at bus stops and by the fellow male travelers. Public transport is not safe for women however morning and before evening are the safest time for women travelers. For women, the safest areas to travel are Saddar, University Road and GT Road. The exiting public transport is affordable and for women the most acceptable fare in BRT should not be more than PKR15. PBRT will be more useful for working women so needs to offer subsidized rate to daily commuters.</p>	. TMTD to consider suggestions.
8 Dec	Hayatabad Peshawar-KII	Naveeda Naz, lawyer	To know about women traveling pattern through existing public transport & issues		1	<p>The respondent reported that she has to walk a kilometer every day to nearest bus station to catch a bus to work. She stated that the public transport facilities are highly inefficient, slow and crowded, mixed gender spaces are an unpleasant experience as she routinely faces harassment as fellow male passengers leer and comment at her.</p> <p>She stated that day time is relatively safer for women to travel in public transport; the safest areas to commute are Saddar and University road. The exiting public transport is said to be affordable but not for poor people. BRT needs to have fixed fare of PKR20 for women as offered in RMBRS (Rawalpindi Metro Rapid Bus Service) also</p>	TMTD to address suggestions.

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
						needs to offer subsidize package for the students, old citizens and people with disability. BRT has to be women, children, elders and disable friendly.	
8 Dec	Khadia khel Bakshi Pul Charsada Road Hayatabad-KII	Gazala daughter of Samin Jan-Blind person	To know what are the blind person's particularly blind women travelling mode, frequency and issues/problems		1	The respondent attends school (blind Institute) to learn Braille and once a month visits her sister house and market place. Never having taken a bus because of being overcrowded and difficult to get on; the respondent either uses a motorcycle to travel or a rickshaw with a family member. Usually preferred to travel most frequently in the morning and always accompany by family members. The respondent stated that public transport is not safe for women when they travel alone. Morning time and day light is more secure for women traveling. For women and it is not safe while traveling in exiting public transport. BRT has to be friendly and comfortable for blind women and other disables. Special paths and elevators need to offer for the people of any kind of disabilities.	Few suggestions incorporated in bus designs and GAP. TMTD to also address suggestions
21 Dec	MCC Office, Arbab Road Peshawar	Main lessee of Firdous & Hashtnagri underpasses Mirza Khan, Owner & CEO of Mohmand Construction Company	Meeting with Mirza Khan & Shura members regarding commencement & purpose of shopkeepers household socio-economic survey.	8	0	They concerned about another survey while earlier a census has also conducted, and they were also concerned that why it is conducted on a sample basis. They were suspicious about purpose. The purpose of socio-economic survey was explained; the questionnaire was shared and explained.	The shopkeepers and the lead person (Mirza Khan) understood the purpose of socio-economic survey and allowed the survey team for the survey exercise. And shurra members also allowed the survey team to conduct the socio-economic survey
26 Dec	PDA Office, Phase-V, Hayatabad	Project implementing Department	Status of STP land ownership,	3	0	He showed his concern over the availability of BRT proposed width at Zakori	Resettlement team decided to

Date	Location	Type of Stakeholder	Objective	Participants		Opinion/Concern/Suggestion/Recommendation	Results/Actions to Address
				Male	Female		
		(Director & focal person for BRT)	discussion over resettlement cost for PC-1 and other study related matters.			Bridge in Chughal Pura area & at the location of Takhto Jummat Mosque (Sadar Bazar). He and DG PDA informed with confidence that STP land is the property of PDA.	conduct due diligence of proposed site for clarification and confirmation.
28 Jan	Shelton Guest House	DPS	To share salient features of LARP and take DPS views on proposed unit rates for compensation and resettlement assistance	28	0	DPS showed keen interest in the LARP features, and proposed unit rates, and provided suggestions to improve LARP and resettlement packages.	DPS suggestions are incorporated in the LARP to the extent possible.

4.9 OUTCOME OF STAKEHOLDERS CONSULTATION

111. Generally, people are aware of the need for an efficient BRT system and expressed their support for the PSBRTC Project. The stakeholders appreciated the GoKPK initiative to improve the public transport system and recognized that it will reduce traffic congestion and other road hazards near commercial and residential area along the BRT route. They demanded a continuous consultation process at different stages of the project including the design, construction, and operation periods. They were clearly told that BRT design had been adjusted within the available width of the ROW to the extent possible and no private land be acquired along BRT corridor in Peshawar city and two underpass markets and few other structures would have to be demolished, and vendors of micro enterprises will be sufficiently and promptly compensated according to the extent of impacts. They appreciated the plan for resettlement and rehabilitation assistance to vulnerable and severely affected displaced persons before the start of project works at those specific sections where resettlement impacts will occur until the payment of compensation and resettlement and rehabilitation assistance.

4.10 KEY CONCERNS

112. Respondents identified potential benefits in terms of an easier mode of transportation, travel time reduction, better life standard and quality of environment. Prompt completion of the works and avoidance of private land acquisition and demolition of commercial, residential, and community structures were the main concerns. Most DPS were concerned of (i) adequacy and timely payment of compensation/resettlement assistance, (ii) construction of alternative shops and relocation of businesses before demolition of underpass markets, (iii) provision of formal vending spaces to affected vendors, (iv) employment opportunity for displaced persons and their household members during construction activities, (v) participation of vulnerable displaced persons (DPS) in Livelihood Restoration Program, (vi) safe

mobility of commuters particularly women and children, and safety measures during construction activities, (vii) women friendly BRT system including buses by including women specific facilities, and (viii) women employment in BRT-related jobs. The consulted DPs stated that it is crucial for them to get prompt compensation and resettlement and rehabilitation assistance before construction starts. Some identified difficulties in terms of temporary traffic congestion on the route, increased pollution, increase in accidents, and emphasized that the implementing agency should be more socially and environmentally responsible.

4.11 OPTIONS PREFERRED BY DPS

113. The affected main lessee, individual sub-lessees and tenants of shops of underpass markets firmly demanded construction of alternative shops and relocation of their businesses before demolition of underpass markets and compensation against damages to the fixtures and decoration of their shops. It was agreed that EPCM Consultants will explore options for construction of alternative markets before demolition of underpasses. Vendors expressed keen interest in occupying formal spaces along the proposed BRT corridor at locations comparable to the lost ones as it would give them security of business spaces by having formal/legal licenses. They also emphasized that allotment process should be transparent to avoid influential people obtaining potential business spaces. They demanded affordable rates of rent for vendors ranging from PKR 2500 to 5000.

4.12 ADDRESSAL OF STAKEHOLDER CONCERNS

114. The DPs and stakeholder concerns and suggestions have been incorporated in the LARP, Environment Management Plan and Gender Action Plan, and will be implemented as an integral part of the PSBRTC Project activities. The LARP has been prepared to compensate DPs sufficiently and promptly. The EPCM consultants and PIU Social, Gender and Resettlement staff will consult with potential DPs at the stage of detailed design and other relevant stakeholders during the process of updating this LARP, and develop mitigation measures against identified impacts to address concerns of DPs and other stakeholders.

Table 4.2: Summary of Concerns Raised by DPs / Stakeholder, and their Addressal

Concerns raised by the DPs / Recommendations	Actions incorporated in the RP/EMP (to address DPs Concerns / Recommendations)	Responsibility during Project and RP Implementation
Prior to demolition of underpass markets, the payment of resettlement assistance and relocation of affected businesses should be completed including the compensation against damages to the fixtures and decoration of the shops.	It is strongly recommended that before demolition of underpass markets, the compensation and resettlement assistance should be paid.	TMTD/TPC, Project Director, PIU and SRS of PIU, CSC.

Concerns raised by the DPs / Recommendations	Actions incorporated in the RP/EMP (to address DPs Concerns / Recommendations)	Responsibility during Project and RP Implementation
Affected vendors should be provided one month advance notice to enable them to shift their businesses to alternative spaces to re-establish their businesses to continue their income generating activities.	TMTD/TPC in coordination with other relevant departments will allow affected vendors to re-establish their businesses at alternate vending locations to enable them to continue their livelihood activities.	TMTD/TPC, Project Director of PMU, PIU SRS and CSC.
The businesses of the commercial markets shall not be affected due to project activities, except the DPs who should be fully compensated for income and structure losses.	The GoKPK has adopted an approach to restrict the BRT works within the available width of ROW at built up areas and due to this approach damages to only few structures will occur. However, the people whose income will be affected will be sufficiently and promptly compensated.	TMTD/TPC, Project Director and SRS of PIU resettlement staff of CSC and civil works contractors
Construction of road strictly within the available width of RoW.	An approach adopted by GoKPK to restrict the road construction within the available space of ROW at built up areas to the extent possible.	TMTD, Project Director and SRS of PMU, CSC and civil work contractors
Avoid dismantling of commercial, residential or community structures.	TMTD/TPC will ensure no damages to additional structures in built up areas other than those which are inevitable to demolish.	TMTD, Project Director and SRS of PMU, CSC and civil work contractors
The affected DPs, vendors and other vulnerable groups should be sufficiently and timely compensated against their income losses.	The operators of affected business enterprises will be adequately and sufficiently compensated by following principles of ADB SPS.	TMTD/TPC, Project Director of PMU, SRS and CSC
Opportunities for skilled and unskilled labor should be provided to AHs during construction of BRT.	The Contractor will be required to provide opportunities for skilled and unskilled employment to Project Affected Households, as well as on-the-job training to skilled labor of AHs to upgrade their skills in construction building. And TMTD, PIU and CSC will closely monitor the contractors.	TMTD, Project Director and SRS of PIU, CSC and civil work contractors
Construction could also take place at night and on holidays to reduce disturbances.	Construction may also take place at night to reduce impacts, such as relieving daytime traffic congestion, BRT road construction will be completed in minimum possible time i.e. 18 months.	TMTD, Project Director of PMU, PIU, CSC and civil work contractors
Safe mobility of commuters particularly women and children, and safety measures during construction activities	Roadside furniture and traffic control devices, including information and cautionary signs, announcements at public places, signals, traffic diversion and flow markings, to ensure pedestrian safety during construction and operation stages.	TMTD, Project Director, SRS of PMU, CSC and civil work contractors
Proper facilities like sufficient number of bus stations and parking areas should be built at suitable locations.	GoKPK (TMTD) will ensure provision of these facilities under the project	TMTD, Project Director and SRS of PMU, CSC

Concerns raised by the DPs / Recommendations	Actions incorporated in the RP/EMP (to address DPs Concerns / Recommendations)	Responsibility during Project and RP Implementation
Tree plantation should be done along the road.	TMTD committed to retain existing median where possible, and in addition to this, a tree plantation program has been designed to compensate anticipated loss of trees during construction activities, and to help abate pollution caused by emissions and dust during BRT operations.	TMTD, Project Director and SRS of PMU, CSC and civil work contractors
Provide drainage along the road	A drainage system has been designed along the road	TMTD, Project Director of PMU, CSC and civil work contractors
Stakeholder's consultation and participation should be an integral part of the resettlement and BRT construction and implementation process.	TMTD/TPC will ensure effective stakeholders consultation and participation in the process of detail design, updating of LARP, implementation of LARP, construction of BRT corridor and operations of BRT system.	TMTD, Project Director and SRS of PMU, CSC, civil work contractors and service providers
Mobility of local residents particularly women, children and elderly should not be restricted during construction activities;	TMTD/TPC will ensure that project facilities like contractor camps will be located at a minimum distance of 500 m from residential areas in order to avoid restriction to mobility of local residents particularly women, children and elderly.	TMTD, Project Director and SRS of PMU, CSC and civil work contractors
Proper arrangements should be made for smooth and un-interrupted flow of traffic passing through the road during construction works.	TMTD will ensure that Traffic Management Plan development and will be implemented	TMTD, Project Director and SRS of PMU, CSC and civil work contractors
The Control over-speed, management of traffic during construction	A traffic management plan has been prepared for smooth flow of traffic during construction	TMTD, Project Director and SRS of PMU, CSC, civil work contractors and other relevant departments of the city government and GoKPK
Provide access to first aid facilities in case of emergencies of road accidents.	TMTD will ensure provision of first aid in case of emergencies through provision in the contractors' agreements.	TMTD, Project Director and SRS of PMU, CSC and civil work contractors
Proper arrangements for storage of construction material during construction.	TMTD will ensure it.	TMTD, Project Director and SRS of PMU, EPC, civil work contractors, service providers and relevant department of city government and GoKPK

Concerns raised by the DPs / Recommendations	Actions incorporated in the RP/EMP (to address DPs Concerns / Recommendations)	Responsibility during Project and RP Implementation
Regular removal of waste material from the ROW during construction.	TMTD will ensure it.	TMTD, Project Director and SRS of PMU, CSC, civil work contractors city government and relevant department of GoKPK
Improved road markings / signage and demarcation of accident-prone junctions in order to reduce conflicting movement during operation, particularly along inhabited stretches of road.	TMTD will ensure it	TMTD, Project Director and SRS of PMU, CSC and civil work contractors
Installation of speed breakers where required particularly in front of hospitals, education institutions and other sensitive receptors.	To be included in PSBRTC design at the stage of detailed design of BRT corridor.	TMTD, Project Director and SRS of PMU, CSC and civil work contractors

4.13 UPDATING OF LARP AND DISCLOSURE OF INFORMATION

115. This LARP will be updated following the detailed design and will be endorsed by TMTD. The TMTD will submit the updated LARP to ADB for review and approval. After the approval of ADB, the updated LARP will be again disclosed on the TMTD/TPC, PSBRTC 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, each AH, and disclosed publicly in accessible locations through localized means of communication.

116. The full Land Acquisition and Resettlement Plan (LARP) will be made available at key accessible and convenient locations such as the offices of P&DD, TMTD/TPC, and city district government, district administration, PDA, Urban Policy Unit, DPs representatives and other places convenient to the DPs, as suggested by DPs. A sample of the information brochure is given as Annex 9 in English, which will be revised in the light of updated LARP and translated into Urdu for dissemination to DPs and other stakeholders. The Social and Resettlement Staff of (SRS) of PIU and National Resettlement Consultant under CSC 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.

4.14 CONTINUED STAKEHOLDERS CONSULTATION AND PARTICIPATION DURING IMPLEMENTATION STAGE

117. 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 4.3 provides a consultation plan to be implemented by the TMTD/TPC during the detailed design and updating of LARP, implementation of LARP, and Project construction phase through National Resettlement Consultant of CSC and the SRS of TMTD/PDA. The TMTD/TPC, PMU and PIU 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 TMTD/TPC through the SRS of PIU and CSC consultant's National Resettlement Consultant and other staff 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 TMTD/TPC will take into account the women and young girl's views and priorities, as a result of planned consultations.
- (iii) Consultations with male and female of AHs for formulating and implementing detailed Livelihood Restoration Plan (LRP) involving activities related to improving access to project-related jobs, training, development and relocation of affected businesses to new/alternative market sites, and other related activities).
- (iv) 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;
- (v) 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.
- (vi) Detail and outcome of all consultation activities will be included in Bi-Annual and Annual Monitoring Reports.
- (vii) Disclose all monitoring reports of the LARP implementation in the same manner as that of the LARP at TMTD/TPC websites and to the DPs, and other stakeholders.

Table 4.3: Consultation Plan

Activity	Target Stakeholder	Type of Consultation	Objectives of the Activity	Responsible Unit/Persons	Time Frame	Budget Source
At least 25 meetings with representatives of each category of DPs for sharing key aspects of LARP and planning for disbursement of compensation and resettlement assistance	DPs	Information sharing of LARP, consultation on development of micro plan(s) for disbursement of compensation and resettlement assistance	<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 	SRS of TMTD, social and resettlement staff of CSC	Q1 of Year 1 (1 st month)	Project
At least one consultation workshops with DPs at locations along the corridor along with other relevant stakeholders	Reps of DPs	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. <p>(Note: workshop topics and contents should be gender-sensitive and socially inclusive).</p>	SRS of TMTD and resettlement staff of CSC	Q1 of Year 1 (2 nd month)	Project
Twice a month meetings 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	SRS of TMTD and CSC resettlement and social staff	On-going	Project
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, GAP and EMP 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. <p>(Note: workshop topics and contents should be gender-sensitive and socially inclusive).</p>	SRS of TMTD and resettlement staff of CSC	1 st month of each Quarter until completion of LARP implementation	Project

Chapter 5 . RESETTLEMENT POLICY AND LEGAL FRAMEWORK, AND ENTITLEMENT

5.1 POLICY FRAMEWORK

118. 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

119. 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 PSBRTC where all the project displaced persons are non-title holders (NTHs).

120. 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

121. 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

122. 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.

5.4 GAPS BETWEEN LAND ACQUISITION ACT 1894 AND ADB SPS (2009)

123. 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.

124. 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 5.1 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. Specific entitlements, benefits that GoKPK and ADB worked towards providing on PSBRTC Projects that entail involuntary resettlement are detailed in Table 5.2.

Table 5.1: 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).

Pakistan LAA 1894	ADB SPS 2009	Measures to Address the Gap
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.
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
No convenient grievance redress 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	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 PSBRTC

125.A resettlement policy for PSBRTC Project has been developed based on ADB's SPS (2009). The resettlement policy for the PSBRTC 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.

5.6 ELIGIBILITY

126. 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. 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 Social and Resettlement Staff 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.

5.7 METHODS USED FOR CALCULATING UNIT RATES FOR RESETTLEMENT SUPPORT AND ALLOWANCES

127. 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.

128. 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.

129. 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.

130. 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.

131. 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.

132. 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

133. Livelihood Restoration Plan has been developed 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 PSBRTC 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 PSBRTC Project. And ensure access of DPs to project related benefits.

5.8 ENTITLEMENTS

134. An entitlement matrix (Table 5.2) has been designed 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 sties 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 are given below:

Table 5.2: Entitlement Matrix

S #	Category	Type of Loss	Entitled DP	Compensation Policy
1	Permanent Loss of Agricultural land, including, uncultivated agriculture land	All land losses	11 Legal Owner(s) of Land	<ul style="list-style-type: none"> Cash compensation at ¹²replacement cost plus 15% Compulsory Acquisition Surcharge, free of taxes, registration and transfer costs.
2	Temporary impact on arable or non-arable land	Land required temporarily during civil works	All owners of rented land/lease holders (with and without title)	<ul style="list-style-type: none"> Land will be temporarily acquired by a short-term lease agreement between the landowner(s)/leaseholder(s) and contractor with the approval of Project Director. Rental terms will have to be negotiated to the satisfaction of the concerned landowners/leaseholder. Full restoration/reclamation of land to original use by the contractor, as agreed with land owner(s)/leaseholder(s).
3	Loss of Crops	Loss of crop	8 non-registered agriculture Tenant	<ul style="list-style-type: none"> Cash compensation equal to the market value of gross annual yield of lost land for three years. Assistance to affected tenants in identifying suitable land plots for cultivation.
4	Loss of Wood Trees	Affected trees	11 Title holder	<ul style="list-style-type: none"> Wood Trees: Timber trees will be valued based on the market value of their dry wood volume. The wood of the fallen tree will remain with the owner and its value will not be deducted from the compensation.
5	Loss of Fruit Trees	Affected trees	11 Title holders	<ul style="list-style-type: none"> Fruit Trees: Compensation for mature fruit-bearing trees will comprise of the market rate of the yearly yield multiplied by the number of years required to grow such a tree to the same productive level it was cut; and for immature trees, that are yet to bear fruit, compensation will be based on the gross expense needed to reproduce the tree to the same age it was cut.
6	Permanent Loss of ¹³ commercial Space		235 Vendors occupying land for Stalls/ Kiosks identified by the Census and Inventory of lost assets (only those actually occupying the ROW before the cut-off date)	<ul style="list-style-type: none"> Self-relocation allowance equivalent to 6 months income calculated at the prevailing official minimum monthly wage. Vendors will be allowed to self-relocate their businesses to alternative spaces for vending at locations comparable to the lost ones.

¹² The replacement cost is equivalent to the market value of the land/assets, sufficient to replace the lost assets and cover transaction costs.

¹³ In case of loss of land occupied for housing purpose, the same principle will apply.

S #	Category	Type of Loss	Entitled DP	Compensation Policy
7	¹⁴ Loss of commercial, and community structures	Loss of Structure	8 Owners of 15 commercial structure, and members of the committee or appointed administrator by committee/ community of 2 community structures (mosques)	<ul style="list-style-type: none"> • Cash compensation at ¹⁵replacement cost for affected structures by type of construction and other fixed 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). • 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. • Once time cash assistance to the owners and lessees and sub-lessees of commercial structures for the loss of income from affected structures @ average monthly rent for a period of 6 months to owners of Chughal Pura shops and for a period of 12 months to the lessees and sub-lessees of underpasses. • A lump sum transportation allowance will be paid to relocate salvage material, business inventory, equipment, and installations based on average cost of transportation of the local trucks.
			Main lessee and 47 individual sub-lessees of underpass shops	<ul style="list-style-type: none"> • The lease of main lessee (MCC) and individual sub-lessees of Hashtnagri and Firdous underpasses will be converted to the shops at pedestrian bridges at nearest high demand BRT stations, with the same shop size with a lease up to remaining period of lease, 18 September 2032.

¹⁴ In case of loss of residential structures based on detailed design of the Project, same principle will apply.

¹⁵ Replacement 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 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.

S #	Category	Type of Loss	Entitled DP	Compensation Policy
8	Loss of Business or employment	Loss of livelihood / source of income	Formal business operators of underpass markets, Chughal Pura Markets	<ul style="list-style-type: none"> Cash grant for net income loss for duration of business stoppage (6 months for permanent loss and no more than 3 months for temporary stoppage.)¹⁶ A one- time cash grant will be paid to affected employees equivalent to 2 month's on ¹⁷official monthly minimum wage rate of the GoKPK. Notification 30 days in advance to vendors, 3 months advance notice to Chughal Pura shopkeepers and 6 months advance notice to underpass market shopkeepers before start of civil works to vacate occupied spaces including detail of construction activities, duration and type of disruption, in which they will remove their stalls/kiosks/shops. One time transition allowance to displaced shopkeepers for renting alternate shops during transition period, for a period of 6 months to Chughal Pura shopkeepers and for a period of 12 months to shopkeepers of underpass markets. Right to shift furniture, fixtures and business goods of safely. Compensation to the shopkeepers against loss of fixtures and glass work as per assessment made during the impact assessment survey, Each displaced person will be paid one- time shifting allowance for transportation of goods of affected businesses based on average rent of local transportation.
9	Vulnerable Affected Households	Loss of agriculture land	8 households of non-registered tenants and Vendors operating micro business within the ROW	<ul style="list-style-type: none"> One-time subsistence allowance to all 352 vulnerable displaced persons for income loss to mitigate impact on income for the duration of interruption in business/source of income for a period of 3 months based on monthly minimum wage rate of GoKPK.
		Poor and female-headed households and other vulnerable households, identified through the social impact assessment	Head of vulnerable household	<ul style="list-style-type: none"> One time lump sum assistance allowance in cash equivalent to 2 months' official minimum wage rate to all vulnerable households of 235 vendors, 104 employees of formal businesses and 1 female headed household of a women sub-lessee, in addition to other eligible entitlements. Temporary and permanent employment to members of AHs during construction or operation of the project, where feasible. Family members of vulnerable displaced persons are

¹⁶ 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. It is assumed that permanently affected business are able to re-establish themselves at another location within a period of 6 months, while those temporarily affected can resume operations within a period of 3 months.

¹⁷ PKR14000/month, the official minimum rate of wages notified by Directorate of Labor, Minimum Wages Board, Government of KPK on 30 September 2016 (the most recent rate) with effect from 1 July 2016.

S #	Category	Type of Loss	Entitled DP	Compensation Policy
				eligible to get benefit from Livelihood Restoration Program.
11	Severely Affected Displaced Persons	Land based severe impacts due to loss of agriculture land	Additional provision for 8 agriculture tenants losing more than 10% their total operational agricultural holding	<ul style="list-style-type: none"> Severe agricultural land impact allowance equal to the market value of the gross annual yield of lost land for one year.
		Income based severely impacts due to loss of income	DPs losing more than 10% of their income	<ul style="list-style-type: none"> One time cash assistance to mitigate severe impact on income to 483 severely affected displaced persons (235 vendors, ¹⁸82 shopkeepers of underpasses, 9 shopkeepers of Chughal Pura, 8 agriculture tenants, 148 employees of shopkeepers and 1 Khateeb/prayer leader of a mosque) as transition allowance to meet minimum living expenses for duration of business stoppage, equivalent to 6 months based on average income of households.
12	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.
13	Relocation and rehabilitation of Public utilities	Shifting of Electricity pylons and Poles, transmission lines, telephone poles and lines, PDA water supply tube wells and filtration plants, drainage and digital billboards	PESC, PTCL, SNGPL, PDA, District Government, and other relevant agencies	<ul style="list-style-type: none"> TransPeshawar will pay relocation cost to relevant companies for relocation and rehabilitation of public utilities.

¹⁸ The loss of income to formal businesses, the shopkeepers of underpasses and Chughal Pura, will be paid based on income tax receipts.

5.9 MITIGATION OF ADDITIONAL IMPACTS

135. 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 will provide 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 TMTD/TPC and PDA, and Consultants 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 to fully and sufficiently mitigate the impacts by following ADB SPS.

136. 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.

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

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

139. In case of absentee displaced persons, the TransPeshawar will make efforts by involving the DPs representatives to find the absentee DPs. In case of their non-availability, the PMU/PIU of TransPeshawar 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 PSBRTC Project, by presenting their ID cards as a proof of identity and evidence of two DPs representatives.

140. 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.

5.10 Demolition of Two Mosques

141.No compensation for lost land of ROW, as all three mosques built in the ROW.

142.Cash compensation for loss of structures by type of construction and other fixed assets 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 depreciation.

143.Two month advance notice before demolition of mosques with advance payment for rebuilding of mosques at alternate locations.

5.11 NON-ELIGIBLE VENDORS

144.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 PSBRTC 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.

Chapter 6 . INCOME RESTORATION, REHABILITATION AND RELOCATION

6.1 INTRODUCTION

145.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.

146.The entitlement matrix developed for the project has adequate provisions for restoration of livelihood of economically displaced vendors by providing resettlement assistance, and appropriate approaches for restoration of livelihood and socio-economic rehabilitation of DPs to ensure sustainability in income generation of DPs. 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

147.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 VENDORS AT ALTERNATIVE SITES

148.Displaced vendors will be permitted to self-relocate their businesses to alternative sites by TMTD/TPC before start of civil works in coordination with other relevant departments to enable vendors to continue their economic activity i.e. at busy nodes or along the feeder/secondary roads or in the main markets. The relocation of vendors to alternative sites should not induce additional displacement. Otherwise, measures should be applied consistent with the ADB SPS. Without alternative vending spaces, the displacement of affected vendors will leave them most vulnerable. The sites for relocation of MEs have been identified in consultation with affected vendors and provided in Table 6.1.

Table 6.1: Identification of Sites for Alternative Vending Locations

S. No	Existing Locations	Number of vendors	Temporary Relocation Sites
1	Chamkani Bus stop	4	Chamkani village Bazar
2	Opposite to Al-Jinnah Law College	4	Sikander Pura or Nishter Abad Bazar
3	Hashtnagri Bus Stop	17	Karim Pura Bazar
4	Firdous Bus Stop and In front of Frontier Women College	16	Undher Sher Bazar, Bacha Khan Chowk or inside of Vegetable Market
5	In front of LRH Hospital	20	Qissa Khwani Bazar, Kohati Gate Bazar or Undher Sher Bazar
6	Khyber Bazar	50	Qissa Khwani Bazar, Kohati Gate Bazar and Cinema Chowk Junction
7	Sadar Bazar (Market)	98	Gora Bazar, Shafi Market, Fawara Chowk, Nothia Bazar or Sunehri Mosque Road
9	In front of Spin Jumat Mosque	7	Sherpao Hospital Emergency Gate, Rahatabad road situated parallel to the boundary wall of University of Peshawar
10	In front of Khyber Medical Hospital, Dubgari gardens	4	Dubgari Gardens area
	Total	235	

6.3 RELOCATION OF VENDORS

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

6.3.1 SHIFTING ALLOWANCE

150. Each vendor shall be provided one-time financial assistance of PKR 5,000 for transportation/ shifting of temporary structures.

6.4 REHABILITATION OF VULNERABLE AND SEVERELY AFFECTED HOUSEHOLDS

151. The 349 affected households of all 235 vendors, 8 tenants of affected agriculture land, 99 employees of shopkeepers and 4 security guards of underpass markets, 1 female headed household (individual sub-lessee) 1 tenants of a Chughal Pura shop, and 1 prayer leader of a mosque have been identified as vulnerable displaced persons due to their social and economic status. In addition to the subsistence and shifting allowances, a vulnerability allowance equivalent to 2 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 labor and job opportunities under the project. This provision will be included in the civil works contracts and will be monitored during project implementation.

152. 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. All severely affected DPs will receive one time severe impact allowance of at PKR25,000/- per household, but severe impact allowance will be provided to 2 disabled vendors and the prayer leader of a mosque higher than other severely affected at 50,000/DP.

6.5 PREPARATION AND IMPLEMENTATION OF DETAILED LIVELIHOOD RESTORATION PLAN

6.5.1 INTRODUCTION

153. 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. The pertinent findings of the LARP impacts should be accounted for while formulating the detailed LRP. The detailed Livelihood Restoration Program (LRP) will be prepared at the stage of detailed design as part of updating the LARP and will be included as an appendix to the LARP. The SRS of the PMU will prepare ToRs and budget for the preparation of detailed LRP to be contracted out to an NGO after the approval of TMTD and ADB. A preliminary Livelihood Restoration Plan has been developed to guide formulation and implementation of detailed LRP to be implemented throughout the project period.

6.5.2 PURPOSE OF LIVELIHOOD RESTORATION PLAN

154. 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.

155. 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. 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 GENERAL PRINCIPLES OF THE LIVELIHOOD RESTORATION PROGRAM

156. The general principles for planning and implementation of detailed LRP are presented below:

157. **Compliance with ADB SPS 2009:** Since PSBRTC Project will be financed by ADB, the LRP must be compliant with ADB SPS (2009). The aim of ADB SPS is to

improve the socio-economic conditions the DPs that they are better off than they were previously. ADB Core Labor standards will be maintained including applicable workplace occupational safety norms. The provisions in the LRP for DPs are additional to compensation and resettlement support.

158. Eligibility criteria: The livelihood restoration plan is for all adult members of those AHs whose livelihoods have been affected by the project. The AHs entitled to the livelihood restoration are 349 vulnerable AHs, among them are 246 severely affected, details of such households are provided in table 3.11 of chapter 3. Vulnerable are less capable of re-establishing themselves than the others due to their social and economic conditions and, therefore, face greater risks of hardship or impoverishment; these are households below poverty line, female-headed household with dependents, and household heads with disabilities, Severely affected AHs who are those losing 10% or more of their income due to impacts on businesses, income from subsistence agriculture or commercial building, where business take place, and needs to relocate at another location (standalone business). Following changes in the detailed design of the project, the eligibility criteria may need revision to accommodate new categories of AHs.

159. Participatory approach and gender inclusion: The detailed LRP will be developed by following a participatory approach, eligible households will be facilitated to participate in all the LRP processes (planning, implementation, monitoring). LRP planning, implementation and monitoring activities shall be with participation of women to assess their need and concerns in particular regarding their choices for livelihood restoration activities. Following actions will be taken to ensure participation of women and to take into account their needs and concerns:

- (i) Organized gender specific focus group discussions with women of vulnerable AHs on livelihood restoration issues to assess their needs and concerns in particular regarding the choices of livelihood restoration activities;
- (ii) Provide assistance to women to coordinate with vocational training centers to organize training courses taking into account their specific needs.
- (iii) Women may prefer to choose household based small businesses as it is convenient for women to operate such business within their house. They will give training and provided with follow-up support to help to set up businesses.

160. Linkages and combination with existing and planned programs/projects: The LRP shall combine with but shall not overlap with the existing and planned government and NGOs run programs/projects. Existing national, provincial and/or city training programs/projects under implementation will be identified, targeting AHs. Combination with existing programs/projects is desirable to avoid duplication of budget. Women who have already been trained under a similar training program, will not be entitled to training under the LRP; they could however use the total support amount to buy equipment/tools to apply new skills for income generation; DPs who have been trained

under any other program but who could not find jobs will be eligible to more advanced refresh training.

161. Consultations with DPs/AHs and other stakeholders: The livelihood restoration interventions will be developed in consultation with the DPs/AHs for their livelihood restoration. Therefore, while formulating the methodology of the LRP, a two-fold engagement with the Displaced Persons will be ensured beginning with a household level baseline survey to identify needs and expectations followed by a set of focus group discussions for feedback from them about the efficacy of the proposed interventions and activities and prioritization of the same. Their suggestions will be integrated into the final detailed LRP.

162. Context specific and appropriate livelihood restoration activities: The livelihood restoration interventions shall be doable, affordable and suitable with the needs of the eligible households, particularly the vulnerable households. Risks assessment will be done and mitigation measures will be developed for each Livelihood restoration intervention.

163. Flexibility: The LRP shall have some flexibility since it is known that there are many variables that can influence the effectiveness of LRP during design and implementation. Such flexibility shall ensure that risks and needed resources and improvements are identified and adjustments are made to respond to feedbacks from various groups and due to changing conditions.

164. LRP is based on voluntary adherence from participants: The participation of AHs in the LRP is purely voluntary; AHs not willing to participate will sign a form confirming their non-participation.

165. No cash support to AHs and no return of investment by DPs: LRP support involves provision of training and/or equipment/material with no provision of cash to AHs. AHs are not required to return the investment to the Project, which will be clearly written in contract signed between AHs and the Project.

166. LRP is non-Transferable: AHs cannot transfer to other AHs the LRP. AHs also cannot sell the equipment received from the Project.

167. Transparency and disclosure: Information that relates to LRP planning and implementation (eligibility, entitlements, level of support, contributions of the households, etc.) shall be properly disseminated to the LRP participants. Implementation of each of these will also be carried out with full transparency and disclosure.

168. Monitoring: The implementation and impacts of the activities done under the LRP will be tracked through monitoring and evaluation. The household level baseline survey will serve as a comparison point for evaluators to assess progress.

169. **Grievance Redress Mechanism:** In case of a complaints or disputes regarding LRP formulation and implementation, the GRM developed for the project will be used to address them.

6.7 CRITERIA FOR LIVELIHOOD RESTORATION ACTIVITIES

170. Activities implemented under the LRP should meet the following criteria:

- Activities which can be implemented by elderly and illiterate persons should also be proposed;
- Identification of risks and mitigation plan to recover risks;
- Generating quick and good income;
- Suitable with local market conditions;
- Compatible with support amounts agreed;
- Requirement to implement activities (i.e. agriculture land, skills, assets, space etc.);
- Training to be job oriented (suitable with local job market);
- Consistent with AH education and skills background to ensure the best work opportunities;
- Compatible with support amounts agreed.

6.8 METHODOLOGY TO FORMULATE DETAILED LIVELIHOOD RESTORATION PLAN

6.8.1 DESK ANALYSIS

171. The existing documents including ADB SPS 2009 and LARP of PSBRTC Project will be studied and salient points will be extracted to feed into the process of devising the detailed LRP.

6.8.2 INFORMATION DISSEMINATION AND NEED ASSESSMENT

172. Soon after the approval of LARP along with preliminary LRP by ADB, information about LARP and LRP will be disclosed as per procedures laid down in the LARP. In addition to this, following steps will be taken in order to enable AHs to make informed choices from the proposed livelihood interventions:

- (i) First round of FGDs will be held with DPs to disseminate information about LRP, explain LRP principles and to answer to questions and concerns of DPs; therefore, DPs could start discussions with their families;
- (ii) Second round of gender specific FGDs will be held with DPs at central and accessible locations to explain in more detail the LRP to interested male and female of AHs to enable them to make choices for livelihood restoration activities among the proposed interventions; however, these choices could not be definitive at this stage and DPs could change their minds. During the FGDs, the AHs who will not able to make choices and wanted to discuss more with their families will be provided an option to

- meet individually later. AHs will be informed to make a final choice within 2 weeks to be conveyed during survey.
- (iii) The list of interested households with their choices will be compiled and displayed at central and accessible location and will also be shared with DP's representatives to again inform AHs to have 2 weeks to make final choices.

6.8.3 DATA COLLECTION

173. A baseline survey of potential beneficiary AHs will be conducted in addition to FGDs, the baseline survey will include all the eligible and interested vulnerable and severely AHs of DPs. The survey will have four major sections:

- (i) Basic Profile
- (ii) Livelihood Profile
- (iii) Expectations and Aspirations
- (iv) Detailed Needs Assessment

174. In this connection, a structured survey questionnaire will be developed. A team of minimum 2 men and 2 women qualified and experienced surveyors will be engaged to conduct the survey of eligible AHs. The NGO/consultants will conduct training of surveyors, they will be briefed about the nature and design of the questionnaire and what information is required to design detailed LRP, it will also include on-the-job training.

175. It is estimated that the AHs survey will be conducted within a period of four to five weeks with approximately 349 AHs. The detailed data from the survey will be collated in Microsoft Excel format and will be made available to TMTD, CSC, and external monitors for future use.

6.8.4 OUTCOME OF SURVEY AND FGDS

- (i) Socioeconomic profile of the AHs
- (ii) Livelihood profile of the AHs
- (iii) Expectations of the AHs
- (iv) A menu of informed choices for livelihood restoration activities based on the detailed needs assessment

6.8.5 FOCUS GROUP DISCUSSIONS FOR CONFIRMATION OF CHOICES

176. After the team finalized a menu of activities based on the findings of the survey, consultations with DPs will be conducted at various locations on the proposed choices to take their feedback. All interested male and female of AHs will sign individual agreements with the project to confirm their participation in LRP and agree upon with terms and conditions.

6.8.6 DOCUMENTATION OF CONSULTATION FINDINGS AND OBSERVATIONS

177. Findings of all consultations and observations will be compiled after conclusion of the survey and the FGDs, which will be critical to the success of the LRP. All FGDs will be recorded to maintain formal record and transparency.

6.9 LIVELIHOOD RESTORATION ACTIVITIES

6.9.1 SKILLS UPGRADING

178. 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 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.

179. The PMU 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 labor, 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 Social and Resettlement Staff (SRS) and NRC under CSC 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 TMTD and Project Director. The IRC and NRC will also monitor this through monthly statements of number of individuals employed from the affected households.

6.9.2 LIVELIHOOD SUPPORT TO AGRICULTURE TENANTS

180. Agriculture tenants will be assisted in identifying suitable land plots for cultivation. During the need assessment exercise, options for provision of agriculture inputs or livestock will be explored.

6.9.3 EMPLOYMENT BENEFITS DURING PROJECT IMPLEMENTATION

181. 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 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.

6.9.4 LIVELIHOOD ACTIVITIES FOR WOMEN

182. 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. 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:

6.9.5 WOMEN SPECIFIC VENDING MARKETS/PORTION OF MARKETS

183. TMTD/TPC will develop women specific vending markets or women specific portions in vending markets to encourage women from AHs to establish their vending businesses.

6.9.6 VOCATIONAL TRAINING FOR WOMEN:

184. 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.

185. The project will engage the KP 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 utilize 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.

6.9.7 SUPPORT TO WOMEN IN ESTABLISHING SMALL BUSINESS

186.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. It will not be necessary for them to participant in training courses. The women could use the entire support amount to buy equipment. The households will sign and confirm receipt of their equipment.

6.9.8 SUPPORT FROM THE PROJECT TO DISPLACED PERSONS

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

- (i) Establish and maintain linkages with the management of construction contractors or other government led projects, commercial, industrial businesses in Peshawar or 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.

6.10 INSTITUTIONAL ARRANGEMENTS FOR LRP IMPLEMENTATION

188.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 NRC under CSC will act along with stakeholders in order to ensure the plan is implemented. TMTD will sign LRP Contract with the NGO based on the costs approved by ADB. TMTD 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 and ADB.

6.11 COSTS ESTIMATES FOR LRP IMPLEMENTATION

189. 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, financed by ADB. These cost estimates will include cost of training courses and equipment to be provided to DPs after training.

6.12 IMPLEMENTATION SCHEDULE FOR LRP

190. After endorsement of TMTD, the draft 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 18 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.

6.13 MONITORING AND EVALUATION OF THE LRP

191. The LRP implementation will be monitored internally and externally as part of the overall LARP monitoring and reporting. And evaluation of LRP will also be conducted as part of the LARP evaluation.

Chapter 7 . GRIEVANCE REDRESS MECHANISM

7.1. INTRODUCTION

192.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.

193.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 functionaries. 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

194.The TMTD/TransPeshawar and PMU shall make the public aware of the GRM through public awareness campaigns particularly to DPs. The name of contact person and his/her phone number, PMU contact numbers and the TMTD/TransPeshawar, will serve as a hotline for complaints and shall 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 shall be widely disseminated throughout the PSBRTC corridor by the Social and Resettlement Staff in PIU and NRC under CSC. Grievances can be filed in writing,

via web based provision or by phone with any member of the TMTD/TansPeshawar or PMU.

7.1.1 FIRST TIER OF GRM

195. The PMU is the first tier of GRM which offers the fastest and most accessible mechanism for resolution of grievances. The Social and Resettlement Staff (SRS), Environment Staff (ES) and IRS and NRC under CSC shall be designated as the key personnel for grievance redress. Resolution of complaints will be completed within ten (3) to fifteen (15) working days, depends on the nature of complaint. At this stage, the SRS will inform the TMTD/TransPeshawar PMU 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 shall 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.

7.1.2 COMPLAINTS MANAGEMENT REGISTER (CMR)

196. The Social and Resettlement Staff (SRS) 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 updated status/final action with date. The SRS will be supported by the STPRI 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 PMU 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.

7.1.3 SECOND TIER OF GRM

197. The SRS and ES in PMU will refer the unresolved issues (with written documentation) to the second tier of GRM, the Grievance Redress Committee (GRC). The GRC shall be established by TMTD/TansPeshawar during the detailed design stage prior to updating 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 TMTD/TansPeshawar as head of GRC; (ii) Project Director-PMU; (iii) representative of district administration; (iv) representative of PDA; (v) representative of relevant city district government offices; (vi) two representative of the displaced persons; and (vii) representative of EPA-KPK (for environmental related grievances). The SRS and STPRI under CSC shall organize a 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 (7–15) 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 shall not impede the complainant's access to the government's administrative or judicial remedies.

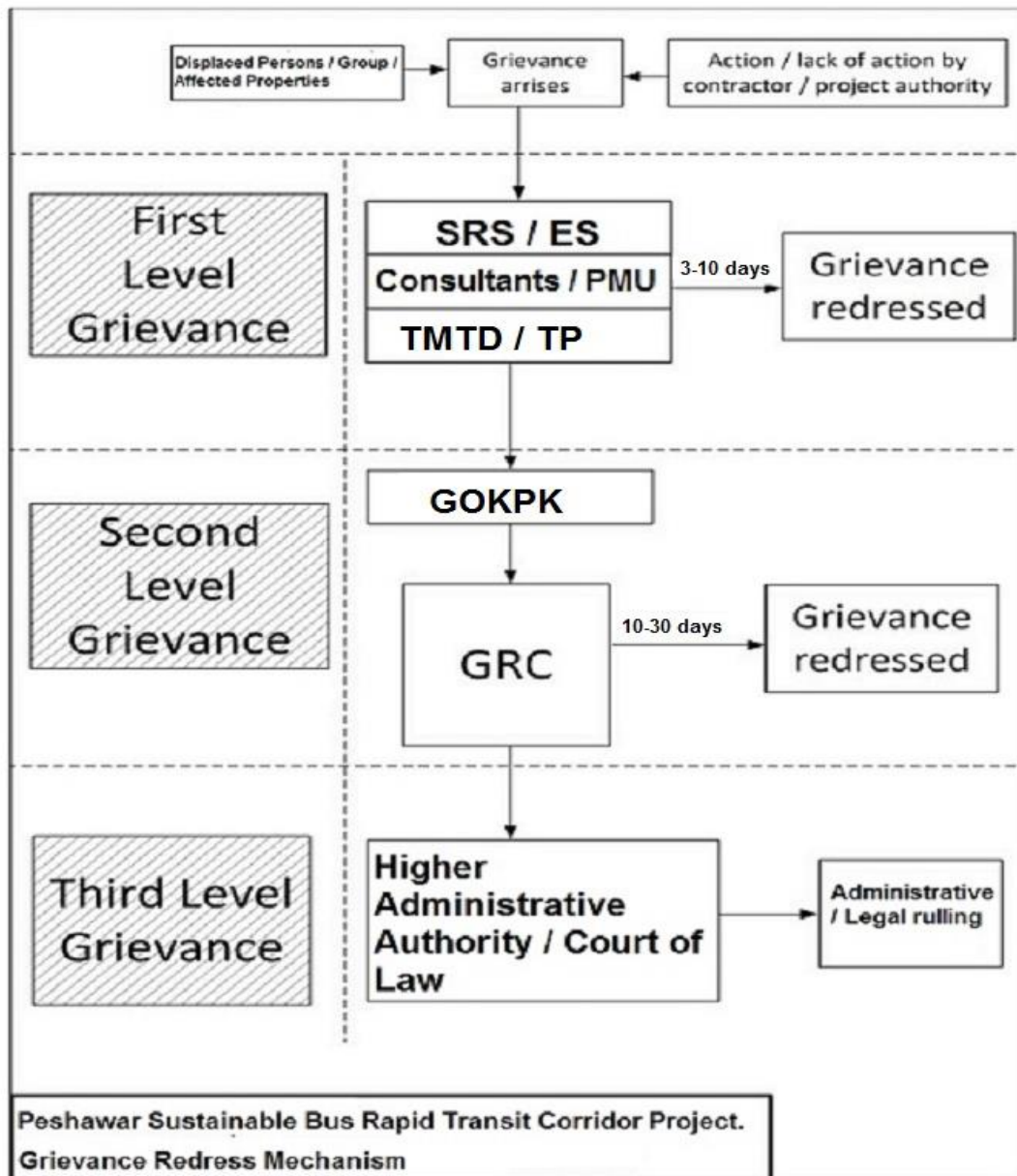
198. The functions of the GRC are as follows: (i) resolve problems and provide support to displaced persons arising from various social, resettlement and environmental issues. Social and resettlement issues including land acquisition (temporary or permanent, as applicable), asset acquisition, eligibility 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 15 to 30 days; and (iii) report to the aggrieved parties about developments regarding their grievances and decision(s) of the GRC. The TMTD/TransPeshawar (SRS or ES) 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.

7.1.4 THIRD TIER OF GRM

199. In the event that a grievance cannot be resolved directly by the PMUs (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 PMU 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 7.1. The monitoring reports of the LARP and EMP implementation shall 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 7.1: Grievance Redress Mechanism



Chapter 8 . INSTITUTIONAL ARRANGEMENTS AND CAPACITY BUILDING FOR LARP IMPLEMENTATION

8.1 TRANSPORT AND MASS TRANSIT DEPARTMENT (TMTD)

200. The Project's executing agency (EA) is Planning and Development Department (P&DD), Government of Khyber Pakhtunkhwa (GoKPK) and Project implementing agency is Transport and Mass Transit Department (TMTD), GoKPK for the management and supervision of the PSBRTC Project.

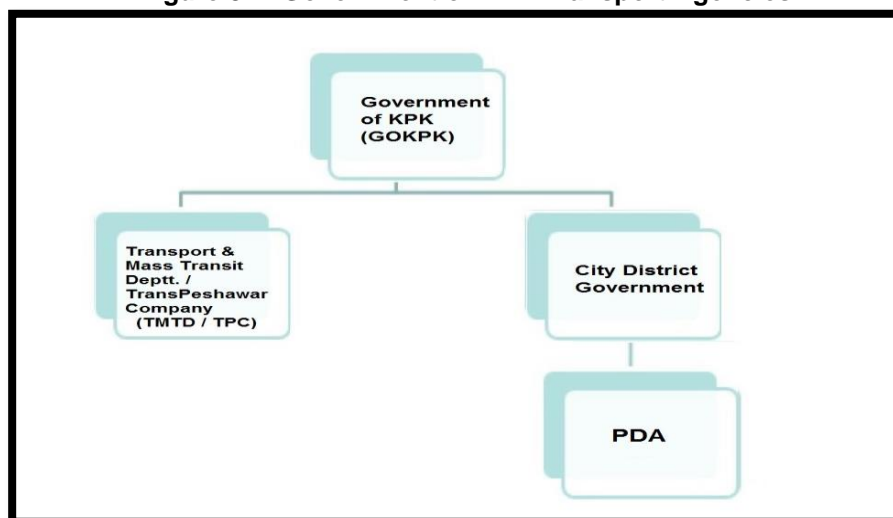
8.2 KHYBER PAKHTUNKHWA URBAN MOBILITY AUTHORITY (KPUMA)

201. The Urban Mass Transit Bill 2016 was approved in October 2016 by the Provincial Cabinet of KPK to establish a Khyber Pakhtunkhwa Urban Mobility Authority (KPUMA) for planning, establishing, regulating, and management of modern and sustainable mass transit and complementary urban mobility system in the province of Khyber Pakhtunkhwa.

8.3 TRANSPESHAWAR COMPANY

202. KPUMA will establish a private company by the name of "TransPeshawar Company" to manage the affairs of Mass Transit System of Peshawar City. TransPeshawar would take over supervision of the PSBRTC Project. In the meantime, the authority for policy guidance and interagency coordination is the TMTD. The TransPeshawar will eventually be the proponent for the PSBRTC Project and that continuity will be ensured through the incorporation of the expertise in the TMTD. However, until such time as TransPeshawar Company Authority is sanctioned, it is assumed that GoKPK will be the EA and TMTD will be the IA for the project implementation. The institutional arrangements for LARP implementation are exhibited in Figure 8.2.

Figure 8.1: Government of KPK Transport Agencies



8.4 PROJECT IMPLEMENTATION

203. For purposes of this LARP, it is assumed that TransPeshawar will be the IA and will establish adequate and appropriate systems of procurement, project management and internal control for consultants, contractors, operators and other relevant parties. It is also assumed that TransPeshawar, sanctioned by GoKPK, will also take appropriate measures with respect to the detailed design, development, implementation, operation and maintenance of the PSBRTC Project to ensure issues related to social and environment safeguards, particularly gender mainstreaming, resettlement and environmental management are incorporated in the contracts and implementation arrangements for the Project in due course.

204. In order to implement the Project, it is assumed that the TMTD as an IA will require support from Construction Supervision Consultants (CSC) to establish project implementation and adequate and appropriate systems of procurement, project management, and control of contractors and other relevant parties, and environment and social safeguards management of the project. TransPeshawar may take over if it is introduced in time.

205. TMTD/TransPeshawar will build necessary capacity for supervising LARP management and internal monitoring of its implementation. It is assumed that TMTD will recruit at least one specialist under the PMU, and necessary Social and Resettlement Staff (SRS) and an Environment Staff (ES) at PIU. These specialists will oversee implementation and conduct internal monitoring of social and environment safeguard instruments LARP, Gender Action Plan (GAP) and Environment Management Plan (EMP), Livelihood Restoration Program (LRP) and Grievance Redress Mechanism (GRM) by all concerned parties of the Project, throughout project operations and ensure the quality of services provided by CSC in social safeguards, review, and validate the six monthly and annual progress report on social safeguards to be prepared /CSC. The candidates with relevant qualification and experience will be hired on SRS and ES posts and will eventually be absorbed in the TransPeshawar. The SRS will work jointly with IRC and NRC under CSC consultants throughout the project implementation of LARP.

8.5 PROJECT MANAGEMENT

206. The EPCM Consultant will be engaged to carry out the detailed engineering design of BRT corridor and related infrastructure and management of the project, headed by a full-time Team Leader/Resident Engineer to take full responsibility of detail design of the project.

207. Construction Supervision Consultants will managing project activities, supervision of construction quality and safeguards. The CSC will be responsible for the following in relation to their works: (i) assisting the IA in implementing the Project; (ii) carrying out procurement and engaging contractors; (iii) liaising and coordinating with

the TMTD and other authorities; and (iv) managing contractors, and liaising with other stakeholders, on the day to day implementation of Project activities.

8.6 CONSULTANT SUPPORT FOR SOCIAL AND ENVIRONMENT SAFEGUARDS

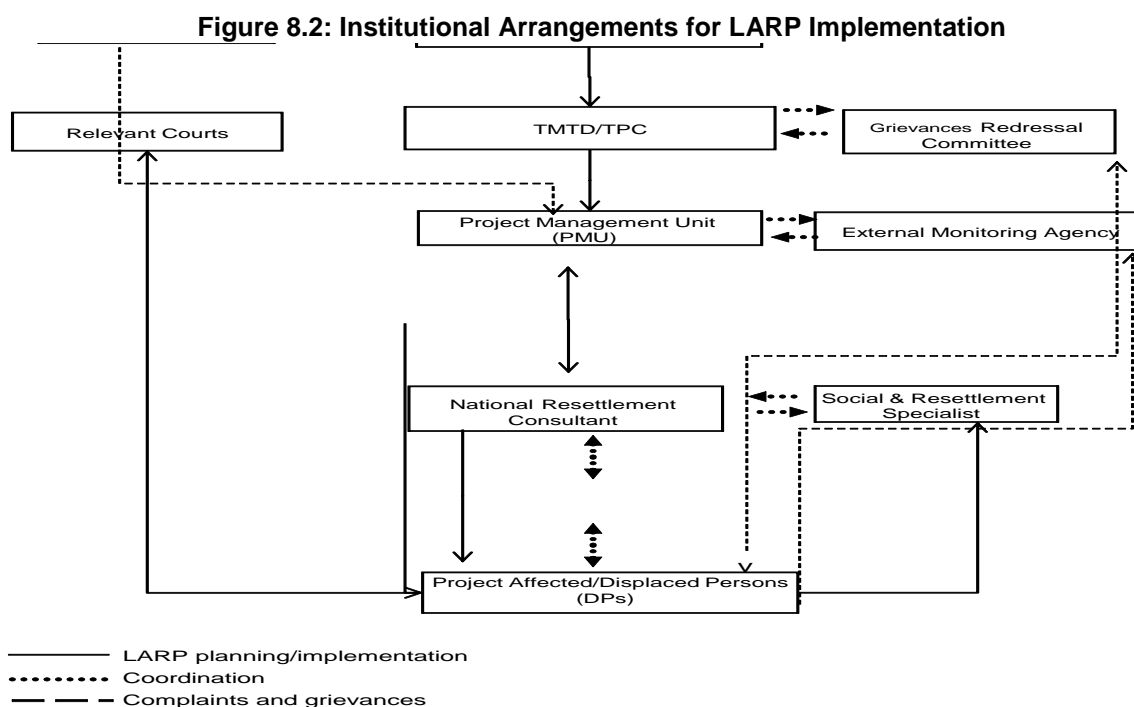
208. TMTD will receive support from the EPCM to update the LARP based on detailed engineering design including preparation of a detailed LRP, disclosure of TMTD endorsed and ADB approved LARP, dissemination of Information Brochure to DPs and other stakeholders, and implementation of the LARP, GAP, and EMP. The services of an NGO can be hired to help in the preparation of detailed LRP. GoKPK will recruit Social and Resettlement Staff (SRS) once the detailed engineering design is completed by EPCM Consultants. The EPCM Consultants and/or Construction Supervision Consultants will engage full time dedicated staff to update the LARP and implementation of TMTD/TransPeshawar endorsed and ADB approved updated LARP and EMP to ensure that sound methodologies and practices are followed in the implementation of LARP and EMP. These consultants will act as supporting specialists; the resettlement specialists will include a qualified full time individual consultant with a master degree in social sciences and a minimum of 5-year experience in resettlement planning and implementation, and 2-4 enumerators as per requirement appropriate, among them minimum one will be the female.

209. The Resettlement Staff (RS) under EPCM Consultants will assist in reviewing and updating LARP based on detailed design with the support of a team of 2-4 Social Enumerators or as per requirement, and endorsement of updated LARP from IA and its approval from ADB. The RS will ensure that prior to bidding stage; social management requirements are included in the design and bidding documents and contracts and carry this task throughout implementation of the project.

210. An international Resettlement Consultant (IRC) and a National Resettlement Consultant (NRS) will be hired under CSC will assist the TMTD/TransPeshawar and CSC on LARP implementation, and participate in meetings with the TMTD, contractors, and service providers and as necessary. The IRS and NRS will assist TMTD implementation of the LARP during construction and also supervise the work of the contractors in the field for the compliance with LARP. These consultants will also help CSC and contractors to prepare monthly progress reports to be submitted to TMTD, and in return the SRS of TMTD will review, validate, and ensure quality of these reports and compile them into six-monthly reports to submit to ADB for review and clearance. The CSC's IRC and NRC will also provide support to TMTD in the preparation of a compensation and resettlement assistance completion report(s), prior to the award of civil works contract, to indicate the clearance of those package/sections, where civil works could not commence before full payment of compensation and resettlement assistance to DPs. The report(s) will be validated by the external monitor.

211. The IRS will assist SRS of PIU in conducting safeguards capacity building activities for the TMTD/TransPeshawar, PDA and staff of other relevant agencies, and also assist the contractor(s) in this respect as necessary. Subsequently SRS will oversee the implementation of LARP and also provide necessary support and guidance as and

when required, and in the preparation of semi-annual and annual progress reports for the submission to ADB for review and clearance. Eventually, the TransPeshawar Company (TPC) will be the Implementing Agency (IA), but prior to the establishment of TPC, the implementation will be overseen on a daily basis by the PMU in TMTD and PIU in PDA.



8.7 Social Mitigation

212. The social mitigation activities during design and pre-construction to be implemented by the CSC while during construction, measures shall be primarily implemented by the contractors; Table 8.1 shows detail of such activities and responsible agency. The LARP shall be included in the tender and contract documents for civil works and service providers. Contractors' conformity with social mitigation measures procedures shall be regularly supervised by IRS and NRS of CSC and monitored by TMTD through SRS and the Contractors staff, and results shall be reported in six-monthly progress reports to be submitted to ADB.

Table 8.1: Responsibilities for Larp Implementation and Social Mitigation

Agency	Responsibilities
Government of KPK Transport & Mass Transit Department (TMTD) [TMTD]	Implementing Agency with overall responsibility for project construction and operation and will be responsible for: <ul style="list-style-type: none"> • Ensure that sufficient funds are available to properly implement the LARP • Ensure that the Project, regardless of financing source, complies with the provisions of the LARP and <i>ADB Safeguard Policy Statement 2009 (SPS)</i> • Ensure the Construction Supervision Consultant (CSC) are retained for the duration of the project construction

Agency	Responsibilities
<i>eventually transmitted to TransPeshawar Company]</i>	<ul style="list-style-type: none"> • Ensure in the CSC Contract that the CSC is required to incorporate all design mitigation and monitoring measures as specified in the LARP • Ensure that Project implementation complies with ADB SPS 2009 and relevant Government laws and regulations, where applicable. • For project duration ensure that the CSC commit and retain sufficient dedicated international and national staff as to accomplish the LARP implementation effectively. • Ensure that social mitigation measures in the LARP are incorporated in the detailed design of PSBRTC Project. • Obtain necessary certification of payment of compensation, resettlement and rehabilitation assistance as defined in the LARP, prior to mobilization of civil works contracts. • Confirm that bidding and contract documents include the LARP • Establish and implement a grievance redress mechanism, 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. • Undertake periodic monitoring of the implementation of LARP (mitigation and monitoring measures) with assistance from IRC and NRC of CSC. • Submit six-monthly monitoring reports on LARP implementation to ADB
Construction Supervision Consultant (CSC)	<ul style="list-style-type: none"> • Support TMTD to implement project in line with ADB's Safeguards Policy Statement (SPS 2009) principles and requirements • For project duration, commit and retain an International Resettlement Consultant on intermittent basis and dedicated full time National Resettlement Consultant to assist in implementation of LARP, to ensure effective implementation of LARP as per provisions in SPS. Through the specialist, the CSC shall: <ul style="list-style-type: none"> (i) Update LARP by following detailed engineering design of the project (ii) Preparation of a detailed Livelihood Restoration Plan as a part of LARP updating process, and ensure its effective implementation (iii) Ensure disclosure of LARP including LRP and GRM (iv) Conduct consultations and make payments of compensation, resettlement and rehabilitation assistance before project construction starts, (v) ensure proper and timely implementation of tasks specified in the LARP, (vi) assist in conducting training on social safeguards as specified in the LARP for TMTD, PMU, contractors, service providers and other interested/relevant parties as necessary, (vii) conduct contractors' workers' orientation on LARP provisions before project construction starts, (viii) undertake regular supervision of the contractor's social performance, as scheduled in the LARP, (ix) conduct field observations on the implementation of all mitigation measures specified in the LARP, (x) assist the contractor(s) to prepare monthly LARP monitoring reports, as specified in the LARP, for submission to TMTD for the endorsement, (xi) assist in preparation of six-monthly LARP implementation monitoring reports, as specified in the LARP, for TMTD's submission to ADB • During detailed design phase, ensure TMTD prepare bid documents with inclusion of social safeguard management including social issued related to

Agency	Responsibilities
	<p>utilities re-provisioning, waste management and spoils disposal, noise and dust control, etc.) As described in the LARP and EMP.</p> <ul style="list-style-type: none"> • Assist TMTD to ensure that all LARP requirements are incorporated in the bidding and contract documents and drawn to the attention of bidders, especially at the pre-bid meeting by TMTD • When detailed design is confirmed, on behalf of TMTD (project proponent) update LARP including preparation of a detailed Livelihood Restoration Plan and obtain endorsement from IA and approval from ADB • If after the detailed design, the footprint or alignment of the project changes and envisage to cause additional adverse social impacts that are not within the scope of the LARP prepared during loan processing, conduct additional social impact assessment and prepare addendum(s) to LARP and implement it prior to construction works as required in the LARP • Undertake awareness training and capacity building activities for TMTD, contractors and service providers for effective implementation of LARP including Livelihood Restoration Plan as described in this LARP • Submit monthly LARP reports on LARP implementation to TMTD. • Play an effective role in implementing grievance redress mechanism, 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 • Report to ADB on all aspects of LARP management through six-monthly reports, based on the results supervision of LARP implementation • Based on the results of LARP supervision and monitoring, identify corrective actions and prepare a corrective action plan, as necessary, for submission to ADB • Ensure contractors and service providers implement all social measures as specified in the LARP and their contracts.
Contractors	<p>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 and rehabilitation assistance made to displaced persons as per provision of the LARP. The contractor must possess the expertise in the application of national and provincial legislation relating to resettlement, protecting child and gender rights, occupational health and safety issues. Following clauses will be included in the Contract Documents for social mitigation:</p> <p>The contractor must possess knowledge of the ADB's SPS 2009, especially with regard to resettlement, rehabilitation, DPs/public consultations and grievance redress mechanism.</p> <p>The contractor, 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 severally affected DPS. For this purpose, details will be provided to the displaced persons through the PMU by the contractors.</p> <p>The contractor will comply with all applicable provincial labor laws and regulations, and ADB Core Labor Standards (CLS).</p> <p>The contractor will not differentiate between men and women wages and benefits for work of equal nature.</p> <p>The contractor will not employ child labor.</p> <p>The contractor will disseminate information and raise awareness at work sites on the risks of other transferable diseases i.e. HIV / AIDS, TB, dengue fever for those employed during construction.</p>

213.To facilitate LARP implementation, during construction the contractors must be prepared during the tendering and pre-construction phase to cooperate with SRS of PIU

and CSC, displaced persons and the local population in the mitigation of impacts. However, experience suggests that contractors may have little impetus or interest in dealing with social issues in the absence of performance-related criteria. Clearances for payments will include certification from the SRS of PIU and NRC of CSC as to the effective implementation of the mitigation measures of social safeguard issues as specified in the LARP. The completion of implementation of mitigation measures will therefore be linked to payment milestones.

8.8 Capacity Building and Training

214. The TMTD lacks conceptual clarity and expertise to implement LARP including implementation of Livelihood Restoration Plan, GRM and address other social issues. Trainings to all staff of TMTD, PDA, contractors, service providers, and relevant staff from other concerned departments will help in enhancing their capabilities to better implement the LARP and enhance awareness and sensitivity of social aspects of the project. They will receive awareness training and capacity support from the International Resettlement Consultant and National Resettlement Consultant of CSC (as necessary) to ensure learning and development, and for smooth and effective implementation of the LARP.

215. 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 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 sessions, on as and when required basis, details are given in Table 8.2 below:

Table 8.2: Training Program for Capacity Building

Sr. No.	Participants	Training Imparting Agency / Person	Topics	Duration
1.	Project Management of TMTD, PMU, PIU and Contractors	SRS, IRC and NRC	<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 sensitivities human and gender aspects) of the project • Introduction to the LARP, its importance and step-by-step implementation of LARP • Implementation of Livelihood Restoration Plan • Consultation, participation and disclosure • Entitlements and compensation/resettlement and rehabilitation assistance • Institutional arrangements • GRM processes and their importance • 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)

2.	Selected site personnel including project, contractor's and service providers staff	SRS, IRC and NRC	<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 • Social sensitivities of the project • Consultation and GRM processes and its importance • Dealing with Community Issues 	Before start of construction 2 days
			<ul style="list-style-type: none"> • Importance, requirements and techniques of Social Monitoring and Reporting 	One day
			<ul style="list-style-type: none"> • Awareness of transmissible diseases • Social and cultural values (including gender issues) 	One day
3.	Relevant staff of TMTD, PMU, PIU, , , contractors Survey and other technical Staff	SRS, IRC and NRCI, Traffic Police	<ul style="list-style-type: none"> • Explanation of social parameters to be considered while carrying out surveys for the project. 	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.	Drivers,	Traffic Police relevant staff of contractors and TMTD	<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)

Chapter 9 . RESETTLEMENT BUDGET AND FINANCING

9.1 BUDGET FOR LAND AND ASSET ACQUISITION

210. This chapter describes the methodology adopted to compute the unit rates for different types of resettlement impacts and provides an assessment of costs. The costs have been calculated based on the LAR related project impacts to be compensated as per entitlements of different categories of APs, as described in the Entitlement Matrix in **Table 5.2**. 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 PMU is responsible to disburse the compensation and resettlement amounts in an efficient and timely manner during the course of 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) will not be eligible for compensation under this LARP.

211. The budget for land, crops, fruit/wood trees and structures will be disbursed to the DPs by the District Revenue Department (Deputy Commission Peshawar office) through the officer deputed by the Deputy Commissioner, which could be the Land Acquisition Collector (LAC) of PDA. The compensation funds for other items of 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 resettlement staff of construction supervision consultants and minimum 2 representatives of DPs who will act as witness to avoid any grievances.

212. The Project Management Unit (PMU) will be responsible for financing to implement the LARP and payment of compensation, resettlement and rehabilitation assistance amounts to the DPs in an efficient and timely manner. It will ensure that:

- a) necessary human and financial resources are provided in the implementation of this LARP;
- b) 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.
- c) 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;

213. 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 PD will ensure that land acquisition and compensation are adequately funded and carried out in accordance with the mechanism given in the LARP.

214. 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 as described in Section 9.2. 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.

9.2 Determining the Rates Land Acquisition of Eastern Bus Depot

215. Based on the foregoing requirements and the LAR provisions, the methodology for assessing unit price of private land and compensation values of crops, trees and structures is described as follows:

- (i) 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, provided in Table 9.1.
- (ii) Although PDA will provide land for Western Bus Depot. The unit price of this land is based on FBR Commercial rate at PKR50 million/US\$0.48 million per kanal as advised by the DG-PDA, as PDA will charge the same rate from TransPeshawar for the provision of its land.
- (iii) Government of KPK agreed to provide 31.6 Kanal of Dabgri Gardens land for the construction of Staging Station and Park & Ride Complex in Central area. The unit rates are based on the valuation of through assessment of market value from real state operators.
- (iv) Basic annual crop compensation is valued at net farm-gate market rates.
- (v) Compensation for mature fruit- bearing trees are calculated based on the information provided by the Horticulture Department of Peshawar University, based on market rate of the yearly yield multiplied by the number of years required to grow such a tree to the same productive level it will be cut; and for immature trees that are yet to bear fruit compensation will be based on the gross expense needed to reproduce the tree to the same age it will be cut.
- (vi) Wood trees are valued based on the market value of their dry wood volume. The wood of the fallen tree will remain with the owner and its value will not be deducted from the compensation. Rates of wood trees are provided by the Forest Department, attached as Annex 5.
- (vii) Rates of vegetables are based on average production and rates provided by the Agriculture and Food Departments, attached as Annex 11 and 12, respectively.
- (viii) Built up structures are valued at replacement cost by using Market Rate System 2016 notified by Finance Department of GoKPK, and pictures, drawings and detailed cost estimates of structures are provided as Annex-13A, Annex-13B, Annex-13-C and Annex-13-D.

Table 9.1: Unit Rates of Land for Eastern Bus Depot

Village Moaza	Affected Land (kanal)	No of DPs		Unit Rate / Marla (PKR)	Unit Rate/ Kanal (PKR)	15% iCAS (PKR)	Total Rate/ Kanal		Total Amount of Compensation	
		Title Holder	Tenants				PKR	USD	PKR	USD
Sardar Garhi	102.5	8	7	268947	5378940	806841	6185781	59478.7	634042553	6096563
Hargooni	14.5	3 Titleholders (excluding 3 who have land in both villages)	1	68826	1376520	103239			20109238	193358
Total	117	11	8	337773			7572625	72813.66	654151791	6289921
Total in Million									654	6.3

Table 9.2: Unit Rates of Land for Western Bus Depot

Total Land (kanal)	Rate/kanal (as per commercial rate of FBR)		Total Cost of Land	
	PKR	USD	PKR	USD
30	50,000,000	480769	1500,000,000	14423077
Total in Million			15000	14.4

Table 9.3: Unit Rates of Land for Staging Station (Dabgary Gardens)

Total Land (Kanal)	Rate/kanal (as per independent survey from real state operators)		Total Cost of Land	
	PKR	USD	PKR	USD
31.65	40126382	38715	1,270,000,000	12211538
Total in Million			1270	12.2

Table 9.4: Detail of Loss of Crops

No of Persons Losing Crops		Season	Type of Crop	Cultivate d Area in Rabbi/ Winter (Kanal)	Average Production (Kg/Kanal)	Rate/ Kanal (Rs)	Estimated Compensation for Crop Loss	
Title holders	Tenants						PKR	USD
8	8	Rabbi (Winter)	Wheat	57.3	180	5,850	207,999	2,000
			Fodder	31	920	10,000	310,000	2,980
			Vegetables (Turnip)	10	820	12,300	123,000	1,182
		Kharif (Summer)	Jawar	2.3	125	6,000	13,800	133
			Summer Squash	4	430	1,720	68,800	662
			Tomato	6	550	19,250	115,500	1,111
Total							839,099	8,068
Total in Million							0.84	0.008

Table 9.5: Unit Rates of Wood Trees

No of Families Losing Trees	Type of Wood Tree	Number of Trees	Standing Volume (Cft)	Rate/unit Cft		Total Compensation Amount	
				PKR	USD	PKR	USD
10	Poplar	164	1354.6	100	0.93	135460	1303
	Sheesham	9	103.59	500	4.64	51795	498
	Shahtoot	9	112.39	150	1.39	16858.5	162
	Ailanthus	9	27.9	100	0.93	2790	27
	Bakain	3	63.6	140	1.30	8904	86
	Willow	1	20.81	160	1.48	3329.6	32
	Tallow/charbi)	1	29.1	120	1.11	3492	34
Total		196	1711.99	1270	12.21	222630	2142
Total in Million						0.22	0.0021

Table 9.6: Unit Rate for Fruit Trees

No of Family Lose Fruit Trees	Name of Fruit Plant	No of Fruit Plants	No of Years Require to Grow a Tree to Same Productive Level	Price of Grafted Plant	Gross Expenses needed to Reproduce a Tree (2000/Year)	Yearly Yield (Kg)	Rate/ Kg (Rs)	Market Rate of Yearly Yield (90x90)	Amount of compensation/ Tree	
									PKR	USD
2	Pear	9	8	100	16,000	90	90	8,100	64,800	623
Total Amount of Compensation									583,200	5,608
Total in Million									0.58	0.0056

Table 9.7: Cost of Permanent Structures

S #	Type of Affected Structure	Amount of Compensation	
		PKR	USD
1	14 Shops at Chughal Pura	3849948	37019
2	A shop with boundary wall at Chughal Pura	861378	8283
3	Hajji Adda Mosque	2574606	24756
4	Mosque near Chamkani Adda/Bus Stop	120033	1154
Total Amount		7405969	71212
Total in Million		7.4	0.07

Table 9.8: Shifting Allowance for Transportation of Salvage Materials/Business Goods

S #	Category of Displaced Persons	No of DPs	Unit Rate		Total	
			PKR	USD	PKR	USD
1	Chughal Pura Shopkeepers	9	10,000	96	90,000	865
2	Owner of Chughal Pura Shops	8	10,000	96	80,000	769
3	Underpasses Shopkeepers for shifting twice	82	50,000	481	4100,000	39423
4	Vendors	235	5000	48	1175000	11298
5	Hajji Adda Mosque	1	50000	481	50,000	481
6	Chamkani Adda	1	20000	192	20000	192

	Mosque					
Total	336				5,51,5000	53029
Total in Million					5.5	0.05

Table 9.9: Detail of Subsistence Allowance to Vulnerable Affected Households

Category of Displaced persons	No of Displaced Persons	Unit Cost		Total Amount	
		PKR	USD	PKR	USD
Below the Poverty Line Vendors	235	42000	404	9870000	94904
Vendors with Disabilities	2	56000	538	112000	1077
Female Headed Households of Underpass Shops	2	42000	404	84000	808
Below the Poverty Line (a shopkeeper of Chughal Pura	1	42000	404	42000	404
Below the Poverty Line Employees of Shops	99	42000	404	4158000	39981
Below the Poverty Line Security Guards of Underpasses	4	42000	404	168000	1615
Below the Poverty Line (Khateeb of a Mosque)	1	42000	404	42000	404
Below the Poverty Line Agriculture Tenants of Easters Bus Depot Land	8	42000	404	336000	3231
Total Amount	352			14812000	142424
Total in Million				14.8	0.14

Table 9.10: Income Loss for the Transition Period to Severely Affected Households

Category of Displaced Persons	No of Displaced Persons	Unit Cost		Total Amount	
		PKR	USD	PKR	USD
Vendors	235	84000	808	19740000	189808
Shopkeepers of Underpasses	82	900000	8654	73800000	709615
Shopkeepers of Chughal Pura	9	300000	2885	2700000	25962
Agriculture Tenants	8	84000	808	672000	6462
Employees of Shopkeepers	148	28000	2912	4144000	39846
Khateeb of a Mosque	1	28000	269	28000	269
Total	483			101084000	971962
Total in Million				101	0.97

Table 9.11: Transition Allowance to Owners and Lessees of Shops against Loss of Rent

Detail of Affected Shops	Unit Rate		No of Shops	No of Months	Total Amount	
	PKR	USD			PKR	USD
Loss of Rent to Chughal Pura Shops	4000	38	9	6	216,000	2077
Loss of Rent to Lessees of Hashtnagri Shops	25000	240	34	12	10200000	98076
Loss of Rent to Lessees of Firdous Shops	35000	337	39	12	16380000	157500
Total			82		26,796,000	257654

Total in Million				26.8	0.26
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Table 9.12: Transition Allowance to Displaced Shopkeepers for Renting Alternate Shops during Transition Period

Detail of Affected Shops	Unit Rate		No of Shops	No of Months	Total Amount	
	PKR	USD			PKR	USD
Loss of Rent to Chughal Pura Shops	4000	38	10	6	240,000	2307
Loss of Rent to Lessees of Hashtnagri Shops	25000	240	37	12	11100000	106731
Loss of Rent to Lessees of Firdous Shops	35000	337	45	12	18900000	181731
Total			92		30240000	290769
Total in Million					30	0.29

Table 9.13: Total Budget Land Acquisition and Resettlement Budget

S #	Cost Item	No.	Unit	Cost per unit	Total in PKR (Million)	Total in ¹⁹ US\$ (Million)
A	Land Acquisition Cost					
A1	Land Cost for Eastern Bus Depot	117	Kanal	variable	654	6.3
A2	Land Cost for Western Bus Depot	30	Kanal	50,00000	15000	144.2
A3	Land Cost for Staging Station	31.65	Kanal	40126382	1270	12.2
	Sub-Total				16924	162.7
B	Asset Compensation for Eastern Bus Depot					
B1	Compensation for Crops	98.3	Kanal	variables	0.84	0.008
B2	Compensation for Wood Trees	196	Tree	variable	0.22	0.002
B3	Compensation for Fruit Trees	9	Tree	7200	0.58	0.006
	Sub-Total				1.64	0.016
C	Compensation of Permanent Structures					
C1	Cost of Permanent Structures	17	Structur es	variable	7.4	0.07
C2	Compensation against Loss, De-installation and Re-installation of fixtures and decoration mostly glass work	74	Shops	variable	17.59	0.17
	Sub-Total				24.99	0.24
D	Resettlement Cost					
D1	Shifting Allowances	336	DPs	variable	5.5	0.05
D2	Subsistence Allowance to Vulnerable AHs	352	DPs	variable	14.8	0.14
D3	Income Loss to Severely Affected DPs	483	DPs	variable	101	0.97

¹⁹ 1 US\$ = 104 PKR

S #	Cost Item	No.	Unit	Cost per unit	Total in PKR (Million)	Total in ¹⁹ US\$ (Million)
D4	Transition Allowance to Owners and Lessees and Sub-Lessees	82	DPs	variable	26.8	0.26
D5	Transition Allowance to Shopkeepers	92	DPs	variable	30	0.29
D6	Livelihood Restoration Program	352	DPs	variable	15	0.14
	Sub-Total				193.1	1.86
E	Capacity Building Training cost	N.A.	N.A.	Variable	1.0	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
	Sub-Total				10	0.09
	Total (million)				17153.73	164.94
	Contingency (10%)				1751.4	16.5
	Grand Total (million)				18905	181.8

Chapter 10 . LAND ACQUISITION AND RESETTLEMENT PLAN IMPLEMENTATION

10.1 PROCESS OF LARP IMPLEMENTATION

216. The TMTD/TransPeshawar Company will be overall responsible for implementation of the LARP at the field level through Social and Resettlement Staff of PMU and PIU and other relevant staff of PMU and PIU and with the support of Social and Resettlement Consultants under Construction Supervision Consultants. After the approval of updated LARP from ADB, based on detailed engineering design of the project, the TMTD 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 10.1.

10.2 DISCLOSURE OF LARP

217. 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 TMTD and its approval by ADB, following LARP disclosure plan will be followed:

- (i) An information brochure in English having summary of LARP is prepared specifically for this purpose, attached as Annex 9 with the LARP. This Information brochure will be revised in the light of updated LARP and will be attached as an annex with updated LARP. The information brochure will be translated into Urdu, and distributed to all Displaced Persons (DPs). It will enable the DPs and their household members to read it by themselves and be aware of their entitlements, unit rates of compensation, resettlement and rehabilitation assistance, payment procedures available for various types of DPs as given in the 'Entitlement Matrix', Livelihood Restoration Plan and Grievance Redress Mechanism.
- (ii) LARP will be translated into Urdu by the PMU and disclosed to the DPs and other stakeholders through SRS of PIU and NRC under CC. It will disclose to female of AHs through meetings by the female staff of CSC. Both versions of LARP (English and Urdu) will be made available at the website of TMTD, offices of TMTD/TransPeshawar Company, Contractor camp's offices, City District Government, PDA and PMU as an official public document.
- (iii) Mandatory posting of LARP in English on the ADB and TMTD/TransPeshawar websites.
- (iv) Disclosure of LARP in DPs meetings in close collaboration with their representatives including LRP and GRM. SRS of PMU in collaboration with NRC 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 coloration 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. Pamphlet / Information Brochure in Urdu based on the summary of LARP (sample annexed with LARP as Annex 9).
 - 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.

218. 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.

219. PMU will continue to ensure that all DPs understand the implementation procedures of the LARP and measures to be taken to compensate them through SRS and NRC. TMTD and PMU 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 6 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

220. 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, CSC, contractors, service providers and relevant staff of other departments will participate in the resettlement/social safeguards training.

10.4 PROCESS OF LARP IMPLEMENTATION

221. TMTD is also committed to provide 1 month advance notices to vendors and 6 months advance 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 also keeps record of these activities with the support of SRS of PIU and NRC of CSC. This time will allow DPs to shift their structures/businesses to alternative sites.

10.5 PROCEDURES FOR DISBURSEMENT OF PAYMENTS

222. 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

223. 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 SRS with the support of NRC 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

224. 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

225. One month advance notices to vendors and 6 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 SRS will submit an application to the GRC. GRC will decide action on case-to-case basis in coordination with DPs representatives. However, TMTD 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. 3-months advance notices will also be served to the government officers to vacate government residences.

10.5.4 IN CASE OF DISPUTES/GRIEVANCES REGARDING PAYMENTS

226. Payment of compensation and resettlement assistance will be made at least one month prior to actual handing over of possession of the space to TMTD, 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 TMTD 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, TMTD reserves the right for removal of structures/businesses in case of disputes, in consultation with DPs representatives and city government or Cantonment Board representatives.

10.5.5 ABSENTEE DISPLACED PERSONS

227. There are no absentee DPs found during the impact assessment survey based on Final Preliminary Engineering Design, but if any identify during the detailed design stage, the PMU will make all possible efforts to contact/access to him/her, if not possible then TMTD will issue 3 consecutive official notices and a public notice in local newspaper informing the DP(s) to contact the PMU 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; PMU has to deposit the money in the project account, until the project completion period.

10.5.6 TIMING OF COMPENSATION PAYMENT

228. Payment of compensation, resettlement and rehabilitation assistance will be made before one month prior to the actual possession of the land and ROW. But 3 months advance payment to underpass and Chughal Pura shopkeepers before demolition of the impacted structures. No ROW or land will be possessed by TMTD 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, TMTD 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

229. The TMTD is responsible for timely provision of finances for LARP implementation, for the compensation, resettlement and rehabilitation assistance payments and PMU will 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 TMTD 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 TMTD to PDA (PIU) for direct disbursement to DPs.

10.5.8 GENDER SPECIFIC CONSULTATIONS

230. The PMU through SRS and female staff of CSC 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 PMU to resolve the problems.

10.6 LARP IMPLEMENTATION SCHEDULE

231. The project is intended to complete detailed engineering design works in Q2 2017 and the civil works scheduled to start from Q3 2017. This LARP will be updated by the TMTD with the assistance of SRS under PIU and resettlement staff of EPCM Consultants based on detailed design of PSBRTC Project and will be submitted to ADB for approval before implementation. The civil works planned to start from Q3 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 three to nine months, depends on the civil works schedule. ADB will issue civil works package wise no objection for the initiation of civil works after LARP is fully disclosed to the DPs and the resettlement assistance program described in this LARP is fully delivered (civil works package wise) to the DPs. Project will make full payments of compensation, income restoration, rehabilitation and relocation assistance prior to commencement of civil works in the packages with IR impacts. Public consultations, internal monitoring and grievance redress will be undertaken throughout the project duration.

232. A composite tentative implementation schedule has been prepared for tasks such as LARP update, approval, disclosure, pre-implementation, implementation and post implementation activities, in accordance with timeline matching with civil works schedule and presented in Table 10.1; it will be revised at the stage of updating the LARP. However, the schedule is subject to modification depending on the civil works packages, progress of the detailed design and other project activities, currently construction is planned to be concluded by June 2018. The LARP could be divided into several site-specific LARPs to facilitate package wise implementation of LARP compatible with civil works schedule of the packages. 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) preparation phase (ii) LARP implementation phase.

10.6.1 PROJECT PREPARATORY STAGE (PRE-IMPLEMENTATION STAGE)

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

10.6.2 LARP IMPLEMENTATION STAGE

234. 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

235. 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 TMTD in general and SRS 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 resettlement staff under supervision consultants will assist TMTD in internal monitoring function and compiling the internal monitoring/progress reports.

Table 10.1: Proposed Timeline for Update, Approval and Implementation of LARP

Table 10.1: Proposed Timeline for Update, Approval and Implementation of LARP																		
Steps	Tasks	Responsibility	Weeks															
A. Pre-Implementation Stage																		
1	Recruitment of SRS	TMTD	1															
2	Establishment of GRC	TMTD	1															
3	Updating of LARP after detailed engineering design	EPCM	1	2	3	4												
4	Preparation of detailed Livelihood Restoration Plan as part of LARP updating process	EPCM																
5	Consultations (on-going)	SRS, NRC																
6	Disclosure of draft of updated LARP on TMTD website	PMU, TMTD					5											
7	Submission of final draft of LARP to ADB for review and approval	TMTD, PD-PMU						6										
B. Disclosure and Community Consultation																		
8	Disclosure of final LARP both in English and Urdu at the websites of TMTD and ADB	PMU, TMTD							7									
9	Urdu translation of LARP and disclosure to DPs and other stakeholders through workshops and location specific face-to-face meetings with DPs and other stakeholders	SRS, NRC							7									
10	Distribution of Information Brochure in Urdu to the Displaced Persons and other stakeholders	SRS, NRC							7									
11	Training of TMTD, PMU, PIU, key contactor(s) and CSC staff by	SRS, IRC and NRC								8								
C. LARP Implementation Phase																		
12	Development of micro plan(s) for LARP compensation and resettlement assistance disbursement	SRS & IRC and NRC									9							

Steps	Tasks	Responsibility	Weeks													
13	one-month advance notices to vendors and 6 months advance notices to the titleholder and tenants of agriculture land, and lessee, sub-lessees and tenants of underpasses before handing over of land for civil works	SRS, IRC, NRC						6								
D. Income Restoration and Rehabilitation of DPs																
14	Notices for receiving assistance to all DPs and face-to-face meetings	SRS, IRC, NRC									9					
15	Award of cheques and distribution of final notices for relocation/shifting of DPs to alternative sites	SRS, IRC, NRC									9	10				
16	Implementation of Livelihood Restoration Plan	SRS, IRC and NRC														
17	Reporting summary of complaints & grievances/disputes and objections in progress reports	SRS, IRC, NRC														
E. Relocation of DPs																
19	Provision of alternative shops to displaced persons of underpasses	TMTD, PDA														
20	Submission of LARP compliance report to ADB (Confirmatory letter about completion of all payments)	TMTD, PD-PMU												12		
21	Monthly Internal Monitoring (on-going) and six-monthly Monitoring Reports to ADB	PD-PMU, SRS, IRC and NRC														
F. Post Implementation Stage																
22	Notice to proceed for civil works	ADB													13	
23	External Monitoring: Quarterly reporting to TMTD and 6-monthly reporting to ADB	External Monitoring Consultant														
24	Evaluation of the LARP implementation	External Monitor														16
25	Submission of LARP evaluation report to ADB and clearance by ADB	TMTD														20

Chapter 11 . Monitoring and Evaluation

11.1 General

236. 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.

11.1.1 INTERNAL MONITORING

237. The internal monitoring of LARP and LRP implementation will be the responsibility of the TMTD through SRS of PIU with the support of IRC and NRC of CSC. It will be a continuous activity and will be managed by the Project Director of PMU. The IRC and NRC under CSC will assist SRS in monitoring of LARP implementation.

238. The SRS with the support of IRC and NRC of CSC 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 SRS 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.

11.1.2 INTERNAL MONITORING ROLE AND RESPONSIBILITIES

239. The SRS and IRC and NRC under CSC 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 Project Director of PMU shall responsible for monitoring the progress of resettlement activities with the support of SRS and IRC and NRC.
- (ii) The TMTD will review the efficacy of the monitoring arrangements quarterly, relating to social and resettlement issues, and refine the arrangements accordingly. In this respect, TMTD will also take into consideration the findings / suggestions made by the independent external consultants engaged for external monitoring of LARP implementation.

11.1.3 INTERNAL MONITORING ARRANGEMENTS

240. Primarily, monitoring will be the responsibility of TMTD/TransPeshawar with the support of SRS of PIU and IRC and NRC of CSC. The SRS and IRC and NRC 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 with regard to 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 6 months advance notices to lessees of underpasses and 3 months advance notices to owners and shopkeepers of Chughal Pura and two month advance notices to mosques committees 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 labor 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 PM-PMU and Project Director of TMTD, 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.

11.1.4 REPORTING OF INTERNAL MONITORING

241. The TMTD/TransPeshawar shall submit the LARP internal monitoring reports to ADB on semi-annual basis. These six-monthly monitoring reports shall 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 SRS will maintain up-to-date records of LARP implementation and other social safeguard activities. The SRS will provide findings of monitoring activities with the support of IRC and NRC 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.

242. Implementation of appropriate measures during the design, construction, and operation phases of the PSBRTC 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 SRS of TMTD and IRC and NRC under CSC 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

243. As per requirements of ADB SPS, the TMTD/TransPeshawar, 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 PMU 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 and 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 PMU 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 labor, 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

244. The TMTD 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 TMTD 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

245. 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 actually 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 PMU and CSC 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:

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

11.6 BUDGET FOR EXTERNAL MONITORING AND EVALUATION

247. A provision of PKR1.5 million lump sum has been kept for this activity in the LARP budget. Terms of reference for external monitor and evaluation will be provided by the IRC under CSC and annex it with the updated LARP.
