

# Due Diligence Report

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July 2017

PAK: Multitranche Financing Facility Central Asia  
Regional Economic Cooperation Corridor  
Development Investment Program

Dara Adamkhel–Peshawar, Section III

Prepared by Sambo Engineering Co., Ltd., Korea and Associated Consultancy Center (PVT) Ltd.,  
Pakistan for the Asian Development Bank.

## CURRENCY EQUIVALENTS

(as of 30 May 2017)

Currency Unit	–	Pakistan Rupee/s (PRs)
PRs 1.00	=	USD \$0.00953
USD \$1.00	=	PRs 104.919

## Acronym

AD	Assistant Director
ADB	Asian Development Bank
DPs	Displaced Persons
COI	Corridor of Impact
DD	Deputy Director
DO(R)	District Officer (Revenue)
EDO	Executive District Officer
EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
GM	General Manager
GOP	Government of Pakistan
IP's	Indigenous People
km	Kilometres
LAA	Land Acquisition Act 1894
LAR	Land Acquisition and Resettlement
LARP	Land Acquisition and Resettlement Plan
M&E	Monitoring and Evaluation
MFF	Multi-Tranche Financial Facility
NTC	National Trade Corridor
NGO	Non-Governmental Organization
NHA	National Highway Authority
PMU	Project Management Unit
ROW	Right-of-Way
SPS	Safeguard Policy Statement 2009

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## I. INTRODUCTION

### A. Background

1. The road network in Pakistan is expanding rapidly and the pace of this development is gradually accelerating and continuing. The Government of Pakistan places major emphasis on improving the existing roads and building new motorways and expressways to enhance and expand the country's road network. Notwithstanding the efforts of the Government, roads outside major cities have deteriorated with the passage of time. Highways and motorways constructed over the last two decades have brought much needed improvements to the sector but major highways have also been impacted by heavy traffic flows, climatic impacts and natural wear and tear compounded by poor repair and maintenance. These issues have resulted in frequent traffic jams, blockages and road accidents. The N55 Indus Highway, sections of which are considered for development under the current MFF, too, has degraded significantly over its two decades of existence.

2. The Government of Pakistan (GoP) has emphasized to invest for upgrading and rehabilitation of its north-south road network included in CAREC transport corridor 5 & 6 for improved regional connectivity. Accordingly GoP through Executing Agency "The National Highway Authority (NHA) Pakistan" has planned to implement CAREC Corridor Development Investment Program (CAREC\_CDIP) with financial assistance from ADB through a Multi-tranche Financing Facility (MFF).

3. The PPTA Consultants, engaged for assisting the Government of Pakistan (GOP) to design and prepare an MFF have identified the candidate road sections to be considered in the MFF packaging and conducted feasibility study, preliminary design and social due diligence of the candidate sub-projects to be implemented as Tranche-1 project. The road sections of N-55 that are to be upgraded/rehabilitated as Tranche-1 subprojects of the MFF are presented in Figure 1 which include Dara Adamkhel-Peshawar Section (34.35km) Shown as Section-3 in the map.

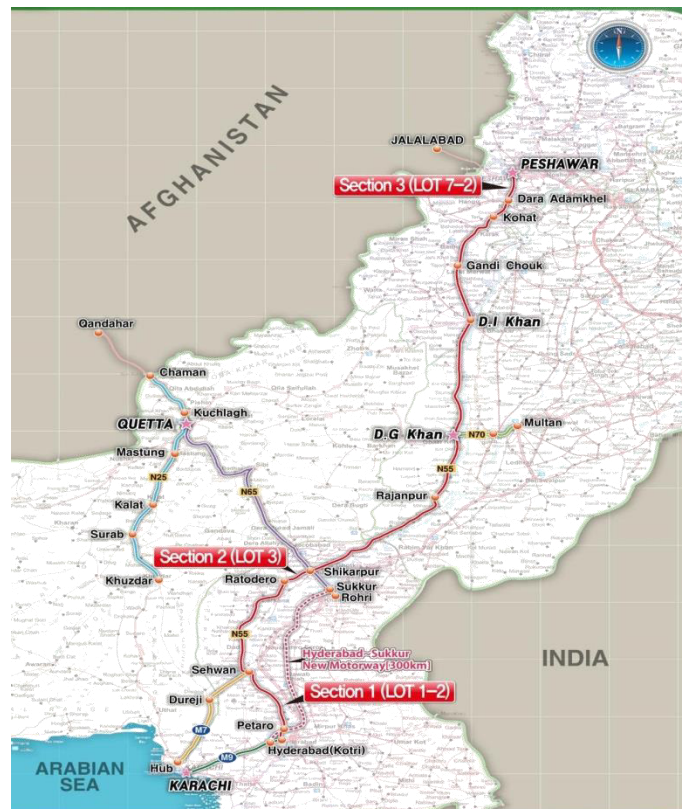


Figure 1: T-1 road sections

4. The consultants were contracted on 12 May 2016 and mobilized on 23 May 2016. After first round of rapid assessment PPTA submitted initial assessment of candidate project with priority list for MFF packaging on 15 August 2016 that included different road sections along N-55 and N-25. In progress Review Mission 29-31 August 2016, ADB, NHA and TA consultants agreed to initial MFF packaging that included Dara Adamkhel Peshawar Section to be taken as Tranche-1 project. Subsequently in November 2016, Resettlement Staff (International and National) conducted detailed survey and assessed IR impacts for safeguards due diligence deliverables based on preliminary design.

## B. DDR Objectives and Methodology

5. Dara Adamkhel-Peshawar road Section (34.35km) of N-55 is already a 4-lane dual carriageway. Proposed road improvement works will follow the existing alignment and pavement width of the existing carriageway without out tangible IR impacts. This social due diligence report is prepared to explain the subproject and its components with an assessment on the likelihood for land acquisition, resettlement and social issue (if any) as well as to suggest a social mitigation plan for unanticipated social issues that may arise during detailed design or implementation of construction works.

6. The assessment of the land acquisition, IR and social impacts followed the i) review of the subproject road ROW with available pavement width in different sections near settlements; ii) review of ADB safeguards requirements and assessment of IR impacts by using IR checklist; and iii) consultations with NHA, PPTA design team and local community.

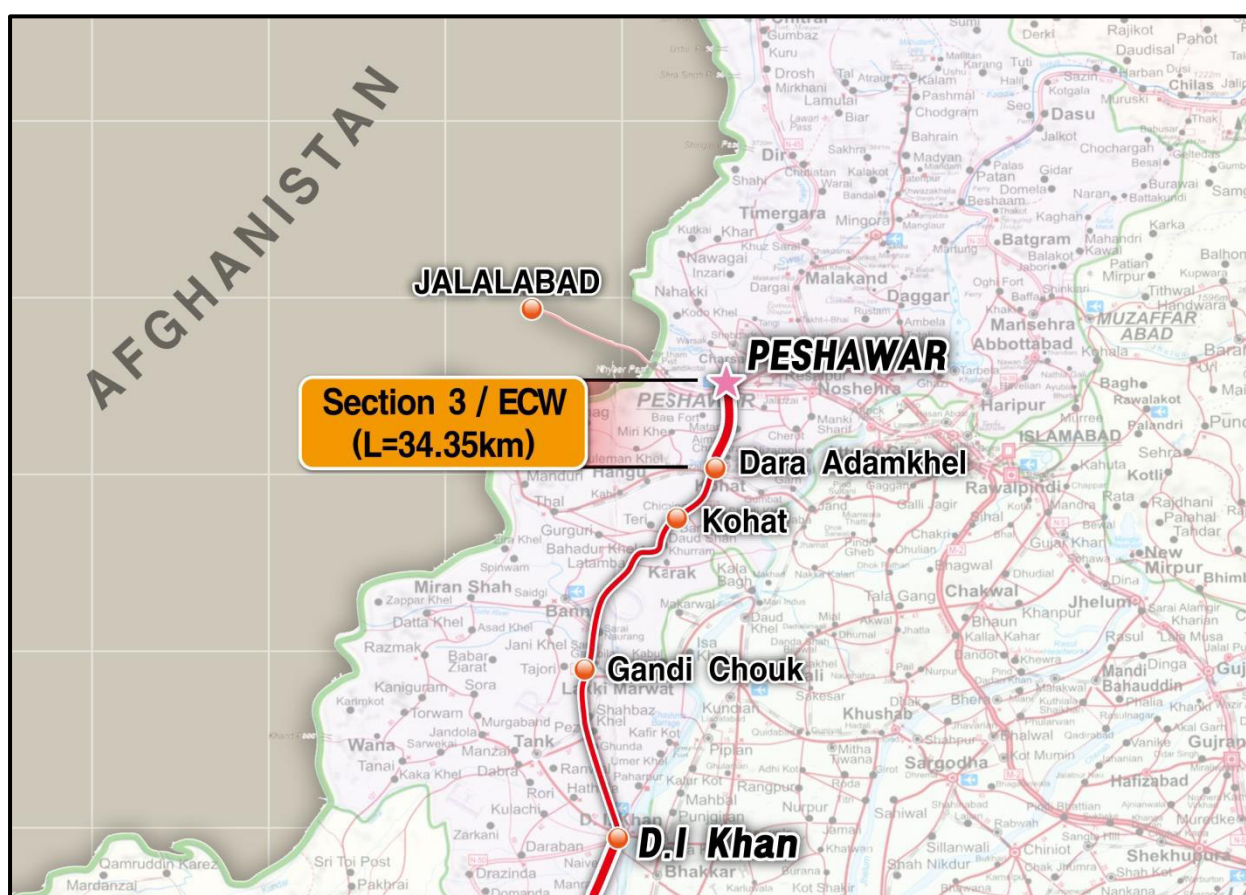


Figure 2: Location Map of Section-3 (Peshawar-Dara Adamkhel)



## II. PROJECT DESCRIPTION

7. The Dara Adamkhel-Peshawar road section of the N-55 Highway (Section 3 in Figure 1), is one of the road sections selected as Tranche-1 of the MFF. The proposed scope of work for this road section consists of improvement of the existing 4-lane road with shoulder and drain within existing alignment of project road ROW.

### A. Subproject Road ROW along Settlements

8. The start of the subproject (km 0+000) as per design drawing is at chainage 1228+000: Bara Bridge and the end of the subproject (km 34+350 as per design drawing) is at chainage 1197+650: Abbas Chowk. The total length of the road section is 34+350 km. The road section, which mainly traverses built up areas (Bazaars) of Peshawar and sub-urban area has varying ROW in different stretches of the road as shown below in Table 1.

**Table 1: ROW of Dera Adamkhel-Peshawar Road Section**

Area	Chainage	Right Of Way (ROW)
Abbas Chowk-Spin Taran	1187+000 to 1197+650	21 m (10.5 m each side)
Mattani-Mattani Bypass	1202+000 to 1211+000	30 m (15 m each side)
Mattani Bypass-Mashogagar	1211+000 to 1212+000	27 meter (13.5 m each side)
BadaberMariamzai	1212+000 to 1216+000	26 m (13 m each side)
BadaberHorrizai	1216+000 to 1218+000	26 m (13 m on each side)
Badaber police station	1218+000 to 1220+000	21 m (10.1 m on right side; 10.9 m on left)
Roshan Kababi/people Masjid	1220+000 to 1222+000	20 m (10 m each side)
ShiekhMuhammadi/Syphon chowk	1222+000 to 1223+000	21 m (10.9 m each side)
Utmanzai	1223+000 to 1224+000	23.16 m (11.8 m each side)
Alizai/Kagawala- Sceme Chowk	1224+000 to 1225+000	26 m (13 m each side)
Scheme Chowk- Bara Bridge	1225+000 to 1228+000	26 m (13 m each side)

### B. Proposed Road Improvements

9. For the overall improvement of the Dara Adamkhel-Peshawar road section, the existing formation width of the road has been taken as a reference. The proposed rehabilitation includes relaying of road pavement, strengthening of shoulders, construction of drain and replacing the curbstones.

10. The formation width of the dual carriageway will be 19.29 m, but variable as the width of the existing median varies. The width of a lane is 3.65 m, outer shoulder 2.0 m and inner shoulder 1 m (except in urban area: km 0+000 - 6+770). The width of drain is 0.75 m.

11. The total number of cross drainage structures designed for this road section is 66, out of which, 17 are pipe culverts, 10 slab culverts, 7 bridges, 2 pedestrian underpasses and 30 box culverts. Dismantling of 23 cross drainage structures has been proposed with provision of new box

culverts as well as 4 structures shall be extended. Further, repair work has been proposed for various cross drainage structure at damaged/cracked locations.

12. These existing two underpasses are located at Chainage km 17+741 and 19+222. No LAR impact is anticipated at preliminary design and final stages as well as during construction. These existing underpasses fall within the ROW. No new facility has been proposed. Works are confined to repairs, road rehabilitation and upgrading work by resurfacing or strengthening the pavement structures.

13. The design cross sections at different lengths of the road are presented as Figures 2 and 3.

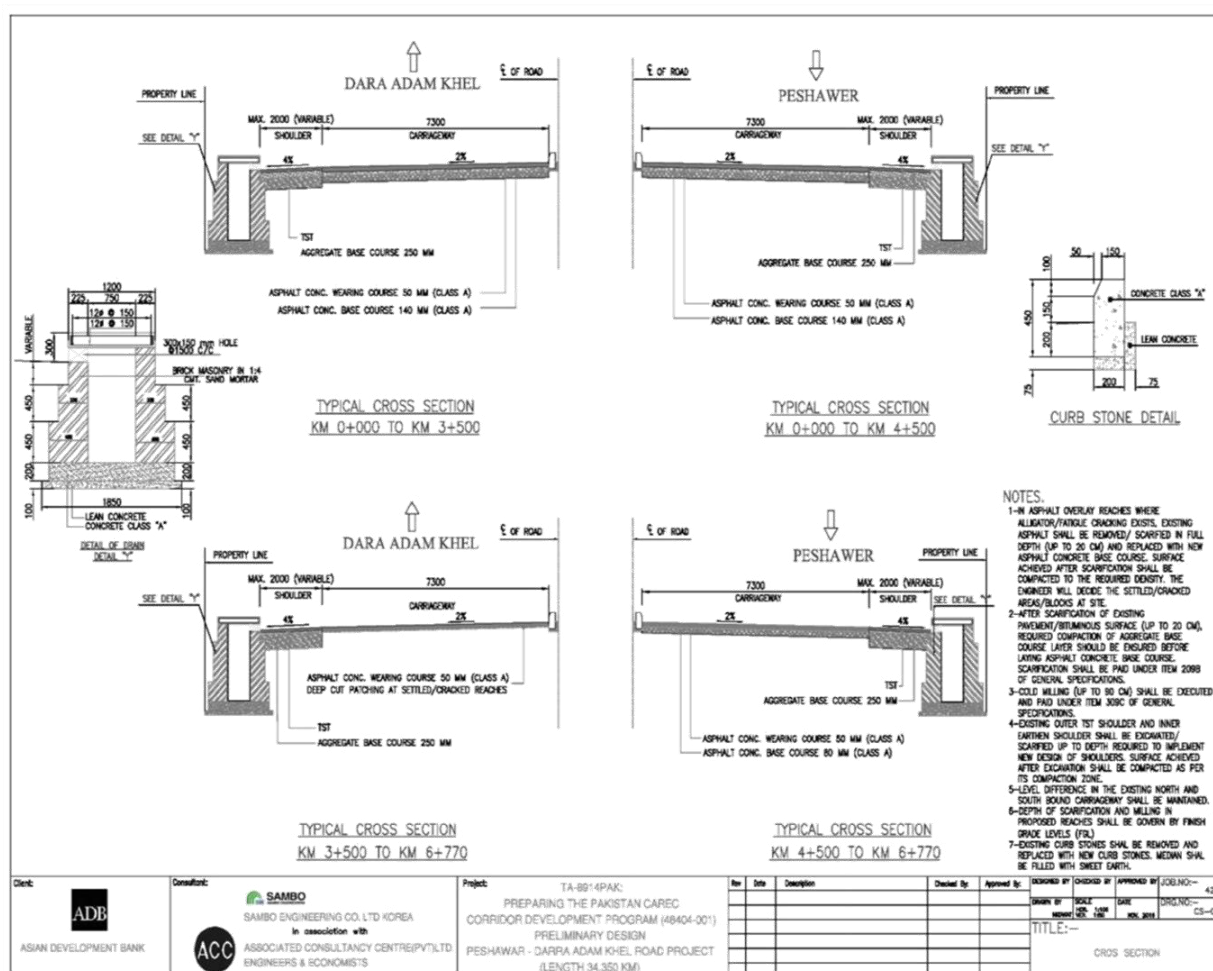


Figure 3: Typical cross section of the road between km 0+000 to 4+500, and km 4+500 to 6+770



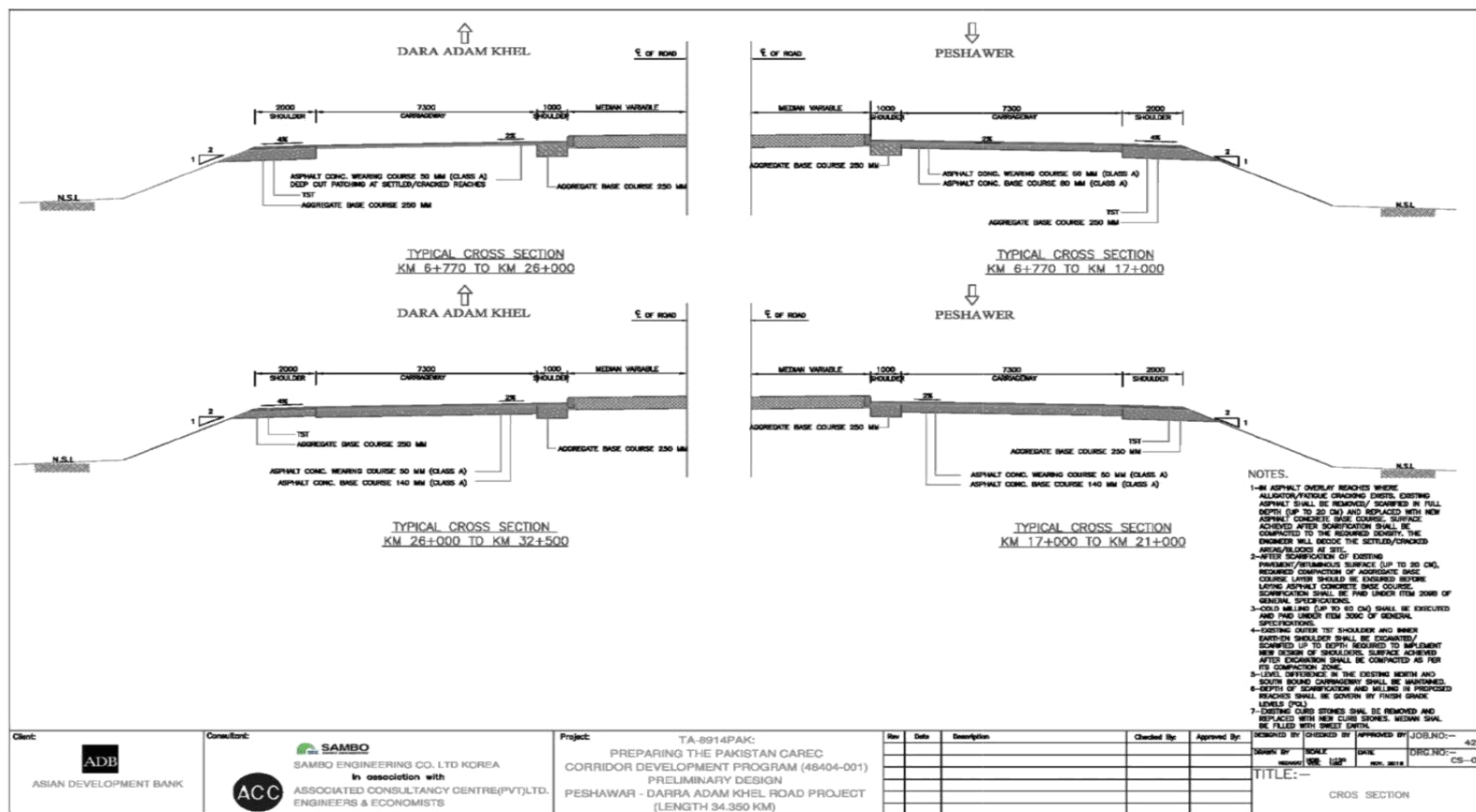


Figure 4: Typical Cross-section of the Road between km 21+000 to 26+000

### III. ASSESSMENT OF LAND ACQUISITION NEEDS

#### A. Surveys and Field Visits

14. Two field surveys and a verification field visit was carried out in the section at various phases of the feasibility study to assess land acquisition needs.

#### B. Initial Rapid Survey

15. The Initial drive through survey was to screen candidate road sections for MFF packaging and identification of road sections to include as Tranche-1 of the MFF. The rapid assessment surveys were conducted on N-55 and N-25 road sections in August and September 2016, by a joint team of specialists comprising international and national resettlement specialists, national environmental specialist and national social specialist. Dara Adamkhel-Peshawar road section was also included in the surveys and rapid analysis of resettlement issues were carried out in the section.

16. The observations and preliminary impact assessment findings of this preliminary survey which were summarized as *Table 1: Potential Impact of Land Acquisition* in the Interim Report<sup>1</sup> is reproduced below as Table 2: Findings of Initial Rapid Assessment.

**Table 2: Findings of Initial Rapid Assessment**

Road Segment	Observations	Impacts of Land Acquisition
Patero-Sehwan 26~ 135	110 feet wide corridor acquired throughout the road Section	Low
Ratodero – Kashmore Chainage 335~ 495	110 feet corridor acquired; Encroachments are being cleared or already cleared	Very Low
Kashmore – Rajanpur Chainage 495~606	110 feet corridor acquired	Significant
Rajanpur - DG Khan Chainage 603~720	Rajanpur to Jampur: 100 feet land acquired. In Jampur- DG Khan section acquired ROW width is limited to 66 feet.	Significant
DG Khan – Retra Chainage 720~824	110 feet corridor acquired	Significant
Retra-DI Khan Chainage 824~929	110 feet corridor acquired	Low
Dera Adamkhel-Peshawar 1,192~1,228 km	Chainage 1192 to 1218 ROW acquired is 68-70 feet; Chainage 1220 to 1228 ROW is 115 feet	Low
Khuzdar – Surab (Length 94 Km)	110 feet corridor acquired	Low
Surab-Kalat ( Length 69 Km)	110 feet corridor acquired	Significant
Kalat-Lakpass-Quetta-Kuchlak (Length 165km)	110 feet corridor acquired	Significant
Kuchlak-Chaman (Length102 Km)	110 feet corridor acquired; ROW acquired varies from 60-100 feet in the section chainage 714 to 760	Significant

<sup>1</sup> 2016. Sambo Engineering Co., Ltd., Interim Report, October 2016.TA-8914 PAK: Preparing the Pakistan CAREC Corridor Development Program (48404-001)

## C. Detailed Field Surveys and Subproject IR and IP Impacts

17. A second detailed survey was carried out on the Dara Adamkhel-Peshawar road section employing a team of investigators in November 2016. This survey was to verify the initial survey findings and if confirmed, to complete ADB resettlement screening checklist<sup>2</sup> and indigenous peoples screening checklist<sup>3</sup>.

18. In ADB-assisted projects, if 200 or more persons will be physically displaced from housing or lose 10% or more of their productive (income-generating) assets, the involuntary resettlement impacts of the project are considered significant. For projects involving IR impacts, a resettlement plan is prepared that is commensurate with the extent and degree of the impacts, the scope of physical and economic displacement and the vulnerability of the affected persons<sup>4</sup>

19. With regard to significance of resettlement impacts, ADB supported projects are classified into the following three categories:

- Category A. When a proposed project is likely to have significant involuntary resettlement impacts, a resettlement plan, which includes assessment of social impacts, is required.
- Category B. If a proposed project includes involuntary resettlement impacts that are not deemed significant, a resettlement plan, which includes assessment of social impacts, is required.
- Category C. When a proposed project has no involuntary resettlement impacts, further action with regard to resettlement planning is not required.

20. During detailed social assessment survey, the ROW limits were confirmed from the NHA maintenance unit and verified in the field. The existing pavement width was observed within settlements to determine likely IR impacts on structures located along the edge of the ROW. The field assessment confirmed that adequate ROW clear from encumbrances is available to execute subproject works as per design. Based on assessment, it is confirmed that the ROW is adequate for the 4-lane highway rehabilitation with shoulder and storm water drains. As per designed subproject intervention, full or partial, permanent, physical and economic displacements are clearly absent. However, to ensure avoiding IR impacts and accidental loss of property during execution of subproject works proper due diligence and social management is envisaged. Accordingly, for detailed design, one of the main preconditions will be to avoid the LAR impacts and following basic principles will be adhered to during the detailed design stage.

- Improvement work will be kept within the ROW to avoid the LAR impacts.
- Where the private usage of ROW land required for project is identified at the detailed design stage, appropriate design solution will be worked out to avoid/minimize the impact.
- If any unanticipated IR impacts become apparent during project detailed design stage, NHA will (i) screen and assess the significance of such impacts and shall share its screening checklists with ADB, ii) update the DDR and prepare a RP in accordance with ADB's SPS under the provision of the LARF prepared for the MFF.

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<sup>2</sup>ADB. 2013. IR good Practice Sourcebook. A Planning and Implementation Good Practice Sourcebook.

21. The completed screening checklist explaining the Dera Adamkhel-Peshawar subproject IR impacts is presented as Table 3 below.

**Table 3:Resettlement Screening Checklist**

Investment Component: District:	Dera Adamkhel-Peshawar road section of Tranche-1 (N55) Peshawar			
<b>Potential for Involuntary Resettlement Effects*</b>	<b>Not Known</b>	<b>Yes</b>	<b>No</b>	<b>If yes, consider potential scope of resettlement effects</b>
Will the project include any new physical construction work?		*		No acquisition of private land is required and physical works will be within the existing pavement width and will not cause any IR impacts.
Does the project include widening of the highway			*	
Are any environmental effects likely which may lead to loss of housing, other assets, resource use or incomes?			*	
Is land acquisition likely to be necessary?			*	
Is the site for land acquisition known?		N/A		
Is the ownership status and current usage of the land known?		N/A		Land belongs to NHA
Are non-titled people present on the site/within the corridor of Impact?			*	
Will there be loss of housing?			*	
Will there be loss of crops, trees, and other fixed asset through land use related changes?			*	
Will there be loss of incomes and livelihoods?			*	
Will people lose access to facilities, services, or natural resources through land use-related changes?			*	
Will any social or economic activities be affected through land use-related changes?			*	
<b>Affected Persons and Severity of Impacts</b>				
Any estimate of the likely number of those affected by the project? No ( ) Yes ( ) Not Applicable				
Any estimate of the severity of impact at the household level? None				
If yes, what?				
Any of these people poor, indigenous, or vulnerable to poverty risks? No ( * ) Yes ( )				
If yes, how?				
<b>Date:11 November 2016</b>				

22. Impacts of ADB-assisted projects on indigenous peoples is determined by assessing the magnitude of impact in relation to customary rights of use and access to land and natural resources; socioeconomic status; cultural and communal integrity; health, education, livelihood, and social

security status; and the recognition of indigenous knowledge; and the level of vulnerability of the affected Indigenous Peoples community<sup>3</sup>.

23. In considering impacts on indigenous peoples ADB supported projects are classified into the following four categories:

- Category A. A proposed project is likely to have significant impacts on indigenous peoples. An indigenous people plan (IPP), including assessment of social impacts, is required.
- Category B. A proposed project is likely to have limited impacts on indigenous peoples. An IPP, including assessment of social impacts, is required.
- Category C. A proposed project is not expected to have impacts on indigenous peoples. No further action is required.
- Category FI. A proposed project involves the investment of ADB funds to or through a financial intermediary. The financial intermediary must apply and maintain an environmental and social management system, unless all of the financial intermediary's business activities unlikely to have impacts on indigenous peoples.

24. The road improvement activities in Dara Adamkhel-Peshawar section was also assessed for any potential impacts on indigenous peoples using an indigenous peoples checklist during the detailed field surveys. No impacts on IPs were identified. The completed indigenous peoples checklist is presented as Table 4 below.

**Table 4: Indigenous Persons Screening Checklist**

No.	Key Concern	Yes	No	Not Known	Remarks
<i>(Please provide elaborations on the Remarks column)</i>					
<b>A. Screening for presence/absence of Indigenous Peoples</b>					
1	Are there socio-cultural groups present in or use the project area who may be considered as "tribes" (hill tribes, scheduled tribes, tribal peoples), minorities (ethnic or national minorities), or indigenous communities in the project area?		*		
2	Are there national or local laws or policies as well as anthropological researches/studies that consider these groups presenting or using the project area as belonging to "ethnic minorities", scheduled tribes, tribal peoples, national minorities, or cultural communities?		*		
3	Do such groups self-identify as being part of a distinct social and cultural group?		*		
4	Do such groups maintain collective attachments to distinct habitats or ancestral territories and/or to the natural resources in these habitats and territories?		*		
5	Do such groups maintain cultural, economic, social, and political institutions distinct from the dominant society and culture?		*		
6	Do such groups speak a distinct language or dialect?		*		

<sup>3</sup>ADB. 2013. Indigenous Peoples Safeguards. A Planning and Implementation Good Practice Sourcebook

No.	Key Concern	Yes	No	Not Known	Remarks
7	Has such groups been historically, socially and economically marginalized, disempowered, excluded, and/or discriminated against?		*		
8	Are such groups represented as "Indigenous Peoples" or as "ethnic minorities" or "scheduled tribes" or "tribal populations" in any formal decision- making bodies at the national or local levels?		*		
<b>Overall assessment: IP present in project area</b>					
<b>B. Identification of Potential Impacts</b>					
9	Will the project directly or indirectly benefit or target Indigenous Peoples?		*		
10	Will the project directly or indirectly affect Indigenous Peoples' traditional socio-cultural and belief practices? (e.g. child-rearing ,health, education, arts, and governance)		*		
11	Will the project affect the livelihood systems of Indigenous Peoples?(e.g., food production system, natural resource management, crafts and trade, employment status)		*		
12	Will the project be in an area (land or territory) occupied, owned ,or used by Indigenous Peoples, and/or claimed as ancestral domain?		*		
<b>Assessment of Impact Categorization</b> (Please provide elaborations on the Remarks column)					
<b>C. Identification of Special Requirements: Will the project activities include:</b>					
13	Commercial development of the cultural resources and knowledge of Indigenous Peoples?		*		
14	Physical displacement from traditional or customary lands?		*		
15	Commercial development of natural resources (such as minerals, hydrocarbons ,forests, water, hunting or fishing grounds) within customary lands under use that would impact the livelihoods or the cultural, ceremonial, spiritual uses that define the identity and community of Indigenous Peoples?		*		
16	Establishing legal recognition of rights to lands and territories that are traditionally owed or customarily used, occupied or claimed by indigenous peoples?		*		
17	Acquisition of lands that are traditionally owned or customarily used occupied or claimed by indigenous peoples?		*		
	<b>Is Broad Community Consent Required</b>		*		
	<b>Date: 11 NOVEMBER 2016</b>				

#### D. Verification Field Visit

25. This field visit was conducted to assist ADB in verifying whether there was a requirement to relocate people and structures for the proposed improvements in the Dara Adamkhel - Peshawar road section.



26. The field visit was undertaken by a joint team comprising of the ADB resettlement consultant, NHA staff and PPTA resettlement consultant (International and National) staff. The program for the visit consisted of 02 main items, i.e. consult NHA maintenance staff of the area to ascertain the routine ROW clearing under the anti-encroachment drive, and verify the adequacy of the ROW for the proposed interventions under Tranche-1 of MFF.

27. Findings of the verification field visit are:

- The rehabilitation of the road section Dara Adamkhel - Peshawar will not require acquisition of land as the ROW has already been acquired by NHA.
- The NHA field maintenance staff has effectively managed the Row for Traffic operations and safety and a continuous watch and ward is implemented to avoid encroachments along the pavement width.
- The pavement width including earthen shoulders is free from encumbrances and cleared area of the ROW is adequate for proposed improvement works for 4-lane highway rehabilitation with shoulder and storm water drains.

28. The details of the consultation with NHA maintenance staff and field visit observations are presented in Appendix-1: Back to Office Report<sup>4</sup>.

## **E. Stakeholder Consultations**

29. During the initial field surveys, stakeholder consultations were limited to discussions with respective Deputy Directors of Maintenance (NHA). However, in the process of the detailed field surveys, conducted in November 2016, representatives from the roadside community were consulted. The stakeholder consultations were conducted by the survey team in compliance with the consultation and participation guidelines in *Involuntary Resettlement Safeguards: A Planning and Implementation Good Practice Sourcebook*<sup>5</sup>. Consultations were carried out to learn, analyze and assimilate the views and concerns of the public on the proposed interventions. The main objectives of the consultation were to:

- Share information with stakeholders on the proposed interventions and the expected impact on the socio-economic environment of the project corridor;
- Understand stakeholder concerns regarding various aspects of the project, including the existing condition of the road, upgrading requirements, and the likely impact of construction-related activities and operation, on the community;
- Discuss with stakeholders their concerns regarding the project impact and mitigation measures suggested by them; and,
- Address stakeholder concerns with regard to socio-economic impacts in the project designs and construction management strategies.

30. Four focus group discussions (FGDs) were conducted with local community in November 2016, where 22 roadside community members and other local community were involved. Of the 4

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<sup>4</sup> Back To Office Report filed by International Resettlement Specialist, Sambo Engineering Co. Ltd. 17 October 2016

<sup>5</sup> ADB. 2009. Involuntary Resettlement Safeguards: A Planning and Implementation Good Practice Sourcebook – Draft Working Document

sessions, 2 were with males and 2 were with female members of the community. Details of the consultations with participants and their views and concerns are presented in Table 5 below.

31. In addition to these, official consultations were held with NHA officials in order to obtain their views on social impact management.

32. The community concerns/requests which were within the purview of the Project were discussed with the design team and the safety concerns have been taken up for consideration. Provision of traffic calming measures has been considered by NHA as a road safety measure. A clear demarcation of ROW has been discussed with the Maintenance Section of NHA, and has been presented as a recommendation to be taken care off. Communities along the route will be informed about the ROW width. Demarcating the ROW and posting notices at the edge of the ROW with regard to ownership of the ROW and prohibition of private use of the demarcated area could deter unauthorized use of the ROW.

**Table 5:Stakeholder Consultation Details**

Consultation	Date	Location/ Venue	CNIC	Contact Details	Name of Main Participants	Views /Concerns
1	2-Nov, 2016	Bazi Khel	17301-136288-	0346902 2386	Muhammad Imran	Views of the participants were positive towards the improvement activities of the road section. They opined that safety should be ensured with speed breakers. They were willing to support the project for road improvement. A further request was for the provision of a service road.
	2-Nov, 2016	Bazi Khel	14301-3687208-	0301832 0858	Sajjad Ali	
	2-Nov, 2016	Bazi Khel	17301-68995-7	0306575 6430	Abdullah	
	2-Nov, 2016	Bazi Khel	17301-9050157-7	0313737 6337	Kalim Khan	
	2-Nov, 2016	Bazi Khel	173017289520-5	0322911 8556	Sadaqatullah	
	2-Nov, 2016	Bazi Khel	17301-0644662-3	0306832 5812	Muhammad Asif	
	2-Nov, 2016	Bazi Khel	17301-7289520-5	0322911 8556	Bahada Khan	
2	4-Nov, 2016	Scheme Chawk	17301-6746405-1	0345-9655761	Bahada Khan	The response was positive towards the road rehabilitation. The respondents were of the view that clearly visible demarcation of ROW would assist them in keeping their structures out of the ROW. They also mentioned that notices issued by NHA was an inconvenience when they had built
	4-Nov, 2016	Scheme Chawk	17301-24857223-3	0345-9655761	Amanullah Khan	
	4-Nov, 2016	Scheme Chawk	17301- 7321310-1	0307-8460816	Muhammad Sadaqat	
	4-Nov, 2016	Scheme Chawk	17301- 4202706-5	0313645 4531	Adnan Khan	
	4-Nov, 2016	Scheme Chawk	17301- 8856790-3	0314-5957100	Bilal	
	4-Nov, 2016	Scheme Chawk	17301- 2610478-3	0345-9201483	Kalimullah	
	4-Nov, 2016	Scheme	17301- 2458722-3	0345965 5761	Amanullah	

<b>Consultation</b>	<b>Date</b>	<b>Location/ Venue</b>	<b>CNIC</b>	<b>Contact Details</b>	<b>Name of Main Participants</b>	<b>Views /Concerns</b>
	2016	Chawk				structures without knowing they were encroaching into the ROW.
	4-Nov, 2016	Scheme Chawk	17301- 73213101	0307-8460816	Niamat Khan	
	4-Nov, 2016	Scheme Chawk	17301-4202706-5	0313645 4531	Abduljabbar	
	4-Nov, 2016	Scheme Chawk	17302- 8856790-3	0314-5957100	Sher Baz	
	4-Nov, 2016	Scheme Chawk	17301- 2610478-3	0345-9201483	Waris Khan	

Consultation	Date	Location/ Venue	CNIC	Contact Details	Name of Main Participants	Views /Concerns
3	6-Nov, 2016	Bazikhel	17301- 26823816		Zarmina Bibi	The female respondents stated that they were happy with the proposed project.
	6-Nov, 2016	Bazikhel	17101- 19485239		Sabar Sultan	The respondents requested that schools and mosques should be close to the roads.
	6-Nov, 2016	Bazikhel	17301- 16185-5		Saba jahan	They requested safe road crossings particularly for children and pedestrians who would face this problem.
	6-Nov, 2016	Bazikhel	17301- 0757882		HussanBano	However, they offered full assistance for the road improvement.
	6-Nov, 2016	Bazikhel			Akhraj Bibi	Other issues and requests- facing severe problems of load shedding and gas supply, need of government schools for primary level, and need for Daskari Centre -were not within the purview of the current project.
4	6-Nov, 2016	Khattak Colony, Badaber	17301- 2349817-1		Malyar Bibi	The women respondents were positive towards the rehabilitation of the road.  They requested for safety measures as speed breakers, to prevent frequent road accidents.
	6-Nov, 2016	Khattak Colony, Badaber	17301- 2401165-4		Nadia Bibi	
	6-Nov, 2016	Khattak Colony, Badaber	17301- 4687869-1		Nazeera Bibi	

## IV. MANAGEMENT OF SOCIOECONOMIC IMPACTS AND SOCIAL RISKS

### A. Social Impact/Risk Management

33. The socioeconomic impacts and social risks of the Project during the construction period and operation stage have been assessed in detail and mitigation/enhancement measures recommended. The main socio-economic impacts and risks considered were:

- Temporary land lease by the contractor for camp, workshop, plants, material extraction;
- Disruption of traffic flow;
- Accidents;
- Gender issues;
- Conflicts between local community and construction workers;
- Spread of STDs; and,
- Damage to structures and crops during construction.

34. Notwithstanding that all the above impacts and risks will be addressed with mitigation in the environmental management plan (EMP) prepared for the road improvements, the impacts and risks are discussed in detail and mitigation proposed, in Table 6 below.

**Table 6: Management of Socioeconomic Impacts and Social risks**

Social Impact/Risk	Mitigation	Responsibility	Stage
<b>Land to be Acquired on Permanent Basis</b>			
No land is to be acquired permanently. ROW has been acquired by NHA.			
Communities along both sides of the route will be consulted for any potential impact.	Design solution will be explored to avoid any LAR impact	Contractor/ Engineer	Detailed Design
Community concern regarding demarcation of ROW	<ul style="list-style-type: none"> <li>• Proper demarcation of the ROW.</li> <li>• An effective GRM will be established.</li> </ul>	Contractor/ Resettlement Specialist	Detailed Design
Any other impacts to be identified will be dealt with according to the ADB SPS, 2009.	Resettlement Plan (see detail para 18).	Contractor/ Resettlement Specialist	Detailed Design
<b>Temporary Occupation of Land</b>			
Land required for establishing contractor's facilities including camp, workshop, plants, material extraction will be acquired	Construction facilities, viz., construction camp and workshop will be located at a minimum distance of 500 m from existing plantation, and settlements, etc. This limit will be 1000 m in case of batching plant.	Contractor/ Engineer	Pre-Construction

Social Impact/Risk	Mitigation	Responsibility	Stage
directly from private landowners by the contractor. The provisions of the Land Acquisition Act, 1894 will not be invoked, as the acquisition of the land will be temporary and will be covered by short-term lease agreements between the landowners and contractors under the approval of the Project Engineer. Rental terms will have to be negotiated to the satisfaction of the landowners concerned. Disposal of and excess spoil will require approved locations.	As far as possible, waste / barren land i.e. areas not under agricultural, residential or forestation use, and natural areas, will be used for material extraction (if required) and spoil disposal, and setting up project facilities. Where the use of agricultural land is unavoidable for earth material, the top 30 cm of soil will be stripped and stockpiled for redressing the land after the required material has been removed. In case deep ditching is carried out, the top 1 m layer of the ditching will be stripped and stockpiled. The ditch will initially be filled with scrap material from construction then leveled with the stockpiled topsoil to make it even with the rest of the area. It shall be ensured that the scrap does not contain any toxic or harmful material that may produce material that would contaminate soil or water resources	Contractor Engineer	Pre-Construction
	Barren land or valley slopes will be used for disposal of excavated spoil. Appropriate sites have to be located along the road for this activity. These facilities will be regularly monitored and cleaning activities implemented during operation phase to improve the cross-drainage facilities of area.	Contractor Engineer Local Government Authority	Construction
	Where the use of agricultural land is unavoidable for of earth material, the top 30 cm of the plough layer will be stripped and stockpiled for redressing the land after the required material has been removed. In case deep ditching is carried out, the top 1 m layer of the ditching will be stripped and stockpiled. The ditch will initial be filled with scrap material from construction then leveled with the stockpiled topsoil to make it even with the rest of the area. It shall be ensured that the scrap does not contain any material that may produce obnoxious material that would contaminate soil or water resources.	Contractor/Engineer	Construction
	Supervising Consultant (Engineer) and the project staff of the NHA and will monitor and ensure that landowners are compensated according to the terms of the lease agreements, and the restoration actions agreed upon by the contractors as per the terms of the construction contracts are duly carried out. Photo- documentation of the existing land prior to temporarily acquisition should be carried out, which will be used to resolve any restoration conflicts between the landowner and contractor.	Engineer/PD, NHA	Construction



Social Impact/Risk	Mitigation	Responsibility	Stage
<b>Increased risk of accidents caused by partial closure of road during rehabilitation works</b>			
During construction activities, traffic flow will be disturbed. In road sections passing through populated areas, there will be limited scope for providing diversion tracks for the mobility of local and thorough traffic that will increase the risk of accidents.	Proper site specific measures will be carried out in consultation with the Engineer to ensure the safety of population residing along and around the project corridor. Site specific Traffic Management Plans (TMPs) will be prepared and implemented by the Contractor with the approval of the Engineer. Alternative routes will be identified and relevant authorities will be consulted in the use of these roads.	Contractor/ Engineer	Construction
	During the operation stage NHA will make arrangements for proper maintenance and operation of the proposed Intervention.  Periodic inspections will be made to identify the problem areas and remedial measures. For this purpose the maintenance unit/agency should be fully equipped with contingency plans in case of any emergency / natural disaster.	NHA Maintenance Section	Operation
<b>Problems to Health and Safety of Labor and Employees on Construction Work and Provision of Safety Equipment to Workers on Site.</b>			
Occurrence of accidents / incidents during the construction activities, particularly from excavation activities is common. The workers and general public residing along the project corridor or near the work sites will particularly be at risk.	<ul style="list-style-type: none"> <li>Complying with the safety precautions for construction workers as per International Labor Organization (ILO) Convention No. 62, as far as applicable to the project contract.</li> <li>Some of the Occupational Health and safety measures are training of workers in construction safety procedures, social awareness, equipping all construction workers with safety boots, helmets, gloves, and protective masks, and monitoring their proper and sustained usage. The EMP developed as part of the environmental assessment process will include detailed measures to address occupational safety and health issues of workers and public health.</li> </ul>	Contractor/ Engineer	Construction
Injuries to Construction workers	Contractor will ensure the provision of medicines, first aid kits, vehicle, etc. at the camp site.	Contractor/ Engineer	Construction

Social Impact/Risk	Mitigation	Responsibility	Stage
<b>Gender Issues</b>			
The induction of outside labor may create social and gender issues due to ignorance of local customs and norms. It may also cause hindrance to the mobility of local women for their daily activities including working in the field, herding livestock, gathering fuel wood, etc.	The Contractor will take due care to apprise the workers of the traditions and customs of the local community and ensure strict observance of sanctity of local customs and traditions. Contractor will warn the staff strictly not to involve in any un-ethical activities and to obey the local norms and cultural restrictions particularly with reference to women. The EMP will include detailed measures to avoid such issues.	Contractor/ Engineer	Construction
	During construction activities, if privacy of the nearby households will be affected, the Contractor will inform the house owner to make prior arrangements. Similarly, Contractor will ensure, as much as possible, that the construction activities should not affect the privacy particularly with reference to women.	Contractor/ Engineer	Construction
<b>Social Conflicts and Employment of Locals on the Project</b>			
The presence of outside construction workers may cause some degree of social disruption and even active disputes with the local community as a result of social / cultural differences.	Good relations with the local communities will be promoted by encouraging Contractor to provide opportunities for skilled and unskilled employment to the locals, as well as on-the-job training in construction for young people from the area. Contractor will restrain his permanent staff from mixing with the locals to avoid any social problems.	Contractor/ Engineer	Construction
<b>Rise in the Prices of Essential Commodities</b>			
Due to induction of outside labour for project works, the demand for basic items will increase thereby causing conflicts an increase in the prices of essential commodities	The project will exert no negative impacts on the prices of essential commodities. Most of the unskilled labour will be recruited from the local areas. As such the extraordinary increase in the demand for essential or other commodities will be curtailed. The Contractor will be required to maintain the field camps supplies from outside sources.	Contractor	Construction
<b>Use of Local Water Supplies and Other Common Resources</b>			
Local water supplies will be required to meet campsite and construction requirements, bringing its use into competition with the use by the local communities.	The contractor will explore the use of alternative water resource so that the existing community water resources are not impacted. No existing water source used by the local community will be exploited by the Contractor for campsite facilities as well as construction purposes.	Contractor/ Engineer	Construction
Local water may be affected due to implementation of project both in quantity as well as quality.	Availability of water for campsite facilities and construction purposes will be ensured by the Contractor prior to start of construction activities. As per Local Government Act, the contractor will seek approval from the local government for use of the water resources.	Contractor / Engineer / Local Govt.	Construction

Social Impact/Risk	Mitigation	Responsibility	Stage
	The Contractor will be required to maintain close liaison with local communities to ensure that any potential conflicts related to common resource utilization for project purposes are resolved quickly.	Contractor	Construction
	The contractor will prepare guidelines for the workers for minimizing the wastage of water during construction activities and at campsites.	Contractor	Construction
Possibility of Spread of STDs including HIV / AIDS amongst the project labor and local population	Contractor to arrange HIV / AIDS awareness programs in the field camps on regular basis by a qualified expert.	Contractor	Construction
	Contractor will provide recreational facilities after working hours.  • Similarly, he will provide indoor recreation in terms of radio and TV at the campsite.	Contractor	Construction
	The Contractor will ensure initial and regular medical check-up of the camp staff from a qualified doctor. Any person found affected with any of the sexually transmittal diseases will be immediately shifted from the camp to the hospital for detailed check-up and treatment. The cost will be borne by the Contractor.	Contractor	Construction
	Contractor will restrict his permanent staff from mixing with the locals to avoid any social and health problems.	Contractor	Construction
Restoration of construction and camp sites	The Contractor will ensure the restoration and rehabilitation of construction and camp sites on completion of the project.	Contractor	Post Construction
	NHA should carry out tree plantation along the road.	NHA	Post Construction
<b>Restricted Mobility and Damage to Properties</b>			
During the construction phase the general mobility of the local residents and their livestock in and around the project area is likely to be hindered. Likewise access to the natural resource may be affected. This particularly impacts women and children.	The contractor will ensure that the mobility of the local communities and their livestock is not hindered by the construction activities. The contractor will provide crossing points at the road at appropriate places to facilitate the people for going across the road for their daily work and access to the natural resources.	Contractor/ Engineer	Construction
During construction structures of road side dwellers and crops may be	Contractor will arrange immediate repair and compensation as specified in the tender documents.	Contractor/ Engineer	Construction

Social Impact/Risk	Mitigation	Responsibility	Stage
damaged. Further, the mobile structures which are used for display/selling of wares during day time at the edge of the ROW and locked inside the main structure outside the ROW at night, also may be damaged or have restricted mobility.	The practice of displaying/selling wares at the edge of the ROW should be discouraged for safety reasons as it may limit mobility along the road.	NHA	Operation
Construction activities, particularly excavation and movement of haulage trucks and machinery may disrupt the existing tracks leading from the main road to settlements. This will limit the accessibility of the local population to the main road.	Generally, the contractor will avoid using the rural roads for hauling the construction material. However, if it is unavoidable, the existing roads will be widened, overlaid with shingle or surface treated to accommodate local as well as contractors traffic under the approval of the Engineer. Damages to local roads used by the Contractor will be repaired at the Contractor's expense.	Contractor/ Engineer	Construction

## B. Institutional Arrangements

35. NHA has established a section to cater for issues related with environment, afforestation, land acquisition and social (EALS) headed by GM (EALS). GM (EALS) is further assisted by 2 directors viz. Director (Environment & Afforestation [E/A]) and Director (Land Acquisition and Social [L/S]). Director (L/S) is further supported by Deputy Director, Land and Deputy Director, Social; the Deputy Directors are assisted by respective Assistant Directors. However, for the purpose of MFF an additional post of Director Resettlement with support team is proposed to deal with the safeguards management of the MFF. While at subproject level, the PIU will be established and the resettlement specialist will be mobilized through construction supervision consultants to assist PIU for assessment of the likely social impacts and monitor the social management activities during execution of the project works.

## C. NHA's Role and Responsibilities

36. The Project will be implemented under General Manager (GM) ADB Projects, who will be responsible for overall project management, and will report directly to the Member (Operations) who has ultimate responsibility for managing the implementation of projects. However, safeguards management progress will be shared with EALS for review and seeking guidance on the potential LAR issues identified during course of implementation.

37. The Director Resettlement instituted within the EALS will assist to carry out a range of activities including implementing and monitoring the safeguards aspects of the project. The Resettlement Specialist mobilized by the supervision consultants will be responsible for arranging or carrying out the activities of preparation/updating/finalizing the LARPs for the subprojects with IR impacts. The key responsibilities of EALS are:

- Provide oversight on social safeguard management aspects of subprojects;
- Prepare safeguard documents include LARF and LARPS etc.

- Ensure compliance with the requirements of the LARF, ADB's Social Safeguard Policies and Land Acquisition Act 1894;
- Establish of GRC for LARP implementation;
- Ensure the disclosure of approved LARP on NHA website and translation of summary RPs in local language for its disclosure to DPs.
- Establish a system to monitor social safeguards of the project including monitoring the indicators set out in the monitoring & evaluation section of this RF;
- Coordinate in land acquisition process and resettlement planning activities for the subproject.

38. The GM will also be assisted by a Project Director (PD). The PD, in turn, will supervise a team of Deputy Directors (DDs) assigned to various contracts packages and Assistant Directors (ADs) assigned to each Contract under the DDs.

39. The PD will be responsible for general administration, management of environmental and social safeguards, through the Construction Supervision Consultant (Engineer). GM Environment, Afforestation, Land and Social (EALS) will monitor the management of environmental and social impacts and risks.

#### **D. Construction Supervision Consultant- Engineer's Role and Responsibilities**

40. The Supervision Consultant will act as the "Engineer" of Contract and will be responsible for contract administration and construction supervision. Through a social/Resettlement Monitoring Specialist the Supervision Consultant will ensure daily monitoring of the implementation of social and environmental impact management measures by the Contractor.

41. The Construction Supervision Consultant will assist the PD in preparing monthly reports on social impact mitigation to be submitted to GM (EALS).

#### **E. Grievance Redress Mechanism**

42. A project based grievance redress mechanism will be established to provide an effective and systematic mechanism for the subprojects in responding to queries feedbacks and complaints from affected persons, other key stakeholders and the general public. The affected communities will be informed on the available GRM and will be facilitated to get their issues/grievance resolved in timely manner.

43. In case of any complaints are submitted during the design and construction stages, an effective and efficient Grievance Redress Mechanism, being already in place, will enhance provision of timely response and facilitate solutions to address the issues raised. An outline for project based grievance redress mechanism with grievance flow and resolution responsibilities has been provided in the RF which will be followed to establish the GRM and resolve community concerns and complaints.

## **V. Conclusions and Recommendations**

### **A. Conclusions**

44. A due diligence for involuntary resettlement impacts for the Section-3 under Tranche 1 was undertaken to ensure that the subproject will not cause any LAR impacts. Both permanent and temporary impacts were considered and analysed during this exercise.

45. It is concluded from this due diligence study that: i) if the road rehabilitation and improvement work are kept within the ROW and ii) from the information collected through secondary and primary sources, the subproject does not entail any permanent land acquisition and resettlement and will not have any subsequent impacts in terms of livelihood loss or any loss in income sources on account of subproject.

46. The rehabilitation and improvement of the road will positively impact the business of the entities and will enable them to commute easier to their land plots and infrastructure. During the consultations, all the community members including land owners expressed their readiness to welcome such development initiatives.

47. This subproject can be categorized as “C” for Involuntary Resettlement (IR) impact as per the ADB’s Safeguard Policy Statement, 2009 (SPS).

### **B. Recommendations**

48. Although no LAR impacts are expected, the following recommendations are made to ensure smooth execution of work through adopting mitigation measure to avoid or minimize potential LAR impacts if any and to minimize encroachments in future.

- Consultation with communities and nearby households will be held on regular basis at all stages for information dissemination, record community concerns and prompt resolution of the concerns in the purview of GRM provided in the RF.
- The best engineering practices will be ensured to avoid IR impacts at detailed design stage and in case new LAR-impacts or any unanticipated resettlement impacts emerge at detailed design, the screening checklists and due diligence will be updated and RP will be prepared in accordance with the RF and ADB SPS (2009).
- In case RP is required NHA will prepare and submit the RP to ADB for review and disclosure and until such planning documents are formulated, approved and disclosed, contractors will not implement the subproject specific components for which involuntary resettlement impacts are identified.
- NHA with support from Construction Supervision Consultant will monitor temporary land use and ensure that in case the additional land plots are required for temporary use during construction activities, the Construction Contractor obtains relevant agreements allowing use of such lands. Moreover, after completion of civil works the lands taken for temporary use will be restored to their original conditions by Construction Contractor and rent fees shall be fully paid to the owners of those land plots.
- If unanticipated IR impacts emerge during execution of project works are due to restriction of access to the land due to contractors activities, it will be immediately reported to the supervision consultant and contract will stop the civil work activities in the affected areas until the corrective action plan is prepared in consultation with ADB safeguards team. Nonetheless in such sections the project works will be kept on hold till ADB cleared CAP is implemented and confirmed as such.



- Due to high traffic density on improved 4 lane dual carriageway, permanent encroachments are unlikely beyond the drain at ROW edge on either side of the road. However, the mobile vendors i.e push cart vendors, kiosks and extended sheds by adjoin structure owners can cause interruption in traffic flow if not regulated. Hence it is recommended that the ROW markers should be installed at different locations; the local administration should be coordinated for designating proper spaces to mobile vendors; and anti-encroachment campaign should continue as per NHA's code to ensure the adjoining land owners do not extend shed on the road.

## ANNEXURES

### Annex-I: Back to Office Report

#### Back to Office Report

Field Visit to Dara Adamkhel - Peshawar Road Section - Section 3 of Tranche-1  
(Document created on 16 Dec 2016)

### 1 Introduction

A combined mission consisting of NHA, ADB, and Consultant staff conducted discussions with regional maintenance staff of NHA and carried out verification field surveys in the 36 km stretch of Dera Adam Khel to Peshawar road section which comprises section 3 of Tranche - 1, positioned for ADB funding. The discussions with NHA maintenance staff was conducted at the Office of the Chief Operation Officer, Kohat Tunnel, on 15<sup>th</sup> December, 2016, and Deputy Director, Maintenance, and support staff accompanied the mission team in the field surveys which followed the discussion.

The purpose of the meetings was to (a) assess land acquisition and resettlement needs of the road section for the proposed road development activities, and (b) ascertain the ROW clearing had been done well before the project was started. The field visit was to confirm (c) that there was no requirement for removal of encroachers for the proposed road development works, and (d) confirm that encroachers had been removed as a routine maintenance program of the NHA.

### 2 Mission Team

Mr L Prakash	Director, Planning, NHA
Ms Aamera Riaz	Deputy Director, Lands, NHA
Mr Muhammed Azeem	Resettlement Specialist, ADB
Mr Saeed Zafar	Resettlement Specialist, Sambo Engineering Co. Ltd.
Sunil Goonetilleke	International Resettlement Specialist, Sambo Engineering Co. Ltd.

Mr Zia-Ur, Deputy Director, maintenance accompanied and assisted the team in the field observations and verification of ROW clearing.

### 3 Persons Met

Date and Venue	Persons met	Position
15/12/2016 Office of the Chief Operation Officer, Kohat Tunnel, NHA	Mr Khalat Ayub Bangesh	Chief Operating Officer, Kohat Tunnel, NHA
	Mr Zia-ur-Rehman	Deputy Director, Maintenance, Peshawar, NHA
	Mr Hazarat Ali Shah	Qanago, Peshawar, NHA

## 4 Findings and Observations

### 4.2 Meeting with Director, FR Kohat Region, NHA and Deputy Director, Maintenance, Peshawar, NHA, and Maintenance Section Staff

Clearing of ROW is carried out every 6-7 months and depending on the need, under the Anti Encroachment Drive undertaken as a routine maintenance exercise by the Deputy Director, Maintenance, with funds from the Road Maintenance Account. The last such exercise carried out was in December, 2015, concentrating on the section chainage km 1222-1228 which is an area with high population and a higher number of road side shops.

In the Anti Encroachment Drive by the Maintenance Unit, Peshawar, NHA, notice is issued under the *National highways and Strategic Roads (control) Rules, 1998 as amended 2002*, to the encroaching party, to remove unauthorized structures/discontinue unauthorized land use practices (see Annex-I for sample notice). Often, the encroaching party voluntarily remove their structures and take away the salvage material. Photo 1 shows such areas where structures have been removed by the notified party. Photo 2 shows removal of structures by the owners.



Photo 1: Structures repaired after voluntarily removing extended sections inside the ROW.  
Alizai Kaghawala: Chanaige 1224+000

However, in rare cases where the notified party does not comply with the notification assistance of the Deputy Commissioner is obtained to remove the structures. In addition, DC or Additional DC conducts inspections to ascertain removal of such unauthorized structures within the ROW when the need arises. Photo 3 shows such inspection by the Additional DC, Peshawar.



Photo 2: Removal of structures by the owners.  
December, 2015



Photo 3: Inspection visit of the Additional DC, Peshawar.  
April, 2016

In the extreme and rare cases where the encroaching party seeks remediation through legal action, the courts have decided in favor of the DC/NHA, although temporary relief have been granted by restraining order.

Some encroaching parties revert to occupying the edge of the ROW, and, thus the need for regular and continual anti encroachment drive activities.

In the section Chainage km 1187 to 1228, too, unauthorized extensions to the ROW were removed in December, 2015, but the number of such incursions to the ROW were very limited due to the reason that the population density and therefore the number of structures are low in this section.

### 4.3 Field Observations

Dara Adamkhel to Peshawar road section of Tranche-1 is a 4-lane road where all 4 lanes are operational.

Field visit to Chainage 1222 – 1228 km area of the road section enabled the mission to observe many structures removed by the owners and repairs done on the damaged parts of the structures. Mr Habib was one such person who had removed the parts of his shop extending to the ROW. When consulted, he was of the view the road should not only be rehabilitated but widened and therefore the people occupying the ROW, including him, voluntarily vacated the area. When it was observed that he was still using the edge of the ROW (Photo 3) to exhibit his wares, the response was that this was to make his wares more visible to the road users and when the rehabilitation of the road is completed he will exhibit these inside the shop. He maintained that he had not suffered any loss of income as a result of removing the sections extending into the ROW.

Photo 4 presents a rare incidence of a temporary extension of a shop front to ROW. Here the main shop, a restaurant, was outside the ROW but a temporary extension was protruding into the ROW. However, measurements from the edge of the road pavement showed that the road rehabilitation with shoulder and drainage structures was possible without removing the extension.



Photo3: Mr Habib's Shop which was repaired after he demolished the section extended to the ROW. His Wares still are exhibited at ROW edge. Chainage 1224



Photo 4: Extension of shop to ROW  
Zangli Bazaar

Observations and measurements at site indicated that the rehabilitation of the road section Dera Adamkhel-Peshawar could be done without any further removal of structures. And it was observed that the median of road varied from 2m to 5m, part of which, according to the DD, Maintenance, could also be used as pavement, where required, to avoid removal of structures.

#### **4.4 Findings**

- a) The rehabilitation of the road section Dera Adamkhel-Peshawar will not require acquisition of land as the ROW has been acquired by NHA.
- b) The cleared area of the ROW is adequate for the 4-lane highway rehabilitation with shoulder and storm water drains.



## Annex-II: Sample of Notice Issued to Encroaching Parties

### NATIONAL HIGHWAY AUTHORITY MAINTENANCE UNIT PESHAWAR

NHA Complex  
Chamkani Interchange  
Peshawar

No. 9811

Date: - 03/12/2015

To,

M/S Sharif Rasheed

Subject: NOTICE FOR REMOVAL OF ENCROACHMENT

WHEREAS, Ms/Mr./Mrs./Miss Sharif Rasheed son of Shah ab Jamrasta has made an encroachment within the Right of Way/between Right of Way and building line in violation of the restriction on ribbon development in respect of the National Highway/Motorway/strategic road, within the meaning of National Highways and Strategic Roads (Control) Rules, 1998 as amended in 2002 at Km: 1225-1226 on N-55 and whereas the said encroachment is liable to removal under the aforesaid rules.

NOW, THEREFORE, you are hereby directed to remove the aforesaid encroachment within Seven (07) days, failing which the aforesaid encroachment shall be removed by the National Highway Authority at your expense and cost.

Given under the hand and seal of DD (Maint) NHA at 11.30 AM/PM on this 3<sup>rd</sup> day of December, 2015 on behalf of the National Highway Authority.

Seal of the

National Highway Authority

Shahab Uddin  
**Deputy Director**  
(Maintenance) Unit,  
NHA Peshawar

Copy to: -

**Internal:**

- General Manager (KPK) Peshawar
- Director (Maintenance-South) NHA Peshawar
- Deputy Director (Revenue), NHA Peshawar.
- Assistant Director (Legal) NHA Peshawar

**External:**

- Deputy Commissioner, Peshawar.
- Station House officer (SHO), Badabher. { To provide the Police force for legal cover and to control law and order situation
- File



### Annex-III: Photos of Focus Group Discussions



Focus Group Discussions with male and female groups



Focus Group Discussion with Women



Consultation with General Manager Mr. Nasir Khan and other NHA Officers, Peshawar