NATIONAL HIGHWAY AUTHORITY, PAKISTAN

ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

Reconstruction of National Highway N-5 under Pakistan's Resilient Recovery, Rehabilitation and Reconstruction Framework Project – Phase 1A

(December 2025)

VOLUME 1: MAIN REPORT EIA (PHASE-1A)

SECTION 2: RANIPUR TO SUKKUR
SECTION 7: RAWALPINDI TO HASSANABDAL
SECTION 8: NOWSHERA TO PESHAWAR

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RECONSTRUCTION OF NATIONAL HIGHWAY N-5 UNDER PAKISTAN'S RESILIENT RECOVERY, REHABILITATION AND RECONSTRUCTION FRAMEWORK PROJECT – PHASE 1A
Environmental Impact Assessment (EIA)

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LIST OF ABBREVIATONS

AIIB	Asian Infrastructure Investment Bank
AOI	Area of Influence
BCP	Building Code of Pakistan
BOD	Biological Oxygen Demand
CDA	Capital Development Authority
CO	Carbon Monoxide
COD	Chemical Oxygen Demand
CoI	Corridor of Impact
COVID-19	Coronavirus disease
CPEC	China Pakistan Economic Corridor
CSC	Construction Supervision Consultant
E&S	Environmental and Social
EALS	Environment, Afforestation and Land Section
EC	Employment of Children Act
ECP	Environmental Code of Practice
EHS	Environmental Health and Safety
EIA	Environmental Impact Assessments
EP&CCD	Punjab Environmental Protection and Climate Change Department
EPA	Environmental Protection Agency
EPA-KP	Environmental Protection Agency Khyber Pakhtunkhwa
ESF	Environmental and Social Framework
ESHS	Environmental, Social, Health and Safety
ESIA	Environmental and Social Impact Assessment
ESMP	Environmental and Social Management Plan
ESMPF	Environmental and Social Management Planning Framework
ESP	Environmental and Social Policy
ESS	Environmental and Social Standards
FGDs	Focused Group Discussions
FI	Financial Intermediary
GBV	Gender Based Violence
GHG	Greenhouse Gas
GIS	Geographical Information System
GoP	Government of Pakistan
GoPb	Government of Punjab
GRM	grievance redress mechanism
H&S	Health and Safety
HSE	Health Safety & Environment
IA	Implementing Agency
ICT	Islamabad Capital Territory
IEE	Initial Environmental Examination
IFC	International Finance Corporation
ILO	International Labour Organization
KP	Khyber Pukhtunkhwa

KPH	Kilometres Per Hour
LAA	Land Acquisition Act
LC	Least Concern
MSDS	Material Safety Data Sheets
NCS	Pakistan National Conservation Strategy
NEQS	National Environemental Quality Standards
NESPAK	National Engineering Services Pakistan
NGO's	Non-Governmental Organizations
NHA	National Highway Authority
NO	Nitrogen Oxide
NOC	No Objection Certificate
O&M	Operation and Maintenance
OHS	Occupational Health and Safety
Pak-EPA	Pakistan Environmental Protection Agency
PAPs	Project Affected Persons
PEPA	Punjab Environmental Protection Agency
PEQS	Punjab Environemental Quality Standards
PGA	Peak Ground Acceleration
PHA	Parks & Horticulture Authority
PIU	Project Implementation Unit
PM	Particulate Matter
PMU	Project Management Unit
PPE	Personnel Protective Equipment
PRSP	Punjab Rural Support Program
PSHA	Probabilistic Seismic Hazard Assessment
RAP	Resettlement Action Plan
RE	Resident Engineer
ROW	Right Of Way
RWMC	Rawalpindi Waste Management Company
SC	Supervision Consultant
SEP	Stakeholder Engagement Plan
SO2	Sulfur Dioxide
SOP	Standard Operating Procedures
STDs	Sexually-Transmitted Disease
TMP	Traffic Management Plan
UBC	Uniform Building Code
UTC	Coordinated Universal Time
WHO	World Health Organisation

EXECUTIVE SUMMARY

ES1 INTRODUCTION

The Government of Pakistan (GOP), through the National Highway Authority (NHA), is reconstructing 487 km of the N5 Highway in two phases, including 100 km damaged by the 2022 floods. The project aims to expand the existing 4-lane dual carriageway to 6 lanes where necessary and add 7.3-meter-wide service roads in urban areas to improve accessibility.

With financing from the Asian Infrastructure Investment Bank (AIIB) and other partners, NHA has launched the "Reconstruction of National Highway N5 under Pakistan's Resilient Recovery, Rehabilitation, and Reconstruction Framework Project." AIIB's Multi-phase Program (MPP) funds the reconstruction of 209 km. Phase 1A (the Project) involves the reconstruction of 141 km, covering key sections across four regions:

- Section 2: Ranipur to Sukkur (70 km) – Sindh
- Section 7: Rawalpindi to Hassanabdal (40 km) – Punjab and Islamabad Capital Territory
- Section 8: Nowshera to Peshawar (31 km) – Khyber Pakhtunkhwa

The Project includes geometric enhancements, dual-side service roads in urban areas, and advanced road safety features, such as:

- Flyovers and improved underpasses for smoother traffic flow
- Pedestrian crossings and protected U-turns to enhance safety
- Modern bus bays for improved public transport access

Key benefits of the Project include:

- Reduced congestion and improved pavement conditions, addressing flood damage
- Dedicated lanes for heavy traffic to extend road lifespan
- Protected U-turns and service lanes for efficient local traffic management
- Upgraded road safety standards to at least 3-Star ratings

This modernization aligns with NHA's 20-year strategic plan and AIIB's Project Objectives, ensuring a safer, high-speed, and disaster-resilient highway that strengthens Pakistan's economic growth, connectivity, and climate resilience.

This EIA should be read in conjunction with other E&S documents prepared for the Phase 1A Project and the subsequent Phases, such as the ESMPF, RAP, RAPF, GAP, GAPF, SEP, LMP, etc.

ES2 REGULATORY AND POLICY REVIEW

National and provincial regulations require the Project Proponent to conduct an environmental and social assessment and obtain approval from the relevant provincial environmental protection agency before implementation.

To secure financing from the Asian Infrastructure Investment Bank (AIIB), the project must comply with AIIB's Environmental and Social Framework (ESF) and applicable Environmental and Social Standards (ESSs), specifically:

- ESS 1: Environmental and Social Assessment and Management
- ESS 2: Land Acquisition and Involuntary Resettlement

As per the Sindh Environmental Protection Act (Environmental Assessment) Regulations, 2021, Punjab Environmental Protection Act (Review of IEE and EIA) Regulations, 2022, Pakistan Environmental Protection Act (Review of IEE and EIA Regulations, 2000, and Khyber Pakhtunkhwa Environmental Assessment Rules, 2021, along with AIIB's ESF, the Phase 1A Project is classified as Category A, requiring a comprehensive Environmental Impact Assessment (EIA) before construction can commence.

ES3 DESCRIPTION OF THE PROJECT

The Phase 1A Project focuses on three key sections of N5, covering a total of 141 km: Ranipur to Sukkur (70 km) in Sindh Province, Rawalpindi to Hassanabdal (40 km) in Punjab Province and the Islamabad Capital Territory (ICT), and Nowshera to Peshawar (31 km) in KP Province. Phase 1A also includes, 57.19 km service road, 2 flyovers, 18 weigh stations, 21 bus bays, mud cleaning and reconstruction of 16 bridges and 22 culverts, 35 pedestrian bridges and 7 underpasses, 51 looped U-turns, and 2 toll plazas.

Project Area of Influence

The Project Areas of Influence for both the construction and operation phases of the project. During construction, the physical footprint includes the immediate work area with a 100-meter buffer, while the buffer zone extends up to 500 meters to account for impacts such as noise, dust, and vibration. Access roads used for transporting materials have a 50-meter buffer on each side, and traffic diversions may influence areas up to 2,000 meters away. Environmental impacts, including effects on soil, water, and air quality, are considered within a 500-meter zone.

In the operation phase, the road's influence on traffic flow and economic activity extends up to 5,000 meters, reflecting broader regional impacts. Air quality and noise changes are expected to affect areas within a 500-meter radius, depending on traffic conditions and vehicle types.

Implementation Schedule

The tentative implementation period for proposed Project is Thirty-Four months (34) for Section 2 and Twenty-Four (24) months for Section 7 and Section 8, respectively.

ES4 ANALYSIS OF ALTERNATIVES

Without Project Alternative

Phase 1A of the N5 Highway faces severe congestion, slower speeds, longer travel times, and increased pollution due to dense urbanization and unprotected U-turns at key locations across ICT, Sindh, Punjab, and Khyber Pakhtunkhwa. The situation is worsened by traffic from the Nowshera-Chitral road (N45) and the China-Pakistan Economic Corridor (CPEC) Economic Zone in Rashakai, which have significantly increased vehicle flow.

The 2022 floods have further deteriorated road conditions, and traffic projections indicate worsening congestion over time. Without intervention, the situation will lead to:

- Longer travel times and increased vehicle queuing
- Higher levels of dust, emissions, and noise pollution
- Greater accident risks due to deteriorating road conditions
- Restricted access to cities, limiting education, healthcare, and emergency response

A "No Project Option" would hinder economic growth, disrupt local and regional development, and reduce the quality of life for communities along the corridor.

Alternatives Considered in Design

The analysis of alternatives has been carried out mainly based on the technical analysis of various alternative options, such as, flyovers/ underpasses, U-turns, road crossings, traffic diversion during construction, pavement type, workforce Options, to meet the desired objective in the most cost-effective and environmentally sound and socially benign manner.

Alternatives evaluated, and the rationale for selecting the preferred options are presented below:

- For major intersections, flyovers at Fateh Jang and Amangarh were chosen over underpasses or at-grade crossings to improve traffic flow and safety.
- Looped U-turns were selected as a cost-effective and safer option compared to other designs.
- New pedestrian bridges were preferred for road crossings to enhance pedestrian safety and accessibility.
- Traffic diversion during construction will rely on existing parallel roads and staged use of the right-of-way (RoW) to minimize disruptions.
- Asphalt pavement was selected for its cost-effectiveness and smoother driving experience.
- Finally, a workforce composition of 70% local and 30% migrant workers was chosen to balance cost, efficiency, and community integration.

The selected options ensure that the N5 Highway reconstruction meets long-term traffic efficiency, safety, cost-effectiveness, social acceptance, and environmental sustainability goals.

ES5 DESCRIPTION OF THE ENVIRONMENT

Considering the potential impacts of the Phase 1A Project, existing baseline environmental conditions in the Project Area of Influence (AoI) were assessed for the physical, ecological and socio-economic conditions. Following section provides a summary of the baseline data:

Physical Environment

The data presented in the Phase 1A has been collected from the primary and secondary sources. For primary data acquisition, the Environment and Social team conducted field visits, environmental quality monitoring, socioeconomic and census surveys during the months of October and December 2024 and January and February 2025.

Geology: The geology of the Project area consists of the following:

- Ranipur to Sukkur region is characterized by deposits from extinct streams (Qmx and Qfx) and older terrace deposits (Qcm), consisting of compacted layers of gravel, sand, and clay. The region also features sedimentary rocks like limestone and shale in some areas, along with alluvial deposits of clay, silt, and sand in floodplains.
- Rawalpindi to Hassanabdal region is primarily characterized by Mesozoic (Mz) rocks, including sedimentary formations such as limestone and shale, along with Holocene (Q) deposits of recent alluvial soils.
- Nowshera to Peshawar region is primarily characterized by Holocene (Q) deposits, consisting of recent alluvial soils formed by river activity. These fertile deposits, rich in sand, silt, and clay, pose challenges for construction due to their susceptibility to erosion, waterlogging, and shifting groundwater levels. Careful attention to drainage, foundation design, and soil stabilization is essential, especially during seasonal flooding.

Seismicity: The Phase 1A Project as per Building Code of Pakistan (BCP), 2007 (Seismic Provisions) falls entirely in the zone-2B (Moderate Hazard) category with PGA 0.16 to 0.24g for Section 7 & 8 while in the zone-2A (Moderate Hazard) category with PGA 0.08 to 0.16g for Section 2.

Climate and Meteorology: The climate and meteorology data are obtained from the published data of Climate Normal of Pakistan (1991 to 2020) for each section. For Section 2, reliance is made on Rohri weather station, for Section 7 reliance is made on Islamabad weather station and for Section 8 Peshawar weather station.

Waste Management: Ranipur Municipal Committee and Sukkur Municipal Committee are responsible to ensure efficient collection, transportation, recovery, treatment and disposal of waste generated in Ranipur to Sukkur Section. Rawalpindi Waste Management Company (RWMC), Capital Development Authority (CDA) is responsible to ensure efficient collection, transportation, recovery, treatment and disposal of waste generated in Rawalpindi to Hassanabdal Section, while Municipal Corporation Peshawar is responsible for the solid waste management in Nowshera to Peshawar Section.

Landuse: The land use of the Phase 1A Project area mainly includes existing road, residential and commercial areas, masjid, health facilities and educational institutions within the AoI.

Environmental Quality: Ambient air quality monitoring at the Phase 1A Project Site measured NO_2, NO, SO_2, CO, $PM_{2.5}$, and PM_{10} over 24 hours with one-hour intervals. SO_2, $PM_{2.5}$, and PM_{10} exceeded stringent emission standards (WHO, SEQS/PEQS/NEQS, IFC), likely due to high diesel traffic. Noise monitoring, conducted using Sound Meter found levels exceeding stringent emission standards (WHO, SEQS/PEQS/NEQS, IFC)across all highway sections of Phase 1A highway.

Drinking water, surface water, and wastewater samples were analyzed for physical, chemical, and microbiological parameters. Drinking water met standards except for minor odour and taste issues. Surface water complied except for elevated COD in some samples. Wastewater exceeded stringent emission standards (WHO, SEQS/PEQS/NEQS,IFC) limits for BOD, COD, and TSS in certain cases.

Ecological Environment

Ranipur to Sukkur: Section 2 of the Phase 1A Project road lies in the Tropical Thorn Zone, with roadside plantations dominated by Conocarpus (98%), along with Shisham, Beri, Kikar, Date Palm, Farash, Eucalyptus, and Neem. While the district hosts diverse wildlife, the project area is degraded with no designated habitats.

Rawalpindi to Hassanabdal: Section 7 of the Phase 1A Project road has a humid subtropical and dry climate with five seasons, lying in the sub-tropical scrub zone. Dominant tree species include Acacia modesta, Olea ferruginea, Dodonaea viscosa, and others, providing fodder for wildlife and livestock. While the district hosts various wildlife species, the project area is degraded and lacks designated habitats.

Nowshera to Peshawar: Section 8 of the Project Road is located in semi-arid region, has a dry climate year-round with seasonal rains (July–September). It features Tropical Thorn Forests dominated by thorny leguminous species like Prosopis cineraria, Capparis decidua, Zizyphus mauritiana, Tamarix aphylla, and Acacia nilotica. Historically, these forests covered the Indus plain before irrigation, agriculture, and urbanization.

It is estimated that there are approximately 8390 trees/saplings within the ROW of NHA which will be cut down in Phase1A.

- 2,542 or say 2,545 number of trees/saplings in Section 2,
- 2,342 or say 2,345 number of trees/saplings in Section 7 and
- 3,498 or say 3,500 number of trees/saplings in Section 8

Requirements of No Objection Certificate from Forest Department

The N5 Highway, tracing the historic Grand Trunk Road, is renowned for its tree-lined avenues that serve ecological and cultural functions. Post-independence, roadside plantations continued, especially along the N5, Pakistan's main transport corridor. While some historic trees still remain, but many were lost to road expansion. Recent plantings have been led by

the NHA, which is now inventorying trees along Phase 1A. Any removal of trees shall be compensated by replanting—typically 10 saplings per tree removed. It is important to note that trees located within the NHA-owned ROW are the property of NHA. The felling or uprooting of these trees will be carried out by the contractor engaged under the project, and the felled trees will subsequently be handed over to the concerned Forest Department. The respective Forest Department will be responsible for conducting the auction of the removed trees, ensuring that NHA is duly involved and consulted throughout the auction process.

ES6 SOCIO-ECONOMIC ENVIRONMENT

Demography: A socio-economic survey of 126 AHs, comprising 756 individuals, found a male-to-female ratio of 51:49 and an average household size of six. The sex ratio was 104 men per 100 women. Regarding family structure, 31% lived in extended/joint families, while 69% were in nuclear households. Age distribution showed 17% were up to 25 years, 48% between 26–35, 21% between 36–45, and 14% over 45, indicating respondents were mature enough to assess the project's impact.

Religion and Language: The vast majority (99.5%) of the subproject area's population follows Islam, with a small Hindu minority (0.5%).

Sindhi is the dominant mother tongue, though Saraiki and Urdu are also spoken. Despite linguistic diversity, Urdu is widely understood and used for communication. The affected population includes various social subdivisions, with key castes such as Ujjan, Mangri, Lashari, Jokihia, Jatoi, Mirani, Khoro, Syed, Domki, Rajput, Chandio, Wasan, Talpur, Abro, Memon, Arain, and the Hindu caste Kholi.

Education and Literacy: The census found that 41% of AHs are illiterate, while 59% are literate—slightly above the 50.14% national literacy rate (Census 2023).

Occupational and Livelihood: The survey found 41% of household members as dependents, including children under 10, housewives, and the unemployed. The remaining members are engaged in various professions, with 19% in shopkeeping - operating general stores, selling food items, or running roadside eateries - while 9% work in private jobs.

Household Income and Expenditure: The survey found that 12% of AHs earn up to PKR 37,000 monthly, 39% earn PKR 37,001–45,000, 21% earn PKR 45,001–55,000, 16% earn PKR 55,001–65,000, and 12% earn above PKR 65,000. With PKR 37,000 as Pakistan's poverty threshold, about 5% of AHs are considered poor.

Housing Condition and Ownership: A majority of the AHs members in the project area (58%) are living in Pacca houses which are constructed with solid building materials while 25% respondents had semi Pacca houses which are made of masonry bricks with mud mortar. Only 15% of the respondents mentioned that they live in Katcha houses made of mud and straws while 2% live in temporary hut houses. Generally, poor households live in Katcha and hut houses while lower income households would live in Semi-Pacca houses. Those who can afford to live in Pacca households are generally not poor. The data shows high-level social disparity among well-off families and poorer households in the project area. The survey

revealed that 83% of households have access to schooling and electricity, 51% to healthcare, 31% to gas, 9% to water, 28% to sewerage, and 89% to mobile services.

Access to Infrastructure and Services: The socioeconomic survey revealed that 83% of households have access to schooling and electricity, 51% to healthcare, 31% to gas, 9% to water, 28% to sewerage, and 89% to mobile services. The primary water source depends on location. In the project area, 81% of households rely on hand pumps/bore water, while 9% use public supply. Hand pumps are mainly near irrigation channels, with water collection typically done by women. However, 82% of respondents are dissatisfied with water quality.

Gender Assessment: The gender assessment highlights barriers women face, including limited resources, mobility, education, and employment due to cultural norms. Challenges in KP province include restricted survey participation, underreporting of issues like domestic violence, lack of public transport, job opportunities, safety, healthcare, and workplace discrimination. While the project cannot fully address these issues, efforts will ensure women's equal access to work, vocational training, and grievance redress mechanisms while promoting gender-sensitive transport design. A detailed gender action plan is included in the RAP.

ES7 PUBLIC CONSULTATION

A series of consultations were conducted to get the feedback/concerns of the different stakeholders including government departments, Project Affected Persons (PAPs), local community and other general public residing in the Project Area. Consultation process included Focus Group Discussions, semi-structured interviews, one to one meeting and interviews with the government and private institutions. Basic concerns of the stakeholders were related to land procurement, construction phase impacts including dust, air and noise pollution, health and safety and privacy issues etc. and implementation of mitigation measures.

Consultations were also carried out with the women (gender consultations) at ten (10) locations for Section 2, at two locations for Section 7 and two locations for Section 8. Local females raised concerns and suggestions including privacy issues, health concerns, and limited access to education and employment, for which proposed measures to mitigate these issues are proposed such as establishing a functional Grievance Redressal Mechanism (GRM), providing job opportunities for local females, and incorporating special provisions for women's safety and convenience.

Consultations showed overall support from communities and government agencies, with requests to enhance local benefits through social development services. Key issues, suggestions, and project commitments are summarized in **Table ES-1**.

Table ES-1: Feedback from affected communities

Issue Raised by Participants	Suggestions from Participants	Commitments by Project Proponent
Access problems due to construction	Local people should not be restricted from their settlements and farmland.	Proper access will be provided to the local people to reach surrounding areas easily.
Disturbance to social amenities	Social amenities should be restored after the construction completes to avoid inconvenience.	Social amenities will be restored after construction and before the operation of the road.
Restricted movement, especially for women, due to labor influx	Construction should be scheduled to allow free movement after working hours.	People should be informed about construction schedules to ensure safe movement.
Dust and noise disturbances to residential and commercial areas	Protective measures should be taken to safeguard the local community.	Contractors must follow dust suppression measures as per the recommendation of the ESMP and other precautionary measures to protect public health and property.
Employment opportunities for local workers	Skilled and unskilled labor should be hired from the local community to improve project acceptance.	Contractors will be encouraged to prioritize hiring local workers. The EIA aims for up to 70% local workforce, and ESMP will propose training programs through a skill development program for the local unemployed youths.
Poor drainage system causing waterlogging	A proper drainage system should be designed alongside the road.	The Design Consultant evaluated the drainage system, identifying bottlenecks based on 2022 flood damages and future projections. To improve climate resilience, cross-drainage structures and mitigation measures were incorporated into the design. Many culverts and bridges were clogged with mud, obstructing flow. The climate change assessment recommended increasing capacity for 10 bridges and 10 culverts, clearing mud from 8 culverts and 7 bridges, and replacing 1 bridge and 8 culverts.
Minimizing disruption during civil works	Construction should be done in small patches and completed quickly to reduce community disturbance.	Contractor's construction schedule will be sustainable in nature to minimize delays and disruptions and allow diversion route to detour traffic.
Traffic congestion due to construction vehicles	A traffic management plan should be prepared, and alternative routes should be provided.	Contractors will be required to prepare and implement a Traffic Management Plan (TMP).
Dust pollution causing health issues	Regular water sprinkling should be done to control dust.	Contractors must follow dust suppression measures as per the recommendation of the ESMP and other precautionary measures to protect public health.

A Stakeholder Engagement Plan has been developed in accordance with the AIIB ESF guidelines and presented in the Phase 1A SEP.

ES8 ENVIRONMENTAL AND SOCIAL IMPACTS AND RISKS AND MITIGATION MEASURES

Significant efforts were made to identify the main environmental issues related to the design, construction and operation of the Phase 1A Project. The impacts and risks of substantial significance and their mitigation measures are presented in **Table ES-2**.

Table ES.2: Impacts and Risks assessment for the Project

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
ESS1: Assessment and Management of E&S Risks and Impacts						
Lack of appropriate E&S personnel with Construction Supervision Consultant (CSC), Contractors and the Implementing Agency (IA)	Substantial	Low	Appropriate E&S personnel are essential to implement, supervise, and monitor the ESMP, LMP, and OCHS Plan. Supervision and monitoring during project implementation provide information about key environmental and social aspects of the project and the effectiveness of mitigation measures. Such information enables the IA and the Bank to evaluate the success of mitigation and allows corrective action to be taken when needed. Inadequate resources will lead to major impacts and risk in the physical, biological and social environment and eventual harms to environment and non-compliances with ESMP requirements.	Mitigation measures include compliance of this EIA particularly following guidance for creating different plans and staff requirements with education, experience and training in the ESMP and in the bidding documents.	Low	Low
Inadequate implementation of ESMP, LMP, OCHSMP.	Substantial	Low	Lack of experience of the contractor in implementing environmental, health and safety standards required by the ESF. Lack of resources and qualified Environment, Health, and Safety	• Recruit qualified contractors who maintains environmental sustainability in corporate strategy.	Low	Low

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
			(EHS) staffs with various organization will become bottlenecks for the correct implementation, supervision, and monitoring of the ESMP. The ESMP and other plans identify measures and actions in accordance with the mitigation hierarchy and hierarchy of control that reduce potentially adverse environmental impacts and social risks to acceptable levels. Inadequate implementation will result in major concern from the community and risking the health and safety of the workforces and lead to major injuries and illness.	• Avoid contractors with poor environmental, health, and safety management. • Contractor's qualifications stated in the ESMP are included as the pre-qualification criteria in the short-listing process. • Ensure that the conditions of the ESMP is correctly reflected in the contractor's bidding documents and the supervision consultant's TOR. • EHS bills of quantities are included in the specifications. • Education, qualification and training requirements of personnel are included in the bidding documents and considered by the supervision consultant when they give approval to the contractor. • Prepare Contractor's Environmental and Social Management Plan (C-		

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
				ESMP), OCHSMP based on the ESMP. • Recruit qualified staffs to implement the C-ESMP, OCHSMP.		
ESS1: Labor and Working Condition						
Occupational Health and Safety (OHS)	substantial	Substantial	• Occupational health and safety risks in Pakistan are heightened due to weak safety practices, poor labor rights enforcement, and inadequate worker accommodations. Key hazards include heavy equipment operation, man/machine interaction, hazardous materials, trip and fall risks, dust, noise, falling objects, and electrical dangers, especially during construction. • While risks decrease in the operational phase, maintenance work near live equipment and energized overhead lines still presents significant hazards.	• Contractors will prepare and implement OHS management plan that would include standard operating procedures (SOPs) for all works, requirement of conducting Job Hazard Analysis and preparing Method Statements containing OHS aspects, traffic interface planning, working at height and hot work permit, barricading, OHS training requirements, incident recording and reporting protocols. • NHA will prepare a similar Plan/System for the operation phase.	Moderate	Moderate
Employment generation	Positive		Approximately 2,500 jobs are expected to be created during the construction phase (625 skilled and 1,875 unskilled or low skilled).	• A skill development plan is proposed to train local workers in construction	-	-

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
			Most unskilled positions are likely to be sourced from the local districts and communities, thereby sharing project benefits with affected communities. They will be in roles as laborers, security, catering, cleaning, and drivers of vehicles. Employment generation will contribute to household income and will improve households' socioeconomic conditions, providing greater security and reducing people's sensitivity to socioeconomic shocks and impoverishment risks. For the local impoverished people, this can increase their wellbeing and resilience. The employment will also contribute to skills development and professional experience, therefore making the beneficiaries more employable in the future, further reducing vulnerability.	trade, such as, welding, mechanic, operation of heavy equipment and construction machinery, etc.		
Enhancement of economic growth due to improved road connectivity	Moderate		The proposed reconstruction of Phase 1A N5 will reduce congestion, enhance traffic flow, ease movement of road users and goods and thus generate movement of more cargo by road	• AIIB supports sustainable infrastructure and productive sectors to foster economic growth and improve lives. Aligned with the SDGs, it integrates		

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
			and correspondingly economic growth.	economic, social, and environmental dimensions of sustainability. The Bank adheres to sustainable development principles in project planning and execution, as outlined in its Environmental and Social Policy.		
ESS1: Resource Efficiency and Pollution Prevention						
Land use change	Substantial	Low	Land will be cleared for the highway expansion (141 km 2-lane), service road (36.99 km 2-lane both way), 9 new bus bays, 33 controlled U-turn using median strips and to build access roads for material transportation. About 64.6 ha land clearance will occur during the early stage of construction period for a limited amount of time. The sensitivity of the soil at the construction site is considered medium since it is susceptible to erosion. In addition, there will be about 1,500 land required for the construction camp and yard for each section of the road.	Mitigation measures would include proper land clearance planning, spoil management measures, vegetation clearance and erosion management, sediment management, design of storm water drainage in construction areas as well as design and implementation of site erosion control.	Low	Low
Air pollution	Substantial	Moderate	Ambient air quality monitoring found very high concentration of	Mitigation measures would include emissions	Moderate	Low

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
			SO_2 (54.8 □g/m^3 in average in Section 7 and 49.4 □g/m^3 in Section 8 against the national standard of 40 □g/m^3), PM10 (127.5 □g/m^3 in average in Section 7 and 100.5 □g/m^3 in Section 8 against the national standard of 45 □g/m^3), and PM2.5 (44.5 □g/m^3 in average in Section 7 and 41 □g/m^3 in Section 8 against the national standard of 15 □g/m^3), exceeding the NAAQS. Airshed in major cities of Pakistan are already degraded as transboundary pollution is a major contributor to fine particulate matter in South Asia, while elevated SO_2 concentrations primarily result from the high prevalence of diesel-fueled vehicles, traffic congestion at intersections, deteriorating pavement conditions, and emissions from coal-fired power plants. Local air quality including dust is expected to deteriorate further due to emissions from construction plants, equipment, and exacerbation by traffic	management from construction vehicles, frequent sprinkling of water on unpaved roads, regular maintenance of vehicles and construction equipment, and preventing the release of emission from burning waste materials. Dust control measures will consist of regular vehicle and equipment maintenance program, proper construction materials planning, dust management, and frequent water sprinkling. The NHA in collaboration with provincial and federal EPAs and the Climate Change Division (CCD), may establish a Continuous Emission Monitoring System (CEMS) to assess air quality in the project area. This system will monitor major intersections and sensitive receptors in accordance with the stringent emission standards (WHO, SEQS/PEQS/NEQS, IFC) for a specified duration, capturing		

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
			congestion. The impact on air quality is considered significant, driven by activities such as construction plant operations, traffic diversions, site clearance, earthwork, and excavation. These emissions will be concentrated along the highway corridor during the construction phase. Dust generation, particularly in dry conditions, will have substantial effects extending beyond the immediate vicinity. A major source of dust pollution will be the resuspension of particles from unpaved roads due to construction traffic. Given the limited capacity of the local community to adapt, the potential degradation of air quality is a significant concern. During the operation phase, the expanded highway capacity, along with service roads for local traffic, protected U-turns, pedestrian bridges, flyovers, and underpasses, will enhance traffic flow, reducing congestion and lowering overall traffic emissions,	air quality concentrations during the operational phase. Additionally, planting greenbelts along the highway is a preferred method to mitigate air pollution.		

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
			thereby contributing to improved air quality.			
Disturbance due to noise and vibration	Moderate	Substantial	Baseline surveys along the Phase 1A highway revealed high noise levels, with average daytime readings of 58.5 dBA at Section 2, 75 dBA at Section 7 and 70.75 dBA at Section 8, exceeding the standard of 65 dBA for commercial area. Nighttime levels were also elevated at 53 dBA, 64 dBA and 63.5 dBA, surpassing the 55 dBA standard. Construction activities may further disturb nearby settlements and businesses due to noise and vibrations from vehicles and equipment on service roads and the highway, as well as from construction camps, potentially disrupting local wildlife. Operational noise impacts are expected to increase due to higher traffic volumes due to uninterrupted flow in the 6-lane main highway and traffic segregation. Preliminary forecasts from the Traffic Noise	• Mitigation measures include requiring contractors to add provisions for noise and vibration management, organize the loading and unloading of trucks, and handling operations for the purpose of minimizing construction noise on the work site. • Avoiding/minimizing noisy works during the night time as far as possible and maintaining community liaison to aware people about the construction activity. • Noise barriers along highways are effective structures designed to mitigate noise pollution from traffic. Depending on the topography and sensitivity of receptors, any of the following noise barriers can be considered: ○ earth mounds (berms) that absorb sound,	Low	Moderate

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
			Model (TNM 3.0) anticipate average noise levels along highway, will rise to 86.2 dBA by 2030 and 88.2 dBA by 2045.	○ solid barriers made from materials like concrete, wood, or metal, which can reflect sound, ○ transparent barriers often made of acrylic or glass, these allow visibility while reducing noise. • NHA will conduct more comprehensive noise assessment prior to the commencement of the construction, including additional noise level monitoring, noise forecasts during construction and operation particularly at noise-sensitive locations. Based on the detailed results of noise monitoring and forecasts at receptor locations, noise mitigation measures will be implemented. • Vibration measurement during construction phase by the contractor near the settlements/sensitive receptors.		

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
				• Timing of the construction works to be determined during the recommended operational hours, to reduce vibration levels to residential properties; • Residents to be pre-warned of high vibration events.		
ESS 1: Conserving Biodiversity and Sustainable Management of Natural Resources						
Losses of trees and terrestrial habitat due to land clearance	Substantial	Low	There may be temporary and permanent terrestrial habitat loss and degradation at construction, camp, and yard area. It is estimated that 645,730 m^2 (64.6 ha) land will be cleared for 3 sections of the highway construction affecting a total of 8,390 trees, which include beneficial and medicinal trees as well. This will result in the direct loss of plants and habitats and displacement of fauna. Soil erosion arising from clearance could result in loss of plant species.	• Mitigation measures include minimizing land clearance, restricting activities to designated areas, and properly planning camps, machinery movement, and temporary roads to protect vegetation. • Construction camps should be established in areas with little to no vegetation, and alternate routes for access and diversion road should be chosen to avoid environmental impact. • Camp locations will be selected to minimize environmental effects, reduce costs, and limit land use.	Low	Low

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
				• Compensate each tree with 10 trees planted with a total of 83,900 saplings, through a plantation enhancement program.		
ESS 2: Land Acquisition and Involuntary Resettlement						
Resettlement of affected people	Substantial	Low	All work related to reconstruction of the Phase 1A N5 shall be carried out within the existing RoW of NHA, therefore no permanent land acquisition will be required. However, the Project activities will pose resettlement related impacts which include impact on houses and secondary structures (49), shops/hotels and secondary structures (1,448), kiosks and huts etc. (702), filling stations/ petrol pumps (49), misc. (113), mosques, shrine and other assets (190) (detailed provided in RAP) during the Project implementation.	• Fair and timely compensation will be provided to all affected individuals losing their livelihoods along the route. • Relevant stakeholders, including affected individuals, will be actively engaged in designing effective livelihood restoration measures. • The Resettlement Action Plan (RAP) will include a comprehensive livelihood restoration plan, with continuous monitoring of commercial activity recovery. • An initial compensation assessment for income loss will be conducted based on the preliminary road alignment and construction	Low	Low

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
				camp locations, with updates following the final alignment determination. • Awareness programs and training sessions will be conducted to inform affected individuals about project benefits, land acquisition reasons, and compensation procedures.		

ES9 OCCUPATIONAL AND COMMUNITY HEALTH AND SAFETY (OCHS)

The OCHS Management System (OCHSMS) includes the Contractors' high-level corporate policies, processes, and Standard Operating Procedures (SOPs). A guidance is provided for all operational activities related to the Project. Some of the key high-risk activities may involve the following:

- Vehicles and driving;
- Operation of mobile equipment on site and on community roads including passenger vehicles, material transport trucks, mill/planer, cranes, excavator, compactor, rollers, etc.;
- Excavation Operation and associated risk to community members.
- Work at height and dropped objects;
- Material haulage;
- Manual handling;
- Lifting and crainage;
- Scaffolding;
- Operation of Batching and Asphalt Mixing plants;
- Hot work (asphalt);
- Maintenance and operation of the site camp and other facilities like workshop and first aid center;
- Use of security forces; and
- Electrical works.

ES10 ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP)

The ESMP of the Phase 1A mainly comprises of employer's requirement to pre-qualify contractors and environmental, health and safety requirements in the bidding documents, management plans, institutional setup, capacity building and training, presents key monitoring and performance indicators, and grievance redress mechanism, trainings, and reporting and documentation. Total cost of ESMP implementation is $ 18,701,211. The budget for Civil Works with the Contractor is $ 5,982,300 and the PIU-HQ cost is $ 12,718,911.

1 INTRODUCTION

1.1 Background

The Government of Pakistan (GOP), through the National Highway Authority (NHA), plans to reconstruct eight sections of the N5 Highway, covering a total of 487 kilometers, spanning 8-sections in two phases, including 100 kilometers damaged during the 2022 floods. The reconstruction aims to upgrade the existing infrastructure by expanding the current 4-lane dual carriageway to a 6-lane dual carriageway where needed. In urban areas, a 7.3-meter-wide service road (or as allowed by the available right of way) will be constructed. The intervention also focuses on enhancing the road corridor with climate-resilient infrastructure by adding cross-drainage structures and implementing other adaptive measures. Additionally, it includes widening and upgrading existing bridge structures, rehabilitating deteriorated road sections, and improving highway safety through geometric enhancements, the installation of road safety devices, pedestrian crossings, and dedicated U-turns, among other safety features.

NHA with support from the Asian Infrastructure Investment Bank (AIIB) and potential additional financiers, has launched the "Reconstruction of National Highway N5 under Pakistan's Resilient Recovery, Rehabilitation, and Reconstruction Framework Project".

To ensure robust project planning and regulatory compliance, NHA has engaged National Engineering Services Pakistan (NESPAK) Pvt. Ltd. as the Engineering and Design (E&D) consultant. NESPAK is responsible for preparing technical designs and developing Environmental and Social (E&S) instruments, including the Environmental and Social Impact Assessment (ESIA/EIA), in accordance with Pakistan's national and provincial regulations and AIIB's Environmental and Social Framework (ESF).

AIIB's Multi-Phase Program (MPP) focuses on Phase 1, encompassing four sections of the N5, totaling 209 km across Islamabad Capital Territory, Punjab, Khyber Pakhtunkhwa (KP), and Sindh provinces, and the reconstruction of a 1-km-long bridge in Sindh province. The Phase 1A Project (the "Project") focuses on three key sections of N5, covering a total of 141 km: Ranipur to Sukkur (70 km) in Sindh Province, Rawalpindi to Hassanabdal (40 km) in Punjab Province and the Islamabad Capital Territory, and Nowshera to Peshawar (31 km) in KP Province. Phase 1A also includes, 57.19 km service road, 2 flyovers, 18 weigh stations, 21 bus bays, mud cleaning and reconstruction of 16 bridges and 22 culverts, 35 pedestrian bridges and 7 underpasses, 51 looped U-turns, and 2 toll plazas. The Phase 1B will focus on another key section of N5: Lahore to Gujranwala (68 km) in Punjab province, alongside the reconstruction of 1 km long Nai Baran Bridge in Sindh Province.

This strategic investment aims to strengthen Pakistan's transportation network, ensuring long-term sustainability and improved connectivity. The initiative aims to enhance climate resilience, improve operational efficiency, and strengthen road safety in critical sections of N5, aligning with the Project Objectives (POs).

The priority sections of the N5 highway are heavily trafficked and congested, causing significant delays and inconvenience for commuters. This issue is further worsened by the deteriorating pavement conditions, particularly due to damage from the 2022 floods. Both the

northbound and southbound lanes are in poor condition and require urgent rehabilitation, except for a few stretches where the road remains in fair condition.

The Project will ensure that the N5 provides safe, high-speed, sustainable and disaster resilient road corridor, provide dedicated lane for heavy traffic to minimize the road deterioration, provide service lane in urban areas to manage the local traffic and reduce their direct accessibility on main carriageway, plan protected U-Turns for smooth flow and to minimize the accident, and enhance road safety through Star Rating improvements up to 3 Star or better.

1.2 Environmental Impact Assessment (ESIA) / Environmental and Social Impact Assessment (ESIA) Study

This EIA/ESIA is in compliance with the requirements of national/provincial environmental protection agencies as well as AIIB's ESF 2024. This ESIA/EIA is conducted for Phase 1A road sections of N5 Highway. The EIA/ESIA has been prepared by NESPAK team hired by NHA which was reviewed and updated by Independent Environmental and Social (E&S) Consultants with support and additional input from NESPAK E&S team. Based on the available primary and secondary information, further analysis of the impacts and risks and mitigation and control measures for the Project was performed and presented in the final EIA/ESIA. This ESIA/EIA should be read in conjunction with other E&S documents prepared for the Phase 1A Project and the subsequent Phases, such as the ESMPF, RAP, RPF, GAP, GAPF, SEP, LMP, etc. The terms Environmental Impact Assessment (EIA) and Environmental and Social Impact Assessment (ESIA) are used interchangeably in this document. Both refer to the integrated assessment of potential environmental and social impacts of the proposed project, along with corresponding mitigation and management measures. Where the term EIA is used, it should be understood to include social aspects in line with ESIA requirements.

1.2.1 ESIA/EIA Objectives

The objectives of this ESIA/EIA are to identify and address the environmental impacts and social and risks of the Phase 1A road sections. The specific objectives include:

- Identify and assess the potential environmental impacts and social and risks stemming from the project in the planning, construction and operation phases (direct, indirect and cumulative impacts).
- Design appropriate mitigation, management, and monitoring measures (to avoid, minimize, mitigate, offset or compensate for them), to implement an environmentally benign and socially responsible project without compromising its technical and economic feasibility and to help determine crucial elements that facilitate the making of choices and decisions as per AIIB's Environmental and Social Standards 1 (ESS1).
- Analyze occupational and community health and safety during construction and operation stages and ensure corresponding measures using hierarchy of controls as per ESS1.
- Provide complete documents that will satisfy the requirements of Federal, Sindh, Punjab and Khyber Pakhtunkhwa (KP) Environmental Protection Agencies (EPAs) and the AIIB's ESF and ESSs.

- Ensure that effects on people and the environment to be taken into account at the earliest possible stage in the technical design and decision-making processes.
- Assess the capacity of the implementation agency in environment, social, health and safety management and recommend measures to strengthen the capacity in terms of human resources, logistics, skills development, and training.
- Carry out consultations with the key stakeholders and obtain their views and concerns on the project and its impacts on environment and people, in compliance with AIIB's ESS1.
- Prepare an environment and social management plan addressing implementation arrangements, employer's requirements, and various mitigation and enhancement measures.

1.2.2 Area of Influence

The Area of Influence (AoI) covers all land or water, directly or indirectly impacted by the Project. This includes communities and areas adjacent to the AoI that may experience impacts (e.g., traffic safety, aesthetic or noise impacts) during the construction and operation of the Project, despite being located outside of the area in which the Project will be implemented. Direct AoI includes all the areas, where activities related to the construction will take place. **Table 1-1** defines the AoI of the Project. In addition, corridor of impacts are presented in Figure 1-1 for Section 2, in Figure 1-2 for Section 7 and in Figure 1-3 for Section 8, respectively. All areas include a core and buffer area, the extent of the buffer (measured from the outer boundary of the RoW) is determined by the reach of impacts such as noise and air pollution.

Table 1-1: Project Areas of Influence

Areas of Influence	Description	Buffer Distance (m)
Physical Footprint	The immediate construction site, including the road, sidewalks, medians, and construction staging areas. A 150 m buffer from the actual footprint is considered and named as corridor of impact (CoI). This CoI will be affected during both construction and operation stages. Detailed investigations are conducted along the COI	150
Buffer Zone	Adjacent areas potentially affected by noise, dust, vibration, and safety risks.	500
Access roads	Access roads that will be used for material transportation, will experience increase in traffic during construction. A 50-meter buffer is considered each side of the roads to account for potential noise, dust, and safety risk.	50
Traffic Diversions	Areas influenced by detours, alternative routes, and changes in traffic patterns.	2,000
Biodiversity Impacts/Buffer	Geographical extent where the project may directly or indirectly cause impacts on ecosystems, habitats, and species.	2,000
Environmental Impact Zone	Areas where soil, water, and air quality might be impacted by construction activities, including quarries, run-off zones, and habitats affected by noise or habitat disruption.	500
Operation		

Areas of Influence	Description	Buffer Distance (m)
Traffic Influence	The extent of the new or improved road's effect on traffic flow, congestion, and safety in surrounding areas.	5,000
Economic Zone	Areas experiencing economic impacts due to improved access, such as businesses, markets, and residential zones.	5,000
Air Quality and Noise Influence	The area where changes in emissions and noise levels could affect public health, often influenced by vehicle type, speed, and volume.	500

Figure 1-1: Corridor of Impact of Section 2: Ranipur to Sukkur

Figure 1-2: Corridor of Impact of Section 7: Rawalpindi to Hassanabdal

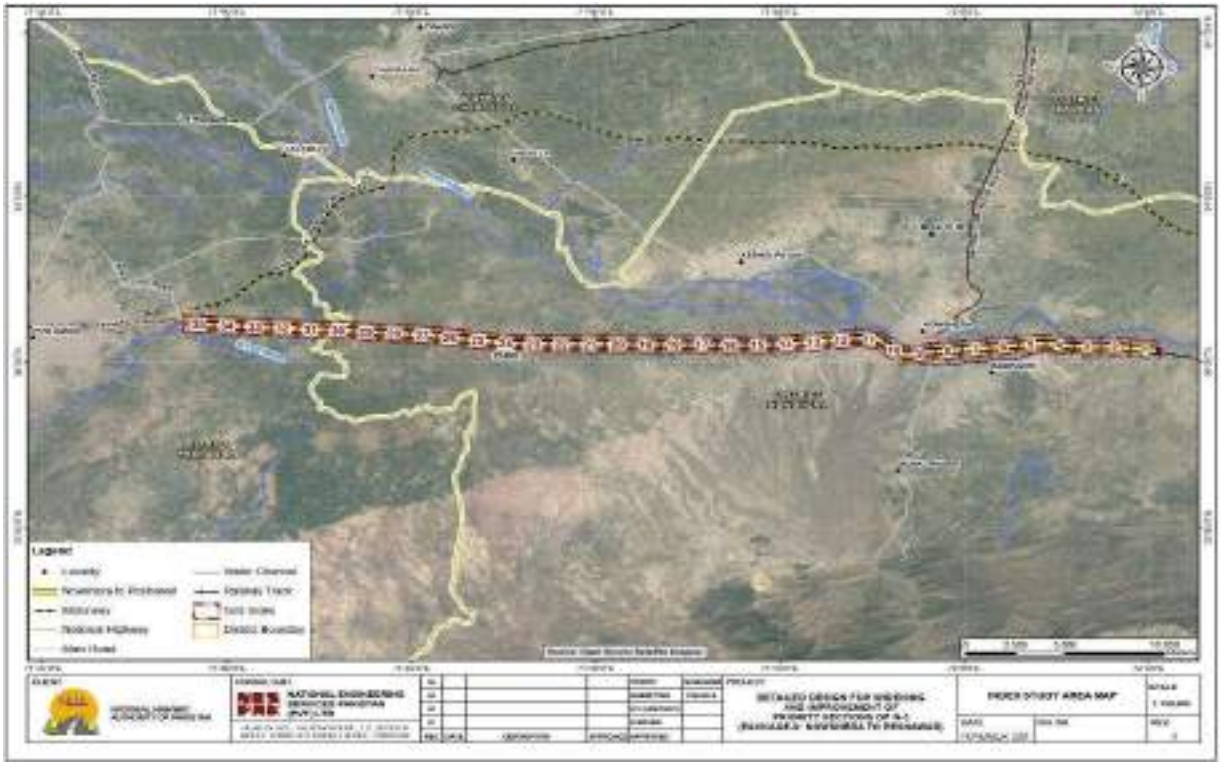

Figure 1-3: Corridor of Impact of Section 8: Nowshera to Peshawar

1.2.3 ESIA Study Team

This ESIA was prepared by the NESPAK team and updated by two Independent Consultants with support from NESPAK. The Independent Consultants consists of the following specialists:

- Dr. Masud Karim, International Environmental Consultant

- Razaak Ghani, International Social Development Consultant

NESPAK Team consists of the following individual presented in **Table 1-2**.

Table 1-2: Team Composition for the EIA Study

Sr. No.	Name	Designation
1.	Mr. Mir Ghazanfar Afzal	Head (Environment and Resettlement) / Team Leader E&S Assessment Studies - Quality Assurance (QA) Expert
2.	Ms Uzma Iabal	Sr. Environment Scientist
3.	Mr. Fahad Saleem	Sr. Environmental Engineer
4.	Mr. Wasim Abbas	Sr. Resettlement Expert
5.	Mr. Muhammad Sajjad	Stakeholder Engagement Specialist
6.	Ms Ramla	Sr. Gender Specialist
7.	Mr. Ibadullah Khan	Sr. Ecologist
8.	Mr. Muhammad Abdul Basit	Environmental Monitoring Expert
9.	Mr. Waleed Farooq	OHS Expert
10.	Mr. Ashraf Wahla	Sr. Sociologist – Field Mobilizer (I)
11.	Mr. Shahid Anwar Bajwa	Sr. Sociologist – Field Mobilizer (II)
12.	Mr. M. Muneeb Yousaf	GIS Analyst

1.2.4 EIA methodology

During the ESIA/EIA study, a comprehensive assessment was conducted to evaluate the potential Environmental, Social, Health, and Safety (ESHS) effects and risks associated with the project's design, construction, and operation phases. The analysis leveraged site surveys, such as, socioeconomic, census, environmental quality monitoring, and biodiversity, conducted during September 2024 to February 2025), existing secondary data from government published literatures, such as census, statistical yearbook etc., stakeholder consultations, and professional insights drawn from similar projects. Details of these surveys and consultation are presented in Chapters 5, 6, and 7.

Each receptor was assessed for its sensitivity to changes in its external environment. Potential project-induced changes and hazards associated with project activities were analyzed to determine their potential impacts on receptors, as well as the risks posed to workers and the surrounding community.

By combining receptor sensitivity with the magnitude of potential impacts, the significance of each impact on each receptor was estimated. Based on this assessment, appropriate mitigation measures, risk controls, and management and monitoring strategies were developed to eliminate, avoid, minimize, or compensate for potential impacts and risks effectively.

1.3 Stakeholders Consultation and Focus Group Discussions

The ESIA/EIA Team were engaged in consultation with various stakeholders, including NHA, local and national institutions, NGOs, project affected communities, and public consultations/public hearing in locations of project interventions and provincial headquarters with EPAs. Specific discussion sessions were conducted to include vulnerable groups (elderly,

women, children, etc.). The outcome of these consultations has been utilized for identifying the important/valued environmental and social components and designing the mitigation, focusing the actual field scenario by fulfilling the expectation of the stakeholders.

1.4 Document Structure

Chapter 1: **Introduction -** briefly presents the project background, need and methodology of the ESIA/EIA study.
Chapter 2: **Policy, Legal and Institutional Framework -** The legal provisions related to environmental protection relevant to the planning stage and operational activities of the Project are identified and discussed under the scope of the ESIA/EIA study. AIIB's ESF, ESS and World Bank's EHSG are introduced along with the comparison of ESF and National Guidelines and how to fill the gaps.
Chapter 3: **Project Description** - The details of the technical features of the Project have been presented in this chapter based on the Technical Report of the Design Consultant. The details include the project overview, locations and description of the sites, major components, construction activities, type of equipment used, resources required. waste to be generated, costs and implementation schedule of the project.
Chapter 4: **Analysis of Alternatives -** The alternatives considered during project planning and design phase have been discussed in this chapter. It also includes a comparison between the project and without project alternative.
Chapter 5: **Environmental and Biodiversity Baseline** - Baseline environmental conditions covering the climatic conditions, physical environment including land, air, water, noise, aesthetic, waste, and traffic conditions in the project area of influence. The Chapter also presents biodiversity of the project area covering ecosystem, protected areas, habitats of important species, description of flora and fauna, mammals, birds, and fish.
Chapter 6: **Socioeconomic Baseline** - To provide a baseline of socio-economic and demographic indicators against which to measure the impacts of the Project over time, this chapter assesses the influence area against a number of social economic indicators, such as agriculture, health care, education, infrastructure, gender relations, and labor rights.
Chapter 7: **Stakeholder Consultations** - This chapter describes the process and outcome of the consultations carried out involving various types of stakeholders for determining the environmental and social impacts and risks associated with project implementation, along with the feedbacks/concerns/views on the Project.
Chapter 8: **Environmental and Social Impacts and Risks** - This chapter assessed potential risks and impacts of the project on physical, biological and socioeconomic environment using the mitigation hierarchy of ESS1. A cumulative impact assessment is also included in this chapter.
Chapter 9: **Occupational and Community Health and Safety** - This chapter describes all activities related to Occupational Health and Safety (OHS) and Community Health and Safety (CHS) which are planned and directed with consistent, approved, health and safety management practices, procedures or standards, in compliance with ESS1.
Chapter 10: **Environmental and Social Management Plan** - This chapter presents the environmental and social management plan (ESMP) of the project which is based on ESMP implementation practices in other Bank funded projects in the region and other good international industry practices. The basic objective of the ESMP is to manage adverse impacts and risks of proposed project interventions in a way that minimizes the impact and risk on the environment, workers, and community. The chapter also presents the

implementation mechanism of the ESMP. This chapter also includes the present institutional arrangements and capacity building ability of the Project Implementation Unit in Headquarter (PIU-HQ) and the description of arrangements of Project Implementation Unit (PIU) for each section, consultant, and contractor.

2 POLICY, LEGAL, AND INSTITUTIONAL FRAMEWORK

2.1 General

This Chapter summarizes the national, provincial, AIIB and international environmental and social legislation, regulations, standards, and treaties relevant to this ESIA/EIA of the Project. The footprint of the Project is located in the administrative boundaries of two three provinces of Pakistan, i.e., Section 2: Ranipur – Sukkur falls in districts of Khairpur and Sukkur which is in the province of Sindh, Section 7: Rawalpindi to Hassanabdal falls in the districts of Rawalpindi and Attock, in the province of Punjab, and Islamabad Capital Territory, while Section 8: Nowshera to Peshawar falls in the district of Nowshera and Peshawar which is in the province of Khyber Pakhtunkhwa. Hence, the rules, regulations and standards applicable in the three provinces are applicable to this Project in respective Sections. AIIB's ESF and the ESS relevant to this project are duly described in this section. World Bank Group's EHS Guidelines shall also be followed to make the project implementation in compliance with these guidelines.

2.2 Review of the National and Provincial Environmental Requirements

The applicable Environmental and Social (E&S) legislations and regulations are briefly described in **Table 2-1**.

Table 2-1: Applicable National and Provincial Acts

National/Provincial Acts (Year of implementation)	Relevance/Applicability
Pakistan Environmental Protection Act, 1997	The Pakistan Environmental Protection Act, 1997 (PEPA-1997) is the apex legislative tool empowering the federal government to frame regulations for the protection of the environment through federal agency. However, after 18th amendment, the powers have been delegated to provincial EPAs.
Pakistan Environmental Protection Agency, (Review of IEE and EIA) Regulations, 2000	The provisions of these regulations are applicable for environmental screening of the Project (portion of Section 7), which implies that what type of environmental assessment is required for the proposed Project. The process described in the regulation will be useful for NHA to follow the procedure to file the case with Pak EPA and to understand its review process along with timelines to be followed.
Sindh Environmental Protection Act, 2014	This Act has a direct bearing on the proposed Project as the subproject Section located in Sindh require environmental assessment studies.
Sindh Environmental Protection Agency, (Review of EC, IEE and EIA) Regulations, 2021	The provisions of these regulations are applicable for environmental screening of the project (section 2).
Sindh Environmental Quality Standards (2016)	All projects to be implemented in Sindh must conform to SEQS during all the phases, i.e., construction and operation.
Khyber Pakhtunkhwa Environment Protection Act, 2014	Khyber Pakhtunkhwa Environmental Protection Act 2014 is relevant to the proposed project, to protect the environment in the provincial boundaries of KP, requiring an Environmental

National/Provincial Acts (Year of implementation)	Relevance/Applicability
	Impact Assessment (EIA) to be prepared and submitted for this project for approval.
Khyber Pakhtunkhwa Environmental Assessment Rules, 2021	KP EPA has notified Environmental Assessment Rules, 2021 are applicable to the proposed intervention for Review of EIA and General Environment Approval, as project falls under Schedule-II (D).
National Environmental Quality Standards (2010)	Project to be implemented in Islamabad and KP (Section 7 and Section 8) must comply with NEQS during all the phases i.e. construction and operation.
Punjab Environment Protection Act-1997 (amended upto 2017)	PEPA 2017 (amended act) is the provincial version of PEPA-1997 relevant to the proposed project for activities to be carried out in the vicinity of the province of Punjab.
Punjab Environmental Protection (Review of Initial Environmental Examination and Environmental Impact Assessment) Regulations 2022	Schedule II of these regulations considers the proposed project to file an EIA. Provisions of Regulation 11 to be applied to such project. Environmental approval from Punjab Environmental Protection and Climate Change Department will be communicated to the Project proponent using Form prescribed in Schedule VI.
Punjab Environmental Quality Standards (PEQS), 2016	All projects to be implemented in Punjab must conform to PEQS during all the phases i.e., construction and operation.
Pakistan Climate Change Act 2017	Under the Pakistan Climate Change Act 2017, any intervention in the country must take measures for comprehensive climate change mitigations and adaptations in line with country level commitments to United Nations Framework Convention on Climate Change (UNFCCC).
Sindh Forest Act, 2012	This act is applicable to the proposed project as the cutting of trees will be involved. The act will also be applicable if any forest areas are identified along the Section 2 in Sindh.
The Forest Act (1927) and Forest (Amendment in 2010)	The Forest Act of 1927 establishes the right of GoP to designate areas of reserved forest, village forest and protected forest. It has been confirmed through consultations that no such areas are present within the Project AoI.

Punjab Forest (Amended) Bill, 2016	To use reserved/protected forest land for a national project of strategic importance, an organization must:
	• Provide written, compelling reasons proving no alternative exists.
	• Offer land that is:
	  ○ At least as large as the reserved/protected forest land.
	  ○ Compact and preferably near the original forest.
	• Allocate funds for immediate planting and maintenance of the substitute land.
	The government will then officially designate the substitute land as a reserved/protected forest through a notification.

Punjab Hazardous Substances Rules, 2018	These rules apply to: • Involving hazardous chemicals that meet criteria in Schedule 1 (Part I: Toxic Chemicals) or are listed in Schedule 1 (Part II, Column 2). • Of hazardous chemicals listed in Schedule 2, in quantities equal to or exceeding the specified threshold (Column 3).

National/Provincial Acts (Year of implementation)	Relevance/Applicability
	An occupier in control of such activities must: • Recognize major accident risks. • Prevent major accidents and minimize their impact on people and the environment. • Provide workers with information, training, equipment, and antidotes to ensure safety.
The Punjab Emergency Services Act, 2006	Establish an emergency service for the purpose of maintaining a state of preparedness to deal with emergencies, provide timely response, rescue and emergency medical treatment to the persons affected by emergencies and recommending measures to be taken by related organizations to avoid emergencies.
Punjab Environmental Protection's (Motor Vehicles) Rules, 2013	A person shall not operate a motor vehicle from which air pollutants or noise are being emitted in an amount, concentration or level which is in excess of the Environmental quality standards or where applicable the standards established under Clause (g) of subsection (1) of section 6 of the Act.
Protection of Trees and Brushwood Act (1949)	The Protection of Trees and Brushwood Act of 1949 prohibits the cutting or lopping of trees in the project area. This ESIA/EIA has been prepared in consistence with this Act. Contractor and sub-contractor will have to comply with this Act.
Pakistan Antiquity Act (1975) Sindh Cultural Heritage (Preservation) Act, 1994 Punjab Antiquities Amendment Act 2012 Khyber Pakhtunkhwa Antiquities Act 2016	The Pakistan Antiquities Act of 1975 and provincial acts ensure the protection of cultural resources in Pakistan. These acts are applicable to the project and the Archaeology Departments in all three provinces shall be informed in case of any archeological resource found. As for now, there are no known antiquities in the project area.
Sindh Wildlife Protection, Preservation, Conservation and Management Act 2020	The act will be applicable if any wildlife protected areas/reserves are located in the vicinity of the section 2 in Sindh.
Punjab Wildlife (Protection, Preservation, Conservation and Management) Act, 1974	This Act requires measures for direct protection to the wildlife resources in Punjab province and indirect protection to other natural resources and allows the project to work on the principles of no harm.
Khyber Pakhtunkhwa Wildlife and Biodiversity (Protection, Preservation, Conservation and Management) Act, 2015	This Act consolidate the laws relating to protection, preservation, conservation and management of wildlife and Biodiversity in the Province Allows the Project to work on the principles of no harm and conserve biological diversity and realization of its intrinsic and extrinsic values through sustainable use and community participation.
Pakistan Labour laws 1973	Labor rights in Pakistan specified under Article 11 and 17 of the constitution of Pakistan, shall be applicable to the proposed project. More specific laws are described separately.
Factories Act, 1934	This is an act to consolidate and amend laws on labor rights and for matters connected to their safety, basic welfare facilities including living, food, occupational health including infectious diseases and protection from those infectious diseases; it also covers the work-related hazards and protection from those

National/Provincial Acts (Year of implementation)	Relevance/Applicability
	hazards, shelters facilities during rest time, restriction of working hours and holidays rules etc.
Sindh Factories (Amendment) Act, 2021	This act is applicable for the Project workers as well as belonging community including men, adults, women, adolescent working in and near the section located in Sindh (during construction phase).
Punjab Factories Act (amended), 2012	This is an amended law for the rights of labor works in the province of Punjab and applicable to the proposed works in Punjab jurisdiction.
KP Factories Act, 2013	This act provides regulation for labor rights in the Province of KP and for matters related to workers safety and protection, for any activity in the KP province.
KP Industrial Relations Act, 2010	An Act to regulate formation of trade unions, regulation, and improvement of relations between employers and workmen and the avoidance and settlement of any differences or disputes arising between them and ancillary matters.
The Sindh Occupational Safety and Health Act, (2017)	The act applies in any Project situation where worker's rights and protections are enforced. This law is applicable to construction and Project workers and will be complied during construction and operation phases.
KP Occupational Safety and Health Act, 2022	The act make provisions for the occupational safety and health of the persons at workplace and to protect them against risks arising out of the occupational hazards in order to promote safe and healthy working environment catering to the physical, and psychological needs of the workers at workplace and to provide for matters connected therewith or ancillary thereto.
The Punjab Occupational Safety and Health Act, 2019	This is a consolidated law for the OHS of the persons at workplace and to protect them against risks arising out of the occupational hazards; to promote safe and healthy working environment catering to the physiological and psychological needs of the employees at workplace.
Sindh Bonded Labor (Abolition) Act 2015	This act is applicable as the proposed project may involve the numbers of staff/worker having different religion, political affiliation, sect, color, caste, creed, ethnic background.
KP Bonded Labour System (Abolition) Act, 1995	The Bonded Labor System (Abolition) Act defines the `Bonded Labor System' as a system of forced, or partly forced, labor under which a debtor enters, or is presumed to have entered into an agreement with the creditor.
Sindh Minimum Wages Act, 2015	This Act will be applicable to the Project to ensure that the minimum wages and allowances should be given to the Project labor (skill and unskilled employed for the construction of the proposed Project.
The Sindh Differently Able Persons (Employment, Rehabilitation and Welfare (Amendment) Act, 2017	This act is applicable as the proposed project will involve serious occupation health and safety issues during construction phase and may cause serious injury to worker/staff causing permanent disability and differently able.
KP Minimum Wages for Unskilled Workers Ordinance	The ordinance states that every employer shall be responsible for the payment of minimum wages required to be paid under the ordinance to all unskilled workers employed, either directly

National/Provincial Acts (Year of implementation)	Relevance/Applicability
	or through a contractor, in his commercial or industrial establishment in KP province.
KP Workers Compensation Act, 2013	This act is expedient to provide for the payment by certain classes of employers to their workers or their legal heirs of compensation for injury or death by accident.
Employment of Children Act (ECA), 1991	This Act disallows child labor in the country. The ECA defines a child to mean a person who has not completed his/her fourteenth years of age. The ECA states that no child shall be employed or permitted to work in any occupation set forth in the ECA (such as transport sector, railways, construction, and ports) or in any workshop wherein any of the processes defined in the Act is carried out.
KP Prohibition of Employment of Children Act, 2015	An act to prohibit the employment of children and to regulate employment of adolescents in certain occupations and processes to be taken place in provincial boundaries.
The Punjab Restriction on Employment of Children Act, 2016	This Act is applicable in Punjab vicinity to prohibit and regulate employment of children less than 15 years.
The Sindh Commission on the Status of Women Act, 2015	This act is applicable as the proposed project may involve the numbers of female staff/worker as well as local resident women along the project corridor which are directly or indirectly linked with project activities.
The Protection Against Harassment of Women at the Workplace Act, 2010	The Protection Against Harassment of Women at the Workplace Act, 2010 is a legislative act in Pakistan that seeks to protect women from sexual harassment at their place of work, and equally applicable to this project.
Disabled Persons (Employment and Rehabilitation) Act 2015	The Disabled Persons (Employment) and Rehabilitation (Amendment) Act 2015 seeks to reinforce the rights of people with disabilities in Pakistan in terms of their employment and everyday livelihood benefits, under the domain of this project activities.
Transgender Person Act 2018.	The Act provides legal recognition to transgender persons and prohibits discrimination and harassment. It also places an obligation on local governments to provide for the welfare of the community.
Land Acquisition Act 1894	Empowers the government to acquire private land for projects in the national interest. However, this project requires no land acquisition, hence this law is not applicable.
Local Government Act (LGA) (2013 as amended)	The project will be required to follow the provisions of the LGA with regards to pollution of air, water and land.

2.3 Relevant Sections of Federal and Provincial Environmental Laws/Acts Triggered

Table 2-2 enlists the key sections of the Federal, Sindh, Punjab and KP Environment Protection Act that have a direct bearing on the project area:

Table 2-2: Key Sections of Federal, Sindh, Punjab and KP Environment Protection Acts and OHS Acts for Project

Environmental Legislation	Pak-EPA 1997	Sindh EPA 2014	KP EPA 2014	Punjab EPA 2012	Relevance with Project
Prohibition of Certain Discharges or Emissions: "No person shall discharge or emit, or allow the discharge or emission of, any effluent or waste or air pollutant or noise, load, concentration or level which is in excess of the Environmental Quality Standards." "No person shall discharge effluents, emissions or wastes in excess of load permitted in the conditions of environment permit or environmental approval or license."	Section 11 of Act	Section 11 of Act	Section 11 of Act	Section 11 of Act	**Triggered** The Project is required to show the compliance of provincial and international standards related with air pollution, effluents, noise level, and waste.
IEE and EIA: "No proponent of a project shall commence construction and operation unless he has filed with the EPA an IEE or, where the project is likely to cause an adverse environmental effect, an EIA, and has obtained from the Agency, environmental approval in respect thereof."	Section 12 of Act	Section 17 of Act	Section 13 of Act	Section 12 of Act	**Triggered** The Project is required to obtain environmental approval of this EIA/ESIA before commencement of work from both provinces under these sections of the acts.
Written statement of Occupational Health and Safety Every employer shall, except in such cases as may he prescribed. declare a statement in writing, duly approved by Chief Inspector. prepared in consultation with workers and their representatives of a general policy, with respect to the safety and health of all persons at the workplace and the policy shall be reviewed and revised when:	-	Section 11 of OHS Act	Section 9 of OHS Act	Section 9 of OHS Act	**Triggered** The Project will prepare Occupational Health and Safety Management Plan by the Contractors and reviewed by the Project Proponent and the Engineer and accord approval.

Environmental Legislation	Pak-EPA 1997	Sindh EPA 2014	KP EPA 2014	Punjab EPA 2012	Relevance with Project
(a) alteration to the procedures for managing risks to safety is made: and (b) changes to the premises where persons work, to the systems or methods or work or to the plant or substances used for work are made that may affect safety. health or welfare.					
Handling of Hazardous Substances "No person shall generate, collect, consign, transport, treat, dispose of, store, handle, or import any hazardous substance except (a) under a license issued by the EPA and in such manner as may be prescribed; or (b) in accordance with the provisions of any other law for the time being in force, or of any international treaty, convention, protocol, code, standard, agreement, or other Instrument to which Pakistan is a party." Enforcement of this clause requires the EPA to issue regulations regarding licensing procedures and to define hazardous substance.	Section 14 of Act	Section 13	Section 15 of Act	Section 14 of Act	**Triggered** The Project is required to show the compliance of provincial and international standards related with Handling of Hazardous Substances, such as, bitumen and other petroleum products.
Regulation of Motor Vehicles "No person shall operate a motor vehicle from which air pollutants or noise are being emitted in an amount, concentration or level which is in excess of the standards, or where the applicable standards established under clauses (g) and (h) of subsection (1) of section-6."	Section 15 of Act	Section 15 of Act	Section 16 of Act	Section 15 of Act	**Triggered** The Project is required to show the compliance of provincial and international standards related with Handling of Motor Vehicles.
Penalties Whoever contravenes or fails to comply with the provisions of section 11, 12/13, 13/14, 14/15, 15/16, and 17/18 or any	Section 17 of Act	Section 22 of Act	Section 18 of Act	Section 17 of Act	**Triggered** The Project proponent (NHA) is required to

Environmental Legislation	Pak-EPA 1997	Sindh EPA 2014	KP EPA 2014	Punjab EPA 2012	Relevance with Project
order issued there under shall be punishable with fine which may extend to one million rupees, and in the case of a continuing contravention or failure, with an additional fine which may extend to one hundred thousand rupees for every day during which such contravention or failure continues: Provided that if contravention of the provisions of Section 11 also constitutes contravention of the provisions of section 15/16, such contravention shall be punishable under sub-section (2) only.					show the compliance of all regulatory requirements of the Project.

2.4 Applicable National and Provincial Policies

Pakistan has in place a comprehensive constitutional, policy framework for the protection of the environment and people. This section is structured around the constitutional foundation and legislative hierarchy. An overview of relevant national policies is presented in **Table 2-3**. The full list of relevant policies is provided in **Table 2-1**.

Table 2-3: Applicable National and Provincial Policies and Guidelines

National Policies (Year of implementation)	Relevance / Applicability
National Conservation Strategy (NCS), 1992	The NCS requires the project to show the compliance of all 14 core areas specified in the policy for environmental protection, conservation of natural resources and environmental sustainability through efficient use of resources.
National Environment Policy, 2005	This policy gives directions for addressing environmental issues and provides means for promoting conservation and environmental protection in line with international obligations and following the principles of sustainable management of resources and economic growth.
KP Labour Policy, 2018	This policy aims at decent working conditions following the international labor standards and asks for improvement in health and safety of workers and timely payment of wages.
Punjab Labour Policy, 2018	This policy requires the stakeholders in developing strategies, plans and programs for the protection and promotion of the rights and benefits of working community without jeopardizing the genuine concerns of the employers, through any project /activity in the Punjab province.
Sindh Strategy for Sustainable Development, 2007	This strategy is applicable as the proposed subproject (Sindh Section) involves the improvement of country-wide transportation and trade carried out on national highway.

National Policies (Year of implementation)	Relevance / Applicability
National Forest Policy (NFP), 2010	The NFP establishes emphasizes on restoration, development, conservation and sustainable management of forests and allied natural resources. It seeks the project to ensure the sustainability of ecosystem functions, services and benefits for present and future generations.
National Climate Change Policy, 2012	The policy commits for taking appropriate measures for mitigation and adaptation to climate change through tools of environmental assessment, environ mental management and environmental enhancement. The present ESIA/EIA has been prepared in consistence with this policy.
National Water Policy, 2002	Objectives of this policy include, efficient management and conservation of existing water resources, optimal development of potential water resources and improved flood control and protective measures. This project has considered the goals of this policy.
Guidelines for Sensitive and Critical Areas, 1997	These Guidelines aim for protection of critical ecosystems such as biosphere reserves, national parks, wildlife sanctuaries and preserves, and archaeological sites. The project has considered the objectives of the policy.
Guidelines for Public Consultation, 1997	Public involvement can lead to a better and more acceptable decision for project implementation; hence, the project has considered these guidelines for preparatory work.

2.5 National and Provincial Environmental Quality Standards

Powers for regulating Environmental Quality Standards (EQS) transferred from the national government to the provincial governments in 2012. The Provincial EQS for KP are materially the same as the National EQS (NEQS) that were established in 1993 and were subject to amendment in 2000, 2009 and 2010. However, EQS for Sindh and Punjab i.e. SEQS and PEQS were established in 2014 and 2016, respectively. EQS set out in the NEQS, PEQS and SEQS and relevant to the Project include:

- Municipal and liquid industrial effluents (32 parameters)
- Industrial gaseous emissions (18 parameters)
- Motor vehicle exhaust and noise (used and new vehicles)
- Ambient air quality (9 parameters)
- Drinking water quality (32 parameters)
- Noise (four zones during day and night).

For the proposed Project, all local (Environmental Quality Standards – NEQS/PEQS/SEQS) and international standards (International Finance Corporation – IFC, World Bank Group (WBG) Environmental, Health, and Safety (EHS) Guidelines and WHO Guidelines) have been selected to establish the most stringent environmental guidelines.

A comparative analysis of applicable local and international guidelines for ambient air quality, noise and water has been conducted. Based on the comparison, most of the parameters of PEQS/SEQS/NEQS standards for ambient air quality, noise, water and wastewater are more stringent in comparison to WBG-EHS/WHO guidelines/standards. As far as regulations regarding other environmental parameters are concerned such as numbers of acceptable

effluent disposal parameters, the local regulations i.e. PEQS/SEQS/NEQS take precedence over any other international regulations such as WBG-EHS. However, the comparison has been made with stringent values among the WHO, WBG-EHS, FAO and PEQS/SEQS/NEQS standards. The comparison of these standards is provided in ESMPF.

2.6 International Treaties and Conventions

Pakistan is a signatory to a number of international environment and social related treaties, conventions, declarations and protocols. The following are the relevant international treaties and conventions to which Pakistan is a party:

- Convention on the Conservation of Migratory Species of Wild Animals — Bonn Convention, 1983
    - Conserve terrestrial, aquatic and avian migratory species throughout their range.
    - Migratory species threatened with extinction are listed in Appendix A of the Convention.
    - Strive towards strictly protecting these animals, conserving or restoring the places where they live, mitigating obstacles to migration and controlling other factors that might endanger them.
- Convention on Wetlands of International Importance
- Convention concerning the Protection of World Culture and Natural Heritage
- Convention on the International Trade in Endangered Species
- International plant protection convention
- International Covenant on Economic, Social and Cultural Rights
- Kyoto Protocol to the Convention United Nations Framework on Climate Change
- Stockholm Convention on Persistent Organic Pollutants
- Convention on Biological Diversity
    - Conservation of biological diversity,
    - Sustainable use of its component, and
- Fair and equitable sharing of benefits arising from genetic resources United Nations Convention on the Rights of the Child
- UNFCCC

ILO's Fundamental Conventions – Ratified by Pakistan

The following ILO's fundamental convention shall be applicable.

- Forced Labour Convention, 1930 (Convention No. 29)
- Freedom of Association and Protection of the Right to Organize Convention, 1948 (Convention No. 87)
- Right to Organize and Collective Bargaining Convention, 1949 (Convention No. 98)
- Equal Remuneration Convention, 1951 (Convention No. 100)
- Abolition of Forced Labour Convention, 1957 (Convention No. 105)
- Discrimination (Employment and Occupation) Convention, 1958 (Convention No. 111)
- Minimum Age Convention, 1973 (Convention No. 138) Minimum age specified: 14 years

- Worst Forms of Child Labour Convention, 1999 (Convention No. 182)

2.7 World Bank Group Environmental, Health and Safety Guidelines

World Bank Group's Environmental, Health, and Safety (EHS) Guidelines are applicable to the proposed project. In particular, contractors will be required to implement the General EHS Guidelines (April 2007) and the EHS Guidelines for Construction Materials Extraction (April 2007).

2.8 AIIB's Environmental and Social Framework

AIIB's Environmental and Social Framework (ESF) sets out the commitment to sustainable development, through an Environmental and Social Policy (ESP) and a set of Environmental and Social Standard (ESS) that are designed for environmental and social sustainability. There are 3 ESS and their applicability on project is given in **Table 2-4**.

Table 2-4: AIIB Environmental and Social Standards Applicable to the Project

Sr. No.	Environmental and Social Standards	Description	Requirements and Gaps between ESF and Local Legislation	Relevance with Project and Actions (to be) Taken
ESS 1	Environmental and Social Assessment and Management	Identify Project-related risks to and impacts in the Project's area of influence. Engage in meaningful consultation with stakeholders during the Project's preparation and implementation. Apply a mitigation hierarchy approach by anticipating and avoiding risks and impacts; minimizing or reducing risks and impacts; and compensate for or offset them, where technically and financially feasible.	Assess the Project and its E&S risks and impacts; prepare Project's E&S documentation and furnish them to the bank, engage in consultation with Project-affected people and other relevant stakeholders, implement the Project in accordance with its E&S obligations under the Legal Agreements, and include the relevant E&S requirements in the bidding documents. **Relevant local Laws/Regulation** (a) PEPA 1997 (b) Punjab Environment Protection Act 2017 (c) Punjab IEE and EIA Regulations, 2022 (d) KP Environment Protection Act-2014 (e) KP Environmental Assessment Rules, 2021 (f) Sindh Environment Protection Act-2014 (g)Sindh Environmental Assessment Rules, 2021 **Gaps:** (i) The Schedules of IEE/EIA Regulations and the Environment Protection Acts of both provinces do not cover explicitly all of the AIIB's ESS in their statutory description. (ii) Limited Stakeholder/Social engagement is focused in Environment Protection Acts of both provinces, however, ESS1 through Stakeholder Engagement plan involves the consultations with all Stakeholders during project planning and implementation. (iii) The EIA require economic alternatives, their selection and rejection criteria.	(i) Project components were thoroughly screened to ensure that they are covered by and meet the requirements of ESS1 and Government laws and regulation. (ii) Extensive and meaningful consultations were conducted during the preparation of E&S documents. An SEP has been prepared to continue consultation during the implementation phase. (iii) E&S risks and Impacts have been identified in the ESIA/EIA based on surveys and consultations with primary stakeholders including communities and implementing agency. (iv) Environmental and Social Management Plan (ESMP) has been prepared based on the screening outcome and impact and risk assessment in the ESIA/EIA. ESMP/EMP will also include Employer's E&S requirements in the bidding documents. (v) The ESIA/EIA will be disclosed both in the NHA and Bank's websites. (vi) Monitoring and reporting on E&S performance will be carried out during implementation.

Sr. No.	Environmental and Social Standards	Description	Requirements and Gaps between ESF and Local Legislation	Relevance with Project and Actions (to be) Taken
			(iv) Employer's E&S requirements in the bidding document are not required by the Provincial laws.	
ESS 1	Health and Safety of Workers and Communities	Assess health and safety risks to Project workers and Project-affected communities. Promote the fair treatment, non-discrimination, and equal opportunity of project workers. Protect project workers, with particular emphasis on vulnerable workers. Prevent the use of all forms of forced labor and child labor. Support the principles of freedom of association and collective bargaining of project workers in a manner consistent with national law. Provide project workers with accessible means to raise workplace concerns. Assess and appropriately manage the risks of adverse impacts on communities that may result from temporary Project-induced labor influx. If	Requirements for the Borrower to prepare and adopt labor management procedures. Provisions on the treatment of direct, contracted, community, and primary supply workers, and government civil servants. Requirements on terms and conditions of work, non-discrimination and equal opportunity and workers organizations. Provisions on child labor and forced labor. Requirements on occupational health and safety, in keeping with the World Bank Group's Environmental, Health, and Safety Guidelines (EHSG). **Relevant Local Laws/Regulation** a) Pakistan Labour laws b) The Punjab Occupational Safety and Health Act, 2019 c) KP Occupational Safety and Health Act, 2022 d) The Sindh Occupational Safety and Health Act, (2017) e) Employment of Children Act, 1991 f) KP Industrial Relations Act, 2010 g) KP Bonded Labour System (Abolition) Act, 1995 h) KP Minimum Wages for Unskilled Workers Ordinance i) KP Factories Act, 2013 j) KP Workers Compensation Act, 2013 **Gaps**	Project will recruit the following types of workers: (i) Direct workers will include the project managers and supervisors, who are employees of NHA; (ii) All workforces deployed by the Contractors and the Project Supervision Consultant under the NHA will be deemed to be contracted workers. The Engineering, Procurement and Construction (EPC) Contractor might further engage multiple subcontractors; (iii) Influx of migrant labor from other districts for construction works is a norm, however, will be minimized by employing local skilled workers to avoid influx. (i) A Labor Management Procedure (LMP) has been prepared to regulate working condition and management of workers relation including worker specific Grievance Redress Mechanism (GRM), terms and conditions of employment, nondiscrimination and equal opportunity, Sexual Exploitation and Abuse/Sexual Harassments (SEA/SH), protection of workforce, the prohibition of child /forced labor (including in source country and supply chain) and provision of OHS management. High likelihood of direct exposure to increased construction related traffic and equipment especially at access road traversing

Sr. No.	Environmental and Social Standards	Description	Requirements and Gaps between ESF and Local Legislation	Relevance with Project and Actions (to be) Taken
			(i) The labor act does not make it mandatory for development interventions to be assessed and reviewed in terms of labor and working conditions, including OHS before approval. (ii) The labor act does not require development projects to prepare labor management plans / procedure or OCHSMP. (iii) No national OHS standards/guidelines are available for comparison or for implementation during the project.	settlement area with limited carriageway/ roadway width and poor condition, and sensitive receptors such as schools, religious place, health center/hospitals; and high dust levels from earthworks, high noise and emission level from traffic congestion and idling of vehicles, and operation on batching and bitumen plant. (ii) Occupational and community health and safety (OCHS) will be addressed in the ESIA/EIA through an OCHS Framework by identifying major occupational safety and health risks for the workers during construction. (iii) World Bank Group's EHS Guidelines and Good International Industry Practice, such as, OSHA will be used for guidance.
ESS 1	Resource Efficiency	Implement technically and financially feasible measures and sustainable use of resources, including energy, water, and raw materials. Avoid or minimize adverse impacts on human health and the environment caused by pollution from project activities. Avoid or minimize project-related emissions of short and long-lived climate pollutants. Avoid or minimize generation of hazardous and non-hazardous waste.	Requires an estimate of gross greenhouse gas emissions resulting from project (unless minor), where technically and financially feasible. Requirements on management of wastes, chemical and hazardous materials, and contains provisions to address historical pollution. In comparison with ESS1, environmental laws, i.e., Pak, Sindh, Punjab and KP EPAs exclusively prohibit the pollutants emission (under section 11 of Acts) and in case of violation penalize the proponent/s under Section 16 and 17 of the acts, respectively. ESS1 does not penalize the proponent/s, however give emphasis to avoid / minimize the	With respect to Resource Efficiency, the project preparation and the ESIA/EIA process have identified feasible measures for efficient (a) energy use; (b) water usage and management to minimize water usage during construction, conservation measures to offset total construction water demand and maintain balance for demand of water resources; and (c) raw materials use by exploring use of local materials, recycled construction materials, use of innovative design so as to minimize project's footprints on finite water bodies. With respect to Pollution Management, based on past NHA project experiences, the project has developed, as part of the ESIA/EIA

Sr. No.	Environmental and Social Standards	Description	Requirements and Gaps between ESF and Local Legislation	Relevance with Project and Actions (to be) Taken
		Minimize and manage the risks and impacts associated with pesticide use. Requires technically and financially feasible measures to improve efficient consumption of energy, water, and raw materials, and introduces specific requirements for water efficiency where a project has high water demand.	pollution through Good International Industry and Management Practices. **Gaps**: There is no major gaps with the national regulations and standards except the ambient air quality standards (AAQS). National AAQS is relax for some pollutants compared with World Bank Group's Guidelines, e.g., standard for particulate concentrations.	process, prevention and management measures to offset risks and impacts of pollution from potential sources such as dust and emission from operation of construction equipment, material haulage vehicles, batching and bitumen plants; effluents and wastewater from labor camps, construction camp; spillage or leakage during handling of hazardous materials like petroleum fuel, battery wastes etc.; and disposal of nonhazardous wastes (cardboards, panel boxes) generated during project implementation period.
ESS 1	Conserving Biodiversity	Protect and conserve biodiversity, sustainably managing terrestrial and aquatic natural resources and maintaining core ecological functions and services are fundamental to sustainable development.	Requirements for projects affecting areas that are legally protected designated for protection or regionally/internationally recognized to be of high biodiversity value. Requirements on sustainable management of natural resources, by making balance with a commitment to sustainable use of the multiple economic, social and cultural values of biodiversity and natural resources in an optimized manner. **Relevant Laws and regulations** a) Pakistan Environmental Protection Act, 1997 b) KP Environment Protection Act-2014 c) Sindh Environment Protection Act-2014 d) Punjab Environment Protection Act-2017 e) Guidelines for Sensitive and Critical Areas, 1997 f) Forest Act (1927) and Forest (Amendment Act 2010)	Site clearance activities for project footprint will involve removal of vegetation and felling of trees. The biodiversity baseline studies have indicated that there are potential impacts on biodiversity, with flora and fauna, however most of the affected species are indigenous and least concern as per IUCN category. ESIA/ESMP will consider compensatory measures for each tree felt during the construction, recommended numbers are 1:10 (1 tree felt will be compensated by 10 saplings planting).

Sr. No.	Environmental and Social Standards	Description	Requirements and Gaps between ESF and Local Legislation	Relevance with Project and Actions (to be) Taken
			g) Punjab Wildlife (Protection, Preservation, Conservation and Management) Act, 1974 h) Khyber Pakhtunkhwa Wildlife Protection, Preservation, Conservation and Management Act (1975) (the KP Wildlife Act) i) Protection of Trees and Brushwood Act (1949) **Gaps** The national laws do not describe quantitatively the compensatory plans of wildlife and forestry, i.e., how many numbers of trees to be planted against cutting of one tree. While sufficient penalty clauses are available in national laws.	
ESS 1	Stakeholder Engagement and Information Disclosure	Establish a systematic approach to stakeholder engagement that helps Borrowers identify stakeholders and maintain a constructive relationship with them. Assess stakeholder interest and support for the project and enable stakeholders' views to be taken into account in project design. Promote and provide means for effective and inclusive engagement with project affected parties throughout the project life-cycle. Ensure that appropriate project information is	Requires engaging with Project-affected people and other relevant stakeholders, through: (i) timely disclosure of the Project's environmental and social information; (ii) meaningful consultation; and (iii) Project-level grievance redress mechanisms (GRMs), which can be readily accessed by Project-affected people. Stakeholder engagement throughout the project life cycle, and preparation and implementation of a Stakeholder Engagement Plan (SEP). Requires early identification of stakeholders, both project-affected parties and other interested parties, and clarification on how effective engagement takes place. Stakeholder engagement to be conducted in a manner proportionate to the nature, scale, risks and impacts of the project, and appropriate to stakeholders' interests. Specifies what is	Relevant as the project will involve a wide variety of stakeholders during its project cycle including Forest Department that are associated with ESMP implementation and community consultation for health and Safety, especially traffic safety. The project will ensure: i) Relevant stakeholders for the project are properly identified. ii) Stakeholders have been consulted during the preparation of the ESIA/EIA. iii) A Stakeholder Engagement Plan (SEP) has been prepared to be followed during the implementation of the project.

Sr. No.	Environmental and Social Standards	Description	Requirements and Gaps between ESF and Local Legislation	Relevance with Project and Actions (to be) Taken
		disclosed to stakeholders in a timely, understandable, accessible and appropriate manner.	required for information disclosure and to achieve meaningful consultation. **Relevant Laws/Regulation** (a) PEPA 1997 (b) Punjab Environment Protection Act 2017 (c) Punjab IEE and EIA Regulations, 2022 (d) KP Environment Protection Act-2014 (e) KP Environmental Assessment Rules, 2021 (f) Sindh Environment Protection Act-2014 (g) Sindh Environmental Assessment Rules, 2021 **Gaps** Limited Stakeholder/Social engagement is focused in Environment Protection Acts of both provinces; however, ESS through SEP involves the Stakeholder engagement till the completion of project.	

2.9 Project Categorization

2.9.1 Pak EPA

Schedule II of the Pak Environmental Protection (Review of Initial Environmental Examination and Environmental Impact Assessment) Regulations 2000 Categories of projects requiring Environmental Impact Assessment (EIA), listed under Transport Category Bullet 2: Federal or Provincial Highways. Therefore, Phase 1A Section 7 of N5 reconstruction and expansion will require an EIA as per as per the Article 4 of the 2000 Regulations.

2.9.2 KP EPA

Schedule II of the Environmental Assessment Rules (EAR) 2021, Categories of projects requiring Environmental Impact Assessment (EIA), listed under Transport Category Bullet 2: Federal or Provincial Highways. Therefore, Phase 1A Section 8 of N5 reconstruction and expansion will require an EIA as per the Rule 4 of the EAR 2021.

2.9.3 Punjab EPA

Schedule II of the Punjab Environmental Protection (Review of Initial Environmental Examination and Environmental Impact Assessment) Regulations 2022, Categories of projects requiring Environmental Impact Assessment, listed under Transport Category Bullet 2: Highways, Motorways and Expressways or major roads. Therefore, Phase 1A Section 7 of N5 reconstruction and expansion will require an EIA as per the Article 4 of the 2022 Regulations.

2.9.4 Sindh EPA

Schedule III of the Sindh Environmental Protection (Review of Environmental Assessment (EA) Regulations, 2021, Categories of projects requiring Environmental Impact Assessment, listed under Transport Category Bullet 2: Highways, Motorways and Expressways or major roads. Therefore, Phase 1A Section 2 of N5 reconstruction and expansion will require an EIA as per the Article 4 of the 2021 Regulations.

2.9.5 Environmental and Social Framework of AIIB

AIIB Environmental and Social Framework uses categories of A (significant), B (limited), C (minimal) or FI (provision of funds through a financial intermediary). Category A with significant adverse environmental and social impacts, requires an ESIA along with Environmental and Social Management Plan (ESMP). Category B with limited potentially adverse environmental and social impacts and require an ESMP or an ESMPF. Category C with minimal environmental and social impacts Bank does not require an environmental and social assessment, but does require the Client to prepare an analysis of the environmental and social aspects of the Project.

AIIB, in its environmental and social review, classified the Project as ‘A’ with high risk as per the Environmental and Social Risk Classification. Potential environmental impacts and social risks are identified, including construction and expansion of the Phase 1A of N5, air pollution

due to dust and bitumen plant; high noise level and vibrations from construction vehicles and machinery; road safety for communities due to high volume of construction vehicles using local access road; traffic congestion and associated air pollution during diversion of traffic from N5; water logging during the reconstruction of drainage structures; accidental spills, particularly from fuel and lubricants used in construction machinery; occupational health and safety risks during construction; potential capacity constraints within the NHA in ensuring environmental and social compliance, considering the extensive geographic scope of the proposed intervention; and improper site reinstatement, where construction sites are inadequately restored post-project. The Project will also contribute to environmental benefits by reducing fuel consumption through smoother traffic flow and lower congestion.

2.9.6 Environment Category and E&S Risk Classification

A review of the project based on available information suggests the project falls under 'Schedule III' of KP EP Act and "Schedule II" of Sindh, Punjab and Pak EPA Act, and 'Category A' as per the AIIB's E&S Screening and Categorization. This is because the potential adverse risks and impacts on human populations and the environment are likely to be significant. The Project involve activities that have a high potential for harming people or the environment and is located away from environmentally or socially sensitive areas. As such, the potential risks and impacts and issues are likely to have the following characteristics:

- Irreversible, cumulative, diverse or unprecedented. These impacts may affect an area larger than the footprint, subject to physical works and may be temporary or permanent in nature.
- High in magnitude
- Wide coverage, with likelihood of impacts beyond the actual footprint of the Project
- High probability of serious adverse effects to human health and/or the environment

2.10 Environment Regulatory Authorities

2.10.1 Overview

The project will be implemented and operated by NHA with the involvement of government ministries, departments and agencies, where these hold responsibilities relevant to the Project and / or represent key stakeholder interests. Private sector companies will also play a role particularly during construction.

2.10.2 Statutory organizations

A summary of the key E&S regulatory institutions and their relationship with the project in accordance with national, provincial, and international requirements is provided in **Table 2-5**.

Table 2-5: Roles of statutory organizations

Organization	Functions / Role
Pakistan Environmental Protection Agency (Pak-EPA) KP Environmental Protection Agency (KP-EPA)	EPAs are responsible for: • Regulating the environmental issues. • Reviewing and checking environmental assessment report prepared as per the legal requirements.

Organization	Functions / Role
Sindh Environment Protection Agency & Punjab Environment Protection & Climate Change Department	• Environmental approvals of the Project. • Ensuring the implementation of government policies, during the project implementation. • Ensuring compliance and reviewing the performance of environmental management plans implementation.
Forest Departments (CDA-Islamabad, Sindh, KP & Punjab)	The forest departments are responsible for: • Administration and enforcement of Provincial Forest Ordinances. • Protection of forests, waste lands and its biodiversity from project interventions, denudation etc. • Promotion of suggesting measures for forest management involving community and project resources. • Conservation and improvement of ecology and natural habitat.
Islamabad Wildlife Management Board Sindh Wildlife Department KP Wildlife Department & Punjab Wildlife and Parks Department	The wildlife departments are responsible for: • Enforcing the National Wildlife (Protection, Preservation, Conservation and Management) Act of 1975 and the rules made there under • Identifying, notifying, and managing National Parks, Wildlife Parks, Wildlife Refuges, Wildlife Sanctuaries and Game Reserves. • Protecting the wildlife from any intervention. • Replenishing the depleted wildlife population through protection and/or reintroduction measures.
CDA - Labor Relations Labour Department, Sindh Labour Department, KP & Labour and Human Resource Department, Punjab	The labour departments in provinces are responsible for: • Guaranteeing the rights of the workers like the right to organize, the right to collective bargaining, participation in the affairs of the implementing agency, health & safety, minimum wages, compensation, etc., are followed in the project.
ICT (Administration) - Women Development Wing Zakat Ushr, Social Welfare, Special Education and Women Empowerment Departments – Sindh Zakat Ushr, Social Welfare, Special Education and Women Empowerment Department – KP & Women Development Department, Punjab	These departments are responsible for: • Transformation of the government into an organization that actively practices and promotes gender equality and women empowerment. • Mainstreaming gender equality perspective across public policies, laws, programs, and projects by departments and agencies of the government with a focus on women empowerment. • looking after various marginalized segments of population such as poor, persons with disabilities, orphans, victims of violence and specifically women to ensure the welfare and support the marginalized group of society.
ICT (Administration) - Labour Welfare Department Sindh Workers Welfare Board KP Workers Welfare Board & Punjab Workers Welfare Fund	The workers welfare boards are responsible for: • provision of housing, education, health and other welfare facilities to the workers and their families. • Promoting the same through projects.

Organization	Functions / Role
Employees' Old Age Benefit Institution	The EOBI is responsible for: • Making sure that workers are benefitted after retirement from the collected/raised funds.

2.11 APPROVALS FROM RELEVANT GOVERNMENT DEPARTMENTS

The proposed project will require various approvals from relevant government departments during implementation as summarized **Table 2-6** in below.

Table 2-6: Approvals and Permits Required during Project Implementation

Sr. No.	Approval Required	Issuing Authority	Requirements	Responsible Agency	Schedule
1.	Clearance of ESIAs/ESMPs, RAPs, and other required instruments as described in the ESMPF and RPF	AIIB	Submission of site-specific E&S instruments	PIU-HQ-NHA	Prior to initiation of subproject construction works
2.	Clearance of EIAs and Environmental approval for the construction works	Concerned EPAs Pak EPA, KP EPA, Punjab EPA and Sindh EPA	Submission of EIA(s)	PIU-HQ-NHA	Prior to initiation of subproject construction works
3.	Approval for notified forest & wildlife areas, and clearing of trees (for trees outside the NHA's ROW)	Concerned Forest and Wildlife Department of each province	Submission of request with detailed project layout/plans	PIU-HQ-NHA	During construction phase
4.	Approval for River, Stream, Nullah and Canal Crossings	Concerned Irrigation Department	Submission of request with detailed project layout/plans	PIU-HQ-NHA	During construction phase
5.	Approval for the use of quarry and excavated material	Concerned Mines and Minerals Department	Submission of request with location map of the quarry area	PIU-HQ-NHA	During construction phase
6.	Approval for disposal of solid and liquid waste	Concerned Municipal Authorities	Submission of request with detailed project layout, location map and Waste Management Plan	PIU-HQ-NHA	During construction phase
7.	Approval for crossing of public utilities	Concerned Agencies	Submission of request with detailed project layout, location map and site-specific details of utilities	PIU-HQ-NHA	During construction phase
8.	Approval for crossing of	Concerned	Submission of	PIU-HQ-	During

Sr. No.	Approval Required	Issuing Authority	Requirements	Responsible Agency	Schedule
	notified archeological and cultural sites	Archeological Department	request with detailed project layout, location map and Chance Find Procedures	NHA	construction phase

3 DESCRIPTION OF PROJECT

3.1 Project Background

The National Highway Authority (NHA) has developed a comprehensive 20-year plan to reconstruct and widen the entire 1,819-kilometer-long N5 highway in four phases. This strategic initiative aims to enhance connectivity, improve road safety, and boost economic activity across Pakistan.

The Project aims to enhance climate resilience, operational efficiency, and road safety by reconstructing and upgrading critical four-lane segments into a climate-resilient six-lane dual carriageway. AIIB's financing, referred to as the "Multi-phase Program" (MPP), supports the reconstruction of four sections of the N5 highway in Phase 1, spanning 209 km across Islamabad Capital Territory, Punjab, Khyber Pakhtunkhwa, and Sindh provinces. Phase 1 has divided into Phase 1A consisting of three Sections (2, 7, and 8) with 141 km road and Phase 1B is covering 68 km road and 1 km long Nai Baran bridge.

The reconstruction and upgrades include geometric enhancements, service roads on both sides in urban areas, the installation of advanced road safety devices, flyovers, improved underpasses, pedestrian crossings, protected U-turns, and newly designed or modified bus bays.

The Project also aims to minimize congestion and delays by expanding capacity with additional lanes, improving accessibility, and enhancing the road's ability to accommodate higher traffic volumes for the efficient movement of goods and passengers. Key benefits include reduced vehicle operating costs and travel time, improved road safety with a lower accident rate, and strengthened socio-economic conditions in surrounding areas. By fostering employment opportunities, supporting local businesses, and facilitating smoother transportation of raw materials and finished goods to markets, the project will contribute to economic growth. Additionally, the improved geometric road design will help prevent accidents and ensure the timely delivery of perishable goods, reducing spoilage and logistical inefficiencies.

The upgraded N5 will be designed with climate resilience, road safety, and operational efficiency in mind:

- **Climate Resilience** – The use of climate-adaptive materials and designs will strengthen the highway's ability to withstand extreme weather events, such as flooding and heat damage, minimizing disruptions and maintenance costs.
- **Road Safety** – Modernized Road designs and advanced traffic management systems will significantly reduce accident rates, ensuring safer travel for commuters and freight operators.
- **Intelligent Transportation Systems (ITS)** – The integration of ITS will enhance real-time traffic monitoring, congestion management, and incident response, leading to improved transport efficiency for logistics companies and everyday travelers.

By making the N5 highway safer, more resilient, and better managed, the Project is set to deliver long-term economic and social benefits for Pakistan, reinforcing its role as a vital transport corridor for trade and commerce.

3.2 Project location

Phase 1A of the project (the "Project") prioritizes the reconstruction and expansion of three critical sections of the N5 highway, covering a total of 141 kilometers:

- **Section 2: Ranipur to Sukkur (70 km)** – This section is located in Sukkur and Khairpur districts of Sindh province and serves as a crucial link in the transportation of goods and passengers between Karachi and northern Pakistan. The upgrade aims to improve road capacity and reduce travel time.
- **Section 7: Rawalpindi to Hassanabdal (40 km)** – Situated in Rawalpindi and Attock districts of Punjab province and in Islamabad Capital Territory (ICT), this stretch is a vital part of the highway connecting the northern region with the federal capital and beyond. Its reconstruction is expected to enhance mobility and safety for commuters and freight transport.
- **Section 8: Nowshera to Peshawar (31 km)** – This segment, located in Nowshera and Peshawar districts of Khyber Pakhtunkhwa province, connects key urban centers and supports regional trade and economic activities. The planned improvements will facilitate smoother traffic flow and strengthen regional connectivity.

The location maps of each Section are presented in **Figure 1-1, Figure 1-2, and Figure 1-3** for Section 7, Section 8, and Section 2, respectively.

3.3 Project Salient Features

The Phase 1A Project involves widening and improvement of the existing section of the Ranipur to Sukkur, Rawalpindi-Hassanabdal, and Peshawar-Nowshera sections of N5 Highway. It also involves the provision of service roads close to urban settings, extension of existing and construction of new structures which include bridges, culverts, flyover and relocation of existing drains (locations are provided in Vol. 3 - Climate Change Assessment Report) and existing utilities (where required). The salient features of the Project are presented in
Table 3-1.

Table 3-1: Salient design features of the Phase 1A highway

Project Feature	Ranipur to Sukkur	Rawalpindi – Hassanabdal	Peshawar – Nowshera
Length (km)	70	40	31
Design Speed (Rural/Semi Urban/ Urban) (km/h)	100 / 80 / 60	100 / 80 / 60	100 / 80 / 60
Design Vehicle	WB-20 (6 Axle Articulated Trailer)	WB-20 (6 Axle Articulated Trailer)	WB-20 (6 Axle Articulated Trailer)

Project Feature	Ranipur to Sukkur	Rawalpindi – Hassanabdal	Peshawar – Nowshera
Flyovers Railways	01 (2+2 lanes) Retained at Railway crossing	01 (3+3 lanes) Fateh Jang Railway crossing	01 (3 lanes) South Bound Carriageway over railway crossing of Amangarh, Right side 3-lanes existing flyover to be retained
Service Roads (km)	20.20 km (both side)	24.24 (both side)	12.75 (both side)
Weigh Stations	15 Locations, Existing to be retained=11 Modified = 04 locations (3 bays each)	02 Locations, (2+2 lanes, existing to be modified)	01 Location (2- lanes, existing to be modified)
Bus bays	12 (Proposed)	08 (Proposed) (Existing to be retained)	10 (Proposed = 01) (Existing to be modified = 09)
Drainage Structures	Mud cleaning 3 culverts and 1 bridge Increase capacity of 1 culvert Replacement of 7 culverts	Mud cleaning and maintenance 5 culverts 6 bridges Increase capacity of 3 culverts	Increase capacity of 5 bridges and 6 culverts Replacement of 1 bridge and 1 culvert
Pedestrian Bridges/ Pedestrian Underpasses	22 (widening = 01, new = 21)	34 (Pedestrian Bridges widening = 22, new = 12), 07 (Pedestrian Underpasses retained)	03 (Pedestrian Bridges widening = 01, new = 02
U-turns	18 (Proposed)	20 (Proposed)	13 (Proposed)
Toll Plaza	01 at Ranipur The existing toll booth, canopy, bays, pavement, and electrical/electronic works are to be modified with a new design. Renovation of the building adjacent to the toll	01 at Sangjani, Existing to be modified with new design of toll booth, canopy, bays, pavement and electrical/ electronic works. Renovation of toll adjacent building.	Nil

Pavement designs of all three sections of the road will follow AASHTO guidelines and presented in **Table 3-2**.

Table 3-2: Pavement design for all three sections of the highway

Item	Unit	Ranipur to Sukkur	Rawalpindi – Hassanabdal	Peshawar – Nowshera
Widening Section				
Asphalt Concrete Wearing Course	mm	50	50	50
Asphalt Concrete Base Course	mm	190	180	180

Item	Unit	Ranipur to Sukkur	Rawalpindi – Hassanabdal	Peshawar – Nowshera
Aggregate Base Course	mm	300	300	300
Granular Subbase	mm	250	250	250
Rehabilitation of existing road				
Asphalt Concrete Wearing Course	mm	50	50	50
Asphalt Concrete Base Course	mm	190	180	180
Aggregate Base Course	mm	150	150	150
Proposed Pavement for Service Road				
Asphalt Concrete Wearing Course	mm	50	50	50
Asphalt Concrete Base Course	mm	250	80	250
Aggregate Base Course	mm		250	
Granular Subbase	mm	150	150	150
Subgrade shall have a minimum soaked CBR	%	8% @95% M.D.D.		
Design period	Year	10		

The typical cross section of the Phase 1A Project highway is presented in **Figure 3-1**.

Figure 3-1: Typical Cross Section of the 6 Lane highway with Service Road

3.4 Traffic Data

The main objective of Traffic Studies is to assess the volumes and composition of traffic load likely to use the proposed road immediately after the Project implementation. The projected volumes of traffic for the future years are used to predict air quality and noise level. NHA provided traffic counts data of 2024, along with forecasted traffic of 2030 and 2045 and are presented in **Table 3-3**.

NHA forecasts regional traffic volume based on the relevant provisions of Highway Capacity Manual (2017 Edition, People's Communications Press). NHA estimated the maximum service traffic volume corresponding to the traffic demand under the design conditions and the design service level. It aims to determine whether the construction and implementation

conditions of the Project can ensure that the planned Class-C II highway can operate under the required Level -IV service level in future after the reconstruction of the Phase 1A highway.

In 2024, the average two-way daily traffic was recorded as 39,266 vehicles/day for Section 2, 116,628 vehicles/day for Section 7, and 73,327 vehicles/day for Section 8.

By 2030, the projected two-way daily traffic is expected to increase after the reconstructed highway is operational to 47,526 vehicles/day for Section 2, 142,226 vehicles/day for Section 7, and 90,967 vehicles/day for Section 8, respectively.

Looking further ahead to 2045, the forecasted two-way daily traffic is estimated to reach 72,914 vehicles/day for Section 2, 222,000 vehicles/day for Section 7, and 148,195 vehicles/day for Section 8.

Table 3-3: Current and forecasted Traffic on Section 2, Section 7 and Section 8

Year	Directions	Motor Cycles	Rickshaws	Cars/ Jeeps	Wagons/ Pick ups	Mini Bus/ Trucks	Buses / Coasters	Trucks		Trucks (Articulated)			Tractors Trolley	Total Traffic (VPD)	Total PCUs
								2-Axles	3-Axles	4-Axles	5-Axles	6-Axles			
SECTION 2: RANIPUR – SUKKUR (Two-Way Traffic)															
2024	Ranipur to Tando Masti	1174	159	4733	820	798	837	975	1139	1568	724	1880	141	14948	30263
	Tando Masti to Rohri	4719	982	7407	1774	1019	1018	1426	1282	1513	723	2137	319	24318	39594
2030	Ranipur to Tando Masti	1499	196	5800	972	926	971	1155	1350	1858	858	2228	167	17979	36031
	Tando Masti to Rohri	6023	1214	9076	2103	1182	1180	1690	1520	1793	857	2533	378	29547	47373
2045	Ranipur to Tando Masti	2460	307	8969	1488	1341	1406	1726	2016	2777	1282	3328	249	27349	54118
	Tando Masti to Rohri	9886	1902	14035	3220	1711	1710	2524	2270	2678	1280	3784	564	45565	71627
SECTION –7: RAWALPINDI – HASSANABDAL (Two-Way Traffic)															
2024	Tarnol to Taxila	10893	1596	30928	3622	1386	279	727	5037	166	62	200	66	54962	59592
	Taxila to Hassanabdal	21385	6103	21727	2839	1242	326	656	5350	144	44	163	110	60090	58899
2030	Tarnol to Taxila	13903	1972	37898	4295	1607	324	862	5969	197	74	237	78	67415	72360
	Taxila to Hassanabdal	27296	7542	26624	3366	1441	378	777	6340	170	53	193	131	74311	71832
2045	Tarnol to Taxila	22823	3091	58602	6575	2327	469	1288	8918	294	110	353	117	104967	111242
	Taxila to Hassanabdal	44807	11819	41169	5153	2087	548	1161	9472	254	79	289	196	117033	111147
SECTION – 8: NOWSHERA – PESHAWAR (Two-Way Traffic)															
2024	Nowshera to Pabbi	7119	4791	16975	3298	651	126	879	1415	130	75	360	206	36027	36734
	Pabbi to Peshawar	8913	6191	18762	3130	609	138	1041	1352	158	77	584	219	41173	41465
2030	Nowshera to Pabbi	9087	5921	20801	3911	755	146	1042	1677	154	89	427	245	44255	44705
	Pabbi to Peshawar	11376	7651	22990	3712	706	160	1233	1602	187	92	692	259	50661	50524

Year	Directions	Motor Cycles	Ricksh -aws	Cars/ Jeeps	Wagons/ Pick ups	Mini Bus/ Trucks	Buses / Coasters	Trucks		Trucks (Articulated)			Tractors Trolley	Total Traffic (VPD)	Total PCUs
								2-Axles	3-Axles	4-Axles	5-Axles	6-Axles			
2045	Nowshera to Pabbi	14916	9279	32164	5987	1094	212	1556	2505	231	133	638	366	69081	68970
	Pabbi to Peshawar	18674	11990	35549	5682	1023	232	1843	2393	280	137	1034	388	79225	78042

Source: PC1

3.5 Associated facility

There is no associated facility in Phase 1A Project.

3.6 Construction Materials

The materials used in construction would include coarse aggregates (crush), fine aggregates (sand), soil, water, asphalt, reinforcement, cement etc. Almost all these raw materials are locally available in the area. Additionally, the project will require the consumption of bitumen for asphalt plant, petrol, diesel, and lubricants/oil for vehicles and construction machinery. The construction material will be procured from approved quarries (Taxila for Section 7 & 8, Sakhi Sarwar for Section 2) and no new quarry will be required by the contractors. The quantity of construction material required for the proposed project has been estimated tentatively and provided in **Table 3-4**.

Table 3-4: Quantification of Construction Material

Sr. No.	Description	Unit	Section 2 Ranipur-Sukkur	Section 7 Rawalpindi -Hassanabdal	Section 8 Nowshera-Peshawar
			(70 km)	(40 km)	(31 km)
1	Concrete	m^3	433,461	247,692	23,339
2	Cement	Bag	3,700,080	2,114,332	199,223
		ton	185,004	105,717	9,961
3	Reinforced Steel	ton	35,811	20,463	1,928
4	Excavation	m^3	8,557,272	54,599	5,145
5	Embankment	m^3	1,674,145	4,889,870	460,748
6	Subbase	m^3	1,093,065	956,654	90,141
7	Aggregate Base	m^3	8,557,272	624,609	58,854

3.6.1 Borrow Soil for Embankment

Topography of the project area is plain and borrow soil for road embankment is locally available along road alignment. It is estimated that 90,390 m^3 of borrow materials will be required for Section 2 highway construction. On the other hand, surplus materials generated from excavation in Section 7 and 8 will be used for embankment preparation.

3.6.2 Borrow Material for Sub Base

Suitable sub-base materials are locally available, making them a cost-effective choice. These materials may include pit-run or bed-run gravel, sand-gravel mixtures, or soil aggregates. Numerous seasonal nullahs (streams) cross the road alignment, and their material can be used as sub-base after removing particles larger than 2 inches. Sample testing of locally sourced materials will be conducted before final selection. The Provincial Mines and Minerals Departments lease these streams and nullahs to designated vendors. Therefore, the Contractor must coordinate with the approved vendors to source materials from these locations. To ensure environmental compliance, the use of riverbed material will be strictly

prohibited, and only materials from designated quarry sites in Taxila and Sakhi Sarwar will be permitted.

a) Crushed Aggregate

Aggregates of different sizes are naturally available along the Phase 1A Project area. Aggregate will be tested by the design consultant, as well as the Contractor and approved by the Supervision Consultant before use.

b) Fine Aggregate

Sand will be obtained locally from the designated quarry sites, which are licensed by relevant department of the government, complying with environmental regulations. It will be ensured that river bed material will not be allowed to use. Samples of sand available from approved quarry sites will be tested by the design consultant, as well as the Contractor for their gradation to meet the desired requirements as per standards for concrete.

c) Subgrade Material

Large quantity of sub–grade (soil) is abundantly available at various locations, e.g., Nowshera, Taxilla, Sakhisarwar, Ranipur) along the Project alignment. Borrow pits of suitable material at a reasonable reach will be selected, complying provincial EPA requirements and international good practices. The testing for index properties, sulfate, chloride contents and organic contents will be performed.

d) Asphalt, Reinforcement and Cement

Asphalt, reinforcement and cement will be transported from local markets. The testing of available material will be done as per the Project requirements.

3.7 Construction Activities

Construction of the Phase 1A highway involve the following major tasks:

- Site Clearance (clearing of vegetation/ trees);
- Earth work (Excavation and filling of unsuitable material and top soil);
- Establishment of Camps and Workshops;
- Transportation and Storage of Materials;
- Use of Construction Vehicle and Heavy Machinery;
- Installation and operation of Batching and Asphalt Plants;
- Spoil Disposal;
- Structural Works;
- Drainage Work;
- Roadwork (milling, levelling, preparation of sub grade, sub base, base and wearing course including asphalt and concrete mixing); and
- Miscellaneous Work (Road Ancillaries, Traffic Signs and Signals etc.)

The right-of-way of all three Sections lie in plain land and do not pass through any mountainous terrain, hence drilling and blasting will not be needed. The reconstruction and widening of the Phase 1A highway include but not limited to the following:

- The project involves comprehensive road infrastructure improvements, including milling and removal of the existing surface, excavation and grading for elevation adjustments, installation of a new base layer, and pavement overlay with asphalt. Compaction will ensure stability. Bridge construction includes deck, superstructure, and substructure work, along with the improvement of seven underpasses, construction of 14 new pedestrian bridges, and widening of 23 existing ones. Additionally, a six-lane and a three-lane flyover will be built. Structural enhancements include the installation of new expansion joints, bearings, and guardrails.
- Culvert reconstruction involves removing old structures, installing new concrete or corrugated metal culverts, backfilling, and compaction. Road shoulders will be reinforced, graded, and shaped to prevent erosion, with appropriate materials such as aggregate or asphalt applied. Road safety measures include installing new lane markings, crosswalks, stop bars, and signage for traffic guidance and compliance with safety standards.
- Maintenance and rehabilitation efforts include patching and resurfacing road defects, crack sealing, and leveling surfaces. Bridges will undergo repairs for spalling, cracks, and structural deterioration, including expansion joint and bearing rehabilitation. Existing culverts will be cleaned, maintained, repaired, or relined to extend their lifespan. Additional measures include refreshing road markings and signage, replacing damaged signs, maintaining shoulders through grading and re-graveling, and clearing obstructions from culverts and ditches to improve drainage.

3.8 Construction Equipment

The list of the machinery and the equipment required for the construction of the Project is provided in **Table 3-5**. The machinery and equipment used for the proposed Project will typically result in the release of oil spills and gaseous emissions.

Table 3-5: Machinery and Equipment Requirement

Sr. No.	Type of Machinery/ Equipment	Sr. No.	Type of Machinery/ Equipment
1	Mill/Planer	11	Self-Propelled Pneumatic Roller
2	Dump Truck	12	Asphalt Distributor
3	Front End Loader and Dozer	13	Batching Plant/ Crusher
4	Grader	14	Concrete Transit Truck
5	Vibratory Roller	15	Concrete Pump
6	Water Tankers	16	Excavator
7	Aggregate Spreaders	17	Water Pumps
8	Third Wheel Rollers	18	Cranes
9	Tandem Roller	19	Vibrators
10	Asphalt Plant	20	Generators

3.9 Construction Camps and Yards

Camp sites will be selected based on following considerations:

- Number of workforces deployed;
- Type and quantity of machinery mobilized;

- Availability of adequate area for establishing camp sites including parking areas for machinery, stores and workshops;
- Access to communication and local markets and away from the local population settlements; and
- Appropriate distance from sensitive areas including settlements and religious and/or cultural facilities.

Based on the above criteria and consultant's experience, three (03) construction camps including Contractor's office, construction equipment yard, material stock piling, parking spaces etc. will be required for each Section. However, final locations will be selected by the Contractor in association with the Employer and the Supervision Consultant employed by the Concessionaire, which will be finalized after the approval from Project Director. Care will be taken to safeguard the existing environment of the area and location shall be selected away from settlements. If it will not be possible to locate camp sites within the RoW, the contractors may acquire land on lease from private landowners. The contractors while selecting the locations of construction camps and yard will be required to consider the following criteria:

- Temporary lease of land from the private owner with an agreed price.
- Resettlement of people and houses must be avoided while selecting the location of the camps and yards;
- Camp and yard site will be away from the residential areas and sensitive receptors;
- Selection of sites shall be near the Project area having proper access to the nearby main/link road;
- The site must be located in a place where the drainage from and through the camps will not threat any domestic or public water supply;
- Camp and yard site must be adequate in size to prevent overcrowding of necessary structures (about 1500 m^2 land is required for each camp site as per designers' recommendation, which may be finalized during implementation phase as per requirement);
- The site will avoid any damage of property, vegetation, irrigation, and drinking water supply systems;
- The camp site must not be subject to periodic flooding; and
- The site must be away from ecologically sensitive areas, e.g., wildlife sanctuaries, game reserves, national parks, etc.

3.10 Work Force

The workforce required for Phase 1A of the 6-lane highway construction depends on various factors, including construction methods, mechanization levels, project timelines, and labor productivity. However, based on industry standards and previous large-scale road construction projects, the Consultant has estimated the required workforce, as presented in **Table 3-6**. The actual workforce for each Section will be determined by the contractors during the construction phase.

Road construction is a significant employment-generating industry, and the country has a well-established pool of skilled workers, including those with experience from the Middle East. It is anticipated that less than 30% of the workforce during the peak construction period will be

migrant workers, primarily for specialized tasks requiring advanced technical skills and management staff.

Table 3-6: Estimated workforces for 3 Sections of Phase 1A Project

Sections	Length (km)	Total No of Workers	Skilled Workers	Unskilled Workers
Section 2	70	1,000	250	750
Section 7	40	800	200	600
Section 8	31	700	175	525

3.11 Security Personnel

A total of 30-45 security personnel (approximately) shall be deployed for each Section under the Project. Detailed project site security plan has been provided in the Labor Management Plan (LMP) document (please refer to Annexure II of the LMP).

3.12 Water Requirement

The source of water for construction purpose during the construction phase will be transported using water bowser tanks from local sources and drinking water from reliable groundwater (if available after testing water quality parameters eligible for drinking purpose) will be used. The water consumption in the camp for human use is estimated to be 40,000 liters/day[1] for Section 2, 32,000 liters/day for Section 7, and 28,000 liters/day for Section 8. It is estimated that 0.083 million m^3 of water for construction purpose during the entire construction period (about 116 m^3 per day) will be utilized for concreting activities.

3.13 Energy Sources

Energy resources will be essential for operating Project vehicles, construction machinery, batching plants, asphalt plants, offices, residential colonies, and labor camps. The primary energy sources required for the Project include diesel, petrol, natural gas, and electricity.

It is estimated that the total energy demand across all sources will be approximately 517 terajoules for Section 2, 307 terajoules for Section 7, and 217 terajoules for Section 8, respectively. However, contractors will be responsible for maintaining detailed records of fuel consumption for various energy sources throughout the construction phase.

Diesel, petrol, and natural gas will be sourced from the nearest fuel stations, which are readily available in cities, towns, and along existing highways. Electricity will be supplied through local power distribution companies, with connections established from the nearest substations and distribution lines.

3.14 Project Implementation Schedule

[1] *Tentative Work Force Requirements Including Client and Contractor Staff"*
= (1,000) x (40) = 40,000 liters/day
Water Demand = Design Standards of Pakistan https://pecongress.org.pk/images/upload/books/Paper418.pdf

The tentative implementation period for proposed Project is Thirty-four months (34) for Section 2 and Twenty-Four (24) months each for Section 7 and Section 8, respectively.

3.15 Cost of the Project

Total Phase 1A Project cost is estimated about PKR 39.17 billion for Section 2, PKR 31.09 billion for Section 7, and PKR 22.77 billion for Section 8, respectively.

4 ANALYSIS OF ALTERNATIVES

4.1 General

This chapter provides a detailed examination of the alternatives considered for various components of Phase 1A of the N5 Highway reconstruction during the design phase. It outlines the different design options explored for key project elements, including roadway alignment, pavement materials, drainage systems, and structural improvements such as bridges, culverts, and interchanges.

The analysis evaluates the technical robustness of each alternative, assessing factors such as structural integrity, durability, ease of maintenance, and compliance with engineering standards and regulatory requirements. Additionally, the cost implications of each option are examined, considering both initial construction expenses and long-term operational and maintenance costs to determine overall economic viability.

Furthermore, the chapter investigates the social impact of the proposed alternatives, including potential effects on local communities, accessibility, traffic flow, and road safety. Public concerns, stakeholder interests, and the potential for displacement or disruption to nearby residents and businesses are also considered.

Finally, the environmental consequences of each alternative are assessed, focusing on factors such as land use, air quality, noise pollution, water management, and ecological impacts. The evaluation ensures that the selected alternative aligns with sustainability principles while minimizing negative effects on the surrounding environment.

Through this comparative analysis, the chapter aims to identify the most balanced and optimal solution that ensures the long-term success and sustainability of the N5 Highway reconstruction under Phase 1A.

The first section includes an analysis of the no project option compared with the Project, followed by an analysis of alternative to Flyovers, Controlled U-turns, New Pedestrian bridges, Alternative routes for diverting traffic, Pavement alternatives (Asphalt vs. Concrete), and finally a summary of the selected options.

4.2 No Project Alternative

The Phase 1A Project of the N5 Road has become a major congestion point, characterized by slower speeds, longer travel times, and increased vehicle queuing. This is primarily due to the dense urbanization in the area, which has also led to higher levels of noise and air pollution. The unprotected U-turns along key locations on N5—specifically at Baberloi, Khairpur, Thehri Bypass, Waris Ghambir, Shah Hussain Chowk, Khairpur Special Economic Zone, Tando Masti, and Moosani in Section 2 (Ranipur to Sukkur); at Tarnol, Taxila, and Islamabad Capital Territory areas in Section 7 (Rawalpindi-Hassanabdal), and Pabbi, Tarru Jabba, and Amangarh in Section 8 (Peshawar-Nowshera)—are exacerbating the situation. Additionally, the Nowshera-Chitral road (N45) also utilizes the Nowshera-Peshawar section of N5, further contributing to traffic strain.

Since the launch of the China-Pakistan Economic Corridor (CPEC) project, Rashakai Town in Nowshera has been designated as an Economic Zone for Khyber Pakhtunkhwa, which has further increased traffic in the area.

Currently, the capacity of Phase 1A of the N5 highway is insufficient to ensure smooth traffic flow. The road condition has further deteriorated due to the 2022 flood damage. Traffic volume is expected to rise over time, as indicated by traffic projection surveys, which will lead to even more congestion in the future. Without intervention, these increased traffic volumes will result in longer travel times, higher levels of dust, vehicular emissions, noise, and a greater risk of accidents and traffic conflicts.

The highway's worsening condition will lead to increased wear and tear on vehicles and higher accident probabilities. Additionally, access to the main city from nearby villages will remain difficult, limiting residents' access to better educational and healthcare facilities. In emergency situations, rescue services will struggle to reach affected or safe areas, further exacerbating risks.
The proposed project will upgrade the road from 4 to 6 lanes, incorporating service roads, pedestrian bridges, underpasses, flyovers, and controlled U-turns to enhance traffic flow, reduce congestion, improve air quality, and high noise levels due to high speed traffic movement. However, project implementation will involve resettlement impacts, affecting 49 houses and secondary structures, 1,448 shops/hotels, 702 kiosks and huts, 49 filling stations, 113 miscellaneous structures, and 190 mosques, shrines, and other assets.

Given these concerns, it is clear that the "No Project Option" would not only impede national economic growth but also negatively impact local and regional development and the overall quality of life for the communities along the N5 corridor.

4.3 Flyovers and Underpasses at Railway Crossings

Alternatives Considered:

- **Option 1:** Constructing a 6-lane flyover (both ways) at Fateh Jang Railway crossing and a 3-lane southbound flyover at Amangarh Railway crossing.
- **Option 2:** Constructing grade-separated underpasses instead of flyovers.
- **Option 3:** Retaining at-grade railway crossings with signalization and upgraded safety measures.

Evaluation:

- **Cost:** Flyovers and underpasses are costly compared to at-grade crossings. Flyovers require extensive structural work, while underpasses need excavation, dewatering, and drainage solutions.
- **Construction Issues:** Flyovers involve elevated structures with significant land acquisition, whereas underpasses require excavation and may be unsuitable in flood-prone areas.
- **Social Impact:** Flyovers and underpasses improve safety and reduce congestion but may require resettlement. At-grade crossings increase delays and accident risks.
- **Environmental Impact:** Flyovers and underpasses reduce idling time, lowering emissions. However, construction activities may cause temporary noise and air pollution.

Selected Option: Flyovers at both railway crossings due to their long-term efficiency, safety benefits, and minimal water drainage concerns.

4.4 Dedicated U-Turns

Alternatives Considered:

- **Option 1:** Implementing designated controlled U-turns with signalized management.
- **Option 2:** Constructing elevated U-turn ramps for grade separation.
- **Option 3:** Using loop U-turn intersections to redirect traffic.
- **Option 4:** Maintaining existing uncontrolled U-turns.

Evaluation:

- **Cost:** Controlled U-turns and loop U-turn intersections are cost-effective, while elevated U-turn ramps require high construction costs.
- **Construction Issues:** Elevated U-turns require additional structural work, increasing complexity. Loop U-turns need more land but reduce congestion.
- **Social Impact:** Controlled U-turns enhance safety and traffic flow. Elevated ramps eliminate intersection conflicts but may inconvenience local access.
- **Environmental Impact:** Reduced vehicle idling decreases emissions; however, construction activities may disrupt traffic temporarily.

Selected Option: Since all sections of Phase 1A highway has median, which can be used for constructing loop U-turns, to balance safety, cost-effectiveness, and traffic efficiency.

4.5 New Pedestrian Bridges

Alternatives Considered:

- **Option 1:** Constructing pedestrian bridges at key locations.
- **Option 2:** Installing pedestrian underpasses.
- **Option 3:** Enhancing existing zebra crossings with traffic signals.

Evaluation:

- **Cost:** Pedestrian bridges are moderately expensive but provide long-term benefits. Underpasses require high excavation and maintenance costs.
- **Construction Issues:** Bridges are easier to construct, while underpasses need proper lighting, ground support, and security measures to ensure usability.
- **Social Impact:** Bridges improve pedestrian safety and accessibility. Underpasses may be less attractive due to safety concerns.
- **Environmental Impact:** Bridges have minimal environmental impact, while underpasses require significant excavation and land disturbance.

Selected Option: Pedestrian bridges to enhance safety and minimize construction challenges.

4.6 Alternative Routes for Traffic Diversion During Construction

Alternatives Considered:

- **Option 1:** Utilizing parallel roads and existing bypasses.

- **Option 2:** Constructing temporary roads adjacent to the construction site.
- **Option 3:** Implementing staged construction with partial road closures.

Evaluation:

- **Cost:** Using existing roads is the most cost-effective option, while temporary diversion road using the RoW may reduce the cost, without land acquisition.
- **Construction Issues:** Service/diversion roads using the existing RoW in one side and widening on the other side vis-versa, while partial closures of the existing highway will cause congestion.
- **Social Impact:** Properly planned diversions minimize inconvenience for commuters and businesses.
- **Environmental Impact:** Utilizing existing RoW reduces land disturbance and construction waste.

Selected Option: A combination of parallel roads using the RoW, bypasses, and staged construction to balance cost and minimize disruption.

4.7 Pavement Alternatives

Alternatives Considered:

- **Option 1:** Asphalt pavement.
- **Option 2:** Concrete pavement.
- **Option 3:** Composite pavement (asphalt over concrete).

Evaluation:

- **Cost:** Asphalt is cheaper initially but requires frequent maintenance. Concrete has a higher upfront cost but longer lifespan.
- **Construction Issues:** Concrete takes longer to cure, delaying project completion. Asphalt allows faster installation and phased construction.
- **Social Impact:** Asphalt provides a smoother ride but wears out faster. Concrete is more durable, especially for heavy traffic.
- **Environmental Impact:** Asphalt emits more CO_2 during production, smooth driving experience and less noise, whereas concrete is more sustainable in the long run but generates high noise level.

Selected Option: Due to its low initial investment cost asphalt pavement is considered in the design.

4.8 Alternative Workforce Options

Alternatives Considered

- **Option 1:** Local Worker
- **Option 2**: Migrant Worker
- **Option 3:** Mixture of Local and Migrant Workers

Evaluation

- **Cost:** Recruiting a mix of local and migrant worker provides an optimal balance between cost efficiency and workforce availability. Relying solely on local labor may reduce transportation and accommodation costs but could lead to inefficiencies due to skill gaps. Conversely, bringing in an entirely external workforce increases costs associated with travel, housing, and allowances. A blended approach ensures cost-effectiveness while maintaining quality and productivity.
- **Construction:** The feasibility of construction depends on having a workforce with the right skill set. Local worker alone may not provide the necessary mix of skilled, semi-skilled, and unskilled workers, leading to potential delays. Hiring all worker from outside might address skill shortages but could disrupt workflow integration and increase logistical challenges. A combination of local and external labor ensures a balanced workforce capable of meeting the project's technical requirements while maintaining steady progress.
- **Social Impact:** The social implications of worker recruitment are significant. Employing a majority of local workers supports community livelihoods, fosters social cohesion, and minimizes displacement risks. Over-reliance on migrant worker could cause social disruptions and resentment within the local community. Public consultations have emphasized the importance of prioritizing local employment opportunities, recommending that at least 70% of the workforce be sourced locally.
- **Environmental Impact:** A mixed labor approach also has environmental benefits. Hiring more local workers reduces transportation-related carbon emissions and minimizes the environmental footprint of worker accommodations. On the other hand, bringing in a large number of migrant workers could strain local resources such as water, energy, and housing. Therefore, adopting a strategy where the majority of labor is hired locally helps mitigate negative environmental impacts.

Selected Option: Considering these factors, it is recommended that a minimum of 70% of the labor force be recruited from local areas, with external hires limited to specialized skills and management. This approach ensures cost efficiency, timely construction, social acceptance, and minimal environmental disruption.

4.9 Summary of Selected Options

Component	Selected Alternative	Justification
Reconstruction of Phase 1A N5 Highway	6-lane highway expansion with associated facilities	Enhance traffic flow, reduce congestion, improve air quality, and high noise levels due to high speed traffic movement.
Flyovers/ Underpasses	Flyovers at Fateh Jang and Amangarh	Improves traffic flow, enhances safety, and reduces maintenance concerns.
U-Turns	Looped U-turns	Balances cost, safety, and traffic efficiency.
Road crossings	New pedestrian bridges	Ensures pedestrian safety and ease of access with minimal construction issues.
Traffic Diversion during construction	Use of parallel or diversion roads using the RoW in one side and staged construction on the side	Using the existing RoW for temporary diversion roads can help keep construction moving without disrupting the primary road's capacity, which can

Component	Selected Alternative	Justification
		help reduce costs related to delays and interruptions.
Pavement Type	Asphalt pavement	Initial low investment cost, smooth driving experience, and less noise.
Workforce Options	Ideal mix of local (70%) and migrant (30%) workers.	Ensures cost efficiency, timely construction, social acceptance, and minimal environmental impact.

The selected options ensure that the N5 Highway reconstruction meets long-term traffic efficiency, safety, cost-effectiveness, social acceptance, and environmental sustainability goals.

5 ENVIRONMENTAL AND BIODIVERSITY BASELINE

5.1 General

For any development project, the prevailing E&S conditions need to be assessed prior to the stages of planning, designing and execution of the Phase 1A Project. The existing E&S conditions of the proposed project have been considered within the CoI as shown in **Figure 1-1, Figure 1-2, and Figure 1-3** with respect to physical, biological and socio-economic aspects. The Study Area is selected on the basis of the Phase 1A Project's potential environmental and social impacts on the local resources and their mitigation measures.

Information has been collected from variety of sources, including published literature, DCRs, field observations and surveys, conducted specifically for this Phase 1A Project have been analyzed for this study. Consultations were also held with the general public and other relevant stakeholders of the Phase 1A Project area in order to seek the public opinion on the implementation of the proposed Phase 1A Project. Survey tool used for public consultation for baseline data collection during field visit is attached as **Annex 5-1**. For primary data acquisition, the Environment and Social team conducted the field visit during the months of October and December 2024.

5.2 Physical Resources

5.2.1 Topography

The topography of the proposed Phase 1A Project Sections is discussed as under:

Section 2: Ranipur to Sukkur

The proposed Phase 1A Project passes through Sukkar and Khairpur districts of Sindh. The main tehsils in two districts of Sindh where the route passes are Gambat, Khairpur (District Khairpur) and Sukkur (District Sukkur). The elevation of this Section ranges from 45 meters to 87 meters. The terrain is primarily flat with minor undulations. The proximity to the Indus River increases the vulnerability to flooding, particularly during the monsoon season.

Section 7: Rawalpindi to Hassanabdal

The proposed Phase 1A Project Section 7 passes through Rawalpindi and Attock districts of Punjab and Islamabad Capital Territory. The main tehsils in two districts of Punjab where the route passes are Gujar Khan, Rawalpindi, Taxila (District Rawalpindi) and Hassanabdal (District Attock). The elevation of this Section ranges from 375 m to 600 m. This section near the foothills of Margalla Hills National Park (located 2,017 m away from the buffer zones of the AoI) transitions into mountainous terrain, presenting challenges such as steep gradients, and potential flooding, however, landslide is not expected in this Section of the highway.

Section 8: Nowshera to Peshawar

The proposed Phase 1A Project Section 8 passes through Nowshera and Peshawar districts of Khyber Pakhtunkhwa. The main tehsils in two districts where the route passes are Nowshera, Pabbi, Jehangira (District Nowshera) and Town-II, Town-III (District Peshawar). The elevation of this Section ranges from 282 m to 315 m. This section near the foothills of Margalla Hills National Park transitions into mountainous terrain, presenting challenges such as steep gradients, and potential flooding.

Figure 5-1, 5-2 and 5-3 represents the topography of the AoI of the proposed Phase 1A Project Section 2, Section 7 and Section 8, respectively.

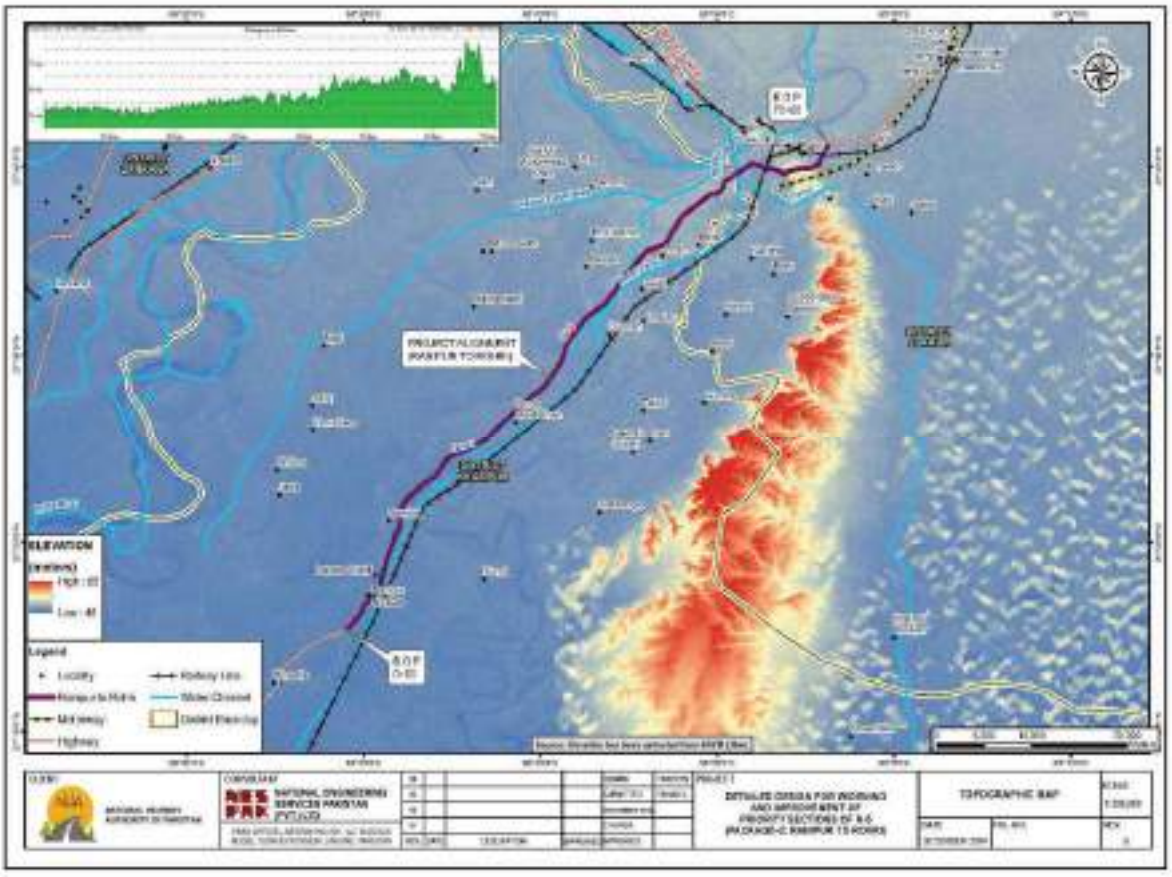

Figure 5-1: Topography Map of Section 2: Ranipur to Sukkur

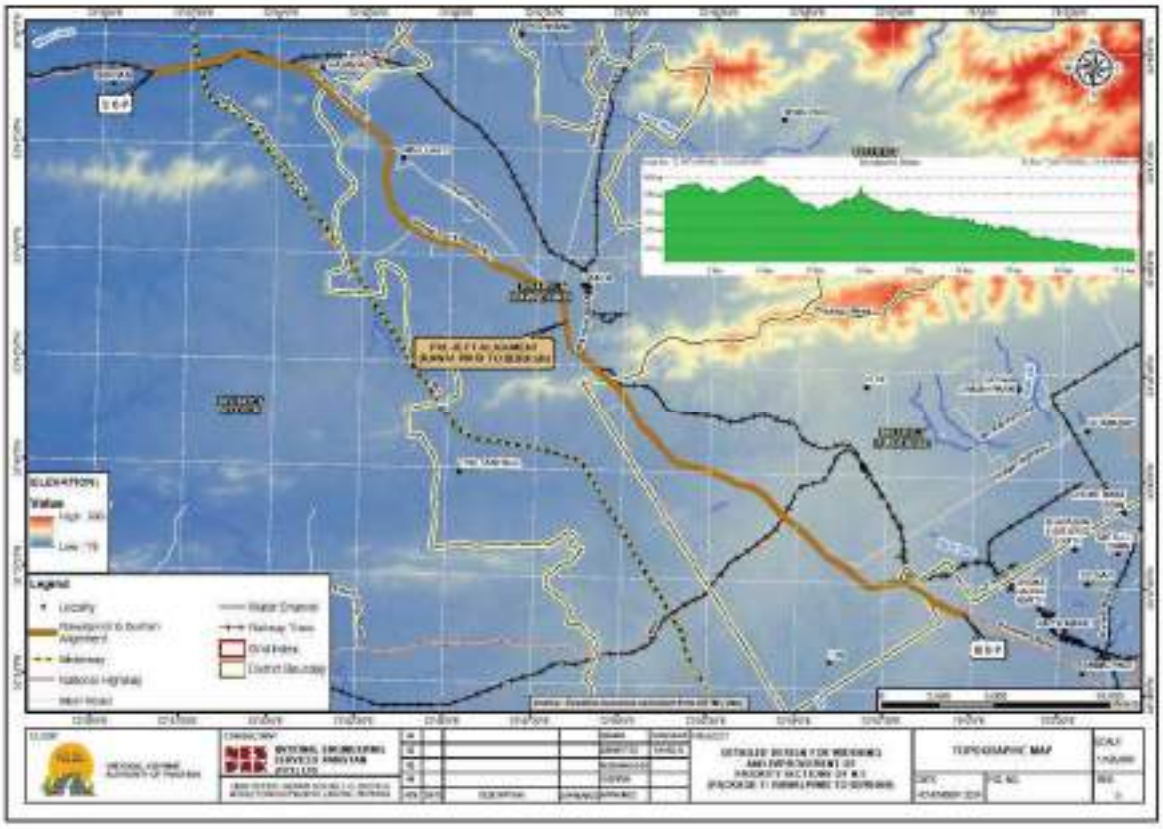

Figure 5-2: Topography Map of Section 7: Rawalpindi to Hassanabdal

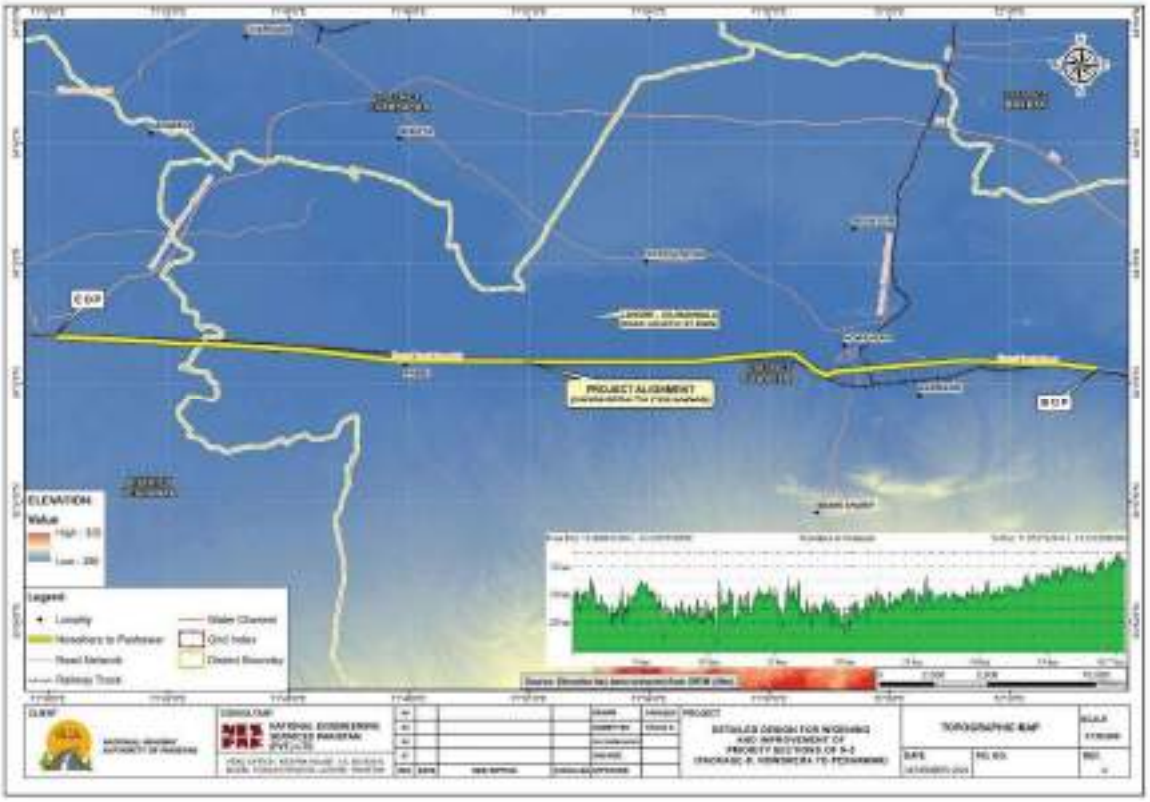

Figure 5-3: Topography Map of Section 8: Nowshera to Peshawar

5.2.2 Regional Geology

The N5 runs through a variety of terrains including rugged mountainous topography, gently sloping valley side slopes and nearly horizontal valley flats, and vast plains. The highlands among these terrains are generally covered by rocks which exhibit a great diversity among rock types, spatial distribution and their origin. Likewise, the soils covering the low-lands, intermountain valleys and vast plains, comprise a wide range of consolidated and unconsolidated sediments having discrete types and origin. Geological Map of the Section 2, Section 7 and Section 8 are shown in **Figure 5-4, 5-5** and **5-6,** respectively while geological features are discussed below.

Section 2: Ranipur to Sukkur

The geology of the Ranipur to Sukkur region is characterized by deposits from extinct streams (Qmx and Qfx)[2] ,older terrace deposits (Qcm)[3], consisting of compacted layers of gravel, sand, and clay. The region also features sedimentary rocks like limestone and shale in some areas, along with alluvial deposits of clay, silt, and sand in floodplains[4]. While these soils are fertile for agriculture, they present challenges for road construction due to uneven soil stability, erosion risks, and susceptibility to groundwater fluctuations.

Section 7: Rawalpindi to Hassanabdal

The geology of the Rawalpindi to Hassanabdal region is primarily characterized by Mesozoic (Mz) rocks[5], including sedimentary formations such as limestone and shale, along with Holocene (Q)[6] deposits of recent alluvial soils and Eocene and Paleocene Rocks (Tep)[7]. This section, including the area around Rawalpindi and the Margalla Hills, features more complex geology dominated by limestone, shale, and sandstone formations.

Section 8: Nowshera to Peshawar

The geology of the Nowshera to Peshawar region is primarily characterized by Holocene (Q)[8] deposits, consisting of recent alluvial soils formed by river activity. These fertile deposits, rich in sand, silt, and clay, pose challenges for construction due to their susceptibility to erosion, waterlogging, and shifting groundwater levels. The Peshawar region also features sedimentary rock formations, including limestone, sandstone, and shale, which can be difficult to excavate.

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[2] Qmx, DEPOSITS OF EXTINT STREAMS: Streamed and measnder belt deposits. Qfx, DEPOSITS OF EXTINCT STREAMS: Flood plains deposits.
[3] Qcm, OLDER TERRACE DEPOSITS: Loess and flood plain deposits of the middle terrace
[4] Qf, FLOOD PLAINS DEPOSITS: Flood plains deposits.
[5] Includes Cretaceous, Jurassic and Triassic rocks.
[6] Unconsolicidated surficial deposits of silt, sand, and gravel.
[7] Shallow marine foraminiferal limestone and grey fossiliferous shales, divided into several fonnations..
[8] Unconsolicidated surficial deposits of silt, sand, and gravel.

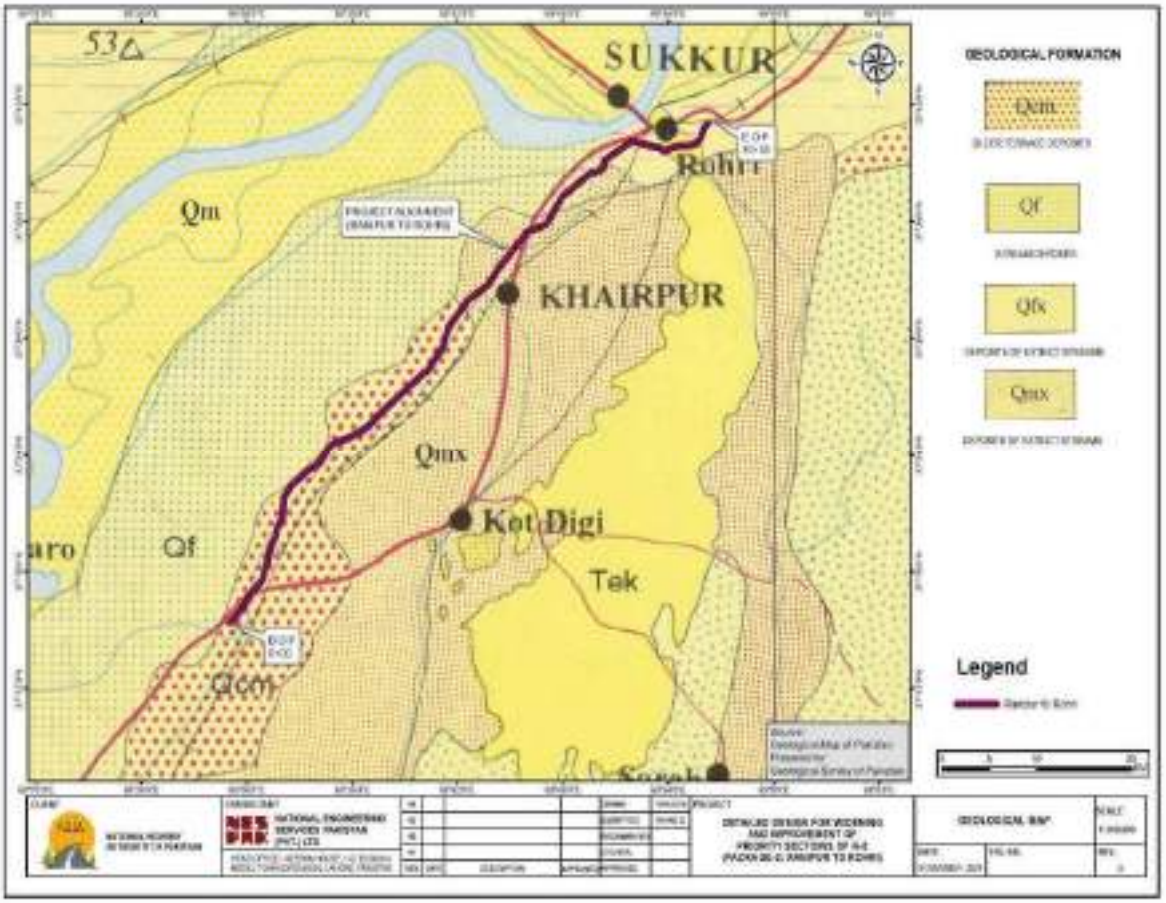

Figure 5-4: Regional Geological Map of Section 2: Ranipur to Sukkur

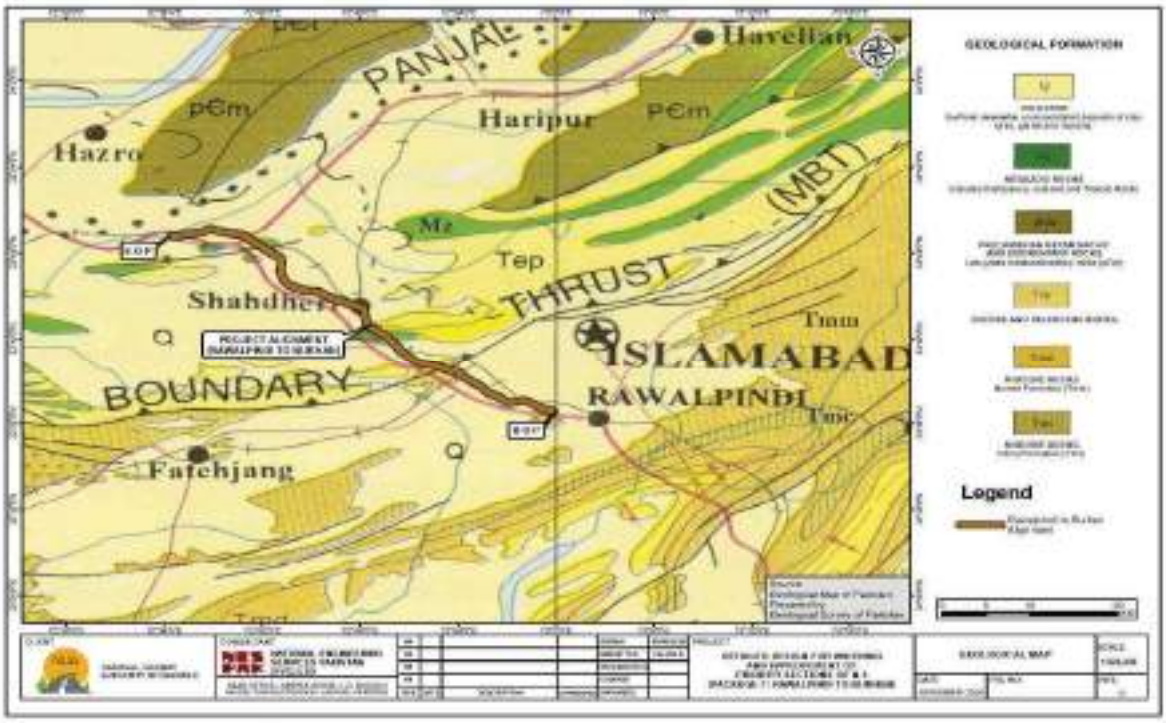

Figure 5-5: Regional Geological Map of Section 7: Rawalpindi to Hassanabdal

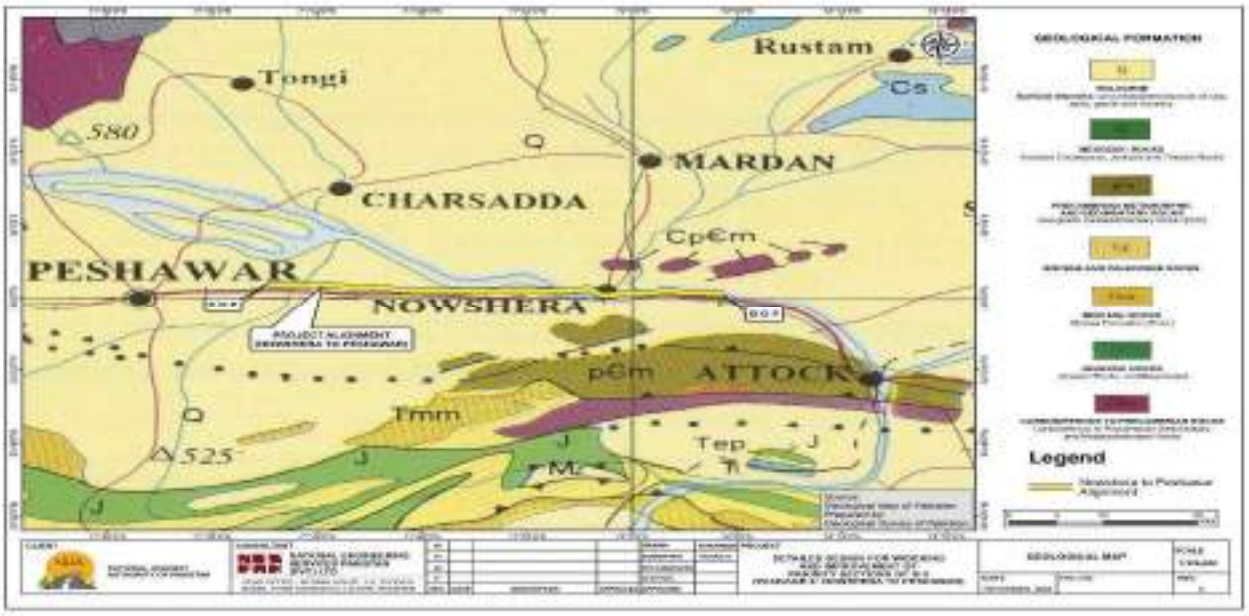

Figure 5-6: Regional Geological Map of Nowshera to Peshawar

5.2.3 Seismology

On the basis of Peak Ground Acceleration (PGA) values obtained through Probabilistic Seismic Hazard Assessment (PSHA), Pakistan is divided into five (05) seismic zones in line with the Uniform Building Code (UBC), 1997 of the Pakistan. The boundaries of these zones are defined on the basis as shown in **Table 5-1**.

Table 5-1: Values of Seismic Zones of Pakistan

Sr. No.	Zone	PGA (g)
1	1	0.05 to 0.08
2	2A	0.08 to 0.16
3	2B	0.16 to 0.24
4	3	0.24 to 0.32
5	4	> 0.32 g

As per the Building Code of Pakistan (BCP), 2007 (Seismic Provisions), Section 2 falls within zone 2A (Moderate Hazard), with a PGA 0.08 to 0.16g according to the seismic zonation map while Section 7 & 8 fall entirely within zone-2B (Moderate Hazard) with a PGA 0.16 to 0.24g, as shown in **Figure 5-7. 5-8** and **5-9** respectively**.** Therefore, all the applicable provisions of BCP should be met during the design and construction for safety against seismic hazards.[9]

5.2.4 Climate and Meteorology

The climate and meteorology data is obtained from the published data of Climate Normal of Pakistan (1991 to 2020) for each section. For Section 7 reliance is made on Islamabad weather station (coordinates 33^0 42' N and 73^0 05'E), for Section 8 Peshawar weather station

[9] *Building Code of Pakistan (Seismic Provisions – 2007), Ministry of Housing and Works*

(coordinates 34^0 01' N and 71^0 35'E) and for the Section 2 Rohri weather station (coordinates 270 42'N 680 54'E). The monthly data for temperature, rainfall, relative humidity and wind speed from year (1991-2020) for the above mentioned Weather Stations for the Phase 1A Project Area are presented in subsequent section.

i. Temperature

Table 5-2 shows mean minimal and maximal temperatures observed for each month between 1991 and 2020 in the Study Area for Sections 2, 7, and 8.

Section 2 - Ranipur to Sukkur: The highest temperature measured between 1991 and 2020 was 51.0 °C in June 01, 1996, and the lowest temperature was measured in December 15, 1986, i.e., -1.5 °C.

Section 7 - Rawalpindi to Hassanabdal: The highest temperature measured between 1991 and 2020 was 46.5°C in June 21, 1994, and the lowest temperature was measured in January 26, 2008, i.e., -2.8°C.

Section 8 - Nowshera to Peshawar: The temperature rises rapidly until June and the temperature drops with advent of monsoon in July. From June the temperature starts decreasing and the minimum average temperature is recorded in January. The months of December and January are recorded to have lowest temperature.

Table 5-2: Mean Minimal and Maximum Temperatures between 1991 and 2020

Sr. No.	Months	Mean Minimal Temperature (°C)			Mean Maximum Temperature (°C)		
		Section 2	Section 7	Section 8	Section 2	Section 7	Section 8
1	January	8.3	10.2	4.4	22.6	18.0	18.6
2	February	10.8	13.3	7.0	25.6	20.1	20.1
3	March	15.9	17.4	11.8	31.2	24.8	24.4
4	April	21.7	22.5	16.8	38.1	30.4	30.6
5	May	26.1	27.4	22.0	43.0	35.8	36.7
6	June	27.7	30.3	25.5	43.5	37.9	40.1
7	July	27.1	29.4	26.6	4.05	35.1	37.7
8	August	26.0	28.6	25.9	38.3	33.5	35.9
9	September	24.4	26.8	23.0	37.8	33.0	35.1
10	October	19.9	22.2	16.3	35.2	30.5	31.2
11	November	14.2	16.5	9.9	30.0	25.4	25.7
12	December	9.6	12.0	5.3	24.3	20.6	20.5

Source: Climate Normal of Pakistan (1991-2020)

ii. Precipitation (Rainfall)

Table 5-3 shows mean monthly precipitation observed in the Study Area from 1991 to 2020

Ranipur to Sukkur (Section-2): Mean monthly precipitation observed in the Study Area from 1991 to 2020 with an annual average rainfall of 106.5 mm.

Rawalpindi to Hassanabdal Section (Section-7): The recorded annual average rainfall in this section is 1320.7 mm.

Nowshera to Peshawar (Section-8): The maximum rainfall occurs during the month of March and August, which is about 50% of the annual rainfall. Winter rains generally occur during the months of January to April, whereas, November is normally the months with least precipitation.

Table 5-3: Mean Monthly Precipitation (1991-2020)

Sr. No.	Month	Precipitation (mm)		
		Section 2	Section 7	Section 8
1.	January	4.1	62.2	40.9
2.	February	5.5	96.0	60.1
3.	March	6.1	95.7	80.7
4.	April	4.9	63.7	62.1
5.	May	4.3	40.0	22.6
6.	June	6.4	78.4	20.4
7.	July	39.7	329.6	58.3
8.	August	24.8	332.0	77.1
9.	September	3.0	144.4	29.4
10.	October	2.5	33.4	22.1
11.	November	0.2	16.4	13.8
12.	December	4.1	28.7	19.9
13.	**Annual**	**106.5**	**1320.7**	**507.9**

Source: Climate Normal of Pakistan (1991-2020)

iii. Relative Humidity

Table 5-4 shows mean relative monthly humidity observed in the study area from 1991 to 2020 for Section 2, 7 and 8. The data reveals that at 00:00 hours, the relative humidity levels are generally higher while lower relative humidity levels are recorded at 12:00 hours.

Table 5-4: Mean Relative Humidity (1991-2020)

Sr. No.	Months	Relative Humidity (%)								
		Section 2			Section 7			Section 8		
		00 UTC	03 UTC	12 UTC	00 UTC	03 UTC	12 UTC	00 UTC	03 UTC	12 UTC
1.	January	77.5	76.3	39.1	91.5	90.8	52.7	80.2	78.8	49.1
2.	February	73.2	71.1	35.0	88.6	86.7	48.4	78.1	76.0	42.1
3.	March	69.6	66.4	32.0	86.9	80.7	43.3	79.4	75.1	43.9
4.	April	55.9	52.2	22.8	83.1	69.0	38.3	74.0	66.8	38.7
5.	May	54.9	51.7	20.7	71.8	54.3	30.9	60.9	51.3	29.8
6.	June	66.1	62.4	27.4	72.7	56.1	34.3	60.0	51.0	30.4
7.	July	75.3	72.1	42.3	86.7	77.3	56.2	73.4	67.9	47.8
8.	August	78.8	75.7	47.6	92.1	84.6	64.5	80.8	77.2	56.0
9.	September	79.0	73.9	41.4	91.5	82.9	58.4	79.3	75.2	49.6
10.	October	74.0	68.1	34.0	91.4	84.8	53.2	78.2	73.6	46.6
11.	November	76.4	71.1	35.3	92.7	89.8	56.4	78.6	76.5	53.3
12.	December	79.3	77.1	41.1	92.6	92.1	55.3	80.6	79.1	55.3

Source: Climate Normal of Pakistan (1991-2020)

iv. Wind Speed

Table 5-5 depicts average wind speed and gust on a monthly basis in the Study Area from 1991 to 2020.

Table 5-5: Average Wind Speed (knots) (1991-2020)

Sr. No.	Months	Wind Speed (knots)								
		Section 2			Section 7			Section 8		
		00 UTC	03 UTC	12 UTC	00 UTC	03 UTC	12 UTC	00 UTC	03 UTC	12 UTC
1.	January	1.7	1.7	2.5	0.2	0.2	1.4	1.2	1.6	2.2
2.	February	1.9	2.1	2.8	0.3	0.3	2.4	1.5	2.0	4.6
3.	March	2.2	2.4	3.0	0.5	0.4	2.9	1.9	2.1	5.1
4.	April	2.2	2.5	3.1	0.5	0.6	2.5	2.1	2.1	6.4
5.	May	2.9	3.0	3.3	0.6	0.5	2.5	2.4	2.8	7.8
6.	June	3.7	3.7	3.4	0.4	0.6	2.8	2.8	3.4	8.5
7.	July	3.4	3.1	3.3	0.7	0.6	2.1	3.7	4.2	8.2
8.	August	3.0	2.9	3.0	0.5	0.5	1.3	3.1	3.6	7.4
9.	September	2.2	2.5	2.7	0.2	0.2	0.9	2.0	2.6	6.2
10.	October	1.4	1.7	2.3	0.1	0.2	0.7	1.1	1.3	3.2
11.	November	1.7	1.6	1.9	0.1	0.1	0.4	1.1	1.3	1.3
12.	December	1.1	1.3	2.0	0.1	0.1	0.7	1.1	1.5	1.3

Source: Climate Normal of Pakistan (1991-2020)

5.2.5 Surface Water Hydrology

The proposed Phase 1A Project is crossed by several major rivers, streams, and drainage systems that will affect the hydrological assessment of the Phase 1A Project. Hydrological map of the Phase 1A Project sections is shown in below **Figure 5-7, Figure 5-8 and** Error! Reference source not found.

The Section wise crossings of the surface water resources with N5 are provided in **Table 5-6** below.

Table 5-6: Section wise Surface Water Crossings of N5

Section No.	Section Name	Surface Water Crossings
02	Ranipur To Sukkur	Major water bodies include Rohri Canal, Mirwah Canal and Nara Canal are off taking from Sukkur Barrage crossing the road alignment (refer **Vol. 3:** Climate Change Assessment Report).
07	Rawalpindi To Hassanabdal	Major water bodies crossing include tributary of Haro River along with other Nullahs. The flow and quantities are provided in hydrological report (refer **Vol. 3:** Climate Change Assessment Report).
08	Nowshera to Peshawar	Major water bodies crossing includes Nullahs and flood channels. Tributary of Kabul River also exists in nearby vicinity. The flow and quantities are provided in hydrological report (refer **Vol. 3:** Climate Change Assessment Report).

Section 2: Considering the slopes, topography of the Phase 1A Project area and development on the sides of the road at some locations, the hydraulic analyses for the cross drainage

structures have been taken up. As per hydraulic design guidelines the hydraulic design and review have been carried for the culverts against 25 year return period flood and checked to pass 50 year return period flood, while, 100 year return period flood is used for the bridges. Here, in this reach the structures with individual estimated discharge have been reviewed for capacity check and proposed additional barrel where required. The results of the hydraulic analyses show that culverts at RD. 45+772 and 55+770 (both sides) are not capable of passing design floods. Hence, these culverts required to increase number of cells/barrels to achieve adequate capacity. Some culverts are moderately choked, minor damaged and filled with mud. Hence, required cleaning, repair and periodic maintenance for the proper drainage of the design floods. Some culverts with poor conditions are also suggested to replace with new box culverts. In this reach of road only one bridge existed at RD. 68+275 with a capacity of about 600 m^3/s and one side (R-S) of bridge is filled with mud that require cleaning

Section 7: Considering the slopes, topography of the subproject area and development on the sides of the road at some locations the hydraulic analyses for the cross drainage structures have been taken up. As per hydraulic design guidelines the hydraulic design and review have been carried for the culverts against 25 year return period flood and checked to pass 50 year return period flood, while, 100 year return period flood is used for the bridges Here, in this reach the structures with individual estimated discharge have been reviewed for capacity check and proposed additional barrel where required. Some structures are moderately choked and filled with mud. At some locations, the existing cross drainage structures with mud blockage and minor damages are required cleaning, repair and periodic maintenance for the proper drainage of the design floods. Culvert at three (03) locations are required an additional barrel for each of the size mentioned above for safely pass the flood discharge with climate change effect.

Section 8: Considering the topography of the subproject area and development on the sides of the road at some locations the hydraulic analyses for the cross drainage structures have been taken up. Here, in this reach the structures with individual design discharge have been reviewed as individual, while remaining structures are checked for capacity. The results of the hydraulic analyses show that bridges at RDs 1+272, 2+160, 5+202 and 6+332 are adequate for passing design floods. Whereas, bridges at RD 8+256, 10+599, 13+136, 17+497 and 25+118 are not capable of passing 100–yr. design flood. The bridges with insufficient capacity to pass design discharge are need to be increased number of bays. Culverts at RD. 0+465, 10+599, 21+210, 25+205,25+405 (both sides) and 15+500,20+468 (one side) are not capable of passing design floods. Hence, these culverts required to increase number of cells/barrels to achieve adequate capacity. Some cross drainage structures are moderately choked, minor damaged and filled with mud. Hence, required cleaning, repair and periodic maintenance for the proper drainage of the design floods.

Figure 5-7: Surface Water Resources Map of the Ranipur to Sukkur Section

Figure 5-8: Surface Water Resources Map of the Rawalpindi to Hassanabdal Section

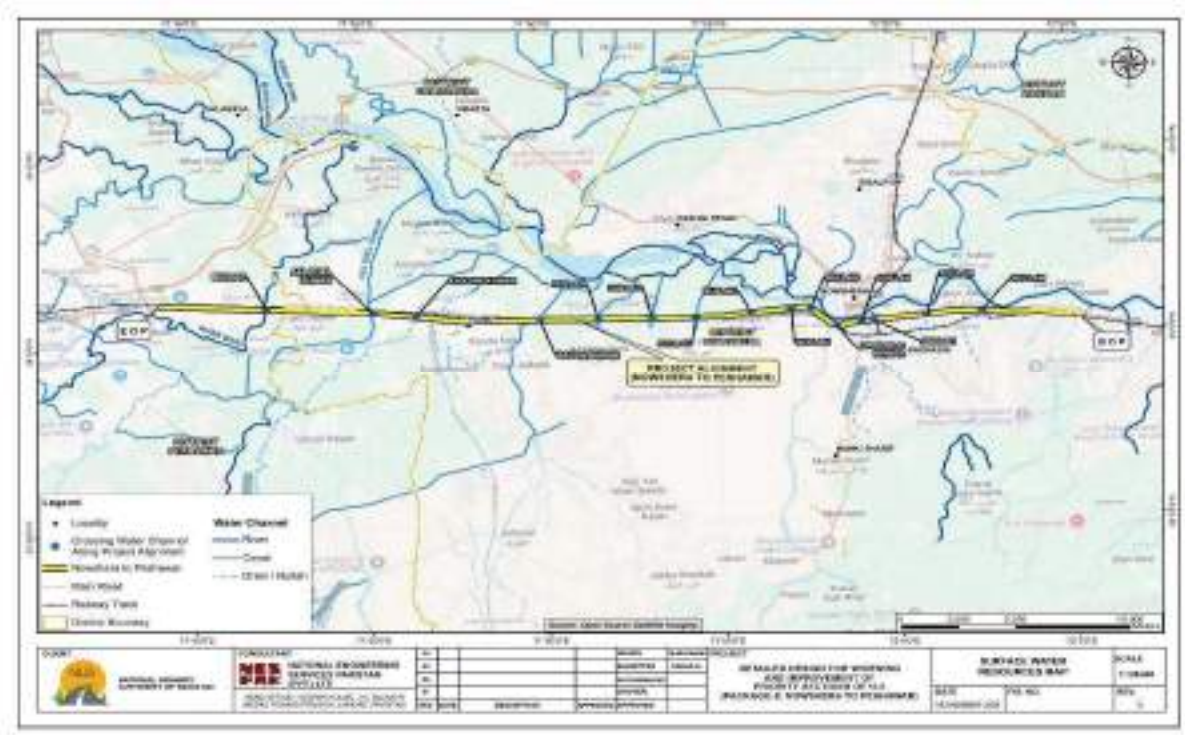

Figure 5-9: Surface Water Resources Map of the Nowshera to Peshawar

5.2.6 Groundwater

Ranipur to Sukkur (Section- 2): Groundwater available in this area is saline and brackish. In Sukkur and surrounding areas, water near the Indus River tends to be better in quality, but inland areas have high salinity and hardness.

Rawalpindi to Hassanabdal (Section- 7): Groundwater resources are generally better, with fresh water available in many areas. However, in flood-prone zones (as mentioned in section 5.2.9), the groundwater table may rise during the monsoon season.

Nowshera to Peshawar (Section- 8): Due to the presence of Kabul River near the Phase 1A Project area, groundwater is available at 9.14 – 12.19 m but the drinkable water is extracted at 45.72 m depth which has also been contaminated since the 2010 and 2022 major Flood.

5.2.7 Solid Waste

The waste generated in the Ranipur to Sukkur, Rawalpindi to Hassanabdal, and Nowshera to Peshawar sections is primarily municipal, including household, commercial, and some industrial waste. The quantity of waste is substantial, with a significant portion being organic. The primary sources of waste in each sections include residential areas, commercial centers, and industrial sites. The types of waste include organic waste, plastics, paper, glass, and metals. Additionally, there may be construction waste from ongoing domestic projects or past projects and potentially hazardous waste from industrial activities. Ranipur Municipal Committee and Sukkur Municipal Committee are responsible for waste management in the Phase 1A Project area. Rawalpindi Waste Management Company (RWMC) and Capital Development Authority (CDA) are responsible for waste management in the Rawalpindi area.

They focus on collection, transportation, and disposal. In the Nowshera to Peshawar section, Municipal Corporation Peshawar oversees these activities. However, there are challenges in achieving efficient waste collection and disposal due to inadequate infrastructure and resources. All sections face issues with littering and pollution. Inadequate waste collection and disposal systems lead to open dumping, which contributes to environmental degradation and health risks. There is also a lack of proper management for hazardous and construction waste, exacerbating pollution concerns. The situation has been deteriorating due to increasing population, inadequate waste management infrastructure, and insufficient enforcement of waste disposal regulations. The proposed Phase 1A Project itself will generate construction waste, which needs to be managed effectively to prevent environmental impacts.

5.2.8 Environmental Quality

The environmental monitoring of parameters like ambient air quality, noise level, surface water, wastewater and groundwater help us to analyze the prevailing environment conditions in and around the study area, and to protect it from any adverse activities due to the proposed Phase 1A Project implementation.

The environmental parameters for ambient air, noise level, surface water, wastewater and groundwater were monitored/sampled at different locations of the proposed Phase 1A Project site in January and February, 2025 for establishing the baseline profile of the Study Area. The monitoring locations are presented in **Figure 5-10** for Section 2, **Figure 5-11** for Section 7, and **Figure 5-12** for Section 8. Third-party laboratories were procured for this activity. The detailed reports are attached as Vol. 4.

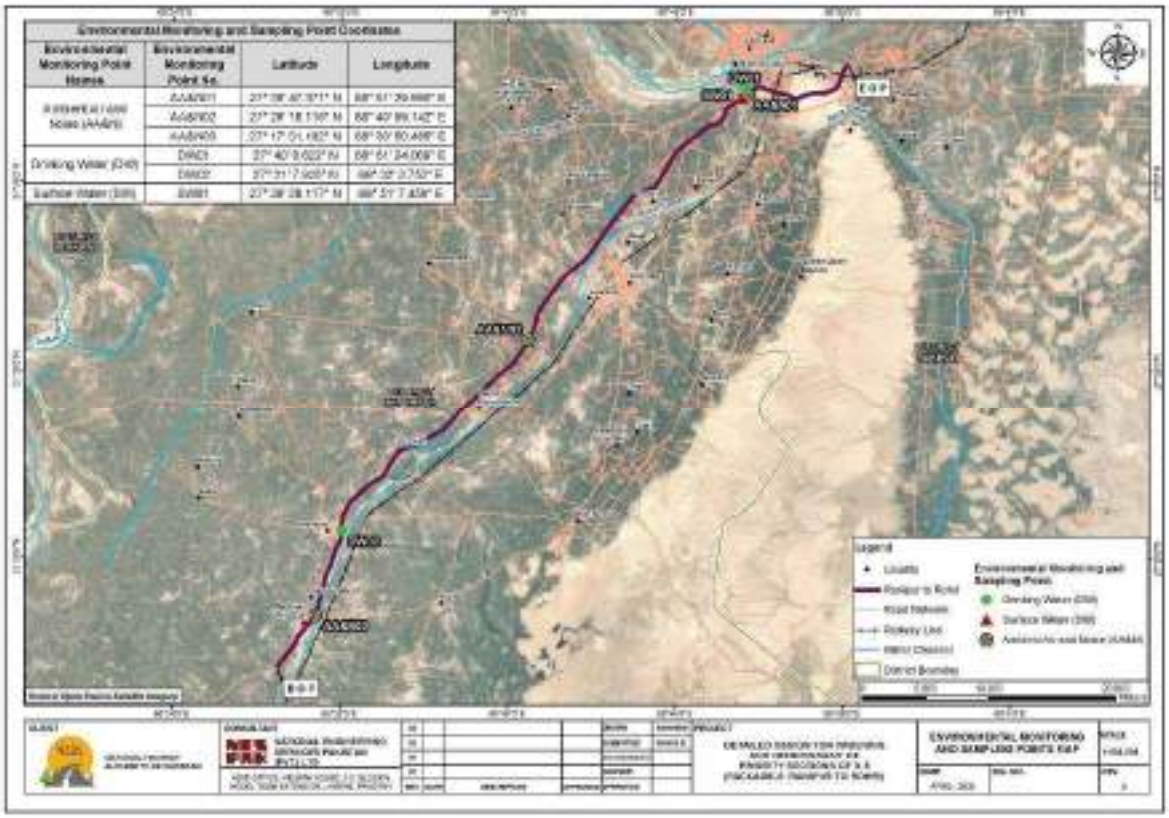

Figure 5-10: Environmental Quality Monitoring Locations (Section 2)

Figure 5-11: Environmental Quality Monitoring Locations (Section 7)

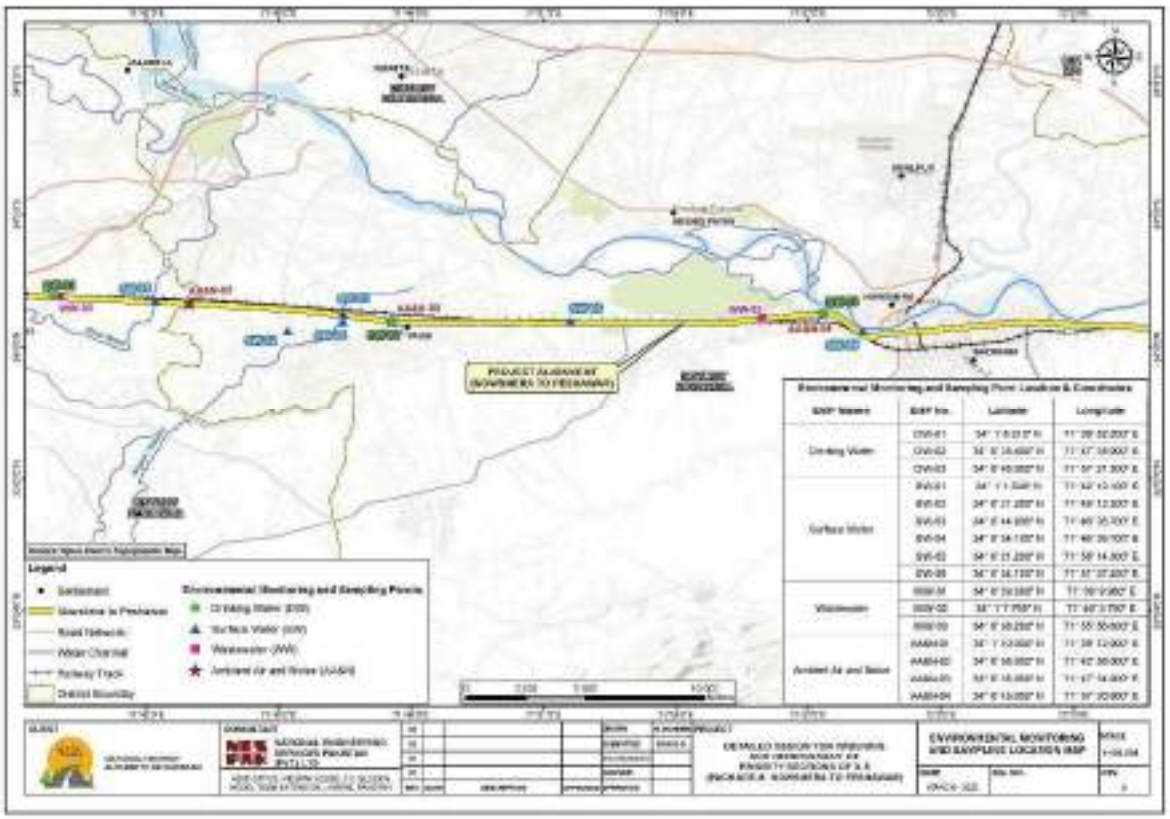

Figure 5-12: Environmental Quality Monitoring Locations (Section 8)

5.2.8.1 Air Quality

Ambient air quality monitoring for Nitrogen Dioxide (NO_2), Nitrogen Oxide (NO), Sulfur Dioxide (SO_2), Carbon Monoxide (CO), and Particulate Matter ($PM_{2.5}$ and PM_{10}) was conducted at the Phase 1A Project Site. Sampling was carried out over a 24-hour period, with measurements recorded at one-hour intervals for all parameters. The results indicate that concentrations of SO_2, $PM_{2.5}$, and PM_{10} exceed the stringent emission standards (WHO, SEQS/PEQS/NEQS, IFC), likely due to the high traffic volume on the Phase 1A highway, particularly from diesel-powered vehicles.

5.2.8.2 Noise Level

Noise level monitoring was carried out at designated locations using a BENTECH Sound Meter. All measurements adhered to the guidelines outlined in BS 7445:2003. The monitoring process utilized 1/1 Octave band analysis in compliance with IEC 61260-1:2014 and ANSI S1.11-2004. To ensure accuracy, the meters were calibrated and verified before and after each measurement period using a sound level calibrator. Noise levels in all sections of the Phase 1A highway exceeds the stringent emission standards (WHO, SEQS/PEQS/NEQS, IFC).

5.2.8.3 Water Quality

Drinking water, surface water and wastewater samples were also collected in the study area and were analyzed for physical, chemical and microbiological parameters. The results of drinking water are in compliance with the stringent limits except for odour and taste issues in a few samples. The results of surface water are in compliance with the stringent limits except for COD issues in a few samples. The results of wastewater are in compliance with the stringent emission standards (WHO, SEQS/PEQS/NEQS, IFC) limits except for BOD, COD and TSS issues in a few samples.

5.2.9 Land Use Pattern

The land use of the Phase 1A Project area mainly includes existing road, agricultural land, water bodies, vegetation, residential and commercial areas, masjid, health facilities and educational institutions within the CoI. N5 is an existing road so subproject area/ROW is in same condition since long. However, around the N5/CoI, the settlements have expanded and commercial activities are increasing with time. **Table 5-7** depicts land use cover of the Phase 1A Project area. The detailed land use maps are provided in **Vol. 5**.

Table 5-7: Land Use type for each Section

Land use Type	Ranipur to Sukkur Area (Acres)	Rawalpindi to Hassanabdal Area (acres)	Nowshera to Peshawar Area (acres)
Barren / Open Area	1610.59	596.01	945.93
Brick Kiln	--	0.64	-
Builtup Area	840.28	1817.05	1,176.38
Communication Tower	--	0.09	-

Land use Type	Ranipur to Sukkur Area (Acres)	Rawalpindi to Hassanabdal Area (acres)	Nowshera to Peshawar Area (acres)
Cultivated Land	1,221.10	218.34	354.75
Graveyard	--	14.46	24.31
Green Belt	2.57	116.07	60.57
Over Bridge	--	0.54	-
Play Ground	--	16.21	-
Railway	--	8.85	12.48
Reservoir	--	2.88	-
Road / Track	360.72	489.33	282.01
Water Bodies (Stream / Nullah, Pond)	81.84	14. 10	32.13
Trees / Bushes	83.76	224.86	114.99
Orchard	947.39	-	27.59
Total	**5,205.03**	**3,519.44**	**3,031.15**

5.2.10 Environmental and Social Sensitive Receptors

Sensitive receptors are people/places more susceptible to the adverse effects of exposure to the pollutants and social disturbance, due to the developmental projects. Thus, sensitive receptors are necessary to be identified, to evaluate the potential impacts of the proposed Phase 1A Project on public health and the environment and adopt necessary mitigation measures to minimize the impact.

The sensitive receptors identified within the Phase 1A Project AoI are: educational institutions, health institutes and religious places. They are prone to sensitivity during construction phase, due to emission of air pollutants, noise and vibration, temporary edifice of construction camps and mobilization issues. There is only one environmental/ecological sensitive receptor in the AoI of Section 7, located beyond the AoI, i.e., buffer zone of Margalla Hills National Park.

The sensitive receptor map of the proposed Phase 1A Project Section 2, Section 7 and Section 8 is shown in **Figure 5-13, Figure 5-14 and Figure 5-15.** The detailed list of sensitive receptors for all Sections is attached as **Annex 5-2.**

Figure 5-13: Sensitive Receptor Map of Ranipur to Sukkur Section

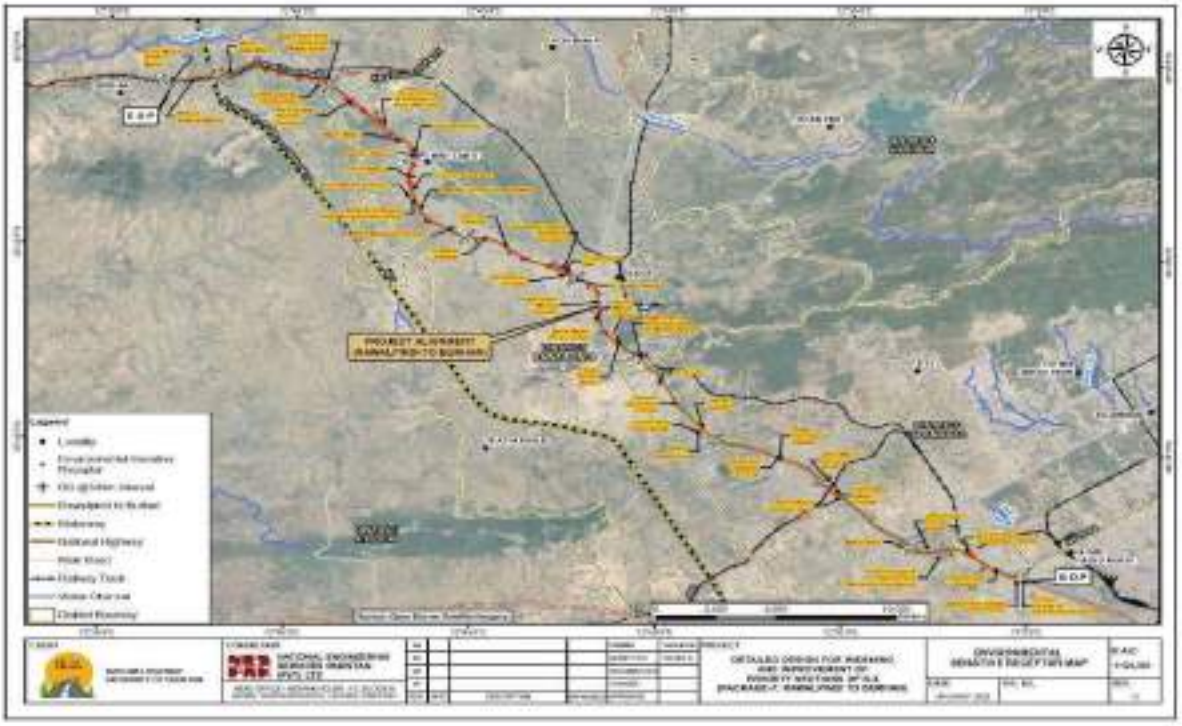

Figure 5-14: Sensitive Receptor Map of Rawalpindi to Hassanabdal Section

Figure 5-15: Sensitive Receptor Map of Nowshera to Peshawar Section

5.3 Ecological Resources

5.3.1 Methodology

All the available literature was thoroughly reviewed to have a better understanding of the Phase 1A Project area and its surroundings including habitat, flora, and fauna. The route alignment was thoroughly examined based on the primary and secondary data[10]. This survey broadly covers ecosystem sensitivities (If any), vegetation, other flora, and fauna. Consultations and field visits revealed that some areas of N5 (Section 2: Median and along the road, Section 7: Area between Sangjani Toll Plaza and Taxila bypass; Section 8: Median and along the road) contain dense vegetation and trees within the right-of way.

Section-wise ecology has been discussed in the subsequent sections.

i. Ranipur to Sukkur Section

Ecosystem and Habitat

The climate of the area can be broadly defined as hot and arid. The characteristic features of this climatic zone are low rainfall (less than 250 mm per annum), absence of a well-defined rainy season, and high temperatures. The major ecological zone of this section of the Indus River Basin is the Tropical thorn forests region, which is also described as the Indo-Gangetic Plains. As per the global ranking of Eco regions, out of 238 globally designated Eco regions, three out of five designated Eco regions in Pakistan are located in Sindh[11].

The terrestrial and aquatic fauna of the Phase 1A Project area shows the degraded level of occurrence of resident and migratory species. The absence of reasonable numbers of small birds, birds of prey, mammals and reptiles indicates that the natural food chain and the required standard ecosystem health degraded, due to huge commercialization and unscientific agriculture practices in the region. The wildlife stays away from such areas or where habitat is degraded. The natural vegetation and greenery are vanishing due to overgrazing of domestic animals, salinity, water-logging and floods. The rapid growth of the population is also a principal cause of diminishing vegetation. The precious knowledge of flora is rapidly vanishing due to illiteracy among the local people and also due to the destruction of medicinal plants.

Further, the growing pressure of the human and livestock population is expanded towards undisturbed areas of the natural environment, which ultimately resulted in the decline of terrestrial and aquatic fauna.

[10] *Secondary data included but not limited to "Flora of Pakistan by MI-Sheikh", "Birds of Pakistan by ZB-Mirza", "Mammals of Pakistan by TJ Roberts" and "Manual of silviculture for Pakistan [1965] by Champion, Sir H.G.; Pakistan Forest Inst., Peshawar eng; Seth, S.K. Khattak, G.M."*

[11] Global ranking of the designated Eco regions based on the relative richness of biodiversity and occurrence of species of global importance.

Natural Vegetation

The area/region falls under the Tropical Thorn Zone, so Kikar, (*Acacia nilotica*), Tamarix and Shisham (*Dalbergia sissoo*) are the main species. Other species growing in the area are Eucalypts (*Eucalyptus camaldulensis*), Semul (Bombax ceiba), Bakain / Dharek (*Melia Azedarac*), Jaman (*Syzigium cumini*), Sukh chain (*Pongamia glabra*), Mulberry (*Morus alba),* Beri (*Ziziphus mauritiana*) and Khajoor (*Phoenix dactylifera*). The Natural vegetation including Karir (*Capparis aphylla*), Aak (*Calotropis procera),* Kana (*Saccharum bengalensis*), Khabbal (*Cynodon dactylon),* Lamb (*Aristida depressa*), Gorkha (*Lasiurus sindicus*) is present only in the graveyards or at open areas along the existing roads *and* canals.

The centre median and roadside plantations running parallel or across the Phase 1A Project area/road are dominated (approximately 98%) by Conocarpus species (Non-native species with huge water requirements and other environmental consequences). **Table 5-8** shows flora of the Phase 1A Project area. There is no species of conservation significance locally or internationally observed during the primary survey or secondary data analysis.

Table 5-8: List of Trees in the Phase 1A Project Area

Sl.	Common Name	Scientific Name
1.	Conocarpus	*Conocarpus erectus*
2.	Shisham	*Dalbergia sisso*
3.	Kikar	*Acacia nilotica*
4.	Farash	*Tamarix aphylla/dioca*
5.	Eucalyptus	*Eucalyptus camaldulensis*
6.	Neem	*Azadiracta indica*
7.	Khajoor/date	*Phoenix dactylifera*
8.	Beri	*Zizyphus mauritiana*

The Phase 1A Project area/both sides of the road are dominated by eucalyptus species which are artificially planted. It is important to note that these trees are located within the NHA-owned ROW and are therefore the property of NHA. The felling or uprooting of these trees will be carried out by the contractor engaged under the project, and the felled trees will subsequently be handed over to the concerned Forest Department (Sindh Province). The respective Forest Department will be responsible for conducting the auction of the removed trees, ensuring that NHA is duly involved and consulted throughout the auction process.

Fauna

As the Phase 1A Project area is highly degraded due to multiple reasons, no attraction for fauna was reported. Although, the Sukkur region is ecologically rich and enjoys the status of habitat to many nationally and internationally important species, however, these locations are distant away from the Phase 1A of N5 AoI. The fauna of the area comprises mammals, reptiles, amphibians and birds etc.

Mammals

There are no wild mammalian species observed in the Phase 1A Project area except some domesticated animals. However, the following

Table 5-9 shows the list of mammalian species present in the region, as the Phase 1A Project area is to be considered highly degraded in terms of wild fauna.

Table 5-9: List of Mammals

Sr. No.	Common Name	Scientific Name	IUCN Status
1.	Golden Jackal	*Canis aureus*	LC[12]
2.	Jungle Cat	*Felis chaus*	LC
3.	Wild Boar	*Suss crofa cristatus*	LC
4.	Indian Hare	*Lepus nigricollis*	LC
5.	Small Indian mangoose	*Herpestes Javanicus*	LC
6.	Indian Porcupine	*Hystrix indica*	LC
7.	Hedgehog	*Hemiechinus spp.*	LC
8.	Fox	*Vulpes bengalensis*	LC
9.	Asiatic Jackal	*Canis aureus.*	LC

Reptiles

The status of reptiles found in the Phase 1A Project area reveals that as mentioned above, the Phase 1A Project area is highly degraded and commercialized, as a result, the Phase 1A Project does not support and offer safe homes to the wild fauna.

The reptiles found near or around the Study Area are given in **Table 5-10.**

Table 5-10: Reptiles of the Study Area

Sr. No.	Common name	Scientific name	IUCN Status
1.	Marsh snake	*X. cerasogaster*	LC
2.	Cat snake	*Boiga trigonata*	LC
3.	Dhaman	*Ptyas mucosus*	LC
4.	Royal snake	*Sphalerosophis atriceps*	LC
5.	Sand snake	*Psammophis condanarus*	LC
6.	Krait	*Bungarus caeruleus*	LC
7.	Cobra	*Naja naja*	LC

Amphibians

Amphibians are represented in Pakistan by anurans, i.e., frogs and toads and total 24 species of amphibians are reported in Pakistan. Amphibians found in the AoI are given in **Table 5-11**.

Table 5-11: Amphibian Species in the AoI

Sr. No.	Common Name	Scientific Name	IUCN Status
1.	Common Frog	*Rana tigrine*	LC

[12] *LC-Least Concern. Species classified as LC are widespread and abundant in the wild, facing no immediate threat of extinction. It is the lowest risk category among the IUCN classification.*

Sr. No.	Common Name	Scientific Name	IUCN Status
2.	Common Toad	*Bufo bufo*	LC

Avifauna

The Phase 1A Project area represents semi-diverse avifauna. The birds' fauna mostly consists of resident birds. The area also has key species of raptors such as Sparrow Hawks, Marsh Harriers and Kites. The common birds of the region are Small Egrets, Common Babblers, Sparrows, Myna, Indian Rollers, Pied Kingfishers, Rose-ringed Parakeet, Pond Heron, Collared Doves and little Brown Dove. Famous game birds including Black and Grey Partridges are found in the riverine habitat (away from the Phase 1A Project area) of the Indus River. The common birds observed and reported are given in **Table 5-12**.

Table 5-12: Birds Found in Study Area

Sr. No.	Common name	Scientific name	IUCN Status
1.	Bank myna	*Acridotheres ginginianus*	LC
2.	Blue rock pigeon	*Columba livia*	LC
3.	Common Indian myna	*Acridotheres tristis*	LC
4.	Common sandpiper	*Actitis hypoleucos*	LC
5.	Common wood shrike	*Tephrodornis pondicerianus*	LC
6.	Coot	*Fulica atra*	LC
7.	Grey heron	*Ardea cinerea*	LC
8.	Grey partridge	*Perdix perdix*	LC
9.	House crow	*Corvus splendens*	LC
10.	Indian black kite	*Milvus migrans*	LC
11.	Indian house sparrow	*Passer domesticus*	LC
12.	Indian tree pie	*Dendrocitta vagabunda*	LC
13.	Koel	*Eudynamys scalopica*	LC
14.	Little egret	*Egretta garzetta*	LC
15.	Night heron	*Nycticorax nycticorax*	LC
16.	Pond heron	*Ardeola grayii*	LC
17.	Red-vented bulbul	*Pycnonotus caffer*	LC
18.	Rose ringed parakeet	*Psittacula krameri*	LC
19.	Sindh starling	*Sturnus roseus*	LC
20.	Small sky lark	*Alauda gulgula*	LC
21.	Sparrow hawk	*Accipiter virgatus*	LC

Aquatic Fauna

In the Phase 1A Project area, three (03) canals are passing/crossing the N5 near Sukkur. These canals are diverted from the river Indus through Sukkur barrage, i.e., Nara, Rohri and KF East/Abdulwah.

Based on the site visit and departmental consultations following fish species (**Table 5-13**) were reported in all three canals.

Table 5-13: Major Fish Species

Sr. No.	Scientific Name	Local Name	IUCN Status
1.	*Labeo rohita*	Rohu	LC
2.	*Cirrhinus mrigala*	Mori	LC
3.	*Cyprinus/Eurasian carpio*	Gulfam	LC
4.	*Labeo catla*	Thaila	LC
5.	*Cat fish spp*	*Mujahid and Kaggahi*	LC
6.	*Lepidopus caudatus*	Morak	Data deficit

Endangered Fauna

There are no endangered species of fauna in the tract.

Wetlands

There are no wetlands in the Phase 1A Project Area of Section 7. However, few small water ponds exist (location shown in landuse map **Vol. 5**) along the N5 which is not directly impacted by the proposed Project, as they are situated outside the Project AoI.

Game Reserves/ Wildlife Sanctuaries/ National Parks

There is no key biodiversity area, game reserve, wild sanctuaries and National Park present in and around the Phase 1A Project Area. The Margalla Hills National Park buffer area is located in Section 7 of Phase 1A highway. The National Park buffer area is located 2,017 m away from the RoW. However, Project AoI falls 17 m away from the National Park buffer.

ii. Rawalpindi to Hassanabdal

Ecosystem and Habitat

The climate of the Phase 1A Project area of Section 7 has a typical version of a humid subtropical and dry climate, with five seasons. The study area majorly lies in the sub-tropical scrub zone. The dominant trees species of this natural zone are, Kau (*Olea ferruginea*), Phulai (*Acacia modesta*) and Sanatha (*Dodonaea viscosa*).

The subproject area is under immense anthropogenic/human pressure causes disturbance (illicit tree cuttings, Illegal hunting) and degradation to the natural resources of the zone falling under fully modified criteria. These areas having issues of conversion of green land into agricultural lands, road constructions, residential buildings and also possesses the considerable value of barren land due to external pressures. In this, the natural/original landscape and eco services of the area is almost vanishing and disappeared. Concretes and development by the locals and business development have altered the original conditions. The native species of flora and fauna both were observed and recorded in deteriorated and degraded conditions.

The entire local areas are under degradation due to hazards such as illegal tree cutting, overgrazing, over exploitation of resources, and other biotic factors. Greenery is being lost at a substantially greater rate than regeneration. The Study Area in general is under significant

biotic pressure and under retrogression due to various factors such as unsustainable practices, Natural hazards causing the habitat loss, soil erosion and lack of proper functioning of ecosystems. For practical reasons, rarity is often the criterion by which a habitat's value is determined.

Floristic Composition (Flora)

The study area falls in the sub-tropical broad-leaved evergreen scrub forest zone. Dominant tree species include Phulai (*Acacia modesta*), Wild olive (*Olea ferruginea*), Sanatha (*Dodonaea viscosa*), Black Berries (*Monotheca buxifolia*), *Reptonia buxifolia*, Beri (*Zizyphus mauritiana*), Royle's Spike Thorn *(Gymnosporia royleana)*, Baikarh (*Adhatoda vasica*), Zebrawood (*Pistacia integerrima)*, *Tecoma undulate*, and *Capparis decidua* on drier slopes. These are low-branching, small evergreen trees with varying densities. Some of these tree species are thorny. Most of these tree and shrub species produce substantial feed and fodder for wildlife and livestock.. The details of vegetative species of the region are given in **Table 5-14** below:

Table 5-14: Names of Trees/shrubs & Herbs of the Region

Sr. No.	Common Name	Scientific Name
1.	Banyan/Bhor	*Ficus benghalensis*
2.	Phulai	*Acacia modesta*
3.	Sanatha	*Dodonaea viscosa*
4.	Dhak	*Butea frondosa*
5.	Sukh Chain	*Pongamia pinnata*
6.	Bottle Brush	*Callistemon spp*
7.	Jasmine	*Jasminum humile*
8.	Beri	*Zizyphus mauritiana*
9.	Baikarh	*Adhatoda vasica*
10.	Poplar	*Populus sp.*
11.	Devil Tree	*Alstonia scholaris*
12.	Bougainvillea	*Bougainvillea spectabilis*
13.	Dharek	*Melia azedarach*
14.	Eucalyptus	*Eucalyptus camaldulensis*
15.	Shisham	*Dalbergia sissoo*
16.	Mulberry	*Morus rubra*

The surroundings, in which the Phase 1A Project site exists, were once covered with native vegetation consisting, of trees and a thick cover of bushy vegetation, with the onslaught of civilization, this vegetation was cleared for different commercial and agricultural purposes along the highway due to direct access and expansion of settlements.

The present ecological conditions of the Phase 1A Project area is considered in the category of degraded. The study area is dominated by commercial or residential land use, so no major activities were considered in the past to keep the ecological balance.

The Phase 1A Project area/both sides of the road are dominated by eucalyptus species which are artificially planted. It is important to note that these trees are located within the NHA-owned ROW and are therefore the property of NHA. The felling or uprooting of these trees will be

carried out by the contractor engaged under the project, and the felled trees will subsequently be handed over to the concerned Forest Department (federal and provincial i.e. Punjab). The respective Forest Department will be responsible for conducting the auction of the removed trees, ensuring that NHA is duly involved and consulted throughout the auction process.

Fauna/Wildlife

Different areas in the district are home to various species of wildlife, including, exotic birds and carnivores, but specifically, the Phase 1A Project area is found degraded and does not support any designated habitats.

Mammals

There are no wild mammalian species observed in the Phase 1A Project area except some domesticated animals. However, the following **Table 5-15** shows the list of mammalian species present in the region, as the Phase 1A Project area is to be considered highly degraded in terms of wild fauna. The following species are reported in the region.

Table 5-15: List of Mammals

Sr. No.	Mammals	Scientific Name	IUCN Status
1.	Jackal	*Canis aureus*	Least Concern (LC)
2.	Fox	*Vulpes vulpes*	LC
3.	Jungle Cat	*Felis chaus*	LC
4.	Palm Squirrel	*Funambulus palmarum*	LC
5.	Mongoose	*Herpestes auropunctatus*	LC
6.	Indian Mole Rat	*Rattus rattus*	LC
7.	Field Mouse	*Funambulus pennant*	LC
8.	Porcupine	*Hystrix indica*	LC
9.	Rabbit	*Oryctolagus cuniculus*	LC
10.	Cape Hare	*Lepus capensis*	LC
11.	Masked Palm Civet	*Paguma larvata*	LC
12.	Wild Boar	*Sus scrofa*	LC

Amphibians

The amphibians that are found near or around the Phase 1A Project area are given in the **Table 5-16** below.

Table 5-16: Amphibians of the Study Area

Sr. No.	Local/ English Name	Scientific Name	IUCN Status
1	Common Frog	*Rana tigrine*	LC
2	Common Toad	*Bufo bufo*	LC
3	Marble Frog	*Uperodon systoma*	LC

Reptiles

Common Krait is the most common reptile in nearby areas and is occasionally witnessed by the locals. The reptiles that are found near or around the Study Area are given in **Table 5-17.**

Table 5-17: Reptiles of the Study Area

Sr. No.	Local/ English Name	Scientific Name	IUCN Status
1.	Fringed toed Lizard	*Acanthodactylus cantoris*	LC
2.	Common Krait	*Bungarus caeruleus*	LC
3.	Viper	*Vipera xanthina*	LC

Birds – Avifauna

Many bird species have been reported in and around the AoI. These include passage migrants, vagrant, resident, breeding and irregular visitors. The migratory birds descend from higher altitudes during the winter months. It is pertinent to mention that specifically in the subproject area, there is no major water ponds exist in the AoI and no migratory birds were observed. Furthermore, nests of common birds are also exist on the trees within the AoI and median of the road The common birds observed and reported are given in the **Table 5-18** below:

Table 5-18: Birds Found in Study Area

Sr. No.	Common Name	*Scientific Name*	*IUCN Status*
1.	Rock Pigeon	*Columba livia*	LC
2.	Myna	*Acrido therestritis*	LC
3.	House Sparrow	*Passer domesticus*	LC
4.	Red-billed Chough	*Pyrrhocorax pyrrhocorax*	LC
5.	Magpie	*Pica pica*	LC
6.	Grey Shrikes	*Lanius excubitor*	LC
7.	Spotted Doves	*Spilopelia chinensis*	LC

Endangered Fauna

There are no endangered species of fauna in the AoI of subproject area.

Wetlands

There are no notified wetlands in and around the Phase 1A Project area of Section 7. However, an artificial private lake (B17) exist (location shown in landuse map **Vol. 5**) along the N5 which is not directly impacted by the proposed subproject.

Game Reserves/ Wildlife Sanctuaries

There is no key biodiversity area, game reserve and wild sanctuaries present in and around the AoI as proposed subproject fall in modified habitat as mentioned in section 5.3.2.1. The Margalla Hills National Park buffer area is near to AoI. The National Park buffer area is located 2,017 m away from the RoW. However, Project AoI falls 17 m away from the National Park buffer. The national park buffer will not be affected directly due to the proposed Phase 1A Project activities. The above details are considered after consultation with the Director of Islamabad Wildlife Management Board (IWMB) followed by a joint field visit to verify the relevant boundaries and details/impacts.

iii. Nowshera to Peshawar

Ecosystem and Habitat of the AoI

The AoI is situated in the semi-arid region of Pakistan. The region is characterized by a dry climate both in summer and winter seasons. The water precipitation is in the form of occasional seasonal rains, during the rainy season (July– September).

The forest found in the region (no such type of forest falls in the AoI, but regionally) is Tropical thorn forests. These are low, open, and pronouncedly xerophytic forests in which thorny leguminous species predominate. This type occupies the whole of the Indus plain except the driest parts. The major tree species are *Prosopis cineraria* (Jhand), *Capparis decidua* (Karir, Karil), *Zizyphus mauritiana* (Ber), *Tamarix aphylla* (Farash) and Kikar (*Acacia nilotica*).

Based on climax vegetation, the whole Indus basin plain with the exception of parts of the few districts consists of tropical thorn forests. Prior to the development of irrigation, agriculture, and urbanization, the area extended from the foothills of the Himalayas and low hills in the south-west.

It is important to note that these trees are located within the NHA-owned ROW and are therefore the property of NHA. The felling or uprooting of these trees will be carried out by the contractor engaged under the project, and the felled trees will subsequently be handed over to the concerned Forest Department (KP Province). The respective Forest Department will be responsible for conducting the auction of the removed trees, ensuring that NHA is duly involved and consulted throughout the auction process. .

Vegetation of the area shows that it is suitable for the plantation of native species along the agriculture fields and roadside. Variation in diversity is caused due to climate, heterogeneity, biotic interaction and habitat. In the past, the area was covered with a huge amount of ground vegetation and dominated by trees but now the conditions are at the adverse side because the original or natural habitat has been modified and converted into barren land for construction and for agricultural purposes. This particular area has been accessible to humans for a long time resulting in low diversity and wildlife abundance. The area may be considered as degraded or modified habitat due to continuous urbanization and other climatic and anthropogenic threats in the region.

Natural Vegetation

Natural vegetation including Karir (*Capparis aphylla*), Aak (*Calotropis procera*), Kana (*Saccharum bengalensis*), Khabbal (*Cynodon dactylon*), Lamb (*Aristida depressa*), Gorkha (*Lasiuruss indicus*) is present only in the graveyards or at open areas along the existing roads and canals. Mesquit (*Prosopisg landulosa*) has invaded many open areas. Koondar (*Typha angustata*) grows along water ponds and wet places.
The Phase 1A Project area (including the corridor) is populated mostly by Eucalyptus (*Eucalyptus camaldulensis*).

Following are the tree species found in the Phase 1A Project area and AoI.

Table 5-19: List of Flora Found in the Phase 1A Project Area and AoI

Sr. No.	Common/English Name	Botanical Name
1	Shisham	*Dalbergia sisso*
2	Sumbal	*Bombax ceiba*
3	Mulberry	*Morus alba*
4	Dharek	*Melia azedarach*
5	Kikar	*Acacia nilotica*
6	Ber	*Zizyphus mauritiana*
7	Bottle brush	*Callistemon rigidus*
8	Sufaida/Lachi	*Eucalyptus camaldulensis*

Shrubs and Herbs

Shrubs and herbs which are commonly found in the study area are Jawan (*Alhajim aurorum*), Bhakra (*Tribulus terrestis*), AK (*Calatropis procera*) Lana (*Sueda fruticosa*), Phogs (*Calligonum polygonides*) Jantar (*Sesbania aculeata*) and Tumba (*Citrullusco locyntbus*). Juntar, Tumba and Bathu are found mostly grown in left over agricultural fields, while Arind is present mostly along the water channels. The remaining shrubs and herbs grow in open places.

Fauna

The tract is degraded in natural fauna and especially with mammals' presence. The avifauna is comparatively diversified and colorful. Fauna and flora are an essential part of the environment and depend on each other in many ways and as the flora is degraded and not enriched with lush green crops so, the conditions are not favorable for fauna to flourish. The fauna of the area comprises mammals, reptiles, amphibians and birds etc.

Mammals

The details are given in
Table 5-20.

Table 5-20: Faunal Species in the AoI

Sr. No.	Common Name	Scientific Name	IUCN Status
1	Jackal	*Canis aureus*	LC
2	Porcupine	*Hystrix indica*	LC
3	Squirrel	*Funambulus pennant*	LC
4	Mouse	*Funambulus pennant*	LC
5	Mongoose	*Herpestes auropunctatus*	LC
6	Indian mole rat	*Rattus rattus*	LC

Reptiles

No habitats of reptiles were observed in the subproject area Reptiles reported in the Study Area are enlisted in below **Table 5-21**

Table 5-21: Reptiles in the AoI

Sr. No.	Common Name	Scientific Name	IUCN Status
1.	Brown Cobra	*Naja oxiana*	LC

Sr. No.	Common Name	Scientific Name	IUCN Status
2.	Indian Krait	*Bungarus caeruleus*	LC
3.	Fringed Toed Lizard	*Acanthodactylus cantoris*	LC

Amphibians

Amphibians found in the AoI are given in **Table 5-22**

Table 5-22: Amphibian Species in the AoI

Sr. No.	Common Name	Scientific Name	IUCN Status
1.	Common Frog	*Rana tigrine*	*LC*
2.	Common Toad	*Bufo bufo*	*LC*

Avifauna

The original Species of the area are no more found due to human activities. A fairly diverse range of bird species is found living in some of the suitable areas of the area, including common species such as the dove, common myna, tree pie, crow, and sparrow. Rarely seen birds of prey include the common pariah kite is rare. As a level of threats/disturbance along the Phase 1A Project area is high but the occurrence or observation of occurrence of birds in the study area is low.

Birds of the track consist of small and medium-sized in insignificant numbers due to the non-availability of suitable habitat including food and shelter. Specifically, the project is not an attractive heaven to the birds but the nearby un disturbed or comparative less disturbed areas are providing attraction and habitats. Birds of the Phase 1A Project site are listed in **Table 5-23**.

Table 5-23: Avifauna in the AoI

Sr. No.	Common Name	Scientific Name	IUCN Status
1	Koel	*Eudynamys scolopaceus*	*LC*
2	Tree Pie	*Dendrocitta vagabunda*	*LC*
3	Crow	*Corvus corax*	*LC*
4	Rock Dove	*Columba livia*	*LC*
5	Spotted doves	*Spilopelia chinensis*	*LC*
6	Grey Geese	*Anser anser*	*LC*
7	Myna	*Acrido therestritis*	*LC*
8	House Sparrow	*Passer domesticus*	LC
9	House Crow	*Corvus splendens*	*LC*
10	Asian Koel	*Eudynamys scolopacea*	*LC*
11	Rose Ringed Parakeet	*Psittacula krameri*	*LC*
12	Golden Orioles	*Oriolus oriolus*	*LC*
13	Blue Rock Pigeon	*Columba livia*	*LC*
14	Ducks/Mallard	*Anas platyrhynchos*	*LC*

Endangered Fauna

There are no endangered species of fauna in the tract.

Wetlands

There are no wetlands in the Phase 1A Project Area of Section 8. However, few small water ponds exist (location shown in landuse map in Vol. 5) along the N5 which is not directly impacted by the proposed subproject

Game Reserves/ Wildlife Sanctuaries/ National Parks

There is no key biodiversity area, game reserve, wild sanctuaries and National Park present in and around the Section 8 of Phase 1A Project Area.

5.4 Critical Habitats and Species of Conservation Significance

The Project area predominantly passes through urban settlements. Based on field evaluations, secondary data review, and stakeholder consultations, the area is classified as a "Modified Habitat." Significant anthropogenic activities have altered the primary ecological functions and species composition within the Project AoI. No critical or natural habitats are present in the Project AoI, and no conservation-significant species have been reported. Additionally, the Phase 1A Project sections do not fall within any recognized biodiversity hotspots or key biodiversity areas.

6 SOCIOECONOMIC BASELINE

This section describes the socioeconomic baseline of the project area that covers three road sections Ranipur – Sukkur road section (Section 2), Rawalpindi – Hassanabdal (Section 7), and Nowshera – Peshawar (Section 8). The description has been prepared based on census and socioeconomic survey data collected through field research using quantitative and qualitative techniques. The information also gathered through consultation meetings and focused group discissions with project affected people as part of the environmental and social assessments conducted for the project. The data collection process was started during the last quarter of 2024 and completed in February 2025.

6.1 Methodology

A mixed method approach was used in the data collection. The data collection began with a census of all affected households within the project areas. Then, a sample survey of selected PAPs was carried out to gather socioeconomic information at household-level. Finally, a series of focus group discussions (FGDs), including separate FGDs for women were conducted. The FGDs provided avenues to present concerns by the project affected households and communities. The following sections describe the socioeconomic baseline including issues specific to women in each subproject location.

6.2 SOCIOECONOMIC STATUS OF CENSUS HOUSEHOLDS

6.2.1 Section 2: Ranipur – Sukkur

Section 2: Ranipur-Sukkur falls in the administrative jurisdiction of the Khairpur district and Sukkur District. Khairpur is in the Sukkur Division of the Khyber Pakhtunkhwa province of Pakistan. It is located between middle and northern Sindh. It is bounded on the north by Shikarpur District and Sukkur District, on the east by India, on the south by Sanghar District and Nawabshah District, and on the west by Larkana District, Naushahro Feroze District and Indus River. The revised area of the district is 15,910 km^2

As of the 2023 census, Khairpur district has 452,250 households and a population of 2,597,535. The district has a sex ratio of 102.69 males for every 100 females and a literacy rate 50.14%. Out of total population 50.7% for males and 49.3% for females. 891,260 individuals (34.31%) are under 10 years of age. Additionally, 844,263 (32.50%) reside in urban areas.

Sukkur district is in Sindh Province in Pakistan. Two districts have been split off from the territory of Sukkur: Shikarpur in 1977 and Ghotki in 1993. As of the 2023 census, Sukkur district has 268,588 households and a population of 1,625,467. The district has a sex ratio of 113.04 males for every 100 females and a literacy rate of 58.26%: 68.10% for males and 47.20% for females for females. 539,351 individuals (33.18% are under 10 years of age. Additionally, 814,999 people (49.70%) reside in urban areas.

6.2.1.1 Demographic Characteristics

A socio-economic survey of 126 AHs was conducted which indicated that the population of the surveyed households was comprised of 756 persons and among them, there were more males (51%) than females (49%). The average size of the household is 6 people. The sex ratio based on the household is 104 men per 100 women.

As far as family structure is concerned, around 31% of households living as extended or joint families under the same roof, while 69% percent of respondents reported that they live in a nuclear family system.
Survey shows that 17% of the respondents are up to 25 years of age, 48% of the respondents are between 26 – 35 years, 21% are 36 – 45 years and the remaining 14% are more than 45 years of age. These figures show that respondents are mature enough to give their opinion about the proposed project and its impact. Details on the age composition are provided in the **Table 6.1.**

Table 6-1: Age Composition of Respondents

Sr. No.	Age Composition	Number of Respondent	Percentage
1	18-25	21	17
2	26-35	60	48
3	36-45	27	21
4	Above 45	18	14
Total		**126**	**100**

6.2.1.2 Social Background

Overwhelming majority (99.5%) of the population in the subproject area follow Islam as their religion and only a tiny minority (0.5%) mentioned Hinduism as their religion.

The Sindhi was found dominant as mother language of the residents in the AoI and the nearby communities. However, Saraiki, and Urdu languages are also spoken in the project area and all over areas of the districts. It is worth mentioning that despite the prevailing mother language in the area, each person found very friendly in communicating in the national language - Urdu.

There are some social divisions among the affected population. Main subdivisions (castes) identified are Ujjan, Mangri, Lashari, Jokihia, Jatoi, Mirani, Khoro, Khushro, Syed, Domki, Rajput, Halapot, Bero, Chandio, Wasan, Merani. Talpur, Abro, memon Ujjan Arain and hindo caste Kholi

6.2.1.3 Education and Literacy

The census revealed that 41% of the AHs are illiterate. The literate population in the surveyed households is 59% which is slightly higher than the national literacy rate which is 50.14% according to census survey 2023 for both sexes. Educational status among the members of AHs in the subproject area is shown in **Table 6.2.**

Table 6-2: Educational Status of AH's Members

Sr. No.	Educational Status	Number	Percentage
1	Illiterate	314	41
2	Primary	175	23
3	Middle	112	15
4	Matric	67	9
5	Intermediate	53	7
6	Graduation	15	2
7	Masters	20	3
Total		**756**	**100**

6.2.1.4 Occupational and Livelihood Sources

Among total surveyed 41% of the household members considered dependent who consists of children under 10 years, housewives, and unemployed individuals. The remaining members are engaged in various professions to earn a livelihood. Survey findings reveal that approximately 19% of the AH members are involved in shop keeping. These shopkeepers operate general stores, sell fruits, vegetables, chicken, tea, cold drinks, cigarettes, and pakoras/samosas, or run roadside eateries, among other activities. Additionally, about 9% are employed in private jobs to support themselves. Detailed statistics regarding the occupational status of the AH members are presented in **Table 6.3.**

Table 6-3: Occupations of AH's Members

Sr. No.	Professional Status	Number	Percentage
1	Upto 10 year/Housewives/Idles	311	41
2	Agriculturist +Livestock	45	6
3	Shopkeeper	143	19
4	Business	49	7
5	Labor	64	8
6	Govt Job	45	6
7	Private job	70	9
8	Driver	19	3
9	Retired	10	1
Total		**756**	**100**

6.2.1.5 Household Income and Expenditure

Around 12% of the AHs earn up to rupees 37,000 per month, 39% AHs earn between rupees 37,001 to 45,000 per month, 21% AHs earn between rupees 45,001 to 55,000 per month and 16% are earning between ranges of 55,001 to 65,000. Moreover, 12% of AHs are earning above PKR. 65,000 per month. In Pakistan, household income of PKR 37,000 is taken as poverty threshold. Based on the household income data collected in the survey, about 5% of the AHs may be considered poor. The details of household average monthly income is presented in **Table 6.4**.

Table 6-4: Average Monthly Household Income

Sr. No.	Household Average Monthly Income (PKR.)	Number	Percentage
1	Up to 37,000	15	12
2	37,001 to 45,000	49	39

Sr. No.	Household Average Monthly Income (PKR.)	Number	Percentage
3	45,001 to 55,000	26	21
4	55,001 to 65,000	20	16
5	Above 65,000	16	12
Total		**126**	**100**

Source: Census and socioeconomic survey of Ahs

However, household expenditure depends on the earnings of the families. Therefore, approximately 18% of the respondents reported a monthly expenditure of up to PKR 37,000, while 39% had monthly expenditures in the range of PKR 37,001 to 45,000. Additionally, 20% of the respondents reported their family expenditure between PKR 45,001 and 55,000. Meanwhile, 24% reported expenses between PKR 55,001 and 65,000 per month, and 9% of the households indicated an expenditure above PKR 65,000.

6.2.1.6 Housing Condition and Ownership

A majority of the AHs members in the project area (58%) are living in Pacca houses which are constructed with solid building materials while 25% respondents had semi Pacca houses which are made of masonry bricks with mud mortar. Only 15% of the respondents mentioned that they live in Katcha houses made of mud and straws while 2% live in temporary hut houses. Generally, poor households live in Katcha and hut houses while lower income households would live in Semi-Pacca houses. Those who can afford to live in Pacca households are generally not poor. The data shows high-level social disparity among well-off families and poorer households in the project area. **Table 6.5** depicts the housing construction pattern in the project area.

Table 6-5: Housing Construction Pattern

Sr. No.	Type	Number	Percentage
1	Pacca	73	58
2	Semi-Pacca	31	25
3	Katcha	19	15
4	Hut	03	2
Total		**126**	**100**

Out of 126 respondents, the majority (75%) of the respondents have self-owned houses and the 23% are renters and remaining 2% were living in the houses that were provided by the landlords.

6.2.1.7 Access to Infrastructure and Services

The survey results revealed that 83% of the studied households have access to schooling and electricity. Access to health care is only a half of the population (51% of households) in the form of BHUs and THQs. Gas and water supply facilities are available to 31% and 9% of households, respectively. Similarly, sewerage and mobile services are available to 28% and 89% of households, respectively. Detailed information regarding access to social amenities is provided in **Table 6.6.**

Table 6-6: Access to Social Amenities

Sr. No.	Facility	Number of Respondent	Available (%)
1	Electricity	105	83
2	School	97	76
3	Hospital	64	51
4	Gas	40	31
5	Water Supply	11	9
6	Sewerage	35	28
7	Telephone/ Mobile	113	89

Source: Census and socioeconomic survey of Ahs

The source of water depends on the location of the house. Households depend on mainly two sources of water for domestic use. Hand pumps/ bore water is the main source of water for domestic use in the proposed project area so majority of the respondents (81%) get water from this source, and 9% respondents use public water supply as source of drinking water. Hand pumps mostly installed near the irrigation channels from where water is fetched mostly dis duty is performed by the females. However, a large majority (82%) of the respondents are not satisfied with the quality of water they are using currently.

6.2.1.8 Access to Credit

There are two types of credit sources available to people: formal sources, such as banks and microfinance NGOs, and non-institutional sources, such as loans from friends and relatives. The survey findings revealed that 10% of the households (AHs) accessed credit, while 90% of the respondents did not borrow or depend on informal sources for urgent financial needs.

6.2.1.9 Land ownership

As revealed before, most of the people live in the state or NHA owned land. Only around 5% of AHs have farmland and the rest have no land but live in rented or illegally occupied state lands.

6.2.1.10 Gender Assessment

The gender assessment is highlighting the barriers women face, from limited access to resources to the impact of cultural norms and societal expectations. Special attention was given to understanding the constraints on women's mobility, education, and employment opportunities, as well as identifying potential solutions to improve gender equality and empower women.

Cultural norms and values in KP province present many challenges, such as limiting women's participation in surveys or leading to underreporting of sensitive issues like domestic violence or women's economic activities. From the assessment and FGDs, following issues emerged as key for their social and economic advancement Lack of Public Transport facilities; unemployment and lack of job opportunities, poor or lack of safety and privacy in public transport; insufficient health care facilities and discrimination agonist women in work and social spaces. Although the project interventions may not able to resolve or address such issues , efforts will be taken to provide women equal access to project related works, vocational and

job training as part of livelihood restoration plans; Implement codes of conduct for project workers to prevent gender based violence, and establish specific grievance redress mechanism for women in project area to respond their complaints and grievances occurring due to project tasks and involve them in designing better transport facilities under the project . Detailed gender action plan is presented in the RAP of this subproject.

6.2.2 SECTION 7: RAWALPINDI TO HASSANABDAL

Section 7: Rawalpindi-Hassanabdal falls in the administrative jurisdiction of the Islamabad Capital Territory (ICT), District Rawalpindi and District Attock.

Islamabad Capital Territory- Islamabad, the capital city of Pakistan, is the country's tenth-most populous city and is administered directly by the federal government as part of the Islamabad Capital Territory. It was established in 1967 as a planned city to replace Karachi as the national capital. Islamabad is located at 33.43°N, 73.04°E, at the northern edge of the Pothohar Plateau and at the foot of the Margalla Hills. The city's elevation is 540 meters (1,770 feet).

Islamabad, along with the ancient Gakhar city of Rawalpindi, forms a conurbation commonly referred to as the "Twin Cities." To the northeast of Islamabad lies the colonial-era hill station of Murree, while to the north is the Haripur District of Khyber Pakhtunkhwa. Kahuta is situated to the southeast, and Taxila, Wah Cantt, and Attock District are located to the northwest. Gujar Khan, Rawat, and Mandrah are to the southeast, and the metropolis of Rawalpindi lies to the south and southwest.

The city covers an area of 906 square kilometers (350 square miles), with an additional 2,717 square kilometers (1,049 square miles) designated as the Specified Area, which includes the Margalla Hills in the north and northeast. The southern portion of Islamabad consists of an undulating plain, drained by the Kurang River, on which the Rawal Dam is located. As of the 2023 census, Islamabad district has a population of 2,363,863. According to census the male population was 51.48% and 48.51% were female, with a sex ratio of 106.12.

Rawalpindi District is a district located in the northernmost part of the Punjab province of Pakistan. The district has an area of 5,286 km^2 (2,041 sq mi). Originally, its area was 6,192 km^2 (2,391 sq mi) until the 1960s when Islamabad Capital Territory was carved out of the district, giving away an area of 906 km^2 (350 sq mi). It is situated on the southern slopes of the north-western extremities of the Himalayas, including large mountain tracts with rich valleys traversed by mountain rivers. The chief rivers are the Indus and the Jhelum, and it is noted for its milder climate and abundant rainfall due to its proximity to the foothills. As of the 2023 census, Rawalpindi district has 931,813 households and a population of 5,745,964.

Attock District known as Campbellpur District during British Raj, is a district, located on the Pothohar Plateau, in Punjab, Pakistan; created in April 1904. The district was established in April 1904 as Campbellpur District during the British Raj through the merging of tehsils from neighbouring districts. It is in the north of the Punjab province, bordered by Chakwal to the south, Mianwali to the southwest, Rawalpindi to the east, Kohat to the west, Nowshera to the northwest, and Swabi and Haripur to the north. The district consists of 6 tehsils: Attock, Fateh Jang, Hazro, Hassan Abdal, Jand and Pindi Gheb. As of the 2023 census, Attock district has

353,973 households and a population of 2,170,423. The district has a sex ratio of 100.83 males to 100 females.

6.2.2.1 Demographic Characteristics of Studied Households

The population of the surveyed households comprised of 1,272 persons and among them, there were more males (53%) than females (47%). The sex ratio is an important demographic indicator, which is defined as the "number of males per hundred females". As per the social survey, the sex ratio based on the household is 112.7 men per 100 women. **Table 6-7** depicts the demographic characteristics of the studied households.

Table 6-7: Population and Household Size of the AHs

Total Respondents	Population				Total Population	%
	Male	%	Female	%		
187	674	53	598	47	1,272	100

As far as family structure is concerned, about 54% of AHs are living in a joint family system where grandparents also live under the same roof, while 46% percent of respondents reported that they live in a nuclear family system.

6.2.2.2 Age composition of Respondents

Survey shows that 18% of the respondents are up to 25 years of age, 22% of the respondents are between 26 – 35 years, 35% are 36 – 45 years and the remaining 25% are more than 45 years of age. **Table 6-8** depicts the age composition of the respondents.

Table 6-8: Age Composition of Respondents

Sr. No.	Age Composition	Number of Respondent	Percentage
1	18-25	33	18
2	26-35	41	22
3	36-45	65	35
4	Above 45	48	25
Total		**187**	**100**

6.2.2.3 Social Background

All the affected persons reported their religion as Islam. Hindko and Pashto are the predominant languages spoken by most respondents, with 88% using these languages as their primary language. Punjabi is also a major language spoken by a significant portion of the population. Additionally, Urdu is widely spoken and understood by most respondents, highlighting its importance as a national language. This bilingual and, in some cases, trilingual proficiency ensures effective communication across diverse social and cultural settings.

The socioeconomic survey also found that various tribes live within the project area. In the districts of Islamabad and Rawalpindi, the PAPs belong to tribes such as Rajpoot, Syed, Khattar, Dar, Raja, Abbasi, and several others. In District Attock, the PAPs represent different Pashtoon tribes, including Khatak and Orakzai, while other PAPs belong to families like Awan,

Gheba, and Rajpoot. These tribes, with their diverse cultural and regional backgrounds, enrich the cultural fabric of the area. The area's cultural diversity is not only a source of strength but also adds to its beauty, as it fosters a dynamic blend of traditions, languages, and customs that coexist harmoniously.

6.2.2.4 Educational and Literacy

The census survey revealed that 18% of the population of the AHs are illiterate. The literate population in the surveyed households is 82%, which is higher than the national literacy rate which is 59.13% according to census survey 2023 for both sexes. **Table 6-9** depicts the education and literacy level among AH's members.

Table 6-9: Educational Status AH's Members

Sr. No.	Educational Status	Number	Percentage
1	Illiterate	227	18
2	Primary	197	15
3	Middle	210	17
4	Matric	156	12
5	Intermediate	319	25
6	Graduation	107	8
7	Masters	56	4
Total		**1,272**	**100**

6.2.2.5 Occupational Status

Out of the total AH members, 44% of the population consists of children under 10 years, housewives, and unemployed individuals who are not working. The remaining members are engaged in various income earning activities such as daily wage labour and private sector jobs as well as shop keepers for livelihood. **Table 6-10** depicts the occupational status of the AH's members.

Table 6-10: Occupations of AH's Members

Sr. No.	Professional Status	Number	Percentage
1	Up 10 year/unemployed	554	44
3	Shopkeeper	123	10
4	Business	107	8
5	Labor	89	7
6	Govt Job	63	5
7	Private job	265	21
9	Retired/Old	71	6
Total		**1,272**	**100**

6.2.2.6 Household Income and Expenditure

The income level of the surveyed AHs was grouped in five ranges. Around 25% of the AHs earn up to rupees 37,000 per month, while 43% AHs earn between rupees 45,001 to 55,000 per month. However, the details on household income are summarized in **Table 6-11**

Table 6-11: Average Monthly Household Income

Sr. No.	Household Average Monthly Income (PKR.)	Number	Percentage
1	Up to 37,000	47	25
2	37,001 to 45,000	23	12
3	45,001 to 55,000	46	43
4	55,001 to 65,000	45	24
5	Above 65,000	26	14
Total		**187**	**100**

Approximately 11% of the respondents reported a monthly expenditure of up to PKR 37,000. The average monthly income of sizable number of people (43%) ranged between PKR 45,001 and 55,000.

6.2.2.7 Housing Condition and Ownership

People in the project area live in various types of houses. More than half (53%) of the respondents are living in permanent (Pacca) houses which are constructed with superior materials and workmanship. Around 6% of PAPs live in temporary houses with minimal facilities. Out of 187 survey respondents, the majority (88%) indicated that they live in self-owned houses and the remaining 12% live in rented/leased houses. The details on housing condition of the AHs are given in the **Table 6-12**

Table 6-12: Housing Construction Pattern

Sr. No.	Type of House	Number of Respondent	Percentage
1	Pacca	99	53
2	Semi Pacca	77	41
3	Katcha	11	6
Total		**187**	**100**

6.2.2.8 Access to Infrastructure Services

Social infrastructure and amenities are readily available and in good condition. People have good household's dwelling, household amenities such as electricity and modern appliances, access to water, fuel for cooking (which is primarily a task for women), and the type of sanitation facilities available as primary indicators for assessing the standard of living. Findings of the survey show that majority of people have good access to health care, centricity schools etc. The details of available social amenities is provided in the **Table 6-13**.

Table 6-13: Access to Social Amenities

Sr. No.	Facility	Number of Respondent	Available (%)
1	Electricity	187	100
2	School	187	100
3	Hospital	187	100
4	Gas	147	79
5	Water Supply	117	63
6	Sewerage	182	97
7	Telephone/ Mobile	184	98

Households depend on several sources of water for domestic use. Public water supply is the main source of water for domestic use in the proposed project area so majority of the respondents, i.e., obtained water from this source, and 37% respondents use public water supply as source of drinking water. The majority (58%) of respondents are satisfied with the quality of water while 42% of respondents indicated that the quality of water is not satisfactory.

6.2.2.9 Access to credit

There are two types of credit sources available to people: formal sources, such as banks and microfinance NGOs, and non-institutional sources, such as loans from friends and relatives. The survey findings revealed that 12% of the households (AHs) availed the facility of credit, while 88% of the respondents did not borrow but use informal credit sources for urgent need of money.

6.2.2.10 Gender Assessment and Outcome

Women in the subproject areas, like in other project locations, face various challenges, such as limiting women's participation in economic activities, underreporting of sensitive issues like domestic violence or limited job opportunities for women' economic empowerment.

According to the gender assessment, there are several concerns that could potentially affect women within the subproject area. These concerns include access to resources, safety in public spaces, livelihood disruptions during construction, and the adequacy and fair treatment in compensation for affected women. Women also expressed their concern related to the unequal access to employment opportunities under the project, and the potential safety and protection from workers during the project implementation. The FGDs with women group suggested that targeted actions and strategies to be devised to ensure that women are equally informed and supported throughout the project's implementation. A detailed gender action plan has been devised in this regard and included in the subproject RAP.

6.2.3 SECTION 8: NOWSHERA – PESHAWAR

Section 8: Nowshera-Peshawar falls in the administrative jurisdiction of the Peshawar district and Nowshera District. The socio-economic survey focused on the AHs of the project and relevant information related to the district.

Peshawar District is a district in the Peshawar Division of the Khyber Pakhtunkhwa province of Pakistan. It is located about 160 km west of the Pakistan's capital Islamabad. The district headquarters is the city of Peshawar, which is also the capital of Khyber Pakhtunkhwa. Peshawar district is divided into four towns. Each town in turn consists of 92 union councils in the district Peshawar.

As of the 2023 census, Peshawar district has 690,976 households and a population of 4,758,762. The district has a sex ratio of 103.99 males for every 100 females and a literacy rate of 53.28%, with 64.91% for males and 41.09% for females. A total of 1,355,625 individuals (28.54%) are under 10 years of age. It is also estimated that nearly 40% of the population live in urban areas.

Nowshera District is a subdivision of Peshawar until 1988, when it became a district. It is bordered by Peshawar District to the West, Mardan District to the North, Charsadda District to the North West, Swabi District to the North East, Kohat District to the South, Orakzai Agency to the South West & Attock District to the East. Previously it was known as Nowkhaar Province till it was annexed into British India via the Durand Line Agreement. Prior to its establishment as a separate district in 1990, Nowshera was part of Peshawar District. The district was also part of the Peshawar Division until the reforms of The Government of Pakistan.

As of the 2023 census, Nowshera district has 259,774 households and a population of 1,740,705. The district has a sex ratio of 103.78 males for every 100 females and a literacy rate of 56.78%, with 68.53% for males and 44.49% for females. A total of 478,985 individuals (27.6%) are under 10 years of age. However, this district is less urbanized and only around one fifth (19.6%) live in urban locations.

Census was carried out for all AHs within the ROW which is the basis for socio-economic profile of the AHs and is used to define the entitlements for relocation, rehabilitation and income restoration for the AHs in general and the vulnerable in particular. The socioeconomic (sample) survey of 319 AHs was carried out which represents one respondent per household.

6.2.3.1 Demographic Characteristics of Studied Households

Total population of the surveyed households was comprised of 2,074 persons and among them, there were more males (52%) than females (48%). The average size is 6.5 people per household. The gender-wise distribution of the respondents' households is given in **Table 6-14**. The sex ratio based on the household is 108.23 men per 100 women.

Table 6-14: Population and Household Size of the AHs

Total Respondents	Population				Total Population	%
	Male	%	Female	%		
319	1078	52	996	48	2074	100

Source: Census and Socioeconomic Survey of PAPs

About 66% of AHs are living in a joint or extended family system where two or three generations of family members live under the same roof, while 34% percent of respondents reported that they live as single/ nuclear family stricture.

Survey shows that 13% of the respondents are up to 25 years of age, 21% of the respondents are between 26 – 35 years, 41% are 36 – 45 years and the remaining 25% are more than 45 years of age. These figures show that respondents are mature enough to give their opinion about the proposed project and its impact. Details on the age composition are provided in **Table 6-15**

Table 6-15: **Age Composition of PAPs**

Sr. No.	Age Composition	Number of Respondent	Percentage
1	18-25	42	13
2	26-35	68	21
3	36-45	131	41

Sr. No.	Age Composition	Number of Respondent	Percentage
4	Above 45	78	25
Total		**319**	**100**

Total population of the subproject areas follow Islam as their religion. As far as language of communication, Pashto is the predominant language spoken by majority of the respondents, with 88% of them using it as their primary language. While around 12% respondents are Hindko speaking. Additionally, Urdu is widely spoken and understood by most of the respondents, reflecting its importance as a secondary language in the project area. This bilingual proficiency allows for effective communication across diverse social and cultural settings.

Population of the subproject area belong to various Pashtun tribes in the project area. The largest group of affected households are from the Khatak tribe, accounting for 22%, while other major tribes are listed in **Table 6-16.** In addition to the major tribes depicted in the table, there are several other minority tribes along the project corridor, including Serbankhel, Sarwanan, Akhundzada, and Sheikham, among others. These tribes, originating from both Pashtun and Kashmiri Pathan backgrounds, also contribute to the cultural diversity of the area.

Table 6-16: Ethnic Structure of PAPs

Sr. No.	Major Tribes	Number of Respondent	Percentage
1	Khatak	71	22
2	Yousafzai	53	17
3	Afridi	37	12
4	Mohmand	31	10
5	Kashmiri Pathan	39	12
6	Others	88	28
Total		**319**	**100**

6.2.3.2 Education and Literacy

The census revealed that around one third of the population of the AHs are illiterate. The literate population in the surveyed households is 66% which is slightly higher than the national literacy rate which is 59.13% according to census survey 2023 for both sexes. Educational status among the members of AHs is shown in **Table 6-17**

Table 6-17: Educational Status of AH's Members

Sr. No.	Educational Status	Number	Percentage
1	Illiterate	712	34
2	Primary	317	15
3	Middle	178	9
4	Matric	421	20
5	Intermediate	214	10
6	Graduation	143	7
7	Masters	89	4
Total		**2074**	**100**

6.2.3.3 Occupational Status

Survey findings reveal that approximately 19% of the AH members are involved in shopkeeping. These shopkeepers operate general stores, sell fruits, vegetables, chicken, tea, cold drinks, cigarettes, and pakoras/samosas, or run roadside eateries, among other activities. Additionally, about 10% are employed in private jobs to support themselves. Out of the total AH members, 54% of the population considered dependents consists of children under 10 years, housewives, and unemployed individuals who are not working. The remaining members are engaged in various professions to earn a livelihood. The occupational categories of the AH members are presented in the **Table 6-18.** The findings indicate that the livelihood losses that may incur because of the subproject interventions may have significant impacts of overall households and population whose earing are largely depend on daily business and trading activities. This has been further assessed in the RAP of the subproject

Table 6-18: Occupations of AH's Members

Sr. No.	Professional Status	Number	Percentage
1	Upto 10 year/House Wives/Idles	1124	54
2	Agriculturist +Livestock	73	4
3	Shopkeeper	397	19
4	Business	89	4
5	Labor	64	3
6	Govt Job	34	2
7	Private job	210	10
8	Driver	35	2
9	Retired	48	2
Total		**2074**	**100**

6.2.3.4 Household Income and Expenditure

The income level of the AHs surveyed was grouped in five ranges. Around 5% of the AHs earn up to rupees 37,000 per month, 11% AHs earn between rupees 37,001 to 45,000 per month, 43% AHs earn between rupees 45,001 to 55,000 per month and 29% are earning between ranges of 55,001 to 65,000. Moreover, 12% of AHs are earning above PKR. 65,000 per month. In Pakistan, household income of PKR 37,000 is taken as poverty threshold. Based on the household income data collected in the survey, about 5% of the AHs may be considered poor. The details of average monthly income of the households are presented in **Table 6-19.**

Table 6-19: Average Monthly Household Income

Sr. No.	Household Average Monthly Income (PKR.)	Number	Percentage
1	Up to 37,000	17	5
2	37,001 to 45,000	35	11
3	45,001 to 55,000	137	43
4	55,001 to 65,000	91	29
5	Above 65,000	39	12
Total		**319**	**100**

Source: Census and socioeconomic survey of Ahs

Household expenditure depends on the earnings of the family members. As per the survey, approximately 16% of the respondents reported a monthly expenditure of up to PKR 37,000, while 24% had monthly expenditures in the range of PKR 37,001 to 45,000. However, the average monthly expenditure of households (43% of the respondents) ranged between PKR 45,001 and 55,000. Meanwhile, 26% reported expenses between PKR 55,001 and 65,000 per month, and 9% of the households indicated an expenditure above PKR 65,000. The monthly expenditure pattern of the respondents is provided in **Table 6-20**.

Table 6-20: Average Monthly Household Expenditure

Sr. No.	Average Monthly Expenditures (PKR)	Number of Respondent	Percentage
1	Up to 37,000	52	16
2	37,001 to 45,000	77	24
3	45,001 to 55,000	79	43
4	55,001 to 65,000	82	26
5	Above 65,000	29	9
Total		**319**	**100**

Source: Census and socioeconomic survey of AHs

6.2.3.5 Housing Conditions and Ownership

Nearly half (49%) of the AHs in the subproject area are living in permanent (Pacca) houses which are constructed with solid materials and while 44% respondents had semi - permanent (Semi Pacca houses which are made of masonry bricks with mud mortar). A very small percentage (Only 7%) of the respondents mentioned that they live in temporary housing (Katcha houses made of mud and straws). This also shows the socioeconomic status of the people in the area. People who are upper class and well-off in Pacca houses while lower - middle income households live in semi-pacca houses. Most of the poor and vulnerable people live in Katcha houses. **Table 6-21** shows the construction pattern of houses among the AHs.

Table 6-21: Housing Construction Pattern

Sr. No.	Type of House	Number of Respondent	Percentage
1	Pacca	157	49
2	Semi Pacca	139	44
3	Katcha	23	7
Total		**319**	**100**

As far as ownership status is concerned, the majority (97%) of the respondents have self-owned houses and the remaining 3% are renters. This also shows the magnitude impacts of houses could be damaged during the road widening activities.

6.2.3.6 Access to Infrastructure and Services

In general, people have good access to all types of infrastructure and services. This assessment found relatively large household's dwelling, have household amenities such as electricity and modern appliances, access to water, fuel for cooking (which is primarily a task for women), and the type of sanitation facilities available as primary indicators for assessing the standard of living.

The survey results revealed that 100% of the studied households have access to schooling and electricity. Health care facilities are available to 87% of households in the form of BHUs and THQs. Gas and water supply facilities are available to 24% and 18% of households, respectively. Similarly, sewerage and mobile services are available to 80% and 99% of households, respectively. Detailed information regarding access to social amenities is provided in **Table 6-22**

Table 6-22: Access to Social Amenities

Sr. No.	Facility	Number of Respondent	Available (%)
1	Electricity	319	100
2	School	319	100
3	Hospital	278	87
4	Gas	77	24
5	Water Supply	59	18
6	Sewerage	255	80
7	Telephone/ Mobile	315	99

Source: Census and socioeconomic survey of AHs

Most of the people use hand pumps/ bore water as the main source of water for domestic use in the subproject area, so majority of the respondents i.e., 82% get water from this source, and only around 18% use public water supply as source of drinking water. The perception of households about water quality in the proposed project area is generally positive. Around 83% of respondents are satisfied with the quality of water while 17% respondents are not satisfied with the quality of water quality.

The survey findings also revealed only around 8% of the households (AHs) have access to credit, while 92% of the respondents did not borrow from formal microfinance NGOs or commercial banks. Most of them borrow money from informal sources, such as loans from friends and relatives.

6.2.3.7 Land Ownership Status

Land ownership status of the AHs is given in **Table 6-23** which depicts that 21% of AHs have farmland. The remaining 79% are landless.

Table 6-23: Land Holding Status

Sr. No.	Land Holding	Number of Respondent	Percentage
1	Yes	68	21
2	No	251	79
Total		**319**	**100**

Source: Census and socioeconomic survey of AHs

6.2.3.8 Gender Assessment and Outcomes

As a part of socioeconomic survey, a series of focused groups discussions and consultations carried out with women of the affected households. The purpose of this assessment is to understand the specific issues, concerns, and need and get their feedback to develop the pros

the project inclusive and beneficial to women. Structured interviews and questionnaires were utilized to gather information on women's participation in economic, educational, and healthcare sectors, as well as their involvement in household decision-making.

Results of the gender assessment reveal a number of issues that women are confronting. Among them, unemployment, lack of proper income sources and, insufficient educational facilities for girls, improper health facilities for females in the government hospitals, discrimination in public spaces including transport, lack of avenues for meaningful participation in economic and civic life as major issues. Though these are some of the common issues face by women in the country in general, the survey team made effort to find potential ways to involve women in the project and make it beneficial for them.

Women have suggested a several areas that the project in general can support. For example, they proposed to have vocational training as part of livelihood restoration, better class room facilities in schools in relocated areas, job opportunities in project related construction works, better water supply systems, ensuring privacy in public transport systems, and protection for women during construction period as main areas of project support. Please see details of gender assessment and action plaining in the respective RAPs.

7 STAKEHOLDER CONSULTATION AND DISCLOSURE

7.1 Introduction

Stakeholder engagement is an inclusive process that actively involves relevant stakeholders throughout the entire project lifecycle. This process requires open, transparent communication, coordination, and consultation to gather input and feedback on project planning, design, and implementation. As outlined in ESS1, "stakeholder consultation ensures that projects and policies align with the needs, expectations, and concerns of all relevant stakeholders. These consultations promote transparency, inclusivity, and sustainability in AIIB-funded initiatives." The Project proponent, NHA, also places significant importance on engaging stakeholders at every stage of the project.

This chapter outlines the objectives, process, and outcomes of the consultations conducted with various stakeholder groups as part of the environmental and social impact assessment. It provides a summary of the concerns and demands raised by stakeholders during the consultation meetings, along with the responses from the project proponent detailing the actions to be taken throughout the project lifecycle to address these concerns. Additionally, the chapter presents the rationale for any concerns or demands that were not accommodated by the project proponent.

7.2 Objectives of Stakeholders Consultations

The core objective of the consultation and participation of the stakeholders was to identify the concerns of the stakeholders about the impacts of the project and to address such issues as early as possible. The specific objectives of the consultation were:

(i) To obtain knowledge about the people living in the project vicinity and specifically in AoI.
(ii) Interaction with the local communities to get their views, concerns, and feedback about the Project.
(iii) Interaction with other interested parties to get their views, feedbacks, and concerns.
(iv) Collection of primary and secondary data about socio-economic conditions of people.
(v) To discuss the Project benefits and impacts.
(vi) Ensure public and community participation for social sustainability.
(vii) Increase transparency, stakeholders' understanding and their involvement in decision-making process.

7.3 Stakeholder Identification and Mapping

According to ESS1, "stakeholder" refers to the individuals or groups who: (i) are affected or likely to be affected by the Project (project-affected parties) (ii) may have interest in the Project (other interested parties or organization), (iii) development partners, and (iv) the disadvantaged (disability, literacy and/or language) and vulnerable groups (such as, women). The stakeholders for the N5 Project potentially include affected communities in the project vicinity, government departments and other interested parties, the details are given below:

7.3.1 Project-Affected Parties

Persons, groups and other entities within the project area that are directly influenced (actually or potentially) by the project and/or have been identified as most susceptible to change associated with the project, and who need to be closely engaged in identifying impacts and their significance, as well as in decision-making on mitigation and management measures. Though, FPV does not have any influence on the physical displacement or resettlement, however, the Project Affected Parties (PAPs) are categorized as the affected people residing in the surroundings. **Table 7-1** provides a broad overview of the stakeholder groups identified as PAPs of the Project.

Table 7-1: Project Components and Stakeholder Group and its Impacts including Influence

Project Component	Key Stakeholders	Interest	Influence
Section 2: Ranipur to Sukkur **Section 7: Rawalpindi to Hassanabdal** **Section 8: Nowshera to Peshawar**	Residents and businesses situated along the road corridor and within the AoI - including those near construction camps, batching and bitumen mixing plants, or encroaching on the NHA-owned right-of-way - may experience direct impacts such as livelihood disruptions, social and cultural disturbances, increased noise and dust levels, and heightened vehicular traffic due to the rehabilitation work.	H	M
	Individuals whose businesses might be affected due to roadworks, access issues, or relocation.	H	M
	Communities in the vicinity of the road, including those who depend on the road for access to markets, healthcare, education, etc.	H	M
	Community Leaders in the main settlements	H	H
	Local Government Departments i.e., Tehsil Municipal Administration Offices, NHA field Offices, PIU-HQ, RIU.	H	H
	NGOs focused on environmental and social issues that may be affected by, or have a role in, the project's development.	H	M
Access Road	Squatters and petty businessmen around the access Road-AoI	H	L
	People residing or having land in project AoI, if any	H	L
Definitions: **H**= High (The peak level of interest and as per the law the highest power of influence, **M**= Moderate (Greater than normal/usual level of power and interest, **L**= Low (No/Less than the normal/usual level of interest and power)			

7.3.2 Disadvantaged/Vulnerable Individuals or Groups

Persons who may be disproportionately impacted or further disadvantaged by the project(s) as compared with any other groups due to their vulnerable status, and that may require special engagement efforts to ensure their equal representation in the consultation and decision-making process associated with the project. Engagement with all identified stakeholders will help ensure the greatest possible contribution from the stakeholder parties toward the successful implementation of the project and will enable the project to draw on their pre-existing expertise, networks, and agendas. The vulnerable individuals in the settlements along

the Project AOI include and are not limited to the following:

- Women-headed households or single mothers with underage children.
- Elderly people, especially if they are living alone.
- Young unemployed persons especially from marginal families or communities.
- Persons with physical and mental disabilities and their care givers.
- Minority and transgender community (if any) within the area of influence of the project area.
- Low-income families' dependent on social allowances.
- Internally displaced group due to other interventions of NHA and its allied projects.

7.3.3 Other interested parties

Individuals/groups/entities that may not experience direct impact from the project but who consider or perceive their interests as being affected by the project and/or who could affect the project and the process of its implementation in some way. The projects' stakeholders other than PAPs are categorized as other interested parties and presented in **Table 7-2**.

Table 7-2: Types of Stakeholders' Interest and Influence Concerning the Project

Project Sections	Key Stakeholders	Interest (High/Low)	Influence/Power (High/Low)
All Three Sections	Different Government Bodies (permitting and regulatory agencies at the federal and provincial levels) government officials.	May be interested to have a say in the Project from administrative and policy/ regulatory point of view, EPAs (Pak, Sindh, Punjab and KP), Wildlife, Forest Departments, etc.	Have the power and influence of permitting and regulatory issues including environmental, technical, social protection and labor authorities.
	Residents of the nearby settlements within the project area but beyond the AoI.	Can get benefit from employment and training opportunities stemming from the Project.	May be impacted but have limited power and influence to the Project.
	NGOs on the international, regional, national, and local levels that pursue environmental, socio-economic, and gender related interests, i.e., Secours Islamique France, Foundation for Rural Development (FRD), Punjab Rural Support Program, etc.	May have high interest in the project and mobilization of local/national and even international opinion and intervention.	Organizations within this group are likely to be located outside the project's Direct Area of Influence.
	Locally influential people (political leaders, Community leaders not from the main settlements in AoI).	May be interested to have a strong say to keep their leadership and stronghold in the local power structure.	Have highest level of influence in the community.
	Truck and bus companies, traders and trade bodies both at local and national level.	Would be interested to have a share from the Project.	Business owners and providers of services, goods and materials

Project Sections	Key Stakeholders	Interest (High/Low)	Influence/Power (High/Low)
			within the Project area that will be involved in the Project's wider supply chain.
	Mass media and associated interest groups, including local, regional, and national printed and broadcasting media, digital/web-based entities, and their associations.	May be interested to have a say in the Project and mobilize for and/or against the Project.	Can influence the Project activity by publishing news and views, including construction.

7.4 Consultations Process and Methods Used

For stakeholders' consultations, the following main principles were followed:

(i) The scope, benefits and impacts of the Project are clarified at the outset.
(ii) The participation of stakeholders must be meaningful, fair and effective.
(iii) Inclusion of all relevant stakeholders including interested parties and making them understand the ownership of the project.
(iv) Be specific and do not oversell.

7.4.1 Scoping Sessions

The Consultants' team consisting of environment and social experts along with NHA/ESAL staffs conducted these sessions. The major stakeholders include business, households of the Project area, local residents, local Government representatives and other interested parties, i.e., local NGOs working in the Project area. Efforts were made to share Project information with the resident of local community about Phase 1A road Sections.

The scoping sessions were also held with the relevant government officials and institutional stakeholders. The Government offices consulted included the NHA, Departments of Wildlife, Climate Change, Communication and Works, Forest, and Fishery Officials.

7.4.2 Social Surveys, Meetings and Group Discussions

The consultations have been performed as part of the socioeconomic surveys by following three modes that include; 1) Individual Household Socio-economic Surveys; 2) meetings with PAPs, 3) community meetings/consultations and semi-structured interviews, 4) one-on-one meeting/ interviews with the government, private and civil society institutions. The details of the consultation methods with different stakeholders are given in **Table 7-3**.

Table 7-3: Stakeholders Consultation Methods

Type of Stakeholder	Methods	Points Discussed
PAPs and Local Communities	• Meetings at designated place in the Community • Semi-structured interviews	• Participants were briefed about the Project objectives and scope.

Type of Stakeholder	Methods	Points Discussed
	• Group Discussion with elders, local leaders, and businesses. • Household Surveys	• Project components, activities, and main Social and Environmental impacts. • Needs, priorities and feedbacks on project interventions. • Grievances redress mechanism/ procedure • General information about project benefits. • Socio-economic conditions and general information about concerned villages in AOI. • Minutes of the consultations with other interested parties are presented in Annex 7-1.
Local Government Bodies	• Meetings through official communication • Group discussions	
Women	• Meetings in their respective homes • FGDs at place where women were conveniently available and were comfortable for discussions.	
Surrounding Communities	• Focused group discussions with communities along the access road • Surveys	
Other Interested Parties	• Consultative meetings with the officials of different Government Departments were done in their respective district and provincial offices.	

For community consultations, the community members were notified in advance to assemble in common/designated places. Mainly key informants were consulted for these meetings which were carried out in an open and frank atmosphere conducive to appreciation of the basic elements of the project and dissemination of information on beneficial and adverse impacts and mitigation for adverse impacts. Information on positive and negative impacts associated with construction and operational stage and proper mitigation of adverse impacts were shared at these consultations.

The main focus of the consultations remained mainly associated with the local communities living in the vicinity of the Phase 1A, Section 7 and Section 8 road. Locations of the settlements / urban areas where the household socioeconomic surveys, community consultations. and focus group discussions have been conducted are outlined in **Figure 7-1**, **Figure 7-2**, and **Figure 7-3**.

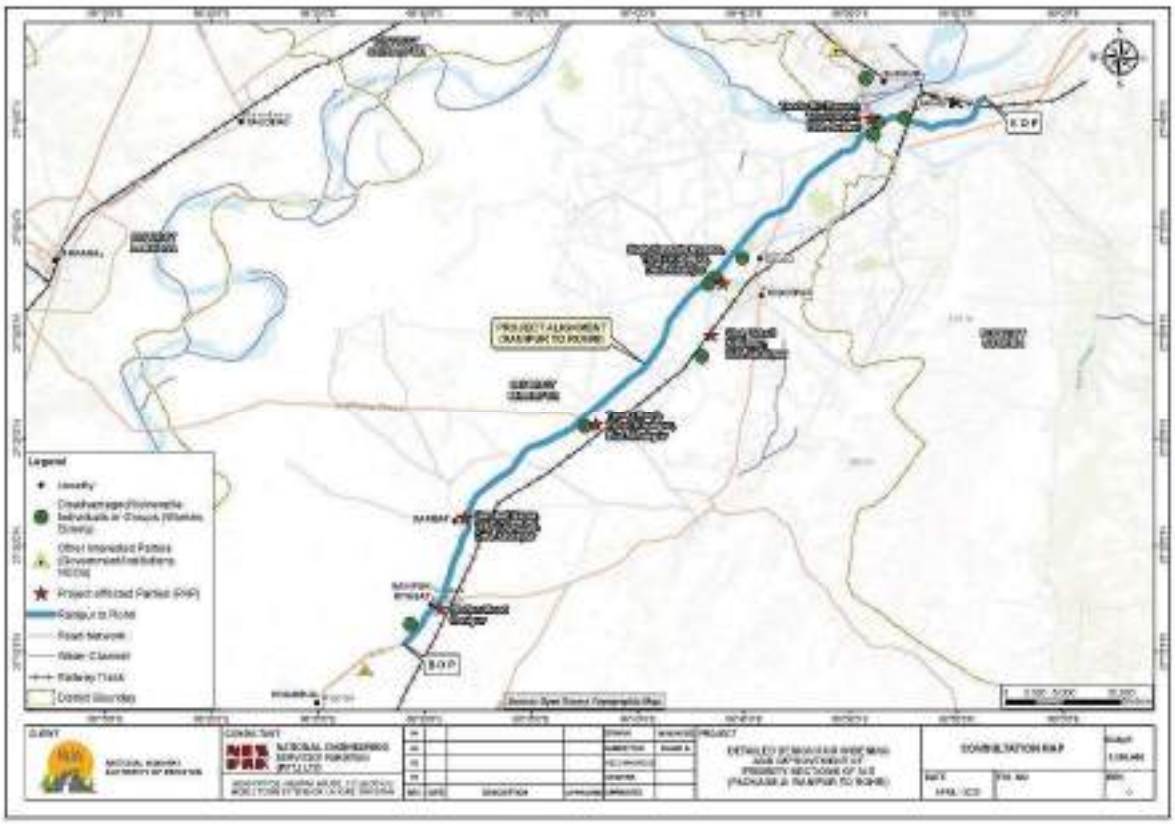

Figure 7-1: Consultation locations, Section 2 Project Area

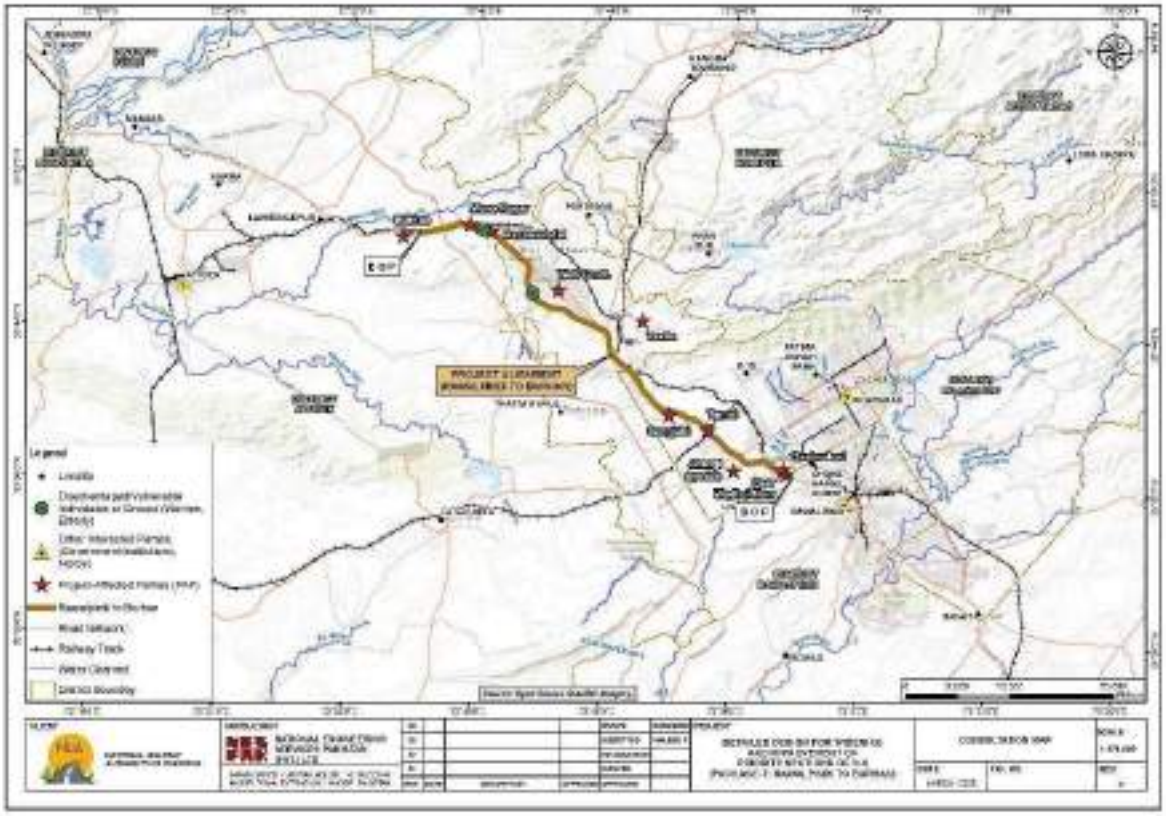

Figure 7-2: Consultation locations, Section 7 Project Area

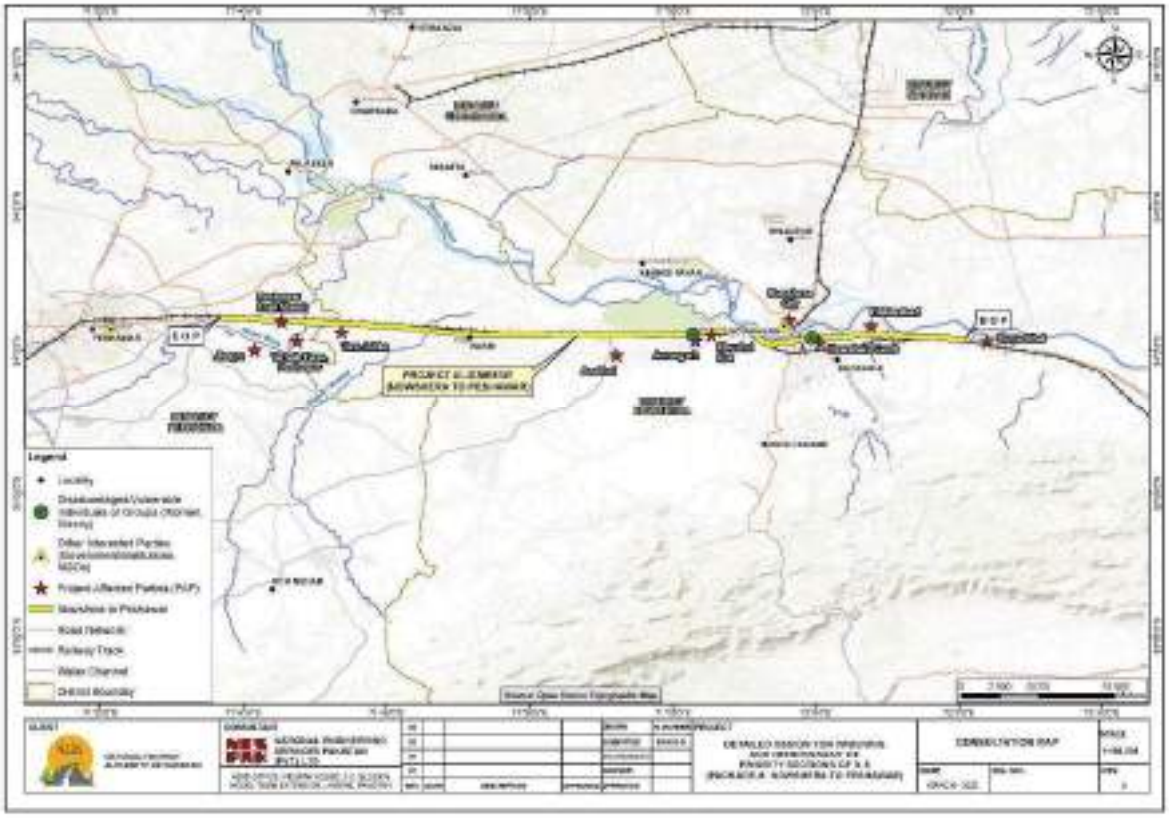

Figure 7-3: Consultation locations, Section 8 Project Area

7.5 Details of Consultations

The two stages consultation were carried out or planned, as:

(i) The consultations were conducted by the Social & Environment Team of the Design Consultant during September and November, 2024, in the project area while preparation of the design basis report. Total thirteen group discussions were carried out including with the women in the project area.

(ii) During the review and updating of ESIA/EIA by the Independent Review Consultant during February to April 2025.

A total of 6,415 people were consulted during the Project preparatory stage by various team, including during the socioeconomic survey. Around 45% of Section 2, 21% of Section 7 and 33% of Section 8 households of closest settlements and urban centers like Kala, Taro Jaba, Naser Kaley, Margalla Hills National Park, Ubri, Tando Mir Hassan, Tando Masti, Shah Hussain Bypass, Tando Mir Muhammad Hussain, Station Road Ranipur, Gambat Bazar, Taxila, Hassan Abdal, Wah Cantonment, Jamilabad, Peer Wadhai More, Pabbi, Chamkani, Nowshera Degree College, and Nowshera have been consulted. In addition, 71 people consulted from different government departments and NGOs. The details are presented in **Table 7-4**.

Table 7-4: Consultation Meetings – Summary

Consultations	Type of Stakeholders	Number of persons Consulted
Section 2: September and October, 2024, and March 2025	Community / PAPs/Vulnerable	2,876
Section 7: September and October, 2024 April 2025	Community / PAPs/Vulnerable	1,327
Section 8: October 2024, April 2025	Community / PAPs/Vulnerable	2,141
Section 2, 7 and 8 October and November 2024	Other interested parties	71

7.5.1 Consultations – Scoping Sessions

The consultations during scoping session, held for the purpose of scoping and awareness, were held during September and November 2024. During Scoping Sessions, the consultations were held with the community including vulnerable groups, urban centers, Government Departments and NGOs in the project area. There was a total of 13 sessions held with the community, with a total of 113 participants. As for the government and NGOs, a total of 32 sessions were held. The main findings of the consultations and the response is summarized in Section 7.5.3 below and the detailed Minutes of Meetings are presented in Annex 7-1.

List of the stakeholders and their signatures are presented in Annexure I of SEP, copies of the official communications to various government departments and NGOs in Annexure II of SEP, and photos taken during institutional and community consultations are presented in Annexure III of the SEP.

7.5.2 Consultations/Public Hearing- ESIA/EIA Disclosure

The public hearing to fulfil the requirements of EPAs to obtain Environmental Approval/NOC and further community consultations, including women, will be held in the Project area.

7.5.3 Outcome of Consultations, views/concerns/Feedback

Feedback from the consultations was overall supportive of the project from both local communities and the government agencies, but a general request was made to enhance the benefits of the project to the local communities through the provision of social development services.

Table 7-5 summarizes the issues raised, suggestions/demands from the community and the commitments made by the Project Proponent to address the issues raised. The main suggestions from institutions and responses are summarized in **Table 7-6**.

Table 7-5: Feedback from Affected Communities

Issue Raised by Participants	Suggestions from Participants	Commitments by Project Proponent
Access problems due to construction	Local people should not be restricted from their settlements and farmland.	Proper access will be provided to the local people to reach surrounding areas easily.
Disturbance to social amenities	Social amenities should be restored after the construction completes to avoid inconvenience.	Social amenities will be restored after construction and before the operation of the road.
Restricted movement, especially for women, due to labor influx	Construction should be scheduled to allow free movement after working hours.	People should be informed about construction schedules to ensure safe movement.
Dust and noise disturbances to residential and commercial areas	Protective measures should be taken to safeguard the local community.	Contractors must follow dust suppression measures as per the recommendation of the ESMP and other precautionary measures to protect public health and property.
Employment opportunities for local workers	Skilled and unskilled labor should be hired from the local community to improve project acceptance.	Contractors will be encouraged to prioritize hiring local workers. The ESIA/EIA aims for up to 70% local workforce, and ESMP will propose training programs through a skill development program for the local unemployed youths.
Poor drainage system causing waterlogging	A proper drainage system should be designed alongside the road.	The Design Consultant evaluated the drainage system, identifying bottlenecks based on 2022 flood damages and future projections. To improve climate resilience, cross-drainage structures and mitigation measures were incorporated into the design. Many culverts and bridges were clogged with mud, obstructing flow. The climate change assessment recommended increasing capacity for 10 bridges and 10 culverts, clearing mud from 8 culverts and 7 bridges, and replacing 1 bridge and 8 culverts.
Minimizing disruption during civil works	Construction should be done in small patches and completed quickly to reduce community disturbance.	Contractor's construction schedule will be sustainable in nature to minimize delays and disruptions and allow diversion route to detour traffic.
Traffic congestion due to construction vehicles	A traffic management plan should be prepared, and alternative routes should be provided.	Contractors will be required to prepare and implement a Traffic Management Plan (TMP).
Dust pollution causing health issues	Regular water sprinkling should be done to control dust.	Contractors must follow dust suppression measures as per the recommendation of the ESMP and

Issue Raised by Participants	Suggestions from Participants	Commitments by Project Proponent
		other precautionary measures to protect public health.
Disruptions of livelihood of seasonal fruits and vegetable vendors during construction at Kala, Taro Jaba, Naser Kaley	Providing daily compensation to affected vendors could significantly improve their livelihoods, particularly as many belong to extremely impoverished communities.	RAP will have provisions to compensate them.

Table 7-6: Feedback from other interested parties

Key Concern	Response/Action
Islamabad Capital Territory	
Officials highlighted that the Phase 1A, Section 7: Rawalpindi to Hassanabdal of N5 passes near Margalla National Park, requiring wildlife protection measures during design and construction. Approval from Islamabad Wildlife Management Board (IWMB) will be required before construction begins.	Consultation with IWMB revealed that the Margalla Hills National Park buffer area is located 2,017 m away from the RoW. However, Project AoI falls 17 m away from the National Park buffer. The national park buffer will not be affected directly due to the Project construction. Thus, no direct impact on the protected area and endangered species of Flora and Fauna are expected.
The Federal EPA handles EIA/IEE matters and no cultural heritage sites were identified near the N5, though verification will be conducted after the final design. Officials recommended including a chance-find procedure and consulting stakeholders at every stage.	A chance-find procedure is included in the ESMP.
Key environmental considerations include minimizing tree cutting, identifying locations for construction camps, traffic diversion plans, material storage arrangements, dust control, and proper demolition of waste disposal.	ESIA/EIA has been addressed these issues in greater details with mitigation and compensation measures
Khyber Pakhtunkhwa Province	
Support for the Project: • The Environmental Protection Agency (EPA) supports the project, acknowledging its benefits in reducing traffic congestion and improving connectivity for local communities. • The project will enhance business opportunities and reduce road accidents.	• The primary objective of this AIIB investment is to alleviate traffic congestion on N5. • Additionally, Phase 1A will enhance climate resilience, operational efficiency, and road safety in key critical sections of the highway.
Environmental & Social Considerations: • Avoid tree cutting as much as possible; if necessary, approval from the Forest Department is required. A budget for tree plantation should be included. • Conduct thorough field surveys for ecological, environmental, and social impacts.	• The ESMP includes compensation measures, such as planting five saplings for each tree felled. • Baseline environmental, social, and biodiversity surveys were conducted in the project's early stages.

Key Concern	Response/Action
• Implement traffic management plans in consultation with law enforcement to ensure smooth movement during construction.	• Additionally, the contractor will develop and implement a TMP.
Infrastructure & Public Facilities Suggestions: • Build waiting rooms, prayer areas, and rest areas at major bus stops. • Construct zebra crossings, overhead bridges, and underground pedestrian crossings for safe passage. • Engage with stakeholders, local communities, and students to ensure smooth execution and raise awareness on potential risks. • Implement dust suppression measures to prevent respiratory diseases; establish medical camps during construction.	• All recommendations have been accepted and will be integrated into the engineering design. • Stakeholder consultations have been incorporated into the ESIA/EIA and are detailed in the SEP. • Additionally, water sprinkling measures will be included in the ESMP, with a dedicated budget allocation.
Mitigation of Social & Economic Impacts: • Prioritize hiring local skilled and unskilled labor. • Provide fair compensation to affected individuals and livelihood support programs. • Promote skill development programs (e.g., mobile repair, poultry farming, kitchen gardening) for community benefit.	• The ESMP prioritizes the employment of local workers to maximize community benefits. • A skill development plan has been proposed, with a dedicated budget in the ESMP, to provide training in project-related skills, such as welding, machine operation, and more.
Regulatory Compliance & Approvals: • No Objection Certificates are required from relevant authorities before construction. • Environmental Impact Assessment must be prepared as per KP Environmental Rules 2021.	• An EIA will be prepared in compliance with KP EPA requirements and submit for NOC.
Punjab Province	
Regulatory & Environmental Compliance: • Dust control measures, including $CaCl_2$ spray, to be implemented. • Asphalt plants should have pollution control technology and be placed away from populated areas. • Proper disposal and transportation of construction materials as per legal requirements.	• Contractors will follow dust suppression measures as per the recommendation of the ESMP and other precautionary measures (such as $CaCl_2$) to protect public health and property. • Asphalt mixing plants must be compliant with EPA NOC requirements.
Archaeological & Wildlife Considerations: • Avoid impact on archaeological site Nicholson Tower located on top of the mountain within 100 m of the road RoW. • Special attention to Nicholson Tower at Tarnol Pass will be required during construction. • Wildlife corridors to be incorporated, and measures for aquatic life protection in the ESIA/EIA.	• Nicholson's Obelisk (memorial is located about 100 m from the Section 7 of Phase 1A of N5 on top of a hill, measures will be taken to avoid disturbance on the site. • There is no known wildlife corridor identified in Phase 1A.
Road & Safety Measures: • Safe crossings with overhead bridges and road fencing near schools.	• The Phase 1A engineering design includes 37 pedestrian bridges, with 23 widened and 14

Key Concern	Response/Action
• Dedicated underpasses to prevent risky pedestrian crossings. • Installation of speed limit signboards and traffic control measures.	newly constructed, along with improvements to 7 underpasses and the installation of essential traffic signs. • The design also incorporates 36.99 km of service roads, 9 new and 9 modified bus bays, 33 controlled U-turns, and the construction of one new 6-lane flyover and one 3-lane flyover, all aimed at enhancing road infrastructure and traffic safety.
Community & Labor Welfare: • Local employment prioritized and child labor strictly prohibited. • Timely salary payments and adherence to minimum wage laws (PKR 37,000/month). • PPE provision, overtime limit, and maternity leave for female workers. • Workers to receive job contracts, SOPs, and Job Description documentation.	• A labor management plan is prepared for the Project, addressing labor rights, terms of employment, issuing an workers' ID, salary complying with national minimum wage requirements, and other benefits.
Infrastructure and Public Facilities: • Highway dividers to reduce glare and improve safety. • Emergency numbers and safety signs to be installed along the highway. • Rest areas every 20-25 km with dispensaries, washrooms, and law enforcement presence. • Anti-fog measures for improved visibility in low-visibility conditions.	• Phase 1A road will be designed based on NHA approved guidelines, which will consider dividers, road and traffic signs with emergency numbers, rest areas complying with National Highways standards, cat's eyes in selected locations with low visibility.

Four consultation sessions (two for each Section) were conducted with vulnerable groups, especially with women in the following locations:

- Section 2
  - Tando Mir Hassan, Rohri, Sukkur
  - Ubri, Tehsil Khairpur, Khairpur
  - Tande Masti, Tehsil Khairpur, Khairpur
  - Deli Muslim Society, Tehsil Sukkur, Sukkur
  - Ubri, Tehsil Khairpur, Khairpur
- Section 7
  - Horizon school of Nursing and Health Sciences, Hasanabdal GT road, Hasanabdal, District Attock
  - Wah Cantonment, Rawalpindi
- Section 8
  - Government Degree College for Women, Nowshera Cantt, Nowshera City.
  - Seasonal fruits and vegetable vendors at Kala, Taro Jaba, Naser Kaley.
  - Aman Garh Tehsil, District Nowshera

During consultations with women, a number of issues were raised, such as, design considerations for enhance safety, economic opportunities, and overall well-being for women, while minimizing cultural disruptions. A well-planned approach that respects religious sensitivities, ensures women's security, and mitigates resettlement impacts will lead to greater social acceptance and long-term sustainability of the project.

Table 7-7 presents the feedback received from the vulnerable groups and corresponding responses.

Table 7-7: Feedback from the vulnerable group (women)

Key Concerns	Response/Action
• **Gender-Sensitive Highway Planning**: Dedicated waiting areas for women should be constructed at transport stops to ensure safety, privacy, and comfort. These stops should be well-lit, equipped with seating, and located in secure areas. • **Safe Routes to Schools**: Schools, especially those with female students, should have pedestrian-friendly access with zebra crossings, road over-bridges, and speed restrictions in school zones. • **Security Measures**: Deployment of female security personnel, CCTV surveillance, and emergency helpline numbers at transport stops to prevent harassment and ensure a safe commuting experience.	• Engineering design will consider dedicated waiting areas for women, sufficient benches, shade structures, and accessibility ramps for elderly women, pregnant women, and women with disabilities. • Enhancing pedestrian-friendly access in the engineering design, such as, zebra crossings and marked pathways in the selected urban locations or pedestrian bridges and underpasses, and drop-off zones and walkability. • NHA will consider recruiting female security personnel in the woman only bus stops. • CCTV surveillance will be considered in all bus stops in urban centers. • Sign for emergency helpline numbers are considered in the design.
• Pink lanes and separate bus stops for women to prevent overcrowding and harassment. • Addressing women's essential needs, such as, clean drinking water, health facilities • Training and employment opportunities	• Pink lanes may not be possible, however, separate bus stops will be considered for women in the engineering design. • Clean drinking water and health facilities are beyond the jurisdiction of NHA. • ESMP has considered skill development program under Phase 1A and woman can have access to this training.
• Addressing resettlement issues and livelihood concerns • Privacy and security concerns during construction work • Avoid child labor	• RAP will address the resettlement, compensation and livelihood restoration. • The Project has considered Sexual Exploitation and Abuse (SEA)/Sexual Harassment (SH) and Gender Based Violence (GBV) Prevention Procedures in the LMP. • Child and Forced Labor Avoidance Procedures are developed in the LMP

7.6 Future Consultation

The primary objectives of the stakeholder engagement plan are to:

1. **Build and maintain constructive relationships** with identified stakeholders.
2. **Assess stakeholder interest and support** for the project while ensuring their views are considered in project design, as well as in environmental and social performance.
3. **Provide timely and accessible project-related information**—especially regarding potential impacts—in a clear, understandable, and appropriate format.
4. **Establish an inclusive grievance mechanism** that allows stakeholders to raise concerns and ensures that the National Highway Authority (NHA) can respond and manage grievances effectively.

As a standard practice, key project documents—including the ESIA/EIA, Environmental and Social Management Plan (ESMP)/EMP, Environmental and Social Management Framework (ESMPF), Stakeholder Engagement Plan (SEP), and Labor Management Plan (LMP)—will be made publicly available through NHA field offices, the project's dedicated website, and the official NHA website.

A comment register will be maintained for stakeholders to provide feedback, which will be formally documented by the Environmental, Social, Health, and Safety Section (ESHS Section). This approach will also be applied to any additional environmental and social (E&S) appraisal materials developed during the project.

To ensure accessibility, executive summaries of the ESIA/EIA, ESMPF, SEP, and other E&S documents will be made available in Urdu for public review. Additionally, the SEP will be published simultaneously with other E&S documents, including the ESIA/EIA and ESMPF reports.

For wider public access, free printed copies of project summaries, ESIA/EIA, ESMPF reports, and other E&S documents will be provided in Urdu and English at the following key locations, ensuring transparency and inclusivity in the engagement process:

- The Project Management Unit in Islamabad
- The district administration office – Khairpur, Sukkur, Rawalpindi, Attock, ICT, Nowshera and Peshawar.
- Project ESHS Section
- Other designated public locations to ensure wide dissemination of the materials
- Newspapers, posters, radio, television
- Information centers and exhibitions or other visual displays
- Brochures, leaflets, posters, nontechnical summary documents and reports.

Electronic copies of the E&S documents (ESIA/EIA, ESMPF, SEP, LMP, etc.) on the project website will allow stakeholders with access to Internet to view the information about the planned development and to initiate their involvement in the public consultation process. The website will be equipped with an on-line feedback feature that will enable readers to leave their comments in relation to the disclosed materials. The mechanisms which will be used for facilitating input from stakeholders will include press releases and announcements in the media, notifications of the disclosed materials to local, regional, and national NGOs as well as other interested parties.

7.7 Stakeholder Engagement Plan

A Stakeholder Engagement Plan has been developed in accordance with the AIIB ESF guidelines. The SEP serves as a structured approach for the NHA and other relevant stakeholders to conduct socially and gender-inclusive consultations with both primary and secondary stakeholders. It facilitates the systematic documentation of stakeholder views and concerns while ensuring the implementation of appropriate mitigation measures.
The plan is designed to promote active and meaningful engagement, particularly among PAPs and vulnerable groups. It also guarantees the timely disclosure of project-related information. By effectively implementing the SEP, the project will enhance stakeholder relations, mitigate risks, and maintain transparent communication with PAPs and other affected communities throughout the project lifecycle.

7.8 Access to Information

The ESIA/EIA and its Executive Summary will be disclosed to stakeholders and submitted to the AIIB for publication on its external website. Additionally, the Urdu version of the Executive Summary will be shared with the community to ensure accessibility.

For public access, hard copies of these documents will be made available at local administration offices, the NHA Islamabad office, and NHA field offices.

8 ENVIRONMENTAL AND SOCIAL IMPACTS AND RISKS AND MITIGATION MEASURES

This Chapter assesses the suitability of the project and its site from E&S perspective and estimates the magnitude and significance of key E&S risks and impacts associated with the project.

8.1 Risk Screening

To study the risks and impacts involved with the project, risk screening criteria based on AIIB's ESF was employed as shown in the **Table 8-1** and the risk assessment for this project is presented in the **Table 8-2**. Mitigation measures for impacts that are substantial and higher in rating is presented in Section 8.2. Those with moderate to low ratings, mitigation measures are included in the rationale column in **Table 8-2**.

Table 8-1: Impacts and Risk screening criteria

Risk Category	Screening Criteria
High	The resource/receptor would likely experience a large magnitude impact that would last for a long time, extend over a large area, exceed national/international standards, endanger public health and safety, threaten a species or habitat of national or international significance, and/or exceed a community's resilience and ability to adapt to change. The Project may have difficulty in complying with the applicable ESF requirement, and significant mitigation would likely be required.
Substantial	The resource/receptor would experience a clearly evident change from baseline conditions and would approach but not exceed applicable standards. The Project would comply with the applicable ESF requirement, but mitigation would be required.
Moderate	The resource/receptor would experience a noticeable effect, but the magnitude of the impact is sufficiently small (with or without mitigation) that the overall effect would remain well within applicable standards. The Project would comply with the applicable ESF requirement, but mitigation may be required.
Low	The resource/receptor will either not be affected or the likely effect would be imperceptible or indistinguishable from natural background variation. The Project would comply with the applicable ESF requirement and mitigation would typically not be required.

Table 8-2: Impacts and Risks assessment for the Project

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
ESS1: Assessment and Management of E&S Risks and Impacts						
Cumulative impacts	Low	Low	There are no major cumulative impacts except the transportation of materials for local construction industry and the Project using local access or diversion roads when N5 is closed due to construction.	Mitigation measures include coordination between construction and local traffic under the monitoring of NHA to avoid major consequence.	Low	Low
Lack of appropriate E&S personnel with Construction Supervision Consultant (CSC), Contractors and the Implementing Agency (IA)	Substantial	Low	Appropriate E&S personnel are essential to implement, supervise, and monitor the ESMP, LMP, and OCHS Plan. Supervision and monitoring during project implementation provide information about key environmental and social aspects of the project and the effectiveness of mitigation measures. Such information enables the IA and the Bank to evaluate the success of mitigation and allows corrective action to be taken when needed. Inadequate resources will lead to major impacts and risk in the physical, biological and social environment and eventual harms to environment and non-compliances with ESMP requirements.	Mitigation measures include compliance of this ESIA/EIA particularly following guidance for creating different plans and staff requirements with education, experience and training in the ESMP and in the bidding documents.	Low	Low
Inadequate implementation of ESMP, LMP, OCHSMP.	Substantial	Low	Lack of experience of the contractor in implementing environmental, health and safety standards required by the ESF. Lack of resources and qualified Environment, Health, and Safety (EHS) staffs with various organization will become bottlenecks for the correct implementation, supervision, and monitoring of the ESMP. The ESMP and other plans identify measures and actions in accordance with the mitigation hierarchy and hierarchy of control that reduce potentially adverse environmental impacts and social risks to acceptable levels. Inadequate implementation will result in major concern from the community and risking the health and safety of the workforces and lead to major injuries and illness.	• Recruit qualified contractors who maintains environmental sustainability in corporate strategy. • Avoid contractors with poor environmental, health, and safety management. • Contractor's qualifications stated in the ESMP are included as the pre-qualification criteria in the short-listing process. • Ensure that the conditions of the ESMP is correctly reflected in the contractor's bidding documents and the supervision consultant's TOR. • EHS bills of quantities are included in the specifications. • Education, qualification and training requirements of personnel are included in the bidding documents and considered by the supervision consultant when they give approval to the contractor. • Prepare C-ESMP, and OCHSMP based on the Chapter 9 and Chapter 10 ESMP. • Recruit qualified staffs to implement the C-ESMP, and OCHSMP.	Low	Low
ESS1: Labor and Working Condition						
Working Conditions	Moderate	Low	Around 2,500 construction workers will be on project sites and 70 percentage of them will be sourced from the local communities. The local people are mostly poverty-stricken with lower incomes and poor access to social services. Poor enforcement of labor laws in Pakistan may lead to labor right abuses. Therefore, working condition is susceptible to not meet the standards due to the existing baseline condition.	• Mitigation measures include construction related skill development, employment of local workers by the Contractors, supervision from the PIU-HQ to ensure the Contractors are following the labor standards, training for the workers on the existing GRM so they know their rights and responsibilities, and availability of complaint box allowing for workers to report any wrongdoings. • Effective compliance of LMP.	Low	Low
Worker Accommodations	Moderate	Low	Workers will either be accommodated in their homes or on site in worker's camp. Poor sanitation and hygiene, overcrowding, fire safety issues, traffic safety, pest control, and poor ventilation	Mitigation measures include having dedicated cleaning staff, routine checks of the conditions of the accommodations, penalties (to act as deterrent rather than with the intention for punishment)	Low	Low

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
			are the likely impacts that need to be addressed in the dormitories assigned for workers since they can impose particular risks in cooking and washing facilities. Additionally, they are exposed to greater risks of being infected by communicable diseases due to difficulty in socially isolating in their given living condition.	for workers who are careless and intentionally do not uphold the safety and hygiene standards. Preparation of Camp Management Plan by the contractor and its approval by CSC		
Child and forced labor	Low	Low	As discussed previously, the baseline condition of the enforcement of labor rights is poor and since the local community faces high level of poverty, child labor and forced labor are one of the likely labor rights risks.	• Mitigation measures include adding legal requirements in Contractor contracts that they must not employ underage workers, and positive identification before hiring. • The contractor will comply with the labor laws of the Country. • When sourcing for primary suppliers, the project will require such suppliers to identify the risk of child labor/forced labor and serious safety risks.	Low	Low

Risk of falling in water or drowning during bridge construction and maintenance over water	Moderate	Moderate	The construction of bridges and their maintenance over water will require many workers to be working on elevated structures. The controls of these risks to be considered in the Occupational and Community Health and Safety Management Plan of contractors and NHA. During operation risk of falling will be lower than the construction stage.	• Contractors will prepare and implement Occupational Health and Safety (OHS) management plan that would include standard operating procedures (SOPs) for all works, requirement of conducting Job Hazard Analysis and preparing Method Statements containing OHS aspects, OHS training requirements, incident recording and reporting protocols.
				• Subcontract the work to a specialized company who has good track record.
				• Minimize manual works overwater and use mechanical equipment instead.
				• Provision should be made for:
				  ○ As appropriate the passive safety system such as fencing, guard and mid-rails in the scaffold, safety nets to prevent workers from falling into water;
				  ○ The rescue of workers in danger of drowning;
				  ○ Safe and sufficient transport.
				  ○ Availability and use of life jackets.
					Low	Low

Occupational Health and Safety (OHS)	substantial	Substantial	• Occupational health and safety risks in Pakistan are heightened due to weak safety practices, poor labor rights enforcement, and inadequate worker accommodations. Key hazards include heavy equipment operation, man/machine interaction, hazardous materials, trip and fall risks, dust, noise, falling objects, and electrical dangers, especially during construction. • While risks decrease in the operational phase, maintenance work near live equipment and energized overhead lines still presents significant hazards.	• Contractors will prepare and implement OHS management plan that would include standard operating procedures (SOPs) for all works, requirement of conducting Job Hazard Analysis and preparing Method Statements containing OHS aspects, traffic interface planning, working at height and hot work permit, barricading, OHS training requirements, incident recording and reporting protocols. • NHA will prepare a similar Plan/System for the operation phase.	Moderate	Moderate
Employment generation	Positive		Approximately 2,500 jobs are expected to be created during the construction phase (625 skilled and 1,875 unskilled or low skilled). Most unskilled positions are likely to be sourced from the local districts and communities, thereby sharing project benefits with affected communities. They will be in roles as laborers, security, catering, cleaning, and drivers of vehicles. Employment generation will contribute to household income and will improve households' socioeconomic conditions, providing	• A skill development plan is proposed to train local workers in construction trade, such as, welding, mechanic, operation of heavy equipment and construction machinery, etc.	-	-

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
			greater security and reducing people's sensitivity to socioeconomic shocks and impoverishment risks. For the local impoverished people, this can increase their wellbeing and resilience. The employment will also contribute to skills development and professional experience, therefore making the beneficiaries more employable in the future, further reducing vulnerability.			
Enhancement of economic growth due to improved road connectivity	Moderate		The proposed reconstruction of Phase 1A N5 will reduce congestion, enhance traffic flow, ease movement of road users and goods and thus generate movement of more cargo by road and correspondingly economic growth.	• AIIB supports sustainable infrastructure and productive sectors to foster economic growth and improve lives. Aligned with the SDGs, it integrates economic, social, and environmental dimensions of sustainability. The Bank adheres to sustainable development principles in project planning and execution, as outlined in its Environmental and Social Policy.		
ESS1: Resource Efficiency and Pollution Prevention						
Land use change	Substantial	Low	Land will be cleared for the highway expansion (141 km 2-lane), service road (36.99 km 2-lane both way), 9 new bus bays, 33 controlled U-turn using median strips and to build access roads for material transportation. About 64.6 ha land clearance will occur during the early stage of construction period for a limited amount of time. The sensitivity of the soil at the construction site is considered medium since it is susceptible to erosion. In addition, there will be about 1,500 m^2 land required for the construction camp and yard for each section of the road.	Mitigation measures would include proper land clearance planning, spoil management measures, vegetation clearance and erosion management, sediment management, design of storm water drainage in construction areas as well as design and implementation of site erosion control.	Low	Low
Landscape aesthetic	Moderate	Low	A change in the visual appearance of the landscape will occur during construction and operation phase when 2 flyovers, 37 pedestrian bridges, 36.99 km service roads and noise barriers will be constructed at selected urban locations. The new change in landscape might be deemed cause of concern to residents and visitors which could lead to complaints.	Mitigation measures would involve careful siting of project components and improve landscape through plantations.	Low	Low
Air pollution	Substantial	Moderate	Ambient air quality monitoring found very high concentration of SO_2 (54.8 µg/m^3 in average in Section 7 and 49.4 µg/m^3 in Section 8 against the national standard of 40 µg/m^3), PM10 (127.5 µg/m^3 in average in Section 7 and 100.5 µg/m^3 in Section 8 against the national standard of 45 µg/m^3), and PM2.5 (44.5 µg/m^3 in average in Section 7 and 41 µg/m^3 in Section 8 against the national standard of 15 µug/m^3), exceeding the stringent emission standards (WHO, SEQS/PEQS/NEQS, IFC). Airshed in major cities of Pakistan are already degraded as transboundary pollution is a major contributor to fine particulate matter in South Asia, while elevated SO_2 concentrations primarily result from the high prevalence of diesel-fueled vehicles, traffic congestion at intersections, deteriorating pavement conditions, and emissions from coal-fired power plants. Local air quality including dust is expected to deteriorate further due to emissions from construction plants, equipment, and exacerbation by traffic congestion. The impact on air quality is considered significant, driven by activities such as construction	Mitigation measures would include emissions management from construction vehicles, frequent sprinkling of water on unpaved roads, regular maintenance of vehicles and construction equipment, and preventing the release of emission from burning waste materials. Dust control measures will consist of regular vehicle and equipment maintenance program, proper construction materials planning, dust management, and frequent water sprinkling. The NHA in collaboration with provincial and federal EPAs and the Climate Change Division (CCD), may establish a Continuous Emission Monitoring System (CEMS) to assess air quality in the project area. This system will monitor major intersections and sensitive receptors in accordance with the stringent emission standards (WHO, SEQS/PEQS/NEQS, IFC) for a specified duration, capturing air quality concentrations during the operational phase.	Moderate	Low

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
			plant operations, traffic diversions, site clearance, earthwork, and excavation. These emissions will be concentrated along the highway corridor during the construction phase. Dust generation, particularly in dry conditions, will have substantial effects extending beyond the immediate vicinity. A major source of dust pollution will be the resuspension of particles from unpaved roads due to construction traffic. Given the limited capacity of the local community to adapt, the potential degradation of air quality is a significant concern. During the operation phase, the expanded highway capacity, along with service roads for local traffic, protected U-turns, pedestrian bridges, flyovers, and underpasses, will enhance traffic flow, reducing congestion and lowering overall traffic emissions, thereby contributing to improved air quality.	Additionally, planting greenbelts along the highway is a preferred method to mitigate air pollution.		
Disturbance due to noise and vibration	Moderate	Substantial	• Baseline noise monitoring along the Phase 1A highway revealed high noise levels, with average daytime readings of 58.5 dBA at Section 2, 75 dBA at Section 7, and 70.75 dBA at Section 8, exceeding the standard of 65 dBA for commercial area. Nighttime levels were also elevated at 53 dBA, 64 dBA and 63.5 dBA, surpassing the 55 dBA standard. • Following a thorough review of the survey locations, it was found that noise monitoring was primarily conducted near the roadway rather than at receptor locations. Future monitoring should prioritize receptor sites to more accurately capture ambient noise levels, which are likely to be lower than those recorded near the road. • Construction activities may further disturb nearby settlements and businesses due to noise and vibrations from vehicles and equipment on service roads and the highway, as well as from construction camps, potentially disrupting local wildlife. • Operational noise impacts are expected to increase due to higher traffic volumes due to uninterrupted flow in the 6-lane main highway and traffic segregation. Preliminary forecasts from the Traffic Noise Model (TNM 3.0) anticipate average noise levels along highway, will rise to 86.2 dBA by 2030 and 88.2 dBA by 2045.	• Mitigation measures include requiring contractors to add provisions for noise and vibration management, organize the loading and unloading of trucks, and handling operations for the purpose of minimizing construction noise on the work site. • Avoiding/minimizing noisy works during the night time as far as possible and maintaining community liaison to aware people about the construction activity. • A more comprehensive noise assessment will be conducted later, including additional noise measurements, modeling, and assessments—particularly at noise-sensitive locations. Based on the detailed results of noise modeling at receptor locations, tailored noise mitigation measures will be implemented. This approach takes into account concerns from some affected groups who oppose physical barriers, as these may block visibility and access to their businesses, potentially discouraging customers. • Vibration measurement during construction phase by the contractor near the settlements/sensitive receptors. • Timing of the construction works to be conducted during the recommended operational hours, to reduce vibration levels to residential properties; • Residents to be pre-warned of high vibration events; • Noise barriers along highways are effective structures designed to mitigate noise pollution from traffic. Depending on the topography and sensitivity of receptors, any of the following noise barriers can be considered: ○ earth mounds (berms) that absorb sound, ○ solid barriers made from materials like concrete, wood, or metal, which can reflect sound, ○ transparent barriers often made of acrylic or glass, these allow visibility while reducing noise.	Low	Moderate

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
Potential hazards caused by fuels, bitumen and other toxic chemicals	Moderate	Low	Accidental spills of oils, fuels, bitumen, and lubricants from construction equipment, machineries, and asphalt plant are expected during the construction and operation phase to both the land and water sites.	• Spills and leaks will be contained through appropriate means such as bunding. Chemicals and oils will be stored on cemented platform and in a covered area with spill containment arrangements. • A waste management plan will be developed to deal with the wastewater produced from construction sites and camps as well as a design for spillage control and wastewater treatment.	Low	Low
Poor management of solid waste	Moderate	Low	Solid waste generated from campsites will primarily consist of paper, plastic, food, organic, and metal waste. The Contractor is responsible for ensuring proper segregation of waste on-site and for accurately recording the quantities of each type of waste generated. It is estimated that 1,125 kg/d solid waste will be generated from three sites. In addition, 534,550 m^3 of surplus construction spoil will be generated, some of the material will be utilized for embankment construction.	Mitigation measures include introducing waste management system to avoid, minimize, reduce and reuse waste including defining material ordering, use and handling measures. Moreover, waste material storage areas, borrow pits and materials laydown areas should be carefully designed and sited. Appropriate measures should also be introduced for materials storage, handling and use. Construction surplus spoils will be recycled as much as possible for embankment construction and other usage. The remaining unused spoil will be disposed of in designated approved area agreed by the NHA.	Low	Low
Pollution associated with borrow pits	Moderate	Low	Excavation activities associated with borrow and open pits may lead to land disputes, soil erosion, loss of arable land, vegetation depletion, and landscape degradation. Additionally, these pits can weaken road embankments and pose safety hazards to humans, livestock, and wildlife. If left unaddressed, they may become breeding grounds for mosquitoes, contributing to public health concerns and deteriorating hygiene conditions in the Project Area.	• Obtain necessary permits from competent authorities for new borrow and open pits and verify permits for existing ones. • Regulate excavation depth, ensuring slopes do not exceed a 1:4 gradient to maintain stability. • Monitor and control soil erosion around borrow pits to protect adjacent lands. • Prevent mosquito breeding by implementing proper drainage or other mitigation measures if water accumulates in borrow pits. • Manage excavation responsibly, preserving the top 20 cm of soil for future vegetation and utilizing pits for construction waste disposal. • Ensure safety by properly fencing borrow areas and restricting unauthorized access to prevent hazards to residents.	Low	Low
Pollution of surface water and groundwater resources from spills and leaks, and discharges from camps and office	Low	Low	Chemicals can be leached into water via the corrosion of metals and degradation of plastics which can affect aquatic ecology. This makes it crucial to carefully select project materials which would minimize the leaching of chemicals. Moreover, pollution events may arise from sediment release, chemical spillage or incorrect handling of wastewater can cause direct mortality of fauna and flora. It is estimated that wastewater will be produced from three project sections as, 32,000 liters/day from Section 2, 25,600 liters/day from Section 7, and 22,400 liters/day from Section 8 during construction, respectively. Spills and leaks which reach ground water will occur for the construction and operation phases). Spills and leaks which reach ground water may happen if a spill is able to reach a water table below a construction/maintenance site. The probability of spills and leaks which reach ground water occurring is considered low because good practice measures mean there	• Avoid storing liquids where there is a high risk of water pollution or land contamination (e.g., on bare ground or unsealed surfaces, next to drains, creeks etc.). • Proper waste disposal system is to be implemented to minimize pollution • All fuel, oils, chemicals, hydraulic fluids, on-site toilets etc. must be stored in the construction site compound which shall be bounded • Optimize use of resources (oil, water, etc.) to minimize the amount needed • Make incidence reporting a priority in case of spills and leaks • Train staff to recognize spills and the appropriate measures to take • Keep continuous inspection for leaks prior to each construction activity (e.g., concrete pouring)	Low	Low

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
			should not be a spill of sufficient volume to reach the ground water, however, the magnitude of harm is significant.	• All pouring of concrete, sealing of joints, application of water-proofing paint or protective systems, curing agents, etc. for outfalls must be completed in dry weather • Locations where concrete or other wet materials are to be used, bounded steel decks must be used to capture any spilled concrete, alkaline water displaced from inside tubular steel piles or spilled sealants or other materials • The fueling equipment should be equipped with breakaway" hose connections that provide emergency shutdown of flow in case of failure of connection. • Absorbents should be present at places of refueling. • All camps and other facilities will have appropriate effluent treatment and disposal mechanism • Regular monitoring of water quality near Project Area		
Hazardous Materials	Moderate	Moderate	Improper handling of hazardous materials such as petrochemicals during construction and operation, can contaminate both land and water emerging from various sources like construction activities, accidental spill during operation.	• Minimize use of hazardous materials. • Use standard operating procedures defined in the associated Material Safety Data Sheet (MSDS) • Providing training to the workers and awareness raising of the communities about hazardous material used at the site • Appropriate arrangements (cemented base and covered area) for storing hazardous materials • Security arrangements for storage of hazardous materials.	Low	Low
Changes in water quality from waste and as a result of accidental spills and leakages of petroleum products	Low	Low	The construction process may create plastic, other waste, and use of petroleum products, which if incorrectly managed could enter the water body and impact aquatic habitat and species.	Mitigation measures include requiring Contractors to prepare and implement a waste management plan, segregate and reuse or recycle all the wastes, and cemented base and bounded area for storing hazardous materials and train and instruct all personnel in waste management practices and procedures as a component of the environmental induction process.	Low	Low
Flood	Moderate	Low	• Considering the slopes, topography of the Project area of Section 2, 7 and 8, 2022 flood impacts, and development on the sides of the road at some locations, caused the existing cross drainage structures (9 culverts and 7 bridges) choked with mud and minor damages. The hydraulic analyses for the cross drainage structures and culverts against 25 year return period flood and checked to pass 50 year return period flood, while, 100 year return period flood is used for the bridges, • Findings indicate that bridges at RDs 1+272, 2+160, 5+202, and 6+332 are adequate, while those at RDs 8+256, 10+599, 13+136, 17+497, and 25+118 require additional bays for sufficient capacity. Culverts at RDs 0+465, 10+599, 21+210, 25+205, 25+405 (both sides), 15+500, and 20+468 (one side) cannot pass design floods. • The main flood causes are monsoon rains and climate change-driven snowmelt. Flood restrictions alter natural flow, increasing risks if the road is not properly designed. The impact is moderate but requires mitigation.	• Regular cleaning, repair, and maintenance are needed for effective flood drainage. • Three culverts require an additional barrel each to accommodate increased flood discharge due to climate change. • Culverts need extra cells/barrels to ensure adequate capacity, as some are partially blocked or damaged. • Proper drainage structures with sufficient capacity should be provided to prevent flooding, especially during heavy rains. • Box culverts should be included to mitigate flood damage and protect road embankments. • Protection works and embankments must be designed for a flood return period of at least 20 years.	Low	Low

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
Climate change benefit and GHG emission	Low	Low	• The main sources of greenhouse gases (CO_2) during the construction activities will include both mobile and stationary sources. The mobile sources will be the construction machinery and vehicles while the stationary source will be the batching and asphalt plants. • During operation, it is estimated that CO_2 emission from daily traffic in the Phase 1A road operation will be 4.24 million ton in 2030 and 6.45 million ton in 2045 which will be higher than the 2024 emission of 3.53 million ton.	To minimize CO_2 emissions and environmental impact during construction, the following measures should be implemented: • Regular vehicle maintenance to ensure engine efficiency. • Minimizing idling of construction vehicles. • Exploring alternative energy sources where feasible. • Enforcing stringent emission standards (WHO, SEQS/PEQS/NEQS,IFC) for construction vehicles and equipment.	Low	Low
ESS1: Community Health and Safety						
Traffic and Road Safety	Moderate	Low	There will be an increase in traffic due to construction as a large number of trucks will be hauling materials to the worksites. The expected increase could reduce the capacity of the existing road network, cause wear and tear due to the construction vehicles using the roads as well as contribute to noise, dust and safety issues. The rise in traffic volume would lead to a higher rate of traffic and road safety issues which makes it crucial to promote traffic safety awareness in communities in the Area of Influence and along the transportation route. School students from the settlements and towns along the Phase 1A highway are seen commuting and crossing the highway, compromising their safety. This will aggravate during construction.	• Mitigation measures include road condition surveys, controlling vehicle movement, final road diversion, and ensuring proper road maintenance. • The contractor will prepare and implement a traffic management plan that would include drivers' training in defensive driving techniques, speed control, placement of flagmen where needed (e.g., along the populated areas and markets), placement of sign boards, liaison with the community and increasing community awareness regarding project related traffic.	Low	Low
Increase habitat for disease vector	Low	Moderate	Borrow pits and puddles most often in the perimeter of camps, create stagnant water pockets, which can become a breeding ground for midges and mosquitoes. If the project provides an increase in habitat for disease vectors, then there could be an increase in cases of vector-borne diseases such as malaria, chikungunya, and dengue within the local populations, particularly in those that are vulnerable. The increased risk will occur mainly in the operation phase when all panels and floats are installed.	• Develop support in nearby communities, and create community awareness by educating the communities about vector-borne diseases and transmission. • During construction, minimize the presence of stagnant water and puddles by improving the drainage facilities. • Monitoring regime will be implemented during the operation stage	Low	Low
Community Exposure to Health Issues and Labor Influx; Sexual Exploitation and Abuse (SEA) and Sexual Harassment (SH); Sexually transmitted diseases and substance use	Low	Low	• Crowded worker dormitories and a larger workforce could lead to a rise in the spread of certain diseases. • Labor influx in the project sites, particularly in impoverished communities, may increase the likelihood of exploitive and coercive sexual relations with community members, particularly minors in exchange for goods or money. Phase 1A highway traverses through conservative area and women are normally accompanied by their male guardians, therefore, it reduces the exposure of women to labor force and any exploitative actions. Workers' camp will be located in designated areas approved by NHA or close to communities, which will allow for greater supervision of the workers. • The influx of people may bring communicable diseases to the project area, including sexually transmitted diseases (STDs), or the incoming workers may be exposed to diseases to which they have low resistance. Workers with health concerns	• Mitigation measures would include performing medical screening and requiring proof of vaccination prior to any employment. Moreover, the contractor should conduct induction training or workshops to introduce the basics of health and hygiene and the necessary preventive measures against them. • Establish workers' camps separated from local communities with strict protocols for interaction with local communities in order to avoid project impacts from labor influx. • Contractor will develop a Code of Conduct (CoC) for all site personnel. All site personnel will sign this CoC and will abide by it. • Project staff will receive training on the prevention of SEA/SH. Engagement of skilled trainers to raise awareness among project workers of the risks, expected behaviors, and consequences of violations, communicated through training,	Low	Low

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
			relating to substance abuse, mental issues or STDs may not wish to visit the project's medical facility and instead go anonymously to local medical providers, thereby placing further stress on local resources.	and publicized codes of conduct. It may also be important to raise awareness of the risks among community members and local health authorities and inform them about available grievance mechanisms. • Arrange and support local organizations and/or government initiatives on community STD education, prevention, and treatment programs. • Extensive training for awareness raising strategy which describes how workers and local communities will be sensitized to SEA and SH risks, and the worker's responsibilities under the CoC • The routes/places used by the women will be avoided as far as possible. If unavoidable, alternate routes will be identified for the communities, if required, especially along routes frequented by women folk, such as route to the local well or water source. • Construction crew will avoid entering villages and settlements. • Communities will be informed and consulted before commencing works inside or near the communities. • Provision related to SEA/SH will be incorporated in the bidding document, • Identification and mapping of the service providers.		
Social and Cultural Conflicts	Moderate	Low	There is a potential for cultural conflicts between the contractor's workforce and local inhabitants, particularly due to differences in attitudes, increased demand for local resources, and competition between local and migrant job seekers. Social tensions may arise if local communities perceive an imbalance in employment opportunities or if international contractors are engaged. Resistance to the contractor's workforce and dissatisfaction with hiring practices could lead to social disturbances. Use of local amenities by project workers may overburden and eventually lead to conflicts.	• Establish formal communication channels with affected communities to foster engagement and trust. • Develop and implement a social grievance redress mechanism (GRM) to address concerns effectively. • Collaborate with local elders, community leaders, and NGOs to facilitate smooth interactions between the workforce and residents. • Provide cultural sensitivity training for non-local laborers to familiarize them with local customs and traditions. • Prioritize hiring local labor for construction activities to promote economic benefits for the community. • Ensure proper implementation of the framework GRM outlined in the Stakeholder Engagement Plan (SEP) to prevent community unrest.	Low	Low
Emergency Preparedness and Response	Low	Low	In the case of any internal or external emergency and natural disaster, a response procedure should be available depending on the level of emergency of the situation and would require proper preparedness by the project stakeholders.	• Mitigation measures include preparing an emergency response plan (ERP) by the Contractor at site level as part of the OCHSMP and an Emergency Preparedness and Response Plan (EPRP) by NHA at the Project level to contain larger emergencies and framework is presented in Annex 8-1 • NHA will work with the local authorities to coordinate with the national emergency response network in the areas of influence and to ensure implementation of the project specific emergencies and make arrangements with external emergency services (Fire, ambulance, Rescue 1122, etc.), if	Low	Low

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
				the resources available with the Contractor is not sufficient to contain an emergency.		
ESS 1: Conserving Biodiversity and Sustainable Management of Natural Resources						
Losses of trees and terrestrial habitat due to land clearance	Substantial	Low	There may be temporary and permanent terrestrial habitat loss and degradation at construction, camp, and yard area. It is estimated that 645,730 m^2 (64.6 ha) land will be cleared for 3 sections of the highway construction affecting a total of 8,390 trees located within the RoW, which include beneficial and medicinal trees as well. This will result in the direct loss of plants and habitats and displacement of fauna. Soil erosion arising from clearance could result in loss of plant species.	• Camp selection will be made complying with E&S requirements and will follow ECP 15. • Mitigation measures include minimizing land clearance, restricting activities to designated areas, and properly planning camps, machinery movement, and temporary roads to protect vegetation. • Construction camps should be established in areas with little to no vegetation, and alternate routes for access and diversion road should be chosen to avoid environmental impact. • Camp locations will be selected to minimize environmental effects, reduce costs, and limit land use. • Compensate each tree with 10 trees planted with a total of 83,900 saplings, through a plantation enhancement program.	Low	Low
Introduction or spread of non-native invasive species	Low	Low	Construction of the Project will increase the potential for establishment and/or spread of alien invasive species (AIS) of plants, which in turn may contribute to the degradation of the habitats and exclusion of native species. Some of the terrestrial plant species recorded during the surveys were identified as AIS. There is potential for known alien or invasive plants to spread, or others to be introduced, with negative impacts on the habitats present. The spread of invasive alien plants species could also occur in aquatic habitats through seeds or plant fragments transported through equipment/machinery from outside the area, as well as algae and encrusting species. This may cause loss and degradation of aquatic habitats and changes in water quality and habitat suitability for aquatic species.	Mitigation measures include performing visual inspections to ensure the workers or materials do not have seed or pollen on them so as to prevent the movement of AIS between locations.	Low	Low
Killing or injury of species	Moderate	Low	Birds, with individuals likely to disperse from roads with approaching vehicles and from construction areas. There is potential for death to be caused through destruction of nests during habitat clearance (sociable lapwing are ground-nesting). Additionally, some species are hunted, trapped or susceptible to egg-collecting in parts of their range (including the sociable lapwing and vulture species). These may lead to negative impacts on populations present in the AoI. Effective mitigation will remove risk of poaching/hunting by personnel and reduce unintentional risk from vegetation clearance. A small chance of accidental killing remains, especially for ground-nesting or less mobile species. During construction, there may be increased pressure on fisheries due to the presence of construction staff and increase in local populations. However, the implementation of the existing fishing ban (standard good practice) should reduce the magnitude of change on fish to minor and the probability of this impact low.	Mitigation measures include introducing and enforcing speed limits for vehicles. A hunting ban imposed on Project staff alongside other standard mitigation for road safety and habitat clearance.	Low	Low

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
Fauna	Low	Moderate	The movement and operation of noisy machinery and vehicles during construction can disrupt wildlife by causing stress, altering their behavior, and potentially displacing them from their natural habitats. Loud noises, vibrations, and human activities may disturb breeding, feeding, and resting patterns of various species. Additionally, the establishment of construction camps and frequent movement of heavy equipment can fragment habitats, block migration routes, and limit access to essential resources such as water and food. These disruptions may lead to long-term ecological imbalances, forcing wildlife to relocate or adapt to new, often less suitable, environments. To minimize these impacts, mitigation measures such as designated wildlife corridors, noise reduction strategies, and careful placement of construction sites should be considered. Expansion of Phase 1A highway from 4-lanes to 6-lanes and constructing service road in both sides will affect wildlife movement during operation.	To mitigate the impact of noisy machinery and construction activities on wildlife and their habitats, the following measures can be implemented: • Noise Control: Use barriers, silencers, and low-noise machinery; schedule noisy activities during daylight hours. • Wildlife-Friendly Planning: Avoid sensitive areas, establish wildlife corridors, and restrict access to critical habitats. • Regulated Machinery Movement: Designate specific routes, enforce speed limits, and use temporary bridges where needed. • Monitoring & Awareness: Conduct wildlife monitoring, train workers, and set up a grievance mechanism. • Habitat Restoration: Rehabilitate disturbed areas, minimize land clearance, and collaborate with conservation experts. • Biodiversity friendly cross-drainage structures must be planned based on the species and their movement patterns.	Low	Low
ESS 1: Stakeholder Engagement and Information Disclosure						
Continuous engagement of stakeholders during implementation	Moderate	Moderate	The identified stakeholders have different types of stakes associated with various aspects of the project depending on their professions and involvements.	Mitigation measures include public consultations and participation of stakeholders throughout the project lifecycle. This would ensure that concerns about the impacts of the project are addressed earlier rather than later. A Stakeholder Engagement Plan (SEP) has been prepared for this purpose.	Low	Low
ESS 2: Land Acquisition and Involuntary Resettlement						
Resettlement of affected people	Substantial	Low	All work related to reconstruction of the Phase 1A N5 shall be carried out within the existing RoW of NHA, therefore no permanent land acquisition will be required. However, the Project activities will pose resettlement related impacts of 1,758 households and assets, which include impact on houses and secondary structures (32), shops/hotels and related secondary structures (907), movable kiosks and huts etc. (608), filling stations/ petrol pumps (30), misc. (69), mosques, shrine and other assets (112) (detailed provided in RAP) during the Project implementation. According to the engineering design of the road, resettlement issues on the existing road are substantial in nature. In addition, there are seasonal fruits and vegetable vendors in movable carts, which can be affected during construction, however, they can continue their trade during operation by just moving their carts back on the shoulders of the reconstructed N5.	• Fair and timely compensation will be provided to all affected individuals losing their livelihoods along the route. • Relevant stakeholders, including affected individuals, will be actively engaged in designing effective livelihood restoration measures. • The Resettlement Action Plans (RAPs) included livelihood restoration plans, with continuous monitoring of commercial activity recovery. • An initial compensation assessment for income loss will be conducted based on the preliminary road alignment and construction camp locations, with updates following the final alignment determination. • Awareness programs and training sessions will be conducted to inform affected individuals about project benefits, land acquisition reasons, and compensation procedures.	Low	Low
Temporary Land Acquisition	Moderate	Low	The Contractors will require temporary land acquisition for the development of Contractor camps and yards, i.e., material stockpile, workshops, equipment parking and washing areas. The approximate area required for the establishment of one Contractor's camp facilities will be tentatively 1,500 m^2. Land utilization for the Project activities and subsequent operation of	• Construction camps will be established on acquired land to avoid leasing issues. If not feasible, land will be leased before construction, with agreements made directly between contractors and private landowners. The LAA, 1894 will not apply, as leases will be temporary and negotiated in the local language.	Low	Low

ESF Standards, Environmental Impacts and Social Risks	Risk Ratings before Mitigation and Control		Rationale	Mitigation	Risk Ratings after Mitigation and Control	
	Construction Stage	Operation Stage			Construction Stage	Operation Stage
			the Project may induce temporary in the existing land use pattern. This impact can be categorized as moderate in nature.	• Camps will be at least 500 meters from settlements, built-up areas, and cultural sites. The contractor must submit a camp development/management plan for approval before construction. Wherever possible, waste or barren land at higher elevations will be used to minimize environmental impact.		

8.2 Mitigation Measures

The section presents the key mitigation measures following mitigation hierarchy of ESS1 (Avoid, Minimize, Mitigate, and Compensate/Offset) for the substantial to higher risk rating evaluated in **Table 8-2**. Impacts and risks assessed as moderate and low in **Table 8-2** will be addressed by the mitigation measures proposed in **Table 8-2** and the Environment Code of Practices (ECPs) (discussed later in Chapter 9 in this document). The residual risks, which are risks after mitigation, are assessed for each of the impacts, with rationale provided for residual risks of moderate ranking and higher.

8.2.1 Inadequate Implementation of ESMP

Environmental and Social Management Plan (ESMP) along with LMP, and OCHSMP are instruments that detail the mitigation and monitoring measures to be taken during the implementation and operation of the Project to eliminate or offset adverse environmental and social impacts, or to reduce them to acceptable levels; and the actions needed to implement these measures. **Table 8-3** presents the mitigation measures for the risks of inadequate ESMP implementation.

Table 8-3: Risks of inadequate implementation of ESMP

Mitigation Hierarchy (ESS1)	Measures
Avoid	• Recruit qualified contractors and supervision consultant who maintains environmental sustainability in corporate strategy. • Avoid contractors with poor environmental, health, and safety management.
Minimize	• Contractor's qualifications stated in the ESMP are included as the pre-qualification criteria in the short-listing process of bidders. • Ensure that the conditions of the ESMP is correctly reflected in the contractor's bidding documents and the supervision consultant's TOR. • EHS bills of quantities are included in the specifications. • Education, qualification and training requirements of personnel are included in the bidding documents and considered by the supervision consultant when they give approval to the contractor.
Mitigate	• Prepare C-ESMP, and OCHSMP based on the Chapter 9 and Chapter 10 ESMP. • Recruit qualified staffs to implement the C-ESMP, and OCHSMP. • ESMP shall keep enough provisions of resources
Compensate/Offset	• Update C-ESMP, OCHSMP and Labour Management procedures when (a) there is a change in the scope of the project, (b) there is a change in construction methodology/technique based on site condition, (c) following significant incident, and (d) at the end of the Project (to allow for improvements in subsequent projects).

Residual risks: Low.

8.2.2 Occupational and Community Health and Safety

Details are presented Chapter 9 in the document.
Residual risks: *Moderate*; even with all safety measures in place, the consequences of failure of the measures are high as fatality may occur, resulting in the moderate residual rating.

8.2.3 Landuse Change

Approximately 64.6 ha of land will be cleared early in the highway expansion project, including service roads, bus bays, U-turns, and access roads. The soil, classified as medium sensitivity, is prone to erosion. Additionally, 1,500 m^2 per section will be required for construction camps and yards. **Table 8-4** presents mitigation measures using the mitigation hierarchy for land use change impact.

Table 8-4: Impacts of landuse change

Mitigation Hierarchy (ESS1)	Measures
Avoid	• Optimize design to minimize land clearance, especially in ecologically sensitive areas. • Utilize existing cleared or degraded land for construction camps and material yards. • Avoid unnecessary removal of vegetation, especially in erosion-prone areas. • Restrict access roads to pre-existing routes where feasible to reduce additional land disturbance.
Minimize	• Implement phased construction to limit the area of active land clearance at any given time. • Apply soil stabilization techniques such as silt fences, mulching, and temporary vegetation cover to prevent erosion. • Maintain buffer zones and natural drainage patterns to reduce soil degradation. • Use dust suppression measures (e.g., water sprinkling) to prevent soil loss and air pollution. • Implement controlled excavation and regrading to reduce the extent of disturbed land.
Mitigate (restore)	• Rehabilitate cleared land post-construction through revegetation with native plant species. • Restore topsoil in disturbed areas to facilitate natural regeneration. • Implement slope stabilization and erosion control measures (e.g., terracing, geotextiles). • Convert temporary construction yards into green spaces or reuse them for community benefits.
Compensate/Offset	• Develop compensatory afforestation programs (10 saplings for each tree felt) in collaboration with local communities. • Implement soil conservation programs in nearby areas affected by land clearance. • Provide compensation or alternative livelihoods for affected landowners where applicable.

Residual Risk: *Low*

8.2.4 Impacts on Ambient Air Quality

Ambient air quality monitoring shows high SO_2, PM10, and PM2.5 levels exceeding national standards, with major sources including diesel vehicles, traffic congestion, and coal power plants. Construction activities will further degrade air quality through emissions from equipment, site clearance, and traffic diversions, with dust resuspension from unpaved roads worsening the impact. Given the community's limited ability to adapt, air quality degradation

is a significant concern. Measures presented in **Table 8-5** aim to reduce the construction-related air quality impact while supporting broader efforts to improve air conditions in the region.

Table 8-5: Impacts on ambient air quality

Mitigation Hierarchy (ESS1)	Measures
Avoid	• Select construction equipment and vehicles with lower emissions (e.g., Euro V or VI-compliant engines). • Use grid power or renewable energy sources for construction plants instead of diesel generators. • Plan construction activities to avoid peak traffic hours, reducing congestion-related emissions. • Identify alternative routes for material transport to minimize traffic congestion near urban areas.
Minimize	• Implement strict dust control measures, such as regular water sprinkling on unpaved roads and stockpiles and ensure ESMP keeps enough provision as a line item in the cost. • Enforce emission control measures for construction machinery, including regular maintenance and low-sulfur diesel use. • Install dust suppression barriers and windbreaks at construction sites. • Require trucks transporting fine materials (e.g., sand, cement) to be covered to prevent dust dispersal. • Optimize traffic flow by improving service road conditions in one side for construction traffic for smooth diversions to minimize congestion-related emissions, while construction takes place in the other side.
Mitigate	• Implement roadside vegetation and tree-planting programs to absorb dust and pollutants. • Stabilize exposed surfaces and reclaimed land post-construction to prevent long-term dust emissions. • Enhance road pavement conditions in affected areas to reduce resuspension of dust. • Conduct post-construction air quality monitoring to assess improvements and ensure compliance with standards.
Compensate/Offset	• Support local initiatives for air pollution control, such as promoting clean energy alternatives. • Implement community awareness programs on air pollution and mitigation strategies. • Collaborate with policymakers and development partners on regional air quality management efforts, particularly for transboundary pollution. • Develop a long-term emission reduction strategy, including incentives for public transport and cleaner fuels.

Residual Risk: *Low*

8.2.5 Noise Level during the Operation of Phase 1A Highway

Operational noise is expected to rise due to increased traffic on the reconstructed 6-lane highway with service road for local traffic. Measures presented in **Table 8-6** to control and mitigate operational noise impacts while ensuring sustainable highway development.

Table 8-6: Impacts of noise on the sensitive receptors

Mitigation Hierarchy (ESS1)	Measures
Avoid	• Design the highway alignment to bypass densely populated or noise-sensitive areas. • Establish buffer zones between the highway and residential or commercial areas. • Encourage land use planning that restricts noise-sensitive developments near the highway.
Minimize	• Consider constructing noise barriers (e.g., vegetative barriers, sound walls, earthen berms) along high-impact sections of Sections 2, 7, and 8. • Use noise-reducing asphalt pavement to lower tire noise. • Implement speed restrictions in urban areas to minimize noise levels. • Promote traffic management measures to prevent congestion-related honking and acceleration noise. • Encourage the use of electric and hybrid vehicles through policy incentives.
Mitigate	• Based on the outcomes of noise modeling at receptor locations, customized noise mitigation measures will be implemented. This approach considers that some affected groups oppose physical barriers, as such structures could obstruct visibility and access to their businesses, potentially deterring customers. • Implement large-scale roadside tree planting to act as natural sound barriers. • Provide noise insulation solutions (e.g., double-glazed windows, soundproofing) for affected buildings through a partnership program between owners of the buildings and NHA. • Conduct post-construction noise monitoring and adjust mitigation strategies accordingly.
Compensate/Offset	• Establish a community noise impact fund to support affected residents with mitigation measures. • Collaborate with local authorities to develop long-term noise reduction strategies. • Invest in public transportation alternatives to reduce reliance on private vehicles and decrease traffic noise over time.

Residual Risk: *Low*

8.2.6 Losses of Trees and Terrestrial Habitats during Construction

Highway construction will clear 64.6 ha, affecting 8,390 trees, including medicinal species, leading to habitat loss, fauna displacement, and soil erosion. Measures presented in **Table 8-7** aim to minimize habitat loss, promote ecological recovery, and enhance biodiversity conservation.

Table 8-7: Losses of trees and terrestrial habitats

Mitigation Hierarchy (ESS1)	Measures
Avoid	• Optimize highway alignment to minimize habitat disruption and avoid ecologically sensitive areas. • Designate alternative sites for construction camps and yards to reduce deforestation.

Mitigation Hierarchy (ESS1)	Measures
	• Preserve high-value trees, particularly medicinal and beneficial species, where feasible.
Minimize	• Implement phased clearing to reduce the extent of habitat disturbance at any given time. • Establish buffer zones around ecologically sensitive areas to protect remaining habitats. • Apply erosion control measures (e.g., silt fences, revegetation, terracing) to prevent soil degradation. • Relocate displaced fauna to suitable nearby habitats in consultation with wildlife experts.
Mitigate	• Replant native tree species in cleared areas, prioritizing beneficial and medicinal plants. • Restore degraded land with native vegetation post-construction. • Implement soil stabilization techniques to prevent long-term erosion and habitat loss.
Compensate/Offset	• Develop compensatory afforestation programs, planting at least 10 times the number of lost trees. • Support biodiversity conservation initiatives in affected regions. • Collaborate with local communities for sustainable forest management and restoration programs.

Residual Risk: *Low*

8.2.7 Resettlement of Affected People

Mitigation measures are presented in **Table 8-8** for the potential impacts of spills and leaks of petroleum and other hazardous liquid through seepage in ground water.

Table 8-8: Impacts due to resettlement of Project Affected People

Mitigation Hierarchy (ESS2)	Measures
Avoid	• Adjust road design to minimize displacement of religious structures, businesses, and residences. • Utilize available space within the existing Right of Way (RoW) to reduce resettlement needs. • Plan construction phasing to avoid prolonged disruption to livelihoods and commercial activities.
Minimize	• Implement Resettlement Action Plan prepared under the Project with fair compensation and livelihood restoration strategies. • Provide advance notice and consultation with affected communities to ensure smooth transitions. • Establish alternative access routes or diversion to maintain business continuity and reduce economic losses. • Ensure temporary relocation sites are adequately equipped with essential services.
Mitigate	• Support displaced individuals with livelihood restoration programs, such as skill training or financial aid. • Restore public and religious structures at suitable locations in consultation with local communities.

Mitigation Hierarchy (ESS2)	Measures
	• Implement a grievance redress mechanism to address concerns efficiently.
Compensate/Offset	• Offer financial compensation, alternative business spaces, or land in case of unavoidable displacement. • Establish community development initiatives to enhance socio-economic resilience. • Engage local businesses in project-related supply chains to create new employment opportunities.

Residual risk: *Low*

8.2.8 Impact on Protected Area

There is no game reserve and wildlife sanctuaries present in the Project AoI. The Margalla Hills National Park buffer area is located in Section 7 of Phase 1A highway. Consultation with IWMB revealed that the Margalla Hills National Park buffer area is located 2,017 m away from the RoW. However, Project AoI falls 17 m away from the National Park buffer. The national park buffer will not be affected directly due to the Project construction. Thus, no direct impact on the protected area and endangered species of Flora and Fauna are expected.

8.3 Climate Change Risk and Vulnerability Assessment

Detailed climate change assessment for the N5 road expansion, was carried out for Section 2, 7 & 8 by using the climate models. The major findings of the assessment are as follow:

- In Section 2, the average monthly temperatures are projected to rise significantly by 2085, with increases as high as 4°C. Under the SSP 2-4.5 scenario, temperatures are expected to increase by 1.8°C by 2050 and 2.8°C by 2085, whereas under SSP 5-8.5, the rise could reach 2.4°C by 2050 and 4.9°C by 2085. Additionally, annual rainfall is anticipated to rise by 28.8% by 2050 and 43.5% by 2085 under SSP 2-4.5, while under SSP 5-8.5, rainfall could increase by 43% by 2050 and 76% by 2085. Floods and extreme temperatures are identified as key climate-related hazards that the road will face in the future. The analysis shows that extreme rainfall is expected to intensify. An ensemble of bias-corrected GCMs predicts no rise in rainfall under SSP 2-4.5 (low confidence of increase). Under SSP 5-8.5, the projected increases are 6.8%, 4.3%, and 2.2%, respectively with medium confidence, all of which have been incorporated into the Subproject's engineering design. It is recommended to adopt SSP 5-8.5 results in the design.
- In the Section 7, average monthly temperatures are projected to rise significantly by 2085, with increases as high as 4°C. Under the SSP 2-4.5 scenario, temperatures are expected to increase by 1.8°C by 2050 and 2.5°C by 2085, whereas under SSP 5-8.5, the rise could reach 2.9°C by 2050 and 4.9°C by 2085. Additionally, annual rainfall is anticipated to rise by 8.2% by 2050 and 7.4% by 2085 under SSP 2-4.5, while under SSP 5-8.5, rainfall could increase by 11% by 2050 and 21% by 2085. Floods and extreme temperatures are identified as key climate-related hazards that the road projects will face in the future. The analysis shows that extreme rainfall is expected to intensify. An ensemble of bias-corrected GCMs predicts a rise in rainfall by 2.5% for a 25-year return period, 2.3% for a 50-year return period, and 2.1% for a 100-year return

period under SSP 2-4.5. Under SSP 5-8.5, the projected increases are 3.9%, 4.1%, and 4.3%, respectively, all of which have been incorporated into the project's engineering design. It is recommended to adopt SSP 5-8.5 results in the design.

- In the Section 8, average monthly temperatures are projected to rise significantly by 2085, with increases as high as 4°C. Under the SSP 2-4.5 scenario, temperatures are expected to increase by 1.9°C by 2050 and 3.0°C by 2085, whereas under SSP 5-8.5, the rise could reach 2.5°C by 2050 and 5.3°C by 2085. Additionally, annual rainfall is anticipated to rise by 6.0% by 2050 and 5.0% by 2085 under SSP 2-4.5, while under SSP 5-8.5, rainfall could increase by 8.4% by 2050 and 15.4% by 2085. Floods and extreme temperatures are identified as key climate-related hazards that the road projects will face in the future. The analysis shows that extreme rainfall is expected to intensify. An ensemble of bias-corrected GCMs predicts a rise in rainfall by 3.6% for a 25-year return period, 3.7% for a 50-year return period, and 3.7% for a 100-year return period under SSP 2-4.5. Under SSP 5-8.5, the projected increases are 11.0%, 12.0%, and 13.4%, respectively, all of which have been incorporated into the project's engineering design. It is recommended to adopt SSP 5-8.5 results in the design.

The detailed report is attached in **Vol. 3: Climate Change Assessment.** The Assessment shows that by addressing climate-related risks upfront, it aims to ensure long-term sustainability and resilience of critical infrastructure in the face of future climate changes.

Furthermore, climate vulnerability and risk assessment of Section 2, 7 & 8 was carried out (refer ESMPF) by using the tool[13] which identified the four major hazard. The identified hazards and their measures are as follow:

Table 8.9: Climate Change Risks Identification and Preliminary Assessment

Sr. No.	Hazard	Section 2	Section 7	Section 8	Mitigation Measures
1	River Flood	High - Major water bodies crossing the alignment include Rohri, Mirwah and Nara Canals along with other distributaries and Nullahs	High – Major water bodies crossing include tributary of Haro River along with other Nullah	High - Major water bodies crossing includes Nullahs and flood channels. Tributary of Kabul River exists in close proximity of this Section.	Engineering and Design Measures (Climate Resilient Design of Cross Drainage Structures)
2	Earthquake	Medium– The impact of urban flooding is only expected in Rohri (Sukkur District) where the proposed	Medium – Fall in 2B Zone (Moderate) as per the seismic zoning of Pakistan under BCP 2007/2021.	Medium – Fall in 2B Zone (Moderate) as per the seismic zoning of Pakistan under BCP 2007/2021.	Engineering and Design Measures (Earthquake Resilient Infrastructure)

[13] *Global Facility for Disaster Reduction and Recovery (GFDRR) in collaboration with the World Bank Group (WBG) developed a tool which has been utilized to consider the climate change impacts of disasters on new and existing development Subproject. The tool identifies and robustly assess the level of river flood, urban flood, coastal flood, earthquake, landslide, cyclone, water scarcity, extreme heat, wildfire, tsunami, volcano.*

Sr. No.	Hazard	Section 2	Section 7	Section 8	Mitigation Measures
		Subproject passes through the urban area.			
3	Water Scarcity	Medium – Fall in 2A Zone (Moderate) as per the seismic zoning of Pakistan under BCP 2007/2021.	Medium – there is no physical water scarcity issue in the project area, however, Pakistan is facing the economic water scarcity which will also be reported in proposed subproject area. The proposed subproject area falls under water stressed category.	Medium – there is no physical water scarcity issue in the subproject area, however, Pakistan is facing the economic water scarcity which will also be reported in proposed subproject area. The proposed subproject area falls under water stressed category.	Environmental and Nature-Based Solutions (Implement xeriscaping (low-water landscaping), Minimizing Water Use in Construction and optimize concrete mix designs to reduce water consumption) Policy and Planning Measures (Outline of Project Level Emergency Preparedness and Response Plan (Refer **Annex 8-1**)
4	Extreme Heat	Medium–There is no physical water scarcity issue in the Subproject area, however, Pakistan is facing the economic water scarcity, which will also be reported in proposed Subproject area. The proposed Subproject area falls under water stressed category.	High – During summer high temperature prevail during day time in the surrounding areas of the subproject	High – During summer high temperature prevail during day time in the surrounding areas of the proposed subproject.	Environmental and Nature-Based Solutions (Reforestation and Vegetation Zones: Plant trees along roadsides to provide shade and reduce pavement temperature, reduced soil erosion and reduce wind and storm impact) Policy and Planning Measures (Outline of Emergency Preparedness and Response Plan (Refer **Annex 8-1**)

9 OCCUPATIONAL AND COMMUNITY HEALTH AND SAFETY

This Chapter provides an in-depth examination of the Occupational and Community Health and Safety Management System (OCHSMS) during both the construction and operation stages. While Chapter 8 briefly addresses the occupational hazards and risks associated with these stages, this chapter expands on those discussions in greater detail. The OCHSMS includes the Contractors' high-level corporate policies, processes, and Standard Operating Procedures (SOPs). A list of these processes and SOPs relevant to Phase 1A of the Project is presented in this chapter, with the understanding that they will be further refined and developed by the Contractors during construction, incorporating site-specific and operational details.

9.1 Purpose

This chapter provides guidance to assist the Contractor in developing a comprehensive OCHSMP. Its primary objective is to ensure that all project activities are meticulously planned, executed, monitored, and managed in alignment with established health, safety, and management practices, procedures, and standards.

This chapter serves as a practical guidance for the Contractor, offering a structured approach to managing Occupational Health and Safety (OHS) and Community Health and Safety (CHS) risks. It aligns with the requirements of AIIB's Environmental and Social Standard 1 (ESS1), the World Bank Group Environmental Health and Safety Guidelines (EHSGs), and the relevant provincial OHS Acts and regulatory frameworks and requirements (refer to Chapter 2 for specific Acts and Regulations).

Additionally, the Contractor is encouraged to comply with the following international guidelines to enhance safety and management practices:

- ILO Code of Practice. 1992, Safety and Health in Construction Industry, ISBN 92-2-107104-9
- Safety and Health in Building and Civil Engineering Work, ILO Codes of Practices
- American National Standard Institute (ANSI) for Personal Protective Equipment (PPE). As for example, Eye and Face Protection (ANSI Z87.1-1989), Head Protection (ANSI Z89.1-1986), Foot Protection (ANSI Z41.1-1991) or equivalent acceptable to the Engineer.
- Good International Industry Practices (e.g., OSHA)

9.2 Scope

This guidance is applicable on all operational activities related to the Project. Some of the key high-risk activities may involve the following:

- Vehicles and driving;
- Scarifying existing pavement;
- Cutting of trees;
- Diversion of traffic;

- Operation of mobile equipment on site and on community roads;
- Work at height and dropped objects;
- Material haulage;
- Manual handling;
- Lifting and crainage;
- Scaffolding;
- Operation of Batching and Asphalt Mixing plants;
- Hot work (asphalt);
- Maintenance and operation of the site camp;
- Use of security forces; and
- Electrical works.

9.3 Objectives and Targets

This guidance is developed on the following objectives:

- Safe operation with Zero harm to community members and all site personnel including Contractor's Staff and visitors
- Meet or exceed the contractual safety obligations

Project specific measurable targets to achieve above objectives will be established by the Contractor. The determination of these targets will be based upon Contractor's continual improvement philosophy, external peer group benchmarking and stakeholders' input. The Contractor will establish targets for each project site for every fiscal year. Some examples of these targets are listed below to guide the contractor about the expectation from NHA:

- Total Recordable Injury Rate[14] of 1.5 or less (or based on the Contractor previous yearly trend)
- Lost Time Injury Frequency Rate[15] of 0.5 or less (or based on the Contractor previous yearly trend)

Senior Leaderships of the Employer, the Engineer, and the Contractor (General Manager, Project Manager, Resident Engineer, Construction Manager and Technical Director) will need to be fully committed to achieve the above-mentioned targets. Leading and lagging indicators should be established by the Contractor to drive performance to meet these targets. Following are some leading indicators showing senior management commitment. Complete details of all Key Performance Indicators (KPIs) should be presented in "PR12: Measurement" Process of Contractor's project specific OHS guidance (the OHS processes are discussed later on in this Chapter).

- All General Manager, Resident Engineers and Project Managers to complete 1 Walk-through Inspection per month.

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[14] *A rate of injuries and illnesses computed from the following formula: (Number of injuries and illnesses X 200,000) / Employee hours worked.*

[15] *A rate of lost time computed by: ([Number of lost time injuries in the reporting period] x 1,000,000) / (Total hours worked in the reporting period).*

- All Construction Managers to complete 2 Walk-through Inspections per month with their assigned Health and Safety Officer.
- All OHS supervisors complete 1 site inspection weekly.

9.4 Risk Assessment

Risk assessment is a systematic process used to identify hazards and risk factors that could potentially cause harm (hazard identification), analyze and evaluate the associated risks (risk analysis and evaluation), and determine effective strategies to eliminate hazards or control risks when elimination is not feasible (risk control). Regularly conducting risk assessments enables construction and operation and maintenance (O&M) stakeholders to maintain regulatory compliance. Additionally, risk assessments support health, safety, and technical teams in implementing corrective measures to safeguard workers against health and safety threats throughout the construction and operational phases.

9.4.1 Risks Assessment Codes

The Risk Assessment System and the assignment of Risk Assessment Codes (RACs) are designed to systematically identify and manage workplace hazards. RACs are determined based on three key factors: the severity of the hazard, the probability of its occurrence, and the number of individuals exposed or potentially impacted in the event of an incident. While all hazards should be addressed promptly, the Hazard Risk Assessment System offers a structured method for ranking safety risks. It aids decision-makers in making well-informed choices about hazard control by providing a consistent and defensible approach to prioritizing safety hazard mitigation efforts. This prioritization considers available resources, competing demands, and organizational priorities to effectively allocate efforts where they are needed most.

9.4.2 Likelihood and Consequence of Hazards

RACs are determined by assigning values to the likelihood or probability of an outcome occurring and the consequence or severity of the potential outcome. These values are then plotted on a risk matrix, which helps visualize the hazard's position within the matrix. This position is used to assign an appropriate RAC number to the specific hazard or activity, facilitating a clear and consistent evaluation of risk levels.

The Likelihood or probability Code is considered numerical (1 to 5). These are presented in **Table** 9-1**.**

Table 9-1: Likelihood ratings

Sr. No.	Likelihood	Definition
1	Remote (1)	Unlikely to occur but known in the sector; probability 0.1%-1%
2	Possible (2)	Likely to occur once or more during construction/ organization; probability 1%-10%
3	Occasional (3)	Likely to occur once every two years or more; probability 10%-50%

4	Likely (4)	Occurs more than once or twice per year, is continuous or certain to occur; probability 50%-80%
5	Frequent (5)	Multiple occurrences have happened frequently in the industry; probability >80% and above

Next is the Consequence or severity Code, varies from 1 to 5 and is presented in **Table** 9-2**.**

Table 9-2: Consequence ratings

Sr. No.	Consequence	Definition
1	Incidental (1)	No impact or minor First Aid injury
2	Minor (2)	First aid injury (e.g., minor cuts and bruises, eye irritation from dust) or very minor health effect
3	Moderate (3)	Lost Time/ Non-Lost Time injury (e.g., sprains, fracture, cut, lacerations, burns or bruises) or health effect (i.e., deafness or dermatitis)
4	Serious (4)	Major injuries: amputations, major fractures, multiple injuries, or health effects: severely life shortening disease, occupational illness, Single Fatality (drowning)
5	Catastrophic (5)	Multiple fatalities or Multiple permanent disabilities

9.4.3 Risks Assessment Matrix

The risks assessment matrix is presented in **Table** 9-3, enables the Occupational Health and Safety (OHS) team to prioritize workplace hazards by categorizing them as high, substantial, moderate, or low. Hazards classified as high require the most stringent controls and immediate attention. In some cases, this may necessitate canceling the associated activities from the project altogether. By implementing specific workplace controls, hazards can be managed more effectively, potentially shifting their risk classification to a more acceptable level. The matrix also emphasizes that the ultimate form of hazard control is elimination. If a hazard can be eliminated - whether by removing the task that exposes workers to the hazard or by outsourcing the task to a specialized contractor - the hazard no longer exists. This approach allows the hazard to be fully removed from the project's control process, achieving the highest standard of safety management.

Table 9-3: Risk Matrix

Likelihood / Severity	Remote (1)	Possible (2)	Occasional (3)	Likely (4)	Frequent (5)
Incidental (1)	Low (1)	Low (2)	Low (3)	Low (4)	Low (5)
Minor (2)	Low (2)	Low (4)	Low (6)	Moderate (8)	Moderate (10)
Moderate (3)	Low (3)	Low (6)	Moderate (9)	Substantial (12)	Substantial (15)
Serious (4)	Low (4)	Moderate (8)	Substantial (12)	High (16)	High (20)
Catastrophic (5)	Low (5)	Moderate (10)	Substantial (15)	High (20)	High (25)

9.4.4 Summary of Assessed Risks

The Project's potential risks and their significance have been assessed using the methodology described above. The Contractor will prepare a risk register using the likelihoods and

consequences presented in **Table 9-1** and **Table 9-2**. The risk register will present a summary of these risks and their significance along with the control measures. Risk register will be revisited by the Contractor once construction details are available. The following are some of the anticipated risks assessed for the Project:

- Work at Height
- Operation of mobile equipment on site and on community roads including passenger vehicles, truck dumpers, excavators, graders, loaders etc.;
- Electrical Systems
- Hazardous Materials
- Material Haulage (Loading and Unloading)
- Traffic and Pedestrian Interface Planning
- Severe Weather
- Lifting and Hoisting
- Scaffold Erection
- Working Near or Over Water
- Poor illumination
- Excavation Operation and associated risk to community members.
- Management of Security Forces
- Fire
- Plant Construction and Operation (batching and asphalt missing)

9.5 Management System Processes

The Management System Processes are a critical component of the Contractor's OCHSMP, serving as the second-tier documents following the overarching policies. These processes provide the detailed guidelines and operational frameworks necessary to effectively implement and maintain the OCHSMP. The Contractor will need to develop the following health and safety Management System Processes based on the project and site requirements:

PR01: Induction Process PR02: Risk Assessment (Job Hazard Analysis, Critical Risk Protocols, and Personal Risk Assessment) PR03: Meetings PR04: Personnel Competency and Training PR05: Short Service Worker Program (with tools for assessment) PR06: Reward and Recognition PR07: Disciplinary Process PR08: Permit to Work Process		PR09: Work Observation Process PR10: Personal Protective Equipment (PPE) PR11: Incident Investigation PR12: Measurement - Leading and Lagging Indicators PR13: OHS Compliance Audit PR14: Inspections PR15: Communications PR16: Document Control PR19: Risk Management

9.6 Standard Operating Procedures (SOP), Work Instructions and Forms

Standard Operating Procedures (SOPs) and Work Instructions are predominantly technical in nature and serve as third-tier documents within the overall risk management framework. These documents provide detailed, step-by-step guidance for executing specific tasks safely and efficiently.

Supporting tools such as forms and checklists play a crucial role in ensuring the effective implementation of the controls outlined in the SOPs.

The Contractor should develop the following SOPs as part of the Health and Safety Plan, based on a project-specific risk assessment. This list is non-exhaustive, and additional SOPs may be required depending on the specific needs and risks of the Project:

SOP 01: Work at Height SOP 02: Mobile Equipment SOP 03: Barricading and signs SOP 04: Cell Phone Use SOP 05: Safe Driving SOP 06: Material Haulage (Loading and Unloading) SOP 7: Traffic and Pedestrian Interface Planning SOP 8: Severe Weather SOP 9: Lifting and Hoisting SOP 10: Scaffold Erection SOP 11: Working Near or Over Water SOP 12: Illumination		SOP 13: Electrical Systems SOP 14: Hazardous Material Management SOP 15: Equipment Inspection and Maintenance SOP 16: First Aid SOP 17: Project Worker Welfare Facilities SOP 18: Camp Management SOP 19: Emergency Response Plan SOP 20: Management of Security Forces SOP21: Fire SOP22: Plant Construction and Operation (batching and asphalt missing) Others ….

9.7 Project Organization

9.7.1 Contractor Organogram

A typical Contractor's organogram is presented in **Figure** 9-1**.** And efforts should be made to maintain an organogram like this, especially to make direct link between health and safety and Project Manager (senior leadership).

Figure 9-1: Contractor Organogram

9.7.2 OHS Organogram

The Contractor's typical health and safety organization should look like as presented in **Figure** 9-2**.**

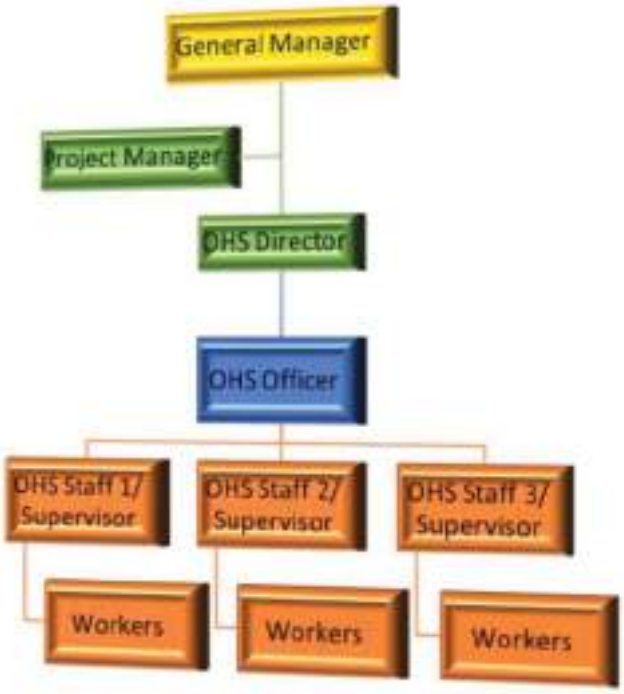

Figure 9-2: Contractor's OHS Organization

9.7.3 Roles and responsibilities

These typical roles and responsibilities give a holistic understanding pertaining to implementation of the OHS and CHS Plans which comprises multiple processes and SOPs. However, each process and SOP may also have additional specific requirements pertaining to a specific role.

General Project Manager

- Overall accountability for the development, implementation and maintenance of the Health and Safety Plan.
- Accountable for allocation of sufficient resources for the execution of the plan.
- Ensure that empowered and competent personnel are available for the execution of the plan
- Make sure that senior leadership (all directors, Construction Managers and other line management personnel) are fully aware of their responsibilities as per the Processes and SOPs of the Health and Safety Plan.
- Discourage achievement of operational results at the cost of safety violations
- Develop a culture where it is safe to speak up and provide the time, people and resources to respond to OHS concerns identified by their workers
- Review Executive Summary of incidents, ensure that Root Causes are being identified and resources are provided for the closure of Preventive and Corrective Actions

Project Manager

- Overall accountability for the development, implementation and maintenance of the Health and Safety Plan.
- Accountable for allocation of sufficient resources for the execution of the plan.
- Ensure that empowered and competent personnel are available for the execution of this plan
- Make sure that Sr. Leadership (all directors, Construction Managers and other line management personnel) are fully aware of their responsibilities as per the Processes and SOPs of the Health and Safety Plan.
- Demonstrate visible leadership, walk to talk behavior to reinforce the implementation of the Health and Safety Plan
- Attend monthly Health and Safety Committee/Progress Review Meeting and monitor the performance through leading and lagging indicators.
- Discourage achievement of operational results at the cost of safety violations
- Develop a conducive culture where Personnel are authorized to STOP[16] unsafe work without fear of retribution
- Develop a culture where it is safe to speak up and provide the time, people and resources to respond to Health and Safety concerns identified by their workers.
- Ensure that Work Observation program is utilized, and all incidents are fully investigated
- Review Executive Summary of incidents, ensure that Root Causes are being identified and resources are provided for the closure of Preventive and Corrective Actions
- Encourage reward and recognition where personnel demonstrate safe behavior or identify hazards and fairly apply disciplinary process when personnel cut short.

OHS Director

- Be a Subject Matter Expert of the Health and Safety Plan. Provide training and awareness regarding the implementation of the Health and Safety Plan that includes multiple Processes and SOPs
- Convene monthly Health and Safety Committee/Progress Review meeting and share implementation progress, points of concern
- Be familiar with all local, national, and international laws that are applicable to the operations.
- Establish and maintain a professional relationship with Company /Contractor and subcontractor representatives.
- Establish an audit system that measures the effectiveness of the Health and Safety Plan

[16] ILO COP 2.2.12. Where there is an imminent danger to the safety of workers, the employer should take immediate steps to stop the operation.

OHS Officer

- Be a Subject Matter Expert of the Health and Safety Plan. Provide training and awareness regarding the implementation of the Health and Safety Plan that includes multiple Processes and SOPs
- To be familiar with all local, national, and international laws that are applicable to Operations.
- Raise concern in the monthly Health and Safety Committee/Progress Review meeting regarding implementation of controls stipulated in the Health and Safety Plan.
- Provide training to staffs on the Health and Safety Plan. Conduct regular sessions for all project team members to inculcate the requirements of the Health and Safety Plan.
- To report to the Contractor's Management Team on implementation progress, monthly KPIs.
- To ensure that sufficient training and induction of all personnel is being provided and maintained.
- To ensure that visit induction is given to all visitors before they are allowed to visit the site.
- To develop the Health and Safety awareness of all personnel employed on the project and ensures their participation in all aspects of the health and Health and Safety program
- Provide guidance for the purchase of personal protective equipment
- Regular inspection of construction safety and security as per PR09: Work Observation Process
- Provide guidance to employees regarding their emergency response responsibilities.
- Decide whether a potential rescue service or team is adequately trained and equipped to perform permit space rescues of the kind needed at the facility and whether such rescuers can respond in a timely manner, and organize drills
- Review of Health and Safety management plan annually.

OHS Staff/ Supervisor

- Perform the assigned inspections and discuss the findings with OHS Officer
- Ensure communication procedure and system to communicate emergency events to site technical supervisor and emergency authorities (e.g., Incident Response Center (IRC) and/or Police, health centers)
- Communicate with construction site personnel to help them understand the hazards of the site and understand the demands of the operating personnel about Health and Safety matters.

Site Technical Supervisors (part of the technical team)

- They allocate tasks and check that the project workers are implementing Health and Safety requirements to standard. They provide feedback and guidance on Health and Safety implementation.
- Ensure that the controls stipulated in Permit to Work (if needed) are implemented and STOP the work when critical controls are missing or compromised

- Discuss Job Hazard Analysis (JHA) and conduct effective Tool Box Talk with all project workers. Ask questions to ensure that they have a good understanding.
- Ensure that all new employees receive training as per PR01: Induction Process and PR05: Short Service Worker Process
- Conduct worksite observations, discuss safety concerns with project workers
- Develop a culture where it is safe to speak up and provide the time, people and resources to respond to Health and Safety concerns identified by their workers. They are also responsible for escalating issues that can't be resolved by the project workers or at the supervision level to Health and Safety Team or senior management.
- Responsible for making an incident scene safe and secure and for ensuring that hazards, near misses and incidents are entered into the reporting system.
- Ensure all project workers use appropriate PPEs and train them how to use PPEs.

Workers

- Conduct Personal Risk Assessment Take 5 (Stop, Look, Assess, Control, and Monitor) and do not proceed to work if unsafe to do.
- Use authority to STOP work if observe an unsafe work by fellow worker or SSW.
- Report hazards and at-risk behavior as and help the Contractor management to develop a conducive safety culture.
- Use PPE as provided.
- Conduct a visual inspection of equipment in the beginning of the operation and ensure that equipment is de-energized before working on a piece of equipment.
- Ensuring that they wear appropriate PPE for the activity that they undertake.
- Be aware and mindful of hazards related to any work activity; do not undertake a job or task if physically or mentally not fit.
- Seek clarification for uncertainty relating to a task with the Supervisor.
- Do not undertake a job if not competent to do so.
- Raise improvement opportunities.
- Report near misses and actual incidents immediately to the supervisor.

10 ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

This chapter describes how the identified impacts and risks (refer to Chapters 8 and 9) will be managed, with mitigation and enhancement measures as well as monitoring. Mitigation and enhancement measures are collated and expanded upon in the Environmental and Social Management Plan (ESMP). The ESMP is organized by management plans, institutional setup, capacity building and training, and presents key monitoring and performance indicators.

For each topic, this chapter identifies mitigation and enhancement measures. Where feasible, the mitigation hierarchy as per ESS1 are followed. The following sections present management measures and monitoring requirements for the impacts and risks.

10.1 Contractors' Qualification

It is recommended that all contractors procured under the Project be compliant with ISO 9001 Quality Management, ISO 14001 Environmental Management and ISO45001 Occupational Health and Safety Management or equivalent. These will be done by NHA imposing the requirements of ISO certifications during prequalification or technical evaluation of contractors. In addition, all subcontractors under the major contractors will also be subject to ISO 14001 and ISO45001 audit provisions by the main Contractor during the course of the project.

10.2 Various Mitigation and Control Measures

The ESMP includes different types of mitigation and control measures and sub plans for significant impacts and risks: (i) general and non-site-specific measures in the form of Environmental and Social Codes of Practices (ECPs) presented in Annex 10-1 to address general construction and operation matters identified as moderate and low in significance prior to mitigation and prevention in **Table 8-2** and Annex 9-1; (ii) project specific and to the extent possible, site-specific mitigation measures for substantial and higher impacts and risks are presented in Chapter 8; (iii) C-ESMP with site-specific and contract-specific management plans to be prepared by the Contractor; (iv) OCHS Management System Processes and Standard Operating Procedures to be prepared by the Contractors; and (v) proposed plans in this ESMP to address significant and cumulative impacts.

10.3 Environmental and Social Code of Practices for Construction

The environmental and social codes of practice (ECPs) are generic, non-site-specific guidelines for the construction phase. The ECPs consist of environmental and social management guidelines and OHS practices to be followed by the contractors for sustainable management of all environmental, social, health and safety issues. The ECPs are listed below and details are presented in Annex 10-1.

- ECP 1: Waste Management
- ECP 2: Fuels and Hazardous Goods Management
- ECP 3: Water Resources Management
- ECP 4: Drainage Management
- ECP 5: Soil Quality Management

- ECP 6: Erosion and Sediment Control
- ECP 7: Topsoil Management
- ECP 8: Topography and Landscaping
- ECP 9: Borrow Areas Development & Operation
- ECP 10: Air Quality Management
- ECP 11: Noise and Vibration Management
- ECP 12: Protection of Flora
- ECP 13: Protection of Fauna
- ECP 14: Road Transport and Road Traffic Management
- ECP 15: Construction Camp Management
- ECP 16: Cultural and Religious Issues
- ECP 17: Construction and Operation Phase Security

10.4 Contractor's Environmental and Social Action Plan

The Contractor will prepare a 'Contractor's Environment and Social Management Plan' (C-ESMP) demonstrating the manner in which they will comply with the requirements of Site-Specific Management Plans, ECPs and the mitigation measures proposed in this ESIA/EIA Report. The C-ESMP will be submitted before the start of any construction activities (maximum of 90 days) of Contractor's mobilization and be approved by the Engineer. The C-ESMP will form the part of the contract documents and will be used as monitoring tool for compliance. Violation of the compliance requirements will be treated as non-compliance leading to the corrections or otherwise imposing penalty on the contractor.

10.5 Occupational and Community Health and Safety Plan

The Contractor will also prepare an occupational and community health and safety Management (OCHSM) plan devising the general guidelines for the identified hazards and control measures along with the OHS Management Processes and Standard Operating Procedures presented in Chapter 9 of this ESIA/EIA. The OHS shall comply with ESS1, World Bank Group General Environmental Health and Safety Guidelines, Chapter 2: Occupational Health and Safety, 2007; Sindh, KP and Punjab Labour and OHS Acts; and ILO Code of Practices 1992, Safety and Health in Construction Industry; and Safety and Health in Building and Civil Engineering Work, ILO Codes of Practices. If the guidelines stated before cannot address a specific OCHS management in the project, Good International Industry Practices will be applied, as for example, OSHA and ISO45000.

Review and update of the OCHSM plan will be done,

a) when there is a change in the scope of the project,
b) there is a change in construction methodology/technique based on site condition,
c) following significant OHS hazard or a major accident, and
d) at the end of the Project (to allow for improvements in subsequent projects).

OCHS Plan should contain general guidance for all identified risks under each work activities. It also contains management system processes and standard operating practices. Processes and SOPs should be presented in three discrete headings, (a) Contractor's Standards on the

identified risk management, (b) Expected Site specific OCHS hazard and risks during construction, and (c) Control Measures proposed by the Contractor.

10.6 Risk Assessment and Management

Risk assessment (RA) will be done by Contractor for each construction task focusing on job tasks as a way to identify risk before they occur, based on the guidance provided in Chapter 9. The outcome of the RA will be the risk register, which will focus on the relationship between the worker, the task, the tools, and the work environment. Ideally, after identifying uncontrolled hazards, steps should be taken to utilize hierarchy of control: elimination, substitution, engineering controls, administrative controls and personal protective equipment, to minimize them to an acceptable risk level. Many workers are injured and killed at the worksite every day. The RA should be one of the major components of the larger commitment of the Contractor's health and safety management system.

The RA should be conducted on many jobs in the worksite. Priority should be given to the following types of jobs:

- Jobs with the highest injury or illness rates;
- Jobs with the potential to cause severe or disabling injuries or illness, even if there is no history of previous accidents;
- Jobs in which one simple human error could lead to a severe accident or injury;
- Jobs that are new or complex to the construction or have undergone changes in construction processes and procedures; and
- Jobs complex enough to require written instructions.

10.6.1 EHS in Method Statement

The Contractor will include an EHS Chapter in each Method Statement. This EHS section will be based on the RA and other provisions of OCHS Plan and environmental issues of the site and specific to construction methods to be followed by the Contractor. This section will be reviewed by the EHS Specialists of the Engineer/Construction Supervision Consultant (CSC) and confer approval along with other technical parameters to be reviewed by the engineering team of the CSC. Each revision of the method statement shall also be reviewed by the EHS Specialists and their concurrence will be required to get the method statements approved.

10.6.2 Field Engineer's EHS Oversight

There will be limited supervision staffs available in EHS to cover all work sites and project shifts in the project. Therefore, it will become impossible to supervise and monitor EHS parameters in every site in a continuous basis. Hence, site engineers can be delegated certain EHS oversight. Engineers monitoring forms including available for inspection (AFI) and Daily Monitoring Forms (DMF) and checklists will be designed to include EHS aspects. EHS should be made also a key responsibility of site engineers.

Training program will be devised by CSC on engineers' oversight in EHS and will be offered by EHS specialists of the Contractor and CSC to address EHS immediately when identified

and raise it to EHS specialists if further action is required. The training on engineers' oversight should convey the following messages:

- Engineers would assume greater responsibility for overseeing the EHS as part of their daily routine work,
- Engineers would review and approve each site's readiness to commence the work as per the design specifications, certifying whether Contractors are meeting the requirements of the Method Statements, and withholding funds from them that are not complied with.
- Engineers would impose financial penalties on the Contractor with nonexistent or non-compliant EHS matters; and
- Engineers will assist workers in recognizing environment friendly and safe work measures and procedures necessary to protect the natural environment and occupational health and safety of workers and prevent illnesses, injuries and fatalities during construction.

10.6.3 Request for Inspection

Poor temporary structures such as scaffold, access walkways, stairs, and ladders are some of the major causes of the accidents in construction industry. For technical verifications of the temporary structures, specifications in the bidding documents define the material, stability, strength and deflections of each temporary structure. However, this clause is often ignored in construction industry as the main focus is the permanent structures. Therefore, Request for Inspection (RFI) or Availability for Inspection (AFI) for temporary structures will be required, as a pre-requisite for the readiness of site. Along with the technical requirements (e.g., complete drawings, calculations relating to stability, strength, and deflections), health and safety parameters will also be inspected for all temporary structures. During these RFI/AFI, both technical and EHS personnel of the CSC will inspect the requirements and certify the technical quality and the readiness of the site to commence the permanent work.

10.7 Inclusion of Relevant Components of ESMP in Contract Documents

The ESMP of the Project along with the ECPs and occupational hazards and risks will be included in the contractors' bid documents. The technical specifications of the bid documents will clearly state that contractor will need to comply with the mitigation and control measures provided in the ESMP, ECPs, OCHSMP, World Bank Group EHS General Guidelines and stringent emission standards (WHO, SEQS/PEQS/NEQS, IFC).

10.7.1 BOQs in Bidding Documents

The following items will be included in the bills of quantities (BOQs) of bidding documents

- After the award of the contract and before mobilization, the Contractor will prepare and submit two separate plans, C-ESMP and OCHSMP in compliance with this ESIA/EIA, ESS2, WBG EHS Guidelines, ILO COPs, and stringent emission standards (WHO, SEQS/PEQS/NEQS, IFC). The preparation and their revisions and updates will also be quantified and presented as line items in the Contract.

- Quantities of personal protective equipment (PPE), first-aid boxes, ambulance, health care facility with Pakistan Medical and Dental Council licensed doctors and nurses.
- Provision of Environmental and OHS Staffs for the entire construction period. Detail staff requirements are presented later in the Chapter.
- Providing and maintenance of Dust Measurement Meters for spot measurements (2 number).
- Quarterly 24-hour Ambient Air Quality Monitoring of PM10, PM2.4, NO2, SO2, and CO.
- 24 hour continuous noise monitoring at 4 sites for each Section of the highway close proximity of settlements during the construction work.

10.7.2 Payment Mile Stones

Payments to contractors will be linked to environmental, health and safety performance, measured by completion of the prescribed environmental and social mitigation measures in the C-ESMP and control measures described in the OCHS plan. In addition, for any non-compliance causing damages or material harm to the natural environment, workers, public or private property or resources, the Contractor will be required to either remediate / rectify any such damages in a timeframe specified by and agreed with the engineer (CSC), or pay implementation agency (IA) for the cost (as assessed by IA) of contracting a third party to carry out the remediation work. For repeated non-compliance the Contractor will be penalized. The penalty of non-compliance of the requirements of the C-ESMP and OCHS Plan will be enforced in the form withhold the specific percentage of the total Civil Work's Instruction of Payment Certificate (IPC). The penalty will be imposed after all contractual instruments are applied and a Non-compliance Report (NCR) is issued by the Engineer.

10.8 Institutional Arrangements

10.8.1 Existing Environmental and Social Arrangements in NHA

NHA operates an Environment, Afforestation and Land Section (EALS), which is currently overseen by the Member (Administration). The organizational structure of this section is illustrated in **Figure 10-1**. Despite its critical mandate, EALS is currently overextended, bearing the responsibility of managing a wide array of projects. These include those financed by the Government of Pakistan as well as numerous initiatives supported by International Financial Institutions (IFIs) such as the Asian Development Bank (ADB), Asian Infrastructure Investment Bank (AIIB), the World Bank, CPEC, and others. Furthermore, EALS also serves as the Focal Point for Climate Change within NHA, adding to its already substantial workload.

Given the increasing complexity and volume of development activities, the current capacity of EALS is insufficient to meet operational demands effectively. To ensure timely and effective project implementation, there is an urgent need to strengthen the institutional capacity of EALS through both structural reforms and resource augmentation. This concern has also been formally recognized by AIIB in their Project Note, where the limited institutional capacity of EALS was flagged as a significant risk that could lead to delays in project implementation.

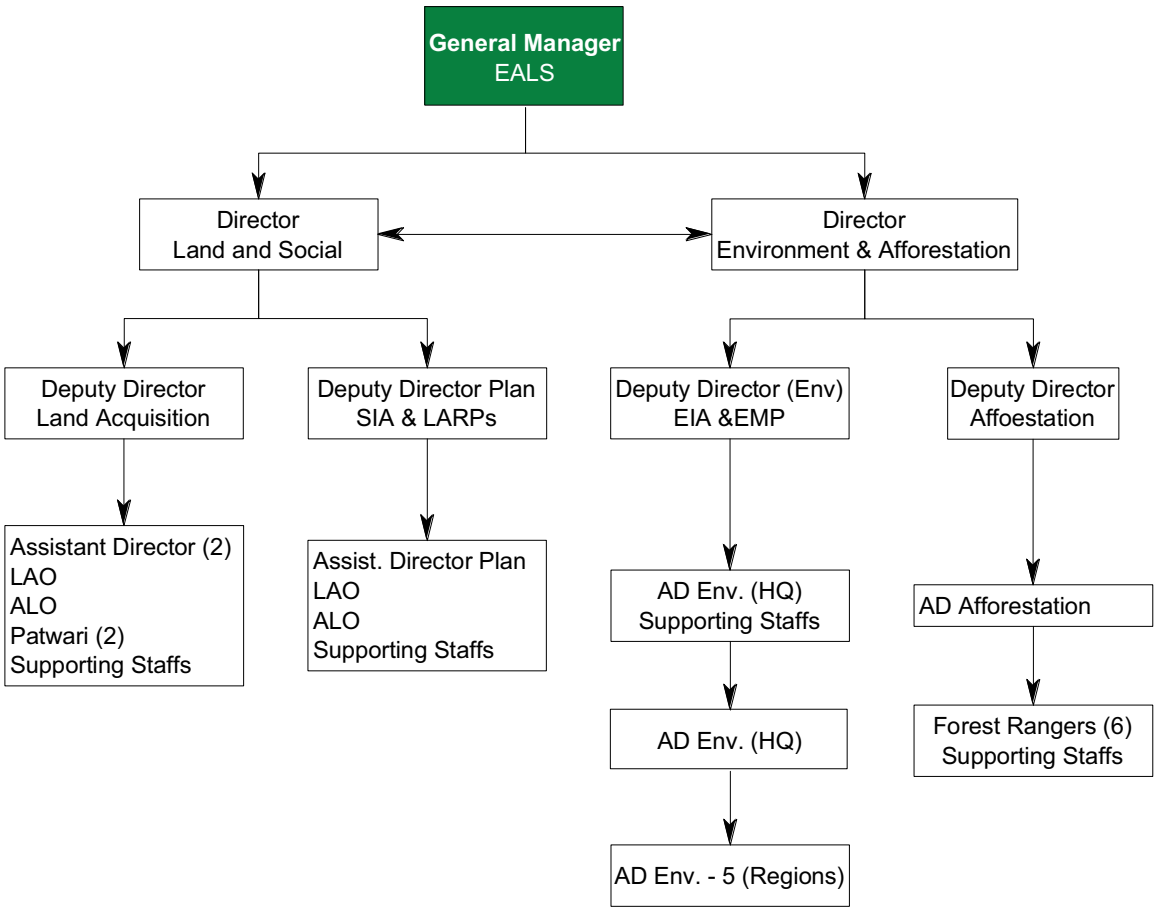

Figure 10-1: Environment, Afforestation and Land Section (EALS) of NHA-HQ

10.8.2 Institutional Arrangements for Implementation of E&S Instruments during Construction Phase

The key players involved during construction phase of the proposed Project are the PIU-HQ-NHA as employer / proponent and RIU(s) at each Section, concerned EPAs, the Construction Supervision Consultants (CSC), Third Party Validation Consultant and the Contractor(s). The roles and responsibilities of these organizations are outlined below.

The following staff will be involved in the implementation of E&S Instruments:

- PIU-HQ (General Manager (Engineer) NHA-HQ) / Proponent / Employer;
- PIU-HQ EALS/ESHS;
- RIU(s) at each Section (Project Director(s) and its E&S Staff);
- CSC;
- Third-party Validation Consultant; and
- Contractor's Staff.

The PIU-HQ NHA will make Contractors bound through contract documents to implement the E&S instruments and other terms and conditions of the relevant Permits including NOCs from Concerned EPAs and concerned agencies. The E&S instruments will be included as a clause

of the contract documents. Construction camps will be established after necessary approvals and submission of Site-Specific E&S instruments (where required) to be developed in the light of AIIB's and the relevant agencies requirements, before commencement of new works. The detailed roles and responsibilities of the above staff of these institutional arrangements are provided in ESMPF whereas the organizational setup for implementation of E&S instruments during construction phase is provided in **Figure 10-2**.

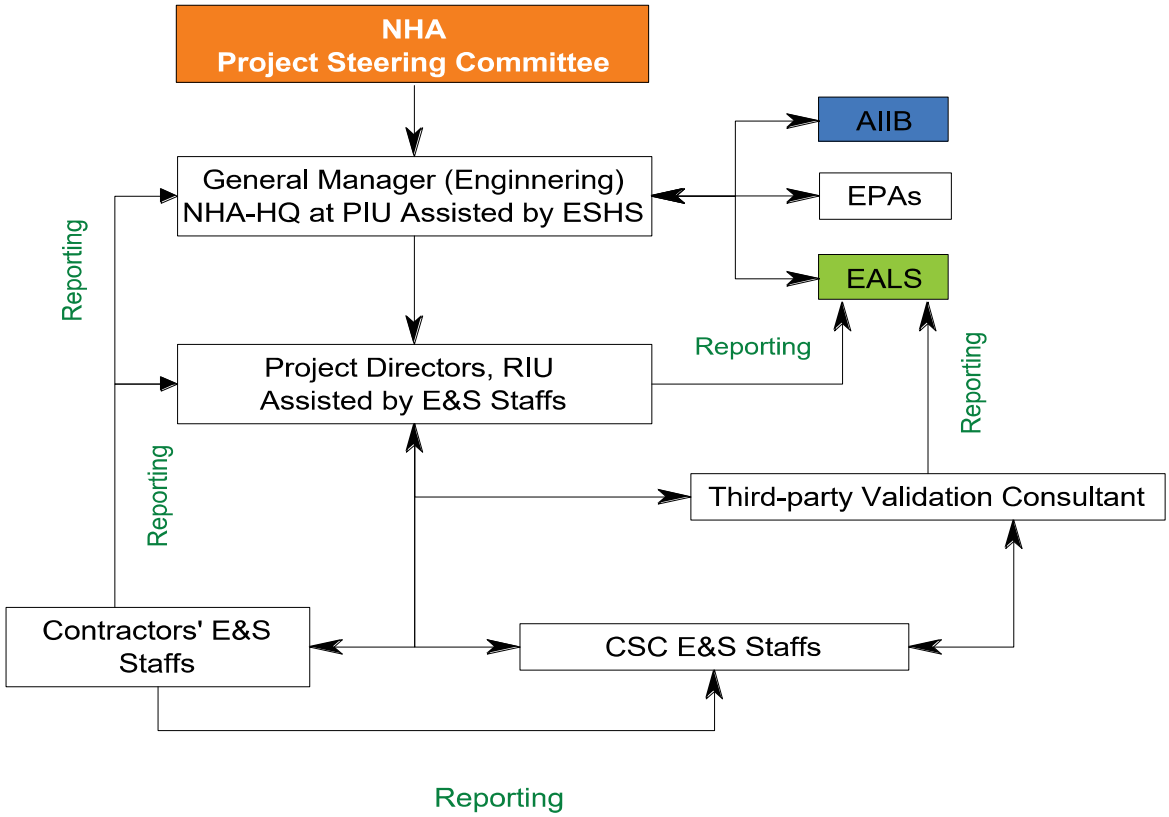

Figure 10-2: Organizational Setup for Implementation of E&S Instruments during Construction

10.8.3 Project Implementation Unit – Headquarter (PIU-HQ)

A Project Implementation Unit (PIU) in NHA-HQ has been established to manage the proposed project funded by AIIB. The PIU will administer the Project during the pre-construction/design phase and oversee the construction of the Project as well.

The General Manager (Engineer) NHA-HQ of PIU-HQ is the executive head of the entire N5 project. He is responsible for necessary policy, administrative and financial decisions and actions for effective and timely implementation of the project as per the approved framework and implementation schedules. He will be responsible for overall implementation of the project including environmental and social management aspects and hiring of contractors and consultants. The General Manager (Engineer) NHA-HQ PIU will be assisted by Project Director(s) of each project section for the onsite administration and other matters with close coordination with General Manager (Engineer) NHA-HQ PIU. PIU-HQ will be assisted by the following E&S specialists for implementation during project implementation:

- One Environment Specialist,
- One OHS Specialist,
- One Resettlement and Social Safeguard, Specialist.
- One Stakeholder Engagement/Public Relations Specialist
- One Climate Change Specialist, and
- One Gender Specialist.

The roles and responsibilities of the E&S staff of PIU-HQ are provided in ESMPF.

10.8.4 Regional Implementation Unit (RIU)

The RIUs will be established at regional level offices, which will be headed by the Project Director (PD), an executive head of the concerned Project Section. He will be responsible for necessary administrative and financial decisions and actions for effective and timely implementation of the project as per the approved framework and implementation schedules. The PD will be responsible for overall implementation of the project including environmental and social management aspects at site. The PD-RIU will be assisted by E&S Staffs of the concerned project Section for the onsite administration and other matters with close coordination with ESHS of PIU-HQ. The following E&S staffs of each RIU are proposed and will be at site during project implementation stage:

- Social and Resettlement Specialists
- Gender Specialist,
- Labor Specialist,
- Communication Specialist,
- OHS Specialists;
- Environment Specialists.

The E&S Staff at RIU will be responsible to monitor the compliance of E&S instruments during construction phase. The compliance will require monitoring of environmental, OHS, and social parameters and observations at the construction sites to evaluate compliance.

Furthermore, E&S Staff at RIU shall be responsible for:

- Regular site visits of the construction sites to review the environmental and social performance of the Contractor(s);
- Make sure that the Contractor is implementing the additional measures suggested by the CSC in environmental and social monitoring reports;
- Assist ESHS Section-PIU-HQ in the assessment of the livelihood loss and negotiation with the affectees for fixation of compensation to be paid for temporary impacts;
- Assist in checking genuine ownerships of the claimants, in consultation with the Revenue staff for prompt payment to the affectees;
- Assist the Contractor for the timely payments of negotiated prices;
- Assist Contractor(s) for obtaining necessary approvals from the concerned departments;

- Ensuring that the required environmental and social training is provided to the concerned site staff;
- Review contractor(s) monthly and quarterly monitoring and CSC progress reports of environment and social related activities;
- Report immediately within 24 hrs to PIU-HQ when environmental and social incidents (fatal and high potential) are occurred, while record of other incident and report will be the part of ES monitoring & Compliance; and
- Maintaining interface with the other lined departments/stakeholders in coordination with PIU-HQ.

10.8.5 Construction Supervision Consultant (CSC)

CSC will be responsible for the following tasks:

- Responsible for the supervision of RAP implementation;
- Supervise civil works, ensuring compliance with C-ESMP, OCHS Management Plan (OCHSMP), LMP, and all design parameters including quality requirements,
- Ensure Contractors include an EHS section in all Method Statements by addressing relevant EHS issues for each construction task,
- Supervise contractor's implementation of C-ESMP and OCHSMP and address noncompliance through work observation, inspection, and audits,
- Conduct EHS trainings for Contractors, the Employer and CSC staffs,
- Provide input, advice and approve method statements relating to ESHS issues,
- Prepare monthly and quarterly reports and submit to RIU and PIU-HQ.

The EHS staffs of CSC along with the person-month proposed for each position are presented in **Table 10-1**.

Table 10-1: Positions and proposed person-month of CSC

Sr. No.	Expertise	No. of Positions	Input (PM)	Total (PM)
A	**International Consultants**			
1	Int'l Environment, Health and Safety Specialist	1	30	30
	Subtotal (A)			*30*
B	**National Consultants**			
1	Environmental Specialists	3	30	90
2	Occupational Health and Safety Specialists	4	30	120
4	Social Specialists (including LAR, LMP and SEA/SH)	3	30	90
5	Communication Specialist	3	30	90
6	EHS Supervisors	12	30	360
8	Social Surveyors	4	30	120
	Subtotal (B)			*870*
	Total (A+B)			**900**

10.8.6 Contractor

Contractors will be responsible for the following:

- Preparation of C-ESMP with site specific mitigation plans for approval of CSC before mobilization.
- Preparation of Occupational and Community Health and Safety Management Plan based on construction methods, site specific hazards and guidance presented in Chapter 9.
- Implementation of C-ESMP and OCHSMP as well as mitigation, monitoring, and control measures proposed in the ESMP and OCHS Guidance.
- Prepare separate monthly reports for addressing environmental and social impacts and OCHS issues.

The following personnel are required in the contractor's environmental and social team:

- Lead EHS Manager
- Environmental Specialist (3 numbers)
- Social Specialist (SEA/SH, 3 numbers)
- OHS Specialists (7 numbers, 3 for Section 2 and 2 each for Sections 7 and 8)
- Community Liaison/Communication Officer (2 numbers)
- EHS Supervisors (14 numbers, 6 for Section 2 and 4 each for Sections 7 and 8)
- Flagman (9 numbers, 5 for Section 2 and 2 each for Sections 7 and 8)
- Medical Doctors (3 numbers with PMDC Licensed and all medical facilities including ambulance)
- Medical Technicians (4 numbers, 2 for Section 2 and 1 each for Sections 7 and 8)

The Contractor shall appoint one Lead EHS Manager who shall be responsible for ensuring that the environment, health and Safety Management is adhered to the approved C-ESMP and OCHSMP. The Lead EHS Manager shall be a graduate with at least a Bachelor Degree in OHS/engineering/ environmental management and have experiences of more than 15 years in environment, health and safety works in infrastructure construction. They will be suitably qualified and experienced persons acceptably fluent in the English language. They shall have obtained a vocational certification issued by NEBOSH (National Examination Board in Occupational Safety and Health), or Board of Canadian Registered Safety Professional or an equivalent certification. The Lead EHS Manager or his designates (equally qualified) shall be available at Site on a 24h/day basis and their deputies shall carry out regular and random checks of all parts of the Site where work is taking place.

10.8.7 Third-party Validation (TPV) Consultant

The TPV will be carried out through independent E&S Specialists / Consultants (TOR are attached as **Annex 2 of ESMPF**). They will monitor the environmental and social parameters and conduct field surveys at the construction sites to evaluate compliance level. They will be engaged to conduct the external and independent monitoring of the implementation of the E&S instruments. This external monitoring agency is to conduct biannual and final evaluation of the E&S Instruments implementation and recommend changes if and when necessary to the ESHS Section.

Roles and responsibilities of TPV Consultant will be the following:

- Carry out independent monitoring at critical locations during construction phase and monitoring the implementation of E&S instrument at project area;
- Monitor GRM and resolution of complaints;
- Inform ESHS Section, NHA and AIIB of any significant impacts arising during construction; and
- Observe and amend/prepare (if required) of corrective action plans.

The TPV Consultant will carry out external monitoring on implementation of C-ESMP, LMP, OCHSMP, and will consist of the following team members on intermittent basis:

- Environmental, Health and Safety Specialist
- Social Specialist
- OHS Specialist
- EHS Supervisors - 2 numbers
- Social Surveyors - 2 numbers

10.9 Environmental and Social Management

10.9.1 Construction Stage Site Specific Management Plans

Contractor will be required to prepare site specific management plans and include in the C-ESMP along with the ECPs, prior to his mobilization and commencement of construction works, for approval of PIU-HQ and CSC. The key sub-plans are described below:

- **Material Transportation Plan** will be prepared by the contractor to prevent accidents during transportation by using motor-vehicles to the project sites and using other means. The plan should address specific details on the site conditions, the exact route to be followed and the conditions of the road. It is recommended that Contractor propose alternative routes for review and approval by the Engineer. A commitment must be made by the Contractor to repair the road to its original condition, if any local road is damaged due to the heavy loaded traffic of the Project.
- **Pollution Prevention Plan** will be prepared as part of C-ESMP and implemented by the contractors on the basis of the ECPs and WBG EHS Guidelines that will be part of the bidding documents. The Plan will be submitted to the CSC for their review and approval before contractor mobilization.
- **Construction Camp Management Plan** will be prepared as part of C-ESMP by the contractor based on ECP 14. The Plan will include the camp layout, details of various facilities including supplies, storage, and disposal. The Plan will be submitted to the CSC for their review and approval before camp establishment.
- **Emergency Preparedness Plan** will be prepared by the contractor after assessing potential risks and hazards that could be encountered during construction.
- **Communication Plan** to deal with the interaction of the community, complaints management, workers recruitment, notice of works and workers conduct with locals.

10.9.2 Mitigation Plan

The mitigation, safety inspections, and audit plans are the key element of ESMP to be prepared on the basis of impact and risk assessment described in Chapter 8. The Plan

describes the potentially negative impacts and risk during construction and operation, lists mitigation and prevention measures to address the negative impacts and risks, and assigns responsibilities for implementation, prevention and monitoring and inspecting of these measures. The Mitigation and prevention Plan is given in **Table 10-2**. Contractor will make sure they present the implementation status of mitigation and preventive measures identified in this Table in every monthly report, with quantifiable information.

Table 10-2: Mitigation, Compensation, Enhancement, and Prevention Plan

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
ESS1: Assessment and Management of Environmental and Social Risks and Impacts				
Cumulative impacts	• Mitigation measures include coordination between construction and local traffic under the monitoring of NHA to avoid major consequence.	Pre-bidding		PIU-HQ
Lack of appropriate E&S personnel with CSC, Contractors and the Borrower	• ESMP defines the education, qualification, training and experience requirements. • Recruit all personnel listed in the ESMP as per the requirements.	Pre-bidding process	Evaluation as per the requirements of ESMP	PIU-HQ
Inadequate implementation of C-ESMP, LMP, OCHSMP.	• Recruit qualified contractors who maintains environmental sustainability in corporate strategy. • Avoid contractors with poor environmental, health, and safety management. • Contractor's qualifications stated in the ESMP are included as the pre-qualification criteria in the short-listing process. • Ensure that the conditions of the ESMP is correctly reflected in the contractor's bidding documents and the supervision consultant's TOR. • EHS bills of quantities are included in the specifications. • Education, qualification and training requirements of personnel are included in the bidding documents and considered by the supervision consultant when they give approval to the contractor. • Prepare Contractor's Environmental and Social Management Plan (C-ESMP), OCHSMP based on the ESIA/EIA.	Planning prior to construction, implementation throughout. System review and re-planned for operations.	C-ESMP, LMP, OCHSMP.	Contractor, CSC, PIU-HQ, RIU

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
	• Recruit qualified staffs to implement the C-ESMP and OCHSMP.			
ESS1: Labor and Working Conditions				
Labor management,	• Implement Labor Management Procedure (LMP)	Planning prior to construction, implementation throughout. System review and re-planned for operations.	LMP; Stakeholder engagement with workers Worker representation committees Supply chain analysis and due diligence procedure	PIU-HQ, RIU, CSC, Contractor
Working condition	• Mitigation measures include skill development, local employment, RIU-supervision for labor standards, worker training on GRM, a complaint box for reporting issues, and effective LMP compliance.	Throughout project lifecycle	LMP	CSC, RIU Contractor
Worker accommodations	• ECP 14: Construction Camp Management • ensure that the Contractors are following the labor standards, training for the workers on the existing GRM so they know their rights and responsibilities, and availability of complaint box allowing for workers to report any wrongdoings. • dedicated cleaning staff, routine checks of the conditions of the accommodations, penalties (to act as deterrent rather than with the intention for punishment) for workers are careless and intentionally do not uphold the safety and hygiene standards.	Throughout project lifecycle	Workers' accommodation plan and LMP	CSC, RIU Contractor

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
	• Mitigation measures provided in LMP			
Child and forced labor	• Adding legal requirements in Contractor contracts that they must not employ underage workers, and positive identification before hiring. • The contractor will comply with the labor laws of the Country. • When souring for primary suppliers, the project will require such suppliers to identify the risk of child labor/forced labor and serious safety risks. The PIU-HQ and the consultants will review and approve the purchase of primary supplies from the suppliers following such risk identification/assessment. Where appropriate, the Project will be required to include specific requirements on child labor/forced labor and work safety issues in all purchase orders and contracts with primary suppliers. In particular, NHA will require bidders to provide two declarations: a Forced Labor Performance Declaration (which covers past performance), and a Forced Labor Declaration (which covers future commitments to prevent, monitor and report on any forced labor, cascading the requirements to their own sub-contractors and suppliers).	Throughout project lifecycle	LMP	CSC, RIU, Contractor
Risk of falling in water or drowning during bridge construction and maintenance over water	• Contractors will implement an OHS management plan with SOPs, job hazard analysis, method statements, training, and incident reporting. Work should be	Construction	OCHSMP	CSC, RIU Contractor

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
	subcontracted to experienced firms, minimizing manual overwater tasks using mechanical equipment. Safety provisions include passive systems (fencing, guardrails, safety nets), worker rescue measures, safe transport, and mandatory life jackets.			
Occupational Health and safety	• Contractors will prepare and implement OHS management plan that would include standard operating procedures (SOPs) for all works, requirement of conducting Job Hazard Analysis and preparing Method Statements containing OHS aspects, traffic interface planning, working at height and hot work permit, barricading, OHS training requirements, incident recording and reporting protocols. • NHA will prepare a similar Plan/System for the operation phase.	Throughout project lifecycle	OCHSMP	CSC, RIU, Contractor
Safeguarding personnel, property and the risks from presence of a security force	• ECP 17: Construction and Operation Phase Security	Planning prior to construction, implementation throughout.	Security management plan	RIU in collaboration as deemed relevant with a security service provider and Contractor
ESS1: Resource Efficiency and Pollution Prevention and Management				
Land use change	• Mitigation measures would include proper land clearance planning, spoil management measures, vegetation clearance and erosion management, sediment management, design of storm water drainage in construction areas as	Design and procurement period	Comply with design requirements	CSC, RIU, Contractor

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
	well as design and implementation of site erosion control.			
Landscape aesthetic	• Mitigation measures would involve careful siting of project components and improve landscape through plantations.	Design and procurement period	Comply with design requirements	RIU, CSC, Contractor
Air pollution	• Emissions management from construction vehicles, frequent spray of water on unpaved roads, and preventing the release of emission from burning waste materials. • Dust control measures would consist of proper construction materials planning, dust management planning, and water spraying where needed. • Prevent release of dust and emissions from burning waste materials, construction vehicles, and generators, and their management • ECP 1: Waste Management • ECP 2: Fuels and Hazardous Goods Management • ECP 7: Topsoil Management • ECP 9: Air Quality Management • ECP 13: Road Transport and Road Traffic Management	Throughout construction and operation	Air quality management plan	CSC, Contractor, RIU
Noise and vibration	• Noise and vibration management, organize the loading and unloading of trucks, and handling operations for the purpose of minimizing construction noise on the work site, use lower wattage flat lens fixtures that direct light down and reduce glare during the night, thus reducing light pollution.	Throughout construction and operation	Noise and vibration management plan Air quality management plan	CSC, RIU, Contractor

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
	• Using noise control mechanisms (eg, noise canopy over generators and compressors) • Avoiding/minimizing noisy works during the night time as far as possible • Maintaining community liaison • Using light diffusers where necessary • ECP 10: Noise and Vibration Management			
Potential hazards caused by bitumen and other toxic chemicals	• Spills and leaks will be contained through appropriate means such as bunding. Chemicals and oils will be stored on cemented platform and in a covered area with spill containment arrangements. • A waste management plan will be developed to deal with the wastewater produced from construction sites and camps as well as a design for spillage control and wastewater treatment. • ECP 2: Fuels and Hazardous Goods Management	Throughout construction and operation	OCHSMP	CSC, Contractor, RIU
Spoil management measures	• ECP 1: Waste Management • ECP 7: Topsoil Management	Prior to construction	Spoil management plan	CSC,Contractor
Pollution associated with borrow pits	• Obtain and verify permits for borrow pits, regulate excavation depth (1:4 slope), control soil erosion, prevent mosquito breeding, preserve topsoil for vegetation, use pits for waste disposal, and ensure safety with fencing and access restrictions. • ECP 9: Borrow Areas Development & Operation	Throughout construction	Borrow material management	contractor RIU
Wastewater from construction camps and other site facilities	• Avoid storing liquids where there is a high risk of water pollution or land contamination	Prior to construction; During construction	Design Waste management plan	RIU, contractor and designers

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
	(e.g., on bare ground or unsealed surfaces, next to drains, creeks etc.). • Proper waste disposal system is to be implemented to minimize pollution • All fuel, oils, chemicals, hydraulic fluids, on-site toilets etc. must be stored in the construction site compound which shall be bunded • Optimize use of resources (oil, water, etc.) to minimize the amount needed • Make incidence reporting a priority in case of spills and leaks • Train staff to recognize spills and the appropriate measures to take • Keep continuous inspection for leaks prior to each construction activity (e.g., concrete pouring) • All pouring of concrete, sealing of joints, application of water-proofing paint or protective systems, curing agents, etc. for outfalls must be completed in dry weather • Locations where concrete or other wet materials are to be used, bunded steel decks must be used to capture any spilled concrete, alkaline water displaced from inside tubular steel piles or spilled sealants or other materials • The fueling equipment should be equipped with breakaway" hose connections that provide emergency shutdown of flow in case of failure of connection.			

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
	• Absorbents should be present at places of refueling. • All camps and other facilities will have appropriate effluent treatment and disposal mechanism • Regular monitoring of water quality near Project Area • ECP 1: Waste Management • ECP 3: Water Resources Management • ECP 14: Construction Camp Management			
Stormwater in construction areas	• ECP 1: Waste Management • ECP 4: Drainage Management • ECP 3: Water Resources Management • ECP 14: Construction Camp Management	Prior to construction	Design	RIU, contractor and designers
Site erosion	• ECP 5: Soil Quality Management • ECP 6: Erosion and Sediment Control • ECP 7: Topsoil Management	Prior to construction Throughout construction period	Design Sedimentation and erosion control plan	RIU, contractor and designers
Leaks and spills	• ECP 1: Waste Management • ECP 2: Fuels and Hazardous Goods Management • ECP 3: Water Resources Management	Design prior to construction. Throughout construction period.	Design Spill management plan Traffic management plan Water resources management plan Construction traffic management plan	RIU, contractor and designers
Safe drinking water	• ECP 3: Water Resources Management	Throughout project	Water resources management plan	contractor; RIU
Stockpiling arrangements and pollution prevention	• ECP 1: Waste Management • ECP 2: Fuels and Hazardous Goods Management • ECP 3: Water Resources Management	Construction	Ecological management plan within the ESMMP spill management plan water resources	contractor

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
	• ECP 7: Topsoil Management		management plan waste management plan	
Solid waste management	• Implement waste management system to avoid, minimize, reduce and reuse waste including defining material ordering, use and handling measures. Moreover, waste material storage areas, borrow pits and materials laydown areas should be carefully designed and sited. Appropriate measures should also be introduced for materials storage, handling and use. • Introduce measures for waste segregation where applicable • Define storage and transportation requirements for various types of wastes • Define final disposal arrangement/location for various types of wastes • ECP 1: Waste Management • ECP 2: Fuels and Hazardous Goods Management	Throughout construction and operations	Waste management plan	contractor
Measures for materials storage, handling and use	• ECP 1: Waste Management • ECP 2: Fuels and Hazardous Goods Management	Throughout construction and operations	Materials management plan	contractor
Re-use construction material	• ECP 1: Waste Management	During design and construction	Materials management plan	contractor
Traffic management including Speed restrictions; Vehicle monitoring; Trained drivers and licensed contractors, road maintenance;	• Mitigation measures include road condition surveys, controlling vehicle movement, final road routing, and ensuring proper road maintenance. • The contractor will prepare and implement a traffic management plan that would include drivers' training in defensive driving	Construction	Traffic management plan	contractor

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
Designated crossing points; on site traffic management; Minimize vehicle journeys and fuel consumptions; and accident action planning	techniques, speed control, placement of flagmen where needed (eg, along the populated areas and markets), placement of sign boards, liaison with the community and increasing community awareness regarding project related traffic. • ECP 13: Road Transport and Road Traffic Management			
Operational phase traffic management	• ECP 13: Road Transport and Road Traffic Management	Operations	Traffic management plan	RIU
Structural adaptation measures - Adding flexibility and low regret climate adaptation measures for dealing with floods, droughts, heatwave events	• Locate camp on higher and stable ground • Design access roads with consideration of flood and drought risks • Provide shading, insulation and ventilation at work sites • Locate transmission line towers and their foundations out of known flood zones and avoiding steep slopes if possible • For transmission towers and their foundations, increase concrete mix/strength to be more resilient to flood, drought, heat and lightning strikes • Insulate and protect critical service infrastructure • Adapt traditional construction materials to withstand higher temperatures • Include debris screens for drainage systems, additional construction joints to allow for more thermal expansion, slope protection / stabilization measures and monitoring	Detailed design	Design	RIU and contractor

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
Climate resilience decision making	• Use an adaptive management and systems approach with regards to operating regime • Include monitoring, evaluation and reporting requirements in this plan or through other management plans.	Construction	Climate risk management plan (with guidance from IHA Hydropower Sector Climate Resilience Guide 2019)	RIU
Temporary flood reduction measures	• Store temporary flood barriers for deploying in a storm/heavy precipitation event. • Prepare temporary additional drainage and temporary debris screens • Plan for increased road drainage, and road surfacing on temporary/unsurfaced roads • Revise construction schedule during extreme flood event	During construction	Climate risk management plan (following IHA Hydropower Sector Climate Resilience Guide 2019)	contractor
ESS1: Community Health and Safety				
Community Health and Safety Risks in the Communities close Proximity of the Project; labor influx; SEA/SH risks	• Mitigation measures would include performing medical screening and requiring proof of vaccination prior to any employment. Moreover, the contractor should conduct induction training or workshops to introduce the basics of health and hygiene and the necessary preventive measures against them. • Vaccination programs can also be organized in the camp and any positive cases of COVID-19 should be dealt with diligently. • Establish workers' camps separated from local communities with strict protocols for interaction with local communities in order to avoid project impacts from labor influx.	Throughout project lifecycle	Community health and safety plan	RIU Contactors

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
	• Contractor will develop a Code of Conduct (CoC) for all site personnel. All site personnel will sign this CoC and will abide by it. • Project staff will receive training on the prevention of SEA/SH. Engagement of skilled trainers to raise awareness among project workers of the risks, expected behaviors, and consequences of violations, communicated through training, and publicized codes of conduct. It may also be important to raise awareness of the risks among community members and local health authorities and inform them about available grievance mechanisms. • Arrange and support local organizations and/or government initiatives on community STD education, prevention, and treatment programs. • Extensive training for awareness raising strategy which describes how workers and local communities will be sensitized to SEA and SH risks, and the worker's responsibilities under the CoC • The routes/places used by the women will be avoided as far as possible. If unavoidable, alternate routes will be identified for the communities, if required, especially along routes frequented by women folk, such as route to the local well or water source.			

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
	• Construction crew will avoid entering villages and settlements. • Communities will be informed and consulted before commencing works inside or near the communities. • Provision related to SEA/SH will be incorporated in the bidding document, • Identification and mapping of the service providers.			
Management of project-induced influx and local community effects from availability of short-term salaries	• Compile influx management strategies incorporated across the employment and procurement policy, stakeholder engagement plan, community health and safety plan, community investment plan and security plan into this plan. • Identify additional actions as required, for instance ring fence community investment funds for spatial planning or support for local initiatives to address greater demand for community and infrastructure, hold influx forum every year during construction, support counselling services in response to known anti-social behavior (including gender-based violence), and support financial management awareness services.	Planning prior to construction, implementation throughout. Plan updated for operations if risk assessment indicates ongoing influx.	Influx management plan	RIU Contractor
Traffic Management; Traffic and Road Safety	• Mitigation measures include road condition surveys, controlling vehicle movement, final road routing, and ensuring proper road maintenance. • The Contractor will prepare and implement a traffic management plan based on the	Construction	Traffic management plan	contractor

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
	recommendations made by the road safety study (separately carried out for N5) that would include drivers' training in defensive driving techniques, speed control, placement of flagmen where needed (e.g., along the populated areas and markets), placement of sign boards, liaison with the community and increasing community awareness regarding project related traffic. • ECP 13: Road Transport and Road Traffic Management			
Training on human rights	• Train managers and key staff in anticipated interactions between the project and human rights issues to embed the project's commitments on delivering on human rights policies and procedures	All phases	ESMP; LMP	RIU
Emergency Preparedness and Response	• Preparing an emergency preparedness and response plan (EPRP) by the Contractor at site level as part of the OCHSMP and by NHA at the Project level to contain larger emergencies. • NHA will work with the local authorities to coordinate with the national emergency response network in the areas of influence and to ensure implementation of the project specific emergencies and make arrangements with external emergency services (Fire, ambulance, etc.), if the resources available with the Contractor is not sufficient to contain an emergency.	Design, pre-construction, construction, and throughout project lifecycle	Emergency Preparedness and Response Plan	RIU Contractor

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
ESS 1: Biodiversity, Conservation, and Sustainable Management of Living Natural Resources				
Losses of trees and terrestrial habitat due to land clearance	• Mitigation measures include minimizing land clearance, restricting activities to designated areas, and properly planning camps, machinery movement, and temporary roads to protect vegetation. • Construction camps should be established in areas with little to no vegetation, and alternate routes for access and diversion road should be chosen to avoid environmental impact. • Camp locations will be selected to minimize environmental effects, reduce costs, and limit land use. • Compensate each tree with 10 trees planted with a total of 83,900 saplings, through a plantation enhancement program. • ECP 5: Soil Quality Management • ECP 6: Erosion and Sediment Control • ECP 7: Topsoil Management • ECP 8: Topography and Landscaping • ECP 11: Protection of Flora • ECP 12: Protection of Fauna	Operation	ESMP	RIU and Contractors
Habitat rehabilitation and restoration	• Include habitat rehabilitation and restoration on the sites affected temporarily by construction (these are unknown at this stage). The nature and areas of habitats to be restored on these sites will be determined following stakeholder consultation led by the RIU.	Implement immediately after construction	Ecological management plan within the ESMMP (Vegetation removal and restoration plan within this)	Led by RIU with contractor implementation support

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
Killing or injury of species	• introducing and enforcing speed limits for vehicles. • A hunting ban imposed on Project staff alongside other standard mitigation for road safety and habitat clearance. • ECP 11: Protection of Flora • ECP 12: Protection of Fauna	Throughout project lifecycle	Ecological management plan within the ESMP (Wildlife rescue and relocation plan within this)	contractor
ESS1: Stakeholder Engagement and Information Disclosure				
Stakeholder engagement carried out in a meaningful and inclusive way, providing access to remedy	• Detailed measures available in Stakeholder Engagement Plan	Stakeholder engagement plan (current version developed as part of this ESIA/EIA) Implementation prior to construction, during construction and operations	Stakeholder engagement framework in ESMS Stakeholder Engagement Plan	RIU, possibly with support of a communications company
Data security policy	• Prepare and implement a data security policy to ensure secure handling of personal data by the project	All phases	Data security policy	RIU
ESS 2: Land Acquisition and Involuntary Resettlement				
Resettlement of affected people	• Fair and timely compensation will be provided, through stakeholder engagement and livelihood restoration. The RAP will include a recovery plan with ongoing monitoring. Income loss assessments will be updated as needed. Awareness programs will inform affected individuals about project benefits, land acquisition, and compensation. • Implement Resettlement Action Plan	Project preparation and implement stage	RAP	RIU

Impacts and Risks	Details of mitigation/enhancement measure	Implementation timing	Implementation method	Responsibility
Temporary Land Acquisition	• Construction camps will be on acquired land; if not feasible, leased through direct agreements without LAA, 1894 applicability. Camps will be 500m from settlements and cultural sites, with an approved management plan. Waste or barren land at higher elevations will be prioritized to reduce environmental impact.	Prior to the mobilization of main Contractor	RAP	RIU

10.10 Plans to Address Project Impacts and Risks

Five ESMP Subplans have been proposed to address direct project and cumulative impacts, to guide environmental and social management procedures and the implementation of prescribed mitigation and enhancement measures during the construction and operational phases of the Project. This section will be further updated when engineering design is finalized. The following sub-plans have been proposed under the Project to be implemented by the Contractor and RIU:

10.10.1 Tree Plantation / Reforestation Plan

The basic purpose of afforestation/plantation of suitable species in the Project area is to reduce the risk been made due to different construction activities for the proposed Project. The expected risk made will be compensated by planting of saplings to enhance green cover and improve the overall environment of the area. Afforestation will not only reduce the risk been made but will also increase the green cover, carrying capacity and aesthetics of the area along with many positive aspects and impacts.

Plantation will be done after the construction work immediately. Plantation of indigenous trees species is highly important to maintain the biodiversity and ecological balance. It is also important to prevent global warming, soil erosion and pollution. Afforestation purifies the environment and helps in reducing the carbon dioxide level. Along with the importance of construction, the afforestation activity will further help in enhancing the socio-economic condition of the area and Project sustainability.

The Forest Department KP, Sindh, Punjab and Capital Development Authority Islamabad may also be engaged for carrying out the proposed activates. The details are attached as Annex 10-2. Plantation and Maintenance of the plantation will be responsibility of EALS NHA.

10.10.2 Project Induced Labor Influx Management Plan

The plan is to recruit one Contractor for the entire project and they may develop four or more construction facilities – two for Section 2, one each for Section 7 and 8 of and the second one for Site 2. The project expects to involve direct workers, contracted workers and primary supply workers. It is estimated that approximately 2,500 direct jobs are expected to be created during the construction phase (625 skilled and 1,875 unskilled or low skilled), and 50 in the operations phase (35 skilled and 15 unskilled). Most unskilled positions are likely to be sourced from the local districts and neighboring communities, thereby sharing project benefits with communities. Many of the workers are expected to be employed from the existing highway reconstruction projects, therefore, reducing new workers coming into the area.

The construction work, with the promise for more development in the project locations – particularly in selected central places/markets, may further attract diverse groups of in-migrants, namely, families/followers, traders/entrepreneur, small business/shop owners, suppliers of construction-related materials and various other service providers will move into the area to benefit from the project construction for more than two years period. This may lead to potential negative socio-cultural impacts, including a wide range of concerns such as gender-based violence, sexual exploitation and abuse of women/children, generating tensions

between the local residents of the remote and isolated and rather conservative communities and the in-migrant groups.

The Contractor will prepare a labor influx management plan in line with AIIB's guidelines, covering measures or strategies to (i) raise awareness and engage all stakeholders (e.g., project management, contractors, consultants, community groups/leaders, local NGOs) in responding to the social and cultural risks to local communities; (ii) inter-cultural understanding with a view to minimize the risks; (iii) better management of construction and labor camps; (iv) development and implementation of code of conduct for locals and in-migrant workers (for instance, respect to local values and cultures; workers strictly forbidden to establish contacts and relationship with local women; workers must not leave camps without prior permission from the supervisors; and workers or local resident must report any suspicious contact or activities to the camp officers); and (v) improvement in local law and order to ensure positive environment and build a community of mutual trust and respect for project construction.

10.10.3 Chance Find Procedure

The purpose of these guidelines is to address the possibility of archaeological deposits, finds and features becoming exposed during earth removing and ground altering activities associated with the construction and to provide procedures to follow in the event of a chance archaeological find. The chance find procedure of archaeological deposits is attached as **Annex 1** of the ESMPF.

10.10.4 Skill Development Plan for Employment with the Contractor

Due to the high unemployment rate in the country, communities who are affected by the Project due to the resettlement for project implementation will come to the Contractors and implementing agency with the demand to be employed in the Project, this was echoed during community consultation as well. Most of them are unskilled and has no experience in infrastructure project. Therefore, Contractor will be reluctant to employ them at the beginning in the construction activities. This can cause protest and agitations in the project area and often lead to Contractors' work stoppages and extreme delay in project implementation. It is recommended that one-week job specific skill development training should be provided with pay to the community members prior to their employment. Some training can be outsourced to the recognized national or provincial institutions. Certificates should be provided to the participants after completion of the training. The training should be hands-on and specific to the job, e.g., Truck and car driver, Catering staff, Cement finisher, Scaffolder, Security staff, Electrician, asphalt sprayer, etc. This will bring two prong benefits, one in the development of skills in the country and the second one in quick project implementation. The skill development will cost about $150,000 and will be included in the Contractor's contract.

In addition to the job specific training, the Contractor will provide training in the following areas:

(a) Communication Skills

Communication forms the backbone of almost any construction project. Whether it is to present an idea to the supervisor or foreman, discuss an alternate plan when construction hits a snag, or even just request new supplies, communication is important to making sure the

project stays on track. The Contractor will always prefer construction workers who already have this soft skill; therefore, a good communicator will pay off the construction site by this skill.

(b) Teamwork Skills

Construction workers have to work in teams. Teamwork skills help get the job done. Much like good communication skills keep everyone on the same page, good teamwork skills allow everyone to work together in a harmonious way. The job stays on track and will likely be finished sooner if everyone works together.

(c) Time Management Skills

Time management skills are incredibly important for construction workers in any number of roles. Construction work has deadlines to meet. Some tasks are time-sensitive (e.g., concrete creeping). Delays are very common on the sites of construction projects. Contractor needs workers who can manage their time effectively. Contractor needs workers who know how to prioritize and reorganize their schedules when faced with unexpected delays.

(d) Technical Skills

Specific construction skills include manual and mechanical excavation, stone-laying, pouring cement, erecting and installing specific types of equipment. Contractors typically appreciate versatile workers who can take on additional tasks as needed. Construction tasks may include:

(i)	Electrical	(vii)	OSHA safety requirements
(ii)	Framing	(viii)	Erecting
(iii)	Concrete	(ix)	Crane and Rigging
(iv)	Panel assembly work	(x)	Operation of Construction equipment
(v)	Environmental codes	(xi)	Use of Power tools
(vi)	Reading and interpreting drawings		

(e) Occupational Health and Safety at Worksite

Construction industry comes next to agriculture and cotton industry in providing jobs in Pakistan; though it is the third largest source of livelihood, it is highly informal and unorganized, with unskilled and semi-skilled workers. These workers, mostly migrants, fall into the trap of contractors and middlemen and lose their jobs and a decent life. The only way to reconstruct their lives is by training them in functional skills and equipping them with safety and health information at the earliest. In fact, such intervention can be effectively carried out on the construction premises itself with bare minimum infrastructure.

The classroom training apart from technical aspects also has soft skill trainings focusing on the social and behavioral habits of the trainees, including health, sanitation and safety to bring significant improvements in their worldview and way of life. Such skill trainings will help construction worker to gain self-confidence. Once they undergo the trainings, raw/unskilled workers look forward to handling semi-skilled jobs and semi-skilled workers to jobs requiring

skilled manpower. As a result, Wage Enhancement is almost assured for all of those undergoing such trainings. These trained workers can then pursue semi-skilled jobs in the middle-east.

10.11 Environmental and Social Monitoring

Environmental and Social monitoring provides timely and useful information to the Project management and implementation agencies. Conceptually, "monitoring" means to check and balance, on a regular basis, the status of the Project activities and realization of various developmental targets during E&S preparation, pre-construction, construction and O&M. It helps in timely identification / analysis and removal of the bottlenecks and expedites actions. Certain environmental parameters (physical, ecological and social) are selected and quantitative analysis is carried out. The results of analysis will be compared with the guidelines; standards and pre-Project condition to investigate whether the ESIA/EIA, ESMP/EMP and its implementation are effective for the mitigation of impacts or not. The objectives of environmental and social monitoring plan during the pre-construction, construction and O&M phases will be as follows:

- Monitor the actual Project impacts on physical, ecological and socio-economic receptors;
- Recommend mitigation measures for any unforeseen impact or where the impact level exceeds the anticipated level in the ESIA/ESMP;
- Ensure compliance with legal and community obligations including safety during construction and O&M phases;
- Ensure the safe disposal of excess construction materials, solid waste, water and wastewater and gaseous emissions;
- Appraise the adequacy of the ESIA/ESMP with respect to the Project's predicted long-term impacts on the area's physical, ecological and socio-economic environment;
- Evaluate the effectiveness of the mitigation measures proposed in the ESIA/ESMP and recommend improvements in ESIA/ESMP, if required; and
- Compile periodic incidents / accidents data to support analyses that will help to minimize future risks.

PIU-HQ and RIU of NHA will be responsible for all the monitoring activities (compliance monitoring and effect monitoring). All the findings and results in the form of monitoring report will be finally shared with respective EPA as well as AIIB as per the reporting mechanism.

10.11.1 Compliance Monitoring

The compliance monitoring of the proposed Project activities is principally a tool to ensure that the environmental and social control measures identified are strictly adhered to during the Project execution. The compliance monitoring will be conducted by the E&S Staff of SC. Various aspects of the ESIA/ESMP compliance monitoring will be to:

- Systematically observe the activities undertaken by the contractor(s) or any other persons associated with the proposed Project;
- Verify that the activities are undertaken in compliance with the ESIA/ESMP;

- Document and communicate the observations to the CSC and E&S staff of RIUs, so that any corrective measures, if required, can be taken in a timely manner;
- Maintain a record of all incidents of environmental and social significance and related actions and corrective measures;
- Maintain contact with the communities, solicit their views and concerns, and discuss them during the monthly meetings; and
- Prepare periodic reports of the environmental and social performance of proposed Project.

10.11.2 Effect Monitoring Strategy

The ESIA/ESMP anticipates the impacts of the proposed Project on the basis of information available at the time of conducting the assessment and the natural processes that link various environmental and social parameters. Based on assessment, mitigation measures are introduced such that the predicted residual effects do not exceed acceptable levels. Consequently, it is possible that even if the mitigation measures are implemented fully, the negative impacts of the Project could exceed predicted levels or acceptable limits. In order to address the above concerns, effects monitoring will be undertaken during the Project activities, with the overall objective of proper management of environmental and social risks and uncertainties. Broadly, effects monitoring has the following objectives:

- To verify that the impacts of the proposed Project are within acceptable limits, thus establishing credibility (public assurance);
- To immediately warn the PIU-HQ and RIU of unanticipated adverse impact or sudden changes in impact trends so that corrective actions can be undertaken, which may include modifications in the proposed activities, or the inclusion of modified or additional mitigation measures;
- To provide information to plan and control the timing, location, and level of certain Project activities so that the effects are minimized; and
- To facilitate research and development by documenting the effects of the proposed Project that can be used to validate impact-prediction techniques and provide a basis for more accurate predictions of future projects.

The contractor(s) is mainly responsible for effect monitoring, which is being supervises by the CSC and monitor by RIUs at each site, and for the entire Project. The effect monitoring program has been designed carefully considering the identified impacts and some additions or deletions probably in frequency may be taken up in this program after learning lessons from one-year operation of the Project through Change Record Register. **Table 10-3** provides environmental and social effect monitoring schedule for pre-construction, construction and operations stages of the proposed Project.

Table 10-3: Monitoring Plan as per ESSs

Sr. No.	Parameters / Receptor	Monitoring Parameters / Performance Indicator	Location	Monitoring Mechanism	Monitoring and Reporting Frequency	Responsibility	
						Implementation	Monitoring
1.	Water Resources/ Water Quality	Monitoring of all parameters of effluent from construction sites as per stringent environmental quality standards.	Proposed Project routes. • Major receptor, i.e., residential areas etc. within the RoW/AoI. However, estimated sampling points will be verified at construction stage. Other proposed effluent discharge points are: • Contractors camps • Concrete preparation plants • Fuel (Petrol. Oil and Grease) products storages. • Vehicle and machines repairing and servicing yards.	Visual checks of laboratory activities Discrete grab sampling and laboratory testing of water samples by Concerned EPA approved Laboratory for monitoring.	• Once before the start of construction by activity monitors and reported; and • On quarterly basis during the construction. • Bi annual during O&M Phase	• Contractor during Pre-Construction and Construction Phase • NHA during O&M Phase	• Compliance monitoring lies with CSC and RIU during Construction Phase • NHA during O&M Phase

Sr. No.	Parameters / Receptor	Monitoring Parameters / Performance Indicator	Location	Monitoring Mechanism	Monitoring and Reporting Frequency	Responsibility	
						Implementation	Monitoring
2.	Drinking Water	Monitoring of all parameters of drinking water as per stringent environmental quality standards.	Proposed Project routes. • Major receptor i.e. construction site, camps area and nearby residential areas within the RoW/AoI. However, estimated sampling points will be verified at construction stage.	Visual checks and monitoring of laboratory activities Discrete grab sampling and laboratory testing of drinking water samples by Concerned EPA approved Laboratory for monitoring.	• Once before the start of construction by activity monitors and reported; and • On quarterly basis during the construction. • Bi annual during O&M Phase	• Contractor during Pre-Construction and Construction Phase • NHA during O&M Phase	• Compliance monitoring lies with CSC and RIU during Construction Phase • NHA during O&M Phase
3.	Soil Contamination	Soil contamination, uncontrolled solid waste disposal activities at sites.	Proposed Project routes. • Sites with severe contamination. Other proposed sampling sites are: • Construction Camp. • Equipment washing yards. • Spillage points of fuel,	Visual observations and checks of laboratory activities Sampling and laboratory testing for soil samples.	• Once before the start of construction by activity monitors and reported; and • On quarterly basis during the construction. • Bi annual during O&M Phase	• Contractor during Pre-Construction and Construction Phase • NHA during O&M Phase	• Compliance monitoring lies with CSC and RIU during Construction Phase • NHA during O&M Phase

Sr. No.	Parameters / Receptor	Monitoring Parameters / Performance Indicator	Location	Monitoring Mechanism	Monitoring and Reporting Frequency	Responsibility	
						Implementation	Monitoring
			chemicals and lubricants.				
4.	Land Resources	Land use change.	Proposed Project routes. • Sites with significant land use change.	Random visits and visual observations of land use change.	• Once before the start of construction by activity monitors and reported; and • On quarterly basis during the construction. • Bi annual during O&M Phase	• Contractor during Pre-Construction and Construction Phase • NHA during O&M Phase	• Compliance monitoring lies with CSC and RIU during Construction Phase • NHA during O&M Phase
5.	Dust Emissions	Monitoring of PM_{10} $PM_{2.5}$ as per stringent environmental quality standards	Proposed Project routes. • Sensitive receptors within the RoW/AoI, construction site, camps area. Estimated sampling points will be verified during construction stage.	Visual checks and monitoring of laboratory activities Onsite Ambient Air Monitoring equipment	• Once before the start of construction by activity monitors and reported; and • On quarterly basis during the construction. • Bi annual during O&M Phase	• Contractor during Pre-Construction and Construction Phase • NHA during O&M Phase	• Compliance monitoring lies with CSC and RIU during Construction Phase • NHA during O&M Phase

Sr. No.	Parameters / Receptor	Monitoring Parameters / Performance Indicator	Location	Monitoring Mechanism	Monitoring and Reporting Frequency	Responsibility	
						Implementation	Monitoring
6.	Noise Pollution	Day and night time noise monitoring in dBA Leq. as per stringent environmental quality standards	Proposed Project routes. • Sensitive receptors within the RoW/AoI. Estimated sampling points will be verified during construction stage. Other proposed sampling sites are: • Construction camps. • Equipment yards.	Visual checks and monitoring of laboratory activities Monitoring of noise level at site.	• Once before the start of construction by activity monitors and reported; and • On Monthly basis during the construction (spot measurement regular daily basis keeping in view the day to day application of different heavy noise causing equipment by the contractor). • Bi annual during O&M Phase	• Contractor during Pre-Construction and Construction Phase • NHA during O&M Phase	• Compliance monitoring lies with CSC and RIU during Construction Phase • NHA during O&M Phase
7.	Fumes and gases	Monitoring of CO, CO_2, SOx, NO_x, HC and $PM_{2.5}$ PM_{10} and compliance with stringent	Proposed Project routes. • Major receptors within the RoW/AoI. Estimated sampling points	Visual checks and monitoring of laboratory activities Onsite monitoring of ambient air	• Once before the start of construction by activity monitors and reported; and	• Contractor during Pre-Construction and Construction Phase	• Compliance monitoring lies with CSC and RIU during Construction Phase

Sr. No.	Parameters / Receptor	Monitoring Parameters / Performance Indicator	Location	Monitoring Mechanism	Monitoring and Reporting Frequency	Responsibility	
						Implementation	Monitoring
		environmental quality standards Vehicular emissions as per stringent environmental quality standards.	will be verified during construction stage. • Emissions from the silencers of heavy machinery, trucks and other vehicles.	quality will be preferred.	• On quarterly basis during the construction. • Bi annual during O&M Phase	• NHA during O&M Phase	• NHA during O&M Phase
8.	Ecological Resources	Disturbance to natural habitat and fauna, uncontrolled floral cutting which can be avoidable.	Proposed Project routes along the RoW/AoI.	Visual checks to ensure that only marked trees are cut within the Project corridor. Monitoring of Wildlife / birds hunting. Inventory of existing trees, cut trees, and planted trees.	• Once before the start of construction by activity monitors and reported; and • On quarterly basis during the construction. • Bi annual during O&M Phase	• Contractor during Pre-Construction and Construction Phase • NHA during O&M Phase	• Compliance monitoring lies with CSC and RIU during Construction Phase • NHA during O&M Phase
9.	Public Infrastructure	Disturbance or damage to public infrastructure	Proposed Project routes. • Public infrastructures within the RoW/AoI. These	Random visits and consultations with vulnerable.	Prior to the start of construction. Reporting will be done on the basis of RAP recommendation.	• Contractor during Pre-Construction and Construction Phase	• Compliance monitoring lies with CSC and RIU during Construction Phase

Sr. No.	Parameters / Receptor	Monitoring Parameters / Performance Indicator	Location	Monitoring Mechanism	Monitoring and Reporting Frequency	Responsibility	
						Implementation	Monitoring
			structures will be verified prior to the start of construction.			• NHA during O&M Phase	• NHA during O&M Phase
10.	Community around the Project corridor	Use of common resources. Hindrance to mobility. CHS	• Communities within the RoW/AoI.	Community consultations.	Prior to the start of construction and during the construction stage. Reporting will be done on the basis of RAP recommendation.	• Contractor during Pre-Construction and Construction Phase • NHA during O&M Phase	• Compliance monitoring lies with CSC and RIU during Construction Phase • NHA during O&M Phase
11.	Waste Management	Inspection of waste and spoil disposal in accordance with Waste Management Plan	• Main Project area (RoW) • Construction camps and Offices. • Equipment yards. • Other Project allied facilities	Visual Observations, Monitoring and Audits	• Review the waste management stream before start of the Project; • Monitoring and reporting on monthly basis during the construction stage; • Bi annual during O&M Phase	• Contractor during Pre-Construction and Construction Phase • NHA during O&M Phase	• Compliance monitoring lies with CSC and RIU during Construction Phase • NHA during O&M Phase

Sr. No.	Parameters / Receptor	Monitoring Parameters / Performance Indicator	Location	Monitoring Mechanism	Monitoring and Reporting Frequency	Responsibility	
						Implementation	Monitoring
12.	Labor Management and Working Conditions	As per the LMP of which include but not limited to OHS, hygiene facilities, appropriate camps area, etc.	• Main Project area (RoW) • Construction camps and Offices. • Equipment yards. • Other Project allied facilities	Visual Observations, Incident/accident register Monitoring and Audits ,	• Monitoring and reporting on monthly basis during the construction stage; • Bi annual during O&M Phase	• Contractor during Pre-Construction and Construction Phase • NHA during O&M Phase	• Compliance monitoring lies with CSC and RIU during Construction Phase • NHA during O&M Phase
13.	Traffic Safety and Management	As per the TMP of ESIA / ESMP which include but not limited to the observation of traffic congestion at bottleneck areas, provision of signs and signal, vehicular inspection, driving safety protocols, etc.	• Main Project area (RoW and AoI) • Construction camps and Offices. • Equipment yards. • Other Project allied facilities	Visual Observations, Vehicle Log Books, Monitoring and Audits	• Monitoring and reporting on monthly basis during the construction stage. • Bi annual during O&M Phase	• Contractor during Pre-Construction and Construction Phase • NHA during O&M Phase	• Compliance monitoring lies with CSC and RIU during Construction Phase • NHA during O&M Phase
14.	Social aspects including GBV and other Grievances	Social and cultural conflicts, SEA/SH complaints, grievances related to livelihood	• Main Project area (RoW and AoI) • Construction camps and Offices.	Visual Observations and consultations, Grievance Redress/Social Complaint Register,	• Monitoring and reporting on monthly basis during the construction stage;	• Contractor during Pre-Construction and Construction Phase	• Compliance monitoring lies with CSC and RIU during Construction Phase

Sr. No.	Parameters / Receptor	Monitoring Parameters / Performance Indicator	Location	Monitoring Mechanism	Monitoring and Reporting Frequency	Responsibility	
						Implementation	Monitoring
		impacts, child abuse, etc.	• Equipment yards. • Other Project allied facilities	Monitoring and Audits	• Bi annual during O&M Phase	• NHA during O&M Phase	• NHA during O&M Phase
15.	OHS, CHS, accidents and incidents	As per Chapter 9 OCHS which include but not limited to the unsafe acts and conditions, work permits, provision and availability of mandatory PPEs, Community complaints on OCHS, incidents and injuries, illnesses, trainings, TBTs, walk-through-inspections, etc.	• Main Project area (RoW and AoI) • Construction camps and Offices. • Equipment yards. • Other Project allied facilities	Visual Observations and consultations, Grievance Redress/Social Complaint Register, Incident/accident register, Monitoring and Audits	• Monitoring and reporting on monthly basis during the construction stage • Bi annual during O&M Phase	• Contractor during Pre-Construction and Construction Phase • NHA during O&M Phase	• Compliance monitoring lies with CSC and RIU during Construction Phase • NHA during O&M Phase
16.	Chemical Storage and Handling	Safety Data Sheets, Leakage and spills, Segregated handling and storage of chemicals,	• Main Project area (RoW and AoI) • Construction camps • Equipment yards.	Visual Observations, Chemical Storage inventory, Incident/accident register, Monitoring and Audits	• Monitoring and reporting on monthly basis during the construction stage	• Contractor during Pre-Construction and Construction Phase • NHA during O&M Phase	• Compliance monitoring lies with CSC and RIU during Construction Phase

Sr. No.	Parameters / Receptor	Monitoring Parameters / Performance Indicator	Location	Monitoring Mechanism	Monitoring and Reporting Frequency	Responsibility	
						Implementation	Monitoring
		availability of fire extinguishers.	• Other Project allied facilities		• Bi annual during O&M Phase		• NHA during O&M Phase
17.	Land Acquisition and Resettlement	As per Entitlement Matrix of RPF and RAP	• Within the proposed project construction limits	As per RAP	• As defined in RAP	• NHA	• TPV (External Monitor)

10.12 Grievance Redress Mechanism

NHA will establish a Grievance Redress Mechanism (GRM) to effectively address community complaints and grievances. The GRM for this project will follow a three-tiered structure:

- Community/Local Level Grievance Redress Committee (GRC)
- Regional Implementation Unit (RIU) Level GRC
- Project Management Unit (PIU-HQ-NHA) Level GRC

In addition to these GRCs, Gender-Based Violence (GBV) Committees will be established and formally notified within the PIU-HQ/RIU to handle issues related to GBV, Sexual Exploitation and Abuse, and Sexual Harassment (SEA&SH). These committees will be gender-sensitive, ensuring that women can safely register grievances related to compensation, movement restrictions during construction, privacy concerns, GBV, or other project-related issues. The committee will facilitate and support affected women in lodging complaints and ensuring resolution.

For project workers, the PIU-HQ-NHA, supervision consultants, and contractors will establish a separate GRM (or integrate provisions into the overall GRM) to address labor and workplace-related concerns in compliance with national and provincial laws and Asian Infrastructure Investment Bank (AIIB) Environmental and Social Framework (ESF) requirements before the project becomes effective.

Detailed functions and responsibilities of each GRC, GBV Committee, and Worker GRM are outlined in the Stakeholder Engagement Plan (SEP) of this project.

10.13 ESMP Trainings

It is proposed that training programs be implemented during the Project life cycle to ensure all staff receive the required training in both general and job-specific issues. Trainings should be provided to all new recruits and continual refresher courses should be established for the existing staff. The implementation of the E&S training would help ensure that the requirements of the ESIA and ESMP are transparent to all project personnel and they are followed accordingly throughout the project lifespan. Moreover, the training programs would also ensure that all site personnel are well aware of their work responsibilities for instance, the environmental and social requirements of the Project and how they will be implemented and monitored on site. They will also be introduced to the potential impacts and risks of the Project, including the mitigation and control measures that have adopted to address those impacts and risks as well as where to implement the appropriate measures. Additionally, the trainings would lead the staffs to be well aware about the roles of NHA, the Engineer and the Contractor when it comes to environmental and social issues. Each organization will be responsible to provide training to their own staffs before the start of the Project and also during the execution of the Project. Training will cover all staff levels, including management, supervisory personnel as well as both skilled and unskilled workforces. A budget of USD 250,000 is allocated for capacity building and training.

Training program will consist of the following:

- General E&S awareness or toolbox talks, induction, and community interaction.
- Discussion regarding the ESMP, E&S sensitivity of the project area and key findings of the ESIA.
- Awareness of transmissible diseases and will be scheduled before the start of any field activities.
- The trainings conducted by the Contractor for the construction staff would educate them about the ESMP and waste disposal and would similarly start before any construction activities.
- The drivers would be trained prior to and during the field operations regarding road safety, defensive driving, waste disposal and cultural values and social sensitivity.
- All site personnel would be educated about camp operation, waste disposal, natural resource conservation and housekeeping through trainings and they would commence prior to any field operations and would be continued throughout.
- Special training will be organized for the Contractors' staff on near and over water construction.
- Contractor staffs will be trained on job-specific work prior to commence the task, proper use of personal protective equipment.
- Employees working under the Contractor would be trained about restoration requirements and waste disposal and the training program would commence before any restoration activities.
- PIU-HQ will engage a third party to train NHA operation staff on how to clean the panels.

10.14 Reporting and Documentation

Contractor will prepare two separate monthly reports, one for Environmental and Social Management and the second one for OHS Management. The ESHS Section with assistance from CSC and contractors will also produce quarterly reports.

Incident Report: Contractors should present all incident information in the monthly report including property and environmental damages. For fatal and high potential incidents, a flash report must be submitted within 24 hours to the PIU-HQ and a detail investigation report within 7 days of the incident. All fatal incidents and high potential incidents require a root-cause analysis conducted by either ICAM or TAPROOT™.

Contractor and CSC Monthly Report: Implementation schedule of the mitigation plans and safety inspections and preventive controls suggested in the ESMP (**Table 10-2**) should be reported in all monthly reports. The outcome of the field inspections and audits should be reported in all monthly report. Contractors should present the implementation schedule of mitigation measures and preventive actions in all monthly report along with monitoring and auditing and CSC should confirm the status of mitigation and preventive measures claimed by the Contractor.

Quarterly Progress Reports on Environment, Health and Safety: The environmental, Social, Health and Safety monitoring reports will include environmental and social mitigation measures and preventive actions undertaken, environmental and social monitoring activities conducted, details of monitoring data collected, analysis of monitoring results particularly the non-compliances, recommended mitigation and corrective measures, GRM data, ESHS

training conducted, and environmental and OHS regulatory violations observed. The monitoring reports will be prepared by CSC and submitted quarterly during the construction period and annually for three years after completion of construction to EPA by ESHS Section/PIU-HQ.

Project Completion Environmental, Health and Safety Monitoring Report: One year after completion of construction, the ESHS Section will submit a Project Completion Environmental Monitoring Report which will summarize the overall environmental and social impacts and risks from the project.

10.15 ESMP Implementation Costs

Detailed cost estimates for implementation of mitigation measures, preventive actions, and monitoring are is presented in **Table 10-4**. Total cost of ESMP implementation is $ 18,701,211. The budget for Civil Works with the Contractor is $ 5,982,300 and the PIU-HQ cost is $ 12,718,911.

Table 10-4: ESMP Implementation Cost

Sl.	Items	Unit	Site	Quantity	Unit Rate ($)	Amount ($)
1	**Civil Works (will be part of Contract)**					
(a)	Camp Construction and Management	year	4	1	100,000.00	400,000
(b)	Preparation and Submission of C-ESMP	No	3	1	20,000.00	60,000
(c)	Revision of C-ESMP	No	3	2	3,250.00	19,500
(d)	Preparation and Submission of OCHS Management Plan	No	3	1	30,000.00	90,000
(e)	Revision of OCHS Management Plan	No	3	2	5,000.00	30,000
(f)	Preparation and Submission of LMP	No	1	1	20,000.00	20,000
(g)	Revision of LMP	No	1	2	3,250.00	6,500
(h)	Dust management by Water Spraying	veh-d	3	360	200.00	216,000
(i)	Top Soil Stripping, Storage and Reuse	m3	4	399000	1.00	1,596,000
(j)	EHS Staffs of Contractors	No				2,799,500
(k)	Environmental Quality Monitoring	No	3	8	10,200.00	244,800
(l)	Periodic Maintenance of Access Road	No	2	4	125,000.00	500,000
					Subtotal	*5,982,300*
2	**PIU Cost**					
(a)	NOC of ESIA by KP, Sindh, and Punjab EPAs	No		3		6,589
(b)	RAP Implementation Cost					8,030,000
(c)	Construction Supervision Consultant (E&S)					3,060,000
(d)	Third-party Validation Consultant					240,000
(e)	Capacity Building and Training of NHA					250,000
(f)	Skill Development Training for Community	No	1	3	45,000.00	135,000
(g)	Plantation Program					647,321
(h)	Stakeholder Engagement Plan					100,000
(i)	Project Level Emergency Response					150,000
(j)	Additional Studies					100,000
					Subtotal	*12,718,911*
					Total	**18,701,211**

11 CONCLUSION AND RECOMMENDATIONS

11.1 General

The EIA report has been prepared in accordance with the AIIB E&S requirements as per the AIIB's Environmental and Social Framework (ESF) 2016 (as amended 2024) and National/provincial environmental legislative requirements.

11.2 Conclusion

After rehabilitation of Project road along with improved facilities, it will provide an efficient transport corridor in the Project area. Main objective of the proposed Project is to provide a safe, congestion free and high speed facility to the commuters of Project area. The corridor will largely contribute to the economic and social development of the Project area and it's near vicinity.

Significant efforts were made to identify the main physical, ecological, social, cultural and environmental issues related to the construction and operation of the proposed Project. Various stakeholders including government departments and agencies were also contacted for obtaining salient information in this regard along with that from area residents.

During the pre-construction, construction and operational phases, following are the main issues and concerns:

1. Resettlement, livelihood and temporary land acquisition related issues;
2. Disturbance to the public movement and cultural norms during construction;
3. Reduction in the daily routine activities of local residents during construction;
4. Noise and air pollution due to the working of construction machinery during construction and traffic operation phases of the Project;
5. Solid waste and wastewater generation during construction phase;
6. Oil spillages from construction machinery, resulting in soil and groundwater contamination;
7. Cutting of trees/bushes/crops falling within the proposed COI;
8. Occupational and community health and safety issues; and
9. Solid waste handling and disposal and waste water generation and treatment during operation phase.

Results of the EIA Study have shown that there are no critical environmental impacts associated with the proposed Project. However, several concerns / impacts with regard to physical, ecological and social environment have been identified in report which needs to be mitigated by strict implementation of EMP. These impacts could also be reduced by proper and well planned meticulous design of the facility and by implementing an appropriate tree plantation plan. In fact, in times of diminishing economic and natural resources, using sustainable approaches in an urban infrastructure will help us to enhance quality of life and serve the needs of the present leaving provision for future generations to meet their needs.

11.3 Recommendations

An EMP for both phases (construction and operation) has been developed as part of the report which provides a detailed mitigation matrix that covers impacts, mitigation measures, roles and responsibilities and timings to avoid, minimize or mitigate the adverse impacts of the proposed Project.

Based on the field visit, environmental monitoring and analysis of primary and secondary data, following recommendations have been conferred so that the Proponent gets the necessary direction and clarity to ensure efficient environment friendly and compliant operation:

1. Proper location(s) for construction camps should be selected by contractor in close coordination with NHA that cause minimal/no damage to the prevailing environmental conditions of the Project area;
2. Formulation and implementation of a comprehensive HSE Management Plan by contractor before the start of the construction activities for the camps which should be comprised of a training manual, use of safety equipment, emergency preparedness and code of ethics;
3. Wearing of Personal Protective Equipment (PPEs) such as helmet, masks, adequate footwear for bituminous pavement works, protective goggles and gloves should be made compulsory during construction activities and formulation and implementation of HSE Management Plan for construction workers;
4. Preparation and implementation of Waste Management Plan during construction stage by contractor in close coordination with concerned authorities for collection, reuse, recycling and disposal of waste;
5. Employment opportunities should be provided to local people for skilled and unskilled works during construction stage;
6. A provision of adequate budget in the overall cost of the Project and on-site space for plantation as per guidelines of the concerned departments should be provided in the design of proposed Project to compensate tree cutting and to eradicate air pollution. Moreover, tree plantation must also be implemented;
7. Soil contamination should be controlled by proper storage of chemicals;
8. Surface runoff and wastewater generated during construction stage should be controlled and collected in septic tanks and soakage pits;
9. Dust and fugitive emissions should be controlled by maintenance of equipment, fine tuning of the vehicles and regular sprinkling of water on soil;
10. Noise and vibration should be controlled by equipment maintenance, by providing noise barrier and by scheduling the construction activities to avoid peak activity hours in the area;
11. Provision of waste water treatment plant to treat the sewerage during the operation phase;
12. A comprehensive solid waste management plan to cater the waste during operation phase; and
13. For effective implementation of suggested mitigation measures, the EMP and EMP cost must be the part of the bidding document of the Contractor.