



## **KHYBER PAKHTUNKHWA RURAL ACCESSIBILITY PROJECT (KP-RAP)**

### **REHABILITATION AND IMPROVEMENT OF PACKAGE -4, LOT-1 ROADS**

#### **EXECUTIVE SUMMARY**

The Khyber Pakhtunkhwa Rural Accessibility Project (KP-RAP), is supported by the World Bank through Investment Project Financing (IPF) for which compliance with the Environmental and Social Framework (ESF) is the responsibility of the project implementing agencies. The ESMP has been completed in accordance with provincial and national legislation, and the World Bank's Environment and Social framework as well as project ESMF. This ESMP deals with package 4 lot 1, (i) Nishan Banda- Singaram UC Jabar road (7.19 km) DRU-16, (ii)Maskarai – Badalai road (8.49 km) DRU-18 and Restoration/Rehabilitation of two bridges (i) DokPayeen bridge (ii) Beyar bridge have been selected in district Upper Dir.

The present ESMP contains measures and plans to assess the environmental and social risks and impacts, provisions for estimating and budgeting the costs of these measures, and information on the agencies responsible for mitigation, including on their capacity to manage these risks.

Based on site visits and consultation meetings, ESS-1, ESS-2, ESS-3, ESS-4, ESS-5, ESS-6 and ESS-10 are relevant due to short term environmental and social impacts, which are not expected to have significant or irreversible impacts due to implementation of the subproject. ESS 7 is not relevant for this subproject as no IP is found around the project site.

The cumulative scope of work under the rehabilitation / improvement of subproject of package 4 lot 1 is retaining wall for embankment heights greater than 1.5 to 4 m (variable) to check the erosion of embankment by rains or failure of the slopes due to scouring or otherwise at all roads. A total of 13.96 km retaining wall will be constructed at 370 locations at various RDs along the subproject roads, with the lengths ranging from 3m to 650 m along the roads. Rehabilitation of around 7.5 km (cumulative) of existing retaining walls at 98 locations along the roads. Guardrail for embankment (cumulative length ~5500 m; various locations along the roads). Road furniture and signage (including furniture/signs, better slopes, landscaping, guardrails and crash barriers, etc.) are also part of the subproject. A total of two bridges (a) the existing bridge at Beyar kale on Panjkora river, will be restored / rehabilitated for light and heavy traffic. (b)On main Dir road at DokPayeen existing RCC bridge will be restored / rehabilitated for light and heavy traffic. This existing bridge serves as a connection on the Dir Road at seasonal natural nullah and connects the road between two the hilly terrain at DokPayeen in Upper Dir.

As a part of preparing this ESMP, primary as well as secondary data have been collected through field surveys, public consultation and literature review. Consultations have been carried out with various relevant government departments. Screening and scoping of the study were carried out before preparing the ESMP. Consultation sessions were held with different stakeholder groups who may get affected by the proposed sub-project in accordance with the World Bank's ESS-10 at an early stage before execution. Focus Group Discussions with local residents especially women were conducted to brief them about the subproject activities. The consultation process will continue during the implementation of the subproject.

Impact assessment was carried out for various stages of the subproject including the pre-construction, construction and operation phases of the subproject.



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Pre-construction phase anticipated impacts are improper road designing, lack of integration of ESMP into Construction bid documents, natural hazard risks (flooding, earthquakes etc.), cutting of trees, loss of land and livelihood, wildlife impacts. All these impacts are well entertained in the design of the subproject.

Construction phase anticipated impacts are related with degradation of air quality due to construction works, construction of road not in accordance to approved design, potential accidents and injuries to communities in subproject area during construction works, community health & safety, OHS issues including injuries to workers from lack of necessary training and/or not using PPE etc., high noise levels and vibration from construction activities, improper handling and/or disposal of hazardous and non-hazardous waste, impacts on water quality due to untreated disposal of effluent from worker camps, batching plants, and construction sites, and dumping of waste into water streams, soil contamination, erosion and sedimentation of water bodies, vegetation and wildlife loss, labor influx including GBV/SEA/SH and child labor, improper labor and working conditions, accessibility issues, land sliding and livelihood disruption. Most of these impacts are of short term and moderate to low in nature. The anticipated operation phase impacts are air quality, increased traffic volumes and increased noise.

Mitigation measures have been proposed in the ESMP based on the selection and siting of construction sites to reduce these impacts. Various trainings have been proposed for the Contractor to ensure the implementation of proposed mitigation measures. Further, the subproject area does not fall in important wildlife habitat and does not cause any large scale or irreversible adverse impacts directly.

Environmental monitoring will be carried out to ensure that all the construction activities comply and adhere to the environmental and social provisions and standard specifications, so that all mitigation measures are implemented.

A site-based Grievance Redress Mechanism (GRM) for the subproject will be operational during the implementation of this ESMP. Grievance Redress will be processed as per the World Bank ESS-10 which requires an appropriate and accessible grievance redress mechanism for affected persons, including displaced persons and host communities. GRM will provide an easy to access forum for stakeholders to officially launch any complaint (through complaint boxes, by post, via mail, in person etc.) against any subproject related activities or issues whereby, their complaints will be heard, registered, and addressed by the project. The proposed GRM has time bound activities with clearly defined roles and responsibilities. All complaints received in writing, online or received verbally will be properly recorded and documented.

The PIU-KPRAP will be responsible for monitoring the compliance of the ESMP subproject. The Environmental and Social Cell (ESC) staffed by qualified environmental and social specialists has already been established under PIU KPRAP. The ESC will be the custodian of the ESMP. ESC will support the contractor and supervision consultant to ensure the compliance of ESMP. ESC will submit progress reports for the implementation of the ESMP to the World Bank.



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The total cost of ESMP implementation has been provided (9.51million) for environmental and social monitoring, labors' safety measures, working site or construction camps safety measures, and trainings or capacity building sessions to be conducted.

The estimated cost for livelihood disruption as per the RPF is calculated as 2.729 million. The structure and cost verification will be done through a joint survey of contractor, supervision consultant and PIU before the commencement of the civil works. The provision of the cost is available in PC-1 of the subproject and will be paid by the PIU before to start the subproject activities.