

Pakistan: National Motorway M-4 (Shorkot-Khanewal Section) Project (Cofinanced with the Asian Development Bank)

The project will construct 64 km of a four-lane section of the motorway linking Shorkot to Khanewal in Punjab province of Pakistan. It will provide a faster, safer, and more cost-effective north-south route in support of the country's economic and social development.

The total project cost is estimated at US\$273 million. The Islamic Republic of Pakistan has applied for joint financing from the Asian Infrastructure Investment Bank (AIIB), the Asian Development Bank (ADB), and the UK Department for International Development (DFID) for the project. ADB will be the lead co-financer and will administer the project on behalf of the other co-financers.

The National Highway Authority of Pakistan will be the executing agency.

AIIB has decided to use ADB's Safeguard Policy Statement (2009) (ADB SPS), since (i) it is consistent with AIIB's Articles of Agreement and materially consistent with the provisions of AIIB's Environmental and Social Policy and relevant Environmental and Social Standards; and (ii) the monitoring procedures that ADB has in place to ascertain compliance with the ADB SPS are appropriate for the Project. Under the ADB SPS, the Project has been assigned Category A for Environment, Category A for Involuntary Resettlement, and Category C for Indigenous Peoples. This categorization recognizes the need for in-depth review of environmental and social impacts and preparation of a detailed planning instrument to support involuntary resettlement and land acquisition. ADB found there are no Indigenous Peoples in the Project area. Under the AIIB Policy, the Project would have been assigned a Category A and required a similar environmental and social impact assessment and involuntary resettlement and land acquisition plan.

An environmental impact assessment (EIA) for the entire M-4 was prepared and approved by ADB and the government in 2007. The EIA has been updated with the implementation of the M-4, and the updated EIA has been approved by ADB and the government, and was disclosed on ADB's website in March 2016. The major environmental impacts are

concentrated in the construction phase. Soil erosion, dust, and noise impacts are likely to be significant. Noise impacts will persist into the operational phase. ADB has provided a copy of the updated EIA to AIIB, which was disclosed on AIIB's website on April 26, 2016. Detailed information on the updated EIA can be founded at the following link

<http://www.adb.org/projects/documents/pak-national-motorway-m4-gsks-af-mar-2016-eia>

The Environmental Management Plan (EMP) includes measures to minimize anticipated impacts during construction and operation. Prior to construction, contractors will update the EMP, so that it becomes a site-specific environmental management plan (SSEMP). The SSEMP will be based on a risk assessment approach to select impact- and site-appropriate mitigation measures such as barriers for construction and operational noise. The supervision consultant, the Environment, Afforestation, Land, and Social Division (EALS) of NHA, and ADB will closely monitor the implementation of the SSEMP. NHA will submit semiannual environmental monitoring reports to ADB and AIIB for disclosure on the websites of ADB and AIIB.

The Project involves the acquisition of 1,537.6 acres of private land that will impact 3,429 households (23,186 displaced persons), of which 2,754 persons will lose more than 10% of their productive land and 162 households with 1,302 members will be physically displaced. NHA has prepared and submitted to ADB the final land acquisition and resettlement plan (LARP) based on the completed detailed design, which has been disclosed by NHA and ADB. An independent land valuation study has confirmed that compensation rates for affected land are reflective of full replacement cost. Public consultation and information disclosure were undertaken during the preparation of the LARP, including displaced people and the communities along the Project road. Consultation and information sharing will continue throughout Project implementation. ADB has provided AIIB with a copy of the LARP, which was disclosed on AIIB's website on April 26, 2016. Detailed information on the LARP can be founded at the following link

<http://www.adb.org/projects/documents/pak-national-motorway-m4-gojra-shorkot-section-af-section-3-shorkot-khanewal-rp>

Resettlement is being managed and implemented by the NHA, through the PIU, and supported by the EALS Division. The PIU has demonstrated capacity for implementing involuntary resettlement. A functioning grievance redress mechanism has been established. A social safeguard management consultant has been mobilized to assist the PIU in completing the compensation payments, information disclosure, consultation

activities, grievance redress and internal monitoring. A qualified and experienced external monitoring agency is being recruited to verify the executing agency's monitoring reports, monitor LARP implementation, identify issues, and recommend corrective measures.