



Sindh
Mass Transit
Authority

SINDH MASS TRANSIT AUTHORITY (SMTA)

**KARACHI MOBILITY PROJECT (KMP)
YELLOW LINE (YL) BRT CORRIDOR**

**COMPENSATION AND LIVELIHOOD
REHABILITATION PLAN**

(PACKAGE-1 & 4)



DRAFT REPORT

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Joint Venture



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YELLOW LINE BRT CORRIDOR

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(Package-1 & 4)

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LIST OF ABBREVIATION

AED	Anti-Encroachment Drive
BRT	Bus Rapid Transit
C&LRP	Compensation & Livelihood Restoration Plan
CBD	Central Business District
CPLC	Citizens and Police Liaison Committee
CSO	Community Support Organization
DMC	District Municipal Corporation
DMS	Detailed Measurement Survey
DRTA	District Regional Transport Authority
EA	Executing Agency
EM	Entitlement Matrix
AHs	Affected House Holds
ES	Executive Summary
ESMC	Environment and Social Management Cell
FGDs	Focused Group Discussions
GAP	Gender Action Plan
GBV	Gender Based Violence GoS
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
IBRD	International Bank for Reconstruction and Development
IMA	Independent Monitoring Agency
IMR	Internal Monitoring Reports
IOL	Inventory of losses
IR	Involuntary Resettlement
ITC	Intelligent Traffic Control
ITS	Intelligent Transportation System
JICA	Japan International Cooperation Agency
KDA	Karachi Development Authority
KMC	Karachi Municipal Cooperation
KMTC	Karachi Mass Transit Corridors
KMTC	Karachi Mass Transit Study
KMP	Karachi Mobility Project
KTIP	Karachi Transportation Improvement Project
LAA	Land Acquisition Act
LAR	Land Acquisition and Resettlement
LRT	Light Rail Transit
M&E	Monitoring and Evaluation
PAPs	Project Affected Parties /Project Affected Persons
PAPCC	Project Affected Parties /Project Affected Persons Compensation Committee
PD	Project Director
PMT	Project Management Team
PPP	Public Private Partnership
ROW	Right of Way
SMTA	Sindh Mass Transit Authority
TMTD	Transport and Mass Transit Department
TA	Technical Assistance
TOD	Transit-oriented Development
WB	World Bank

GLOSSARY

Compensation	Payment in cash or in kind of the replacement cost of the acquired assets.
Cut-off-date	The date after which people will not be considered eligible for compensation i.e., they are not included in the list of PAPs as defined by the census. The cut-off date is the start of census for all land and non-land related entitlements, the date for announcement of Section 4 notification under the LA Act of 1894 under which any person entering the project area after the cut-off date is not eligible to receive the agreed upon entitlements. The Bank accepts the date of the baseline survey as the cutoff date for eligibility.
Detailed Measurement Survey	Detailed inventory of losses that is completed after detailed design and marking of project boundaries on the ground.
Economic Displacement	A loss of productive assets or usage rights or livelihood capacities caused by the project.
Eligibility	The criteria for qualification to receive benefits under a resettlement program.
Encroachers/Squatters	People who do not have legal title and have trespassed onto private/community land to which they are not authorized. If such people arrived before the entitlements cut-off date, they are eligible for compensation for any structures, crops, or land improvements that they will lose.
Entitlement	Range of measures comprising compensation, income restoration, transfer assistance, income substitution, and relocation, which are due to displaced persons, depending on the nature of their losses, to restore their economic and social base.
Involuntary Resettlement	Land and/or asset loss which results in a reduction of livelihood level. These losses have to be compensated so that no person is worse off than he/she was before the loss of land and/or assets.
Land Acquisition	The process whereby a person is compelled by a government agency to alienate all or part of the land a person owns or possesses to the ownership and possession of the government agency for public purpose in return for compensation.
Livelihood Rehabilitation	Specific activities intended at supporting displaced people efforts to rehabilitate/restore their livelihoods to pre-project levels. Livelihood rehabilitation/restoration is distinguished from compensation. Livelihood rehabilitation/restoration measures typically include a combination of cash or other allowances and support activities such as training, agricultural assistance, or business enhancement. Livelihood rehabilitation/restoration is often referred to as economic rehabilitation.
Market Value	It is broadly defined as the price which a willing vendor would reasonably expect to obtain from a willing purchaser. It is the value to the seller of the property in its actual condition at the time of expropriation with all its existing advantages and with all

Project Affected Person (PAP)	its possibilities excluding any advantage due to the carrying out of a scheme for which the property is compulsorily acquired. Any person adversely affected by any project related change or changes in use of land, water or other natural resources, or the person/s who loses his/her/their asset or property movable or fixed, in full or in part including land, with or without displacement, after the commencement and during execution of a project
Rehabilitation	Compensatory measures provided under the WB Environmental and Social Safeguard Standards other than payment of the replacement cost of acquired assets aimed at re- establishing incomes, livelihoods, and social systems.
Relocation	The physical resettlement of PAPs from his/ her pre-project place of residence.
Replacement value/ Replacement cost	“Replacement cost” is the method of valuation of assets that helps determine the amount sufficient to replace lost assets and cover transaction costs. In applying this method of valuation, depreciation of structures and assets should not be taken into account. The current market value of the asset plus transaction costs (e.g., taxes, stamp duties, legal and notarization fees, registration fees, travel costs and any other such costs as may be incurred as a result of the transaction or transfer of property). This compensation should be made in goods or resources that are of equivalent or greater value and that are culturally appropriate. i) Agricultural land: the market value of land of equal productive use or potential located in the vicinity of the affected land, plus the cost of preparation to levels similar to or better than those of the affected land, and transaction costs such as registration and transfer taxes. ii) Residential land: the market value of land of equivalent area and use, with similar or improved infrastructure and services preferably located in the vicinity of the affected land, plus transaction costs such as registration and transfer taxes. iii) Houses and other structures: the cost of purchasing or building a new structure, with an area and quality similar to or better than those of the affected structure, or of repairing a partially affected structure, including labor and contractors’ fees and transaction costs such as registration and transfer taxes.
Compensation and Livelihood Rehabilitation Plan	The C&LRP is to ensure that the livelihoods of all PAPs are improved or at least restored to the pre-project levels and the standards of living of the poor PAPs and other vulnerable groups are improved.
Resettlement Plan	A resettlement plan is a planning document that describes what will be done to address the direct social and economic impacts associated with involuntary resettlement.
Resettlement Allowance	Cash paid to cover resettlement related expenses other than losses of immovable assets. An allowance is distinguished from compensation, which reimburses the loss of an immovable asset.

Resettlement Compensation	Payment in cash or in kind for an asset or resource acquired or affected by the project.
Resettlement Entitlements	Resettlement entitlements with respect to a particular eligibility category are the sum total of compensation and other forms of assistance provided to displaced persons in the respective eligibility category.
Substantial/Significant Resettlement Impacts	Two hundred or more people physically displaced or losing more than 10 percent of their productive assets (income generating).
Severe Impact	PAPs who will experience major impacts, which are defined as (i) being physically displaced from housing, or (ii) losing 10 percent or more of their productive assets (income generating).
Vulnerable Household	Households that might suffer disproportionately or face the risk of being marginalized from the effects of resettlement and include: (i) female headed households; (ii) disabled- headed households; (iii) child-headed households; iv) households falling under the generally accepted indicator for poverty; (v) elderly-headed households with no means of support and landlessness; (vi) households without security of tenure; and (vii) ethnic minorities and indigenous people. Other groups may also qualify as "vulnerable" in the light of disadvantaged circumstances.

EXECUTIVE SUMMARY

This document presents Social Impact Assessment and livelihood rehabilitation measures for the Project Affected Persons (PAPs) of the project entitled “Karachi Mobility Project (KMP)”, Yellow Line (YL) Bus Rapid Transit (BRT) Corridor. The KMP, which is financed by World Bank (WB) and Government of Sindh (GoS). To address the potential involuntary resettlement (IR) impacts of the Proposed Project, this Compensation & Livelihood Rehabilitation Plan (C&LRP) has been prepared, in accordance with the WB Safeguard Policy on Involuntary Resettlement (OP 4.12).

ES-1 BACKGROUND

Karachi is one of the largest and most populous metropolitan cities in the world with built-up areas comprising about 1,500 km². Karachi Strategic Development Plan 2020 (KSDP 2020) projected that the population of Karachi will be around 27.6 million by 2020. Karachi Transportation Improvement Project (KTIP) by Japan International Cooperation Agency (JICA KTIP 2030) projected that the population of Karachi is expected to be 31.6 million by 2030. This would rank Karachi as the one of the biggest cities of the world.

One of the major challenges of the city is that it lacks a proper public transport system. The public transport availability in the city has not been able to keep pace with increasing population growth. The share of public transport has actually fallen due to insufficient investment in the sector. This has resulted in a shift of demand from public transport towards other modes of transport, such as motorcycles/private vehicles and informal Qingqi Rickshaws. Japan International Cooperation Agency (JICA) Person Trip Study-2005 establishes that in percentage terms Karachi's public transport represents only 4.5% of the total vehicle fleet. Public transport in Karachi serves about 42% of the passenger demand, and even though it does not have dedicated lanes or any other feasible traffic management solution. Private vehicles are 36% of the total vehicular traffic but carry only 21% of the passengers.

It is assessed by previous studies that the existing public transport system cannot serve the existing and incremental demand in an effective manner. Major problems associated with the system are: unnecessary travel delays, severe traffic congestion, economic and financial losses and environmental problems. Daily commuters face problems due to poor quality of service, sub-standard vehicles and clumsy routes. In addition, environmental degradation due to air emissions and noise pollution from vehicular traffic is touching alarming levels in the city.

JICA carried out a detailed study for Karachi Transportation Improvement Project (KTIP) in 2009- 2012. The study recommended a comprehensive Urban Transport Master Plan (UTMP) that integrates roads and Mass Transit projects. KTIP study recommended two Mass Rapid Transit (MRT) lines (Blue and Brown) and six Bus Rapid Transit (BRT) lines (Green, Red, Yellow, Orange, Aqua, and Purple) besides revitalization of KCR on modern lines. The YL BRT corridor is one of the priority corridors identified by KTIP. The general alignment of the Yellow Line BRT corridor has a generous Right of Way (ROW).

The proposed Project forms part of a long-term visions for the Karachi megacity, one that is served with safe, reliable, efficient, and accessible sustainable transport services. At the centre of the KTIP is the Bus Rapid Transit (BRT) Project, which is intended

to form the backbone of a fully integrated and extensive transit system for the city, enabling public transport to become the mode of choice for travel. In addition to the BRT corridor project an Intelligent Traffic Control (ITC) System is proposed which will enhance traffic management across the network, ensuring smoother flow along the roads and allow for prioritization of high capacity transport such as BRT Project Rationale.

Project Description

The project will have potential impacts on the existing public transport service providers, including owners, drivers and conductors of different type of vehicles, such as large buses, mini buses, and Qingqi rickshaws.

Zone of Influence

Yellow Line BRT corridor passes through Districts of Korangi (Landhi Town, Korangi Town), Karachi East District (Jamshaid Town), Clifton Cantonment and Karachi Cantonment. The Yellow Line BRT bus will operate from Dawood Chowrangi/8000 Road intersection (Landhi Town) to Shahrah-e-Quaideen (Kashmir Road)/Numaish Chowrangi. The corridor will mostly serve the workers / employees working in the Landhi and Korangi Industrial Areas.

Importance of the Yellow Line BRT Corridor

The Yellow Line Corridor Project, as a fundamental component of Karachi's Mass Transit Network, contemplates the operational and functional integration with other BRT corridors as follows:

1. Common corridor (considered as the segment from Numaish to Merewether Tower) and Karachi's Central Business District (CBD) at Numaish transit hub,
2. With Red BRT corridor at Kashmir Road intersection along Shahrah-e-Qaideen,
3. With Green, Orange and Blue BRT corridors at Numaish BRT hub,
4. With Brown (MRT) corridor at Singer Chowrangi along 8000 Road, and
5. With KCR at Kala Pull on Korangi Road and Landhi Railway Station nearby Dawood Chowrangi in Landhi

Project Beneficiaries

It is estimated that about 700,000 people will benefit from this project, particularly people living and working in Korangi Industrial Area. The project will improve the safe and secure accessibility of women and people with limited mobility to jobs and other economic activities. The project will also focus on climate change adaptation, mitigation measures and other environmental Co- Benefits by shifting the road users from polluting transport modes (e.g., old, poorly maintained buses, motorcycles and Qingqi rickshaws) to lower carbon modes (e.g., cleaner BRT buses and non-motorized transport), and by providing resilient transport infrastructure and increasing the capacity of authorities to deal with the disaster situations.

Alignment of Yellow Line BRT Corridor

The Yellow Line BRT will operate along segregated busways running adjacent to and on either side of the roadway median. In general, the busway will run at-grade, though in few locations, it will be grade separated.

The removal of trees and plants will be compensated by planting trees along the corridor and other locations. The BRT lanes will utilize the existing road as much as possible. The existing road section features primarily three lanes of traffic in each direction with median separation and with occasional service road provisions. The ROW width of existing road ranges from 25 meters (corridor's eastern end at Future Colony) to 70-90 meters (8000 Road and certain sections along Korangi Road). Construction of the BRT lanes and associated facilities, including stations, pedestrian underpasses/bridges, depots and bus bays will not involve any land acquisition. The proposed bus stations and depots will use vacant government land.

Yellow Line BRT Corridor Infrastructure Detail

The major infrastructure for the Yellow Line BRT corridor will include i) Roads (Dedicated and mixed), ii) Underpasses, iii) Bridges, iv) Stations, v) Pedestrian facilities (sidewalks, bridges/underpasses), and vi) depots.

ES-2 LEGAL AND POLICY FRAMEWORK

The Land Acquisition Act 1894 (LAA 1894) with its successive amendments is the main law regulating land acquisition for public purpose at federal and provincial levels through the right of exercise of eminent domain.

Based on the information provided by the PMT- SMTA and the design consultants the proposed routes will pass through the government land owned by different departments. However, this Act is not relevant since no private land will need to be acquired for the proposed project. For the PAPs facing permanent and temporary impact of losing business/ livelihood due to construction activities there is no provision in the LAA for their compensation of losses.

Furthermore, it has been requested to the Client to provide the record of land ownership. After receiving the official record, the impacts will be updated if any private land acquisition involved.

World Bank's Policy on Involuntary Resettlement (OP-4.12) recognizes that project-related land acquisition and restrictions on land use can have adverse impacts on communities and persons. Project-related land acquisition or restrictions on land use may cause physical displacement (relocation, loss of residential land or loss of shelter), economic displacement (loss of land, assets or access to assets, leading to loss of income sources or other means of livelihood), or both. The term "involuntary resettlement" refers to these impacts. Resettlement is considered involuntary when PAPs or communities do not have the right to refuse land acquisition or restrictions on land use that result in displacement. For these reasons, involuntary resettlement should be avoided. Where involuntary resettlement is unavoidable, it will be minimized and appropriate measures to mitigate adverse impacts on displaced persons (and on host communities receiving displaced persons) will be carefully planned and implemented.

ES-3 IDENTIFICATION OF SOCIAL IMPACTS

There are six (6) packages of the Yellow Line BRT Corridor Project while this draft C&LRP has been prepared of following two Packages the data of other packages will be updated / accumulated and C&LRP will be prepared with impacts.

Package	Segment
Package 1	Lot – 1 - Bus Depot 1
	Lot – 2 - Bus Depot 2
Package 4	1 km long two bridges (Jam Sadiq Bridge) (segment 3)

Not: Package-1 and 2 have been merged in one construction package (Package-1) and the numbers of other packages are same.

The social impact assessment has been conducted based on Right of Way (RoW) required for the above packages. Listed and the inventory of losses (IOL) for the commercial moveable affected assets, as well as loss of employment, was finalized through the detailed social impact assessment. Discussions with the local community/ general public were also carried out while conducting the field surveys and were continued during the impact assessment census and socio-economic surveys for updating / preparation of C&LRP. The required ROW of the Package-4, 120 feet which is considered wall to wall.

Based on the information provided by the Project Management Team (PMT) of Sindh Mass Transit Authority (SMTA) and designer, the construction and other activities for the proposed project will be undertaken within the existing government-owned land. The government land will be transferred as per the rules of government departments. Land ownership record of the ROW is yet to be received from the Client in case any private land involved the Act and other related laws will be applicable and relevant sections of C&LRP will be updated accordingly.

The field investigations revealed that overall adverse impacts of construction of Bus Depots the **Package-1**, on the private land, structure, trees, business, employment, livelihood etc. are not envisaged as all activities will be carried out within the required ROW which is clear from any encroachment. The proposed depots will be constructed on the available vacant government land.

During the impact assessment of **Package-4** different types of impacts were identified. The required ROW is 120 feet wall to wall. The details on the type of assets of Project Affected Persons (PAPs) and nature of businesses and impact significance is given in **Table ES-1**.

Table ES- 1: Impacted Assets with Number of AHs (Package-4, Jam Sadiq Bridge)

Sr. No.	Category of Affected Assets	Unit	Impact Quantum		Remarks
			Impacted Assets	Number of AHs	
Affected Commercial Structures					Encroached
1	Plant Nurseries	Number	11	11	
2	Small Restaurants (Hotels)	Number	2	2	
3	Moveable (Kiosk -Phatta – Stalls (ROW)	Number	8	8	
4	Stores Under Jam Sadiq Bridge	Number	5	5	
	Total	Number	26	26	
4	Loss of Employment	Number	-	10	Encroached
5	Religious Structures				Encroached
	Mosques	Number	2	Community	

6	Public Structure	Number	1	Sui-Gas	Pumping Station
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ES-4 SOCIOECONOMIC PROFILE

The socioeconomic information is based on the socioeconomic analysis of PAPs in project area. Information has been obtained from the available secondary sources, field surveys and census survey of PAPs in the proposed ROW. Out of the total 36 PAPs, 25 PAPs (about 69%) were interviewed to develop their socio-economic profile. Information was also collected through consultations with the stakeholders including community organizations, government departments and other line government agencies. The surveyed households comprised of 213 persons and among them, there were higher ratio of male (54%) than females (46%). The average family size is 8.6 persons per household. About 60% of PAPs were living in joint family system, where grandparents were also living under same roof, and 40% respondents reported that they were living in nuclear family system (parent – children).

The demographic characteristics of the survey shows that 36% of the respondents were up to 25 years of age, 44% of the respondents were aged between 26 – 35 years while 12% were 36 – 45 years and remaining 8% respondents were more than 45 years of age. Around 32% of the PAPs were earning less than PKR. 35,000 per month, 48% PAPs were earning between PKR. 35,001 to 55,000 per month, 12% respondents reported their earnings between PKR. 55,001 to 75,000. Whereas, 8% of the respondents reported their family earnings above PKR. 75,000 per month.

Social infrastructure and amenities are vital to creating sustainable communities, as such 88% of the households were found having access to electricity and 40% had access to natural gas. Moreover, the facility of water supply and sanitation was available for 16% and 36% of the households only, respectively. Health and educational facilities were available in most parts of the project area.

ES-5 PUBLIC CONSULTATION AND INFORMATION DISCLOSURE

The consultation with the PAPs, general public and other Interested Parties - Secondary Stakeholders mainly focused on the resettlement requirements, valuation and compensation mechanism, timely completion of civil works, local movement will not be hindered during construction work, and provision of adequate time for relocation. The information related to the Project, its possible impacts, mitigation measures, entitlements including the grievance redress mechanism were shared with the participants during these consultation meetings. This C&LRP, following approval, will be translated and distributed among the PAPs and disclosed on SMTA and WB websites.

The consultations were conducted, in the project area during the C&LRP study and will remain continue till completion of impacted assessment of all packages of the Project. A total of 17 consultation sessions, including nine consultations with women, and transgender were carried out in which 363 participants including male, female, transgender and community members participated. In addition, a total of 19 institutional consultations were held during the environmental and social (E&S) study of proposed project.

ES-6 GRIEVANCE REDRESS MECHANISM

A multi-tier Grievance Redress Mechanism (GRM) is proposed to address any complaints or grievances arising during the implementation of the project. Efforts will be made to avoid grievances through strong consultations at gross root level. Nevertheless, it may be expected that some complaints cannot be resolved through consultation and participation, therefore, an accessible and effective GRM is needed. The proposed Project will establish the GRM from the beginning, i.e., as soon as activities for project design starts and will remain functional till its closure. For effective coordination in the field, stakeholders will be involved at each sub-project level to build/maintain a close rapport with affected persons and local community throughout project implementation. The GRM will remain operational throughout the project implementation to address the community concerns and grievances arising during execution of the project.

The formal GRM will be set up with a two-tiered structure; the first at the site level enabling immediate local responses to grievances, second at PMT- SMTA level for reviewing and addressing the grievances. A grievance redress committee (GRC) has already been notified at the SMT level under this GRM.

The complaints received will be properly recorded and documented in the Complaint Register by a designated staff. The information recorded in the register will include the date of the complaint, particulars of the complainant (such as name, address, national identity card number, as appropriate), description of the grievance, actions/steps take or to be taken to resolve the complaint, the person responsible to take the action, follow up requirements and the target date for the implementation of the mitigation measure. The register will also record the actual measures taken to mitigate these complaints. The aggrieved stakeholders will be kept informed about the actions on their complaints.

ES-7 COMPENSATION AND INCOME REHABILITATION

The involuntary resettlement requirements apply to full or partial, permanent or temporary physical displacement (relocation, loss of residential land, or loss of shelter) and economic displacement (loss of land, assets, access to assets, income sources, or means of livelihoods) resulting from involuntary acquisition of land. The entitlement matrix presented in this section, captures all PAPs, the characteristics of the impact, and the types of compensation / reinstatement due to them.

All PAPs will be entitled to a combination of compensation measures and livelihood assistance and vulnerable allowance, depending on the scope of the impact, including social and economic vulnerability of the affected persons. In this context, persons who are positively affected and are not subject to adverse impacts described above are not considered PAPs. The Entitlement Matrix (EM) is given below in **Table ES-2**.

Table ES-2: Eligibility and Compensation Entitlement Matrix

Type of Loss	Specification	Eligibility	Entitlements
1. STRUCTURES			

commercial, Residential, public, community	Partial Loss of structure	Owner (including non-titled land user)	- Cash compensation for affected structure (taking into account functioning viability of remaining portion of partially affected structure) for its restoration to original use) at full replacement cost computed at market rate for materials, labor, transport and other incidental costs, without deduction of depreciation. - Right to salvage materials from lost structure - For vulnerable households, provide legal and affordable access to adequate housing to improve their living standard to at least national minimum standard. - Any improvements made to a structure by a lessee/tenant will be taken into account and will be compensated at full replacement cost payable through apportionment between owner and the tenant as agreed at consultation meetings.
		Lessee, tenant	- Cash refund at rate of rental fee proportionate to size of lost part of structure and duration of remaining lease period already paid. - Any improvements made to lost structure by a tenant will be taken into account and will be compensated at full replacement cost payable as per agreed apportionment through consultation meetings.
	Full loss of structure and relocation	Owner (including non-titled land user)	The PAP may choose between the following alternatives: - Provision of fully titled and registered replacement structures at relocation site (if any) comparably of equal size and value as that of lost one including payment of all transaction costs, fees and taxes applicable under law. or - Cash compensation at full replacement cost, including all transaction costs, such as applicable fees and taxes, without deduction of depreciation for age, for self-relocation. - In any case, PAP has the right to salvage the affected structure.
		Lessee, tenant	- Cash refund at rate of rental fee proportionate to duration of remaining lease period; - Any improvements made to lost structure by lessee/ tenant will be taken into account and will be compensated at full replacement

			cost payable as per agreed apportionment through consultation meetings.
	Moving of minor structures (fences, sheds, latrines etc.)	Owner, lessee, tenant	The PAP may choose between the following alternatives: Cash compensation for self-relocation of structure at market rate (labor, materials, transport and other incidental costs, as required, without deduction of depreciation for age) or relocation of the structure by the Project.
	Stalls, kiosks, cabins	Vendors (including titled and non-titled land users)	- Allocation of alternative location comparable to lost location, and - Cash compensation for self-relocation of stall/kiosk at market rate (labor, materials, transport and other incidental costs, as required, without deduction of depreciation for age)
2. RESETTLEMENT & RELOCATION			
Severe Impact	Significant loss of commercial structure.	All PAPs needing to relocate to project relocation sites.	Severe impact allowance equal to lost income for three months in addition to entitled compensation for lost asset and business loss.
Transport allowance	All types of structures requiring relocation	All PAPs and tenants required to relocate as a result of losing land and structures	- For residential structure a lump sum amount of Rs. 30,000/ or higher depending upon the situation on ground. - For commercial structure a lump sum amount of Rs. 25,000/ or higher depending upon the situation on ground. - For moveable structure a lump sum amount of Rs.10,000/ or higher depending upon the situation on ground.
3. INCOME RESTORATION			
Restricted access to means of livelihood	Temporary loss of business and source of income/ livelihood due to restricted access	All PAPs	Un-interrupted access to agricultural fields, business premises and residences of persons in the project area will be ensured in consultation with the PAPs.
Income Restoration & Rehabilitation Assistance for the temporary Loss of Business and Income/ Livelihood	Temporary business loss due to construction activities by Project	Owner of business (registered, informal)	For the loss livelihoods, the compensation for 03 months calculated on actual basis on production of Income Tax payment record or in absence of such documents equal to 03 months' minimum wage rate of PKR35, 000 announced by the Government of Sindh in the budget for the financial year 2023-24 i.e., PKR35, 000 per month as provided in the Resettlement Framework of the Project and agreed during the

			consultation meetings with the PAPs based on officially designated minimum wage rate.
	Permanent business loss due to LAR without possibility of establishing alternative business	Owner of business (registered, informal)	- Cash compensation equal to lost income for 6 months based on tax record or, in its absence, comparable rates from registered businesses of the same type with tax records, or computed based on officially designated minimum wage rate and - Provision of project-based employment to one of the grown household member or re-training with opportunity for additional financial grants and micro-credit and organizational/logistical support to establish PAP in alternative income generation activity.
Employment	Employment loss (temporary or permanent) due to LAR.	All laid-off employees of affected businesses	- Cash compensation equal to lost wages at comparable rates as of employment record for a period of 3 months (if temporary) and for 6 months (if permanent) or in absence of record computed based on official minimum wage rate. Or - Provision of project-based employment or re- training, with additional financial as well as organizational/logistical support to establish PAP in alternative income generation activity.
4. PUBLIC SERVICES AND FACILITIES			
Loss of public services and facilities	water supplies, drainage system, telecommunication infrastructure, gas and electricity supply poles and transformers Temporary ambulance stations,	Service provider	Full restoration at original site or re-establishment at relocation site of lost public services and facilities, including replacement of related land and relocation of structures according to provisions under sections 1 and 2 of this entitlement matrix.
5. SPECIAL PROVISIONS			
Vulnerable PAPs	Livelihood improvement	All vulnerable PAPs Including those below the poverty line, the landless, the elderly, women and children, and indigenous peoples.	- In addition to applicable compensation entitlements for lost assets, relocation and livelihood restoration under section,1 to 7 the vulnerable PAPs will be provided with: - Subsistence allowance for 3 months computed on the basis of officially designated minimum wage rate and other appropriate rehabilitation measures to be defined in the CAP based on income analysis and

			- consultations with PAPs. - Preference for provision of project-based employment.
Unidentified losses	Unanticipated impacts	All PAPs	Will be dealt with, as appropriate during project implementation according to the WB OP-4-12 and C&LRP provisions.

Note: Eligibility and Compensation Entitlement Matrix has been prepared for the whole Projects and will be specified fated impact assessment of the all packages and C&LRP will be cumulated.

ES-8 RESETTLEMENT BUDGET

On the basis of the entitlements described above, the total resettlement budget has been estimated to be about **PKR 21.44 million**. In addition to the entitled compensation costs, this estimate also includes C&LRP implementation and administrative support costs with contingencies. See **Table ES-3** for details.

Table ES-3 Resettlement Budget

Sr. No.	Description	Unit	Quantity	Unit Rate (PKR)	Amount (PKR)	Amount in Million (PKR)
A	Commercial Structures					
	Room Washroom (Pacca) of Restaurants	Sq.ft	180	2200	396,000	0.40
	Sheds and Fixtures					
	Shed (Straw)	Sq.ft	5180	150	777000	0.78
	Platform Thara (Pacca)	Sq.ft	646	200	129200	0.13
	Tandoor	Number	2	15,000	30000	0.03
	Electric Motors	Number	2	25,000	50000	0.05
	Electric meters	Number	2	15,000	30000	0.03
	Moveable (Kiosks and Cabins)	Number	5	5,000	25000	0.03
	Plant Nurseries					
	Shed	Lump Sum	11	100,000	1100000	1.10
	Water Storage Tanks	Lump Sum	4400	300	1320000	1.32
	Ground Filling	Lump Sum	11	200,000	2200000	2.20
	Sub Total (a)				6,057,200	6.06
B	Community/Religious Structures					
	Semi-Pacca Structures	Sq.ft	1521	1700	2,585,700	2.59
	Iron Structure	Sq.ft	200	1300	260,000	0.26
	Pacca Structures	Sq.ft	24	2200	52,800	0.05
	Electric Motor	No.	1	25000	25,000	0.03
	Sub Total (b)				2,923,500	2.92
C	Resettlement Allowances					
	Transport					
	Permanent Business Structures	Nos	13	25,000	325,000	0.325
	Moveable Business Structures		8	10,000	80,000	0.080
	Sub Total ©				405,000	0.405
D	Severity Allowance		13	105,000	1,365,000	1.37
E	Business Loss Allowance					
	Permanent		13	210,000	2,730,000	2.73

	Temporary		13	105,000	1,365,000	1.37
	Sub Total (e)				4,095,000	4.10
F	Loss of Employment		10	105,000	1,050,000	1.05
G	Vulnerable Allowance		12	105,000	1,260,000	1.26
H	Sub Total (a+b+c+d+e+f+j)				17,155,700	17.16
Other Costs						
I	C&LRP Monitoring & Evaluation Cost	5 % of (H)			857,785	0.86
	Administration Cost	10 % of (H)			1,715,570	1.72
	Contingencies	10 % of (H)			1,715,570	1.72
	Sub-total (i)				4,288,925	4.29
J	Grand Total (h+i)				21,444,625	21.44

ES-9 INSTITUTIONAL ARRANGEMENTS

The resettlement planning, preparation, implementation and monitoring of project as well as compensation/ rehabilitation program described in this C&LRP involves a number of institutional arrangement and separate processes to be carried out by different agencies. The overall responsibility for implementing, supervising this resettlement lies with the Executing Agency, SMTA, through its PMT. The SMTA will engage Construction Supervision Consultants that will also supervise C&LRP implementation. In addition, SMTA will also engage Independent Monitoring Agency to carry out external monitoring of C&LRP implementation.

ES-10 IMPLEMENTATION SCHEDULE

A preliminary implementation schedule for C&LRP activities has been prepared and presented in **Table ES-4**.

Table ES-4: Tentative Implementation Schedule of C&LRP

Sr. No.	Action	Responsibility	Date of Task Completion
1	Approval of C&LRP	World Bank	23 February 2024
2	Urdu Translation of C&LRP	MC-SMTA	Within two weeks of WB approval
3	Notification of GRC (Site Level)	SMTA	Within four weeks of WB approval
4	Notification of SMTA GRC	SMTA	Already done
5	Formation of PAPs compensation Committee	SMTA	Within two weeks of WB approval
6	Notices to PAPs regarding their claims	SMTA, SC	Within six weeks of WB approval
7	Notices to PAPs to receive Business/ livelihood allowance	SMTA, SC	Within eight weeks of WB approval
8	Submission of CLRP Package wise implementation Report	SC/SMTA	Within one week of Disbursement
9	Payment of Business/ livelihood allowance to the PAPs	SMTA, SC	Within 12 weeks of WB approval
10	Hire and Mobilize IMA	SMTA	Within four weeks of WB approval
11	Submit Monitoring Report by IMA	IMA	Within 14 weeks of WB approval

Sr. No.	Action	Responsibility	Date of Task Completion
12	WB's Approval of IMA Compliance Report	WB	Within 18 weeks of WB approval
13	Mobilization of Contractor	SMTA/ SC/Contractor	Within 18 weeks of WB approval

ES-11 MONITORING AND REPORTING

The monitoring mechanism for this project will have both Internal Monitoring (IM) and External Monitoring (EM). Internally, the C&LRP implementation for the project will be closely monitored by the PMT of SMTA assisted by SCS; while for external monitoring the services of an independent external monitoring agency will be hired.

1 INTRODUCTION AND PROJECT DESCRIPTION

This document presents Social Impact Assessment and livelihood rehabilitation measures for the Project Affected Persons (PAPs) of the project entitled “Karachi Mobility Project (KMP)”, Yellow Line Bus Rapid Transit (BRT) Corridor. The Karachi Mobility Project (KMP), which is financed by World Bank (WB) and GoS. To address the potential involuntary resettlement impacts of the Proposed Project, this Compensation & Livelihood Rehabilitation Plan (C&LRP) has been prepared, in accordance with the WB Safeguard Policy on Involuntary Resettlement (OP- 4.12).

This section will outline background of Yellow Line BRT in context of the transportation situation in Karachi city and studies conducted to address the Transportation issues and Transport Administration in the city.

1.1 BACKGROUND

The proposed project is part of long-term vision for Karachi megacity, one that is served with safe, reliable, efficient, accessible and sustainable transport services. The bus rapid transit (BRT) System is intended to form the backbone of a fully integrated and extensive transit system for the city, enabling public transport to become the mode of choice for travel. In addition to the Yellow Line - BRT project an Intelligent Traffic Control (ITC) system is proposed which will enhance traffic management across the network, ensuring smoother flow along the roads and allow for prioritization of high capacity transport such as BRT.

1.1.1 The City of Karachi

Karachi is the commercial capital and industrial hub of Pakistan. The city consists of seven (7) districts, six cantonments, and areas administered by the federal and provincial governments’ land-holding agencies such as Defense Housing Authority (DHA), Karachi Development Authority (KDA), Lyari Development Authority (LDA), and Malir Development Authority (MDA) etc. The city covers an area of approximately 3,527 km², resulting in very high population density in certain parts of the city.

Karachi is one of the largest and most populous metropolitan cities in the world with built-up areas comprising about 1,500 km². Karachi Strategic Development Plan 2020 (KSDP 2020) stated that the projected population for 2020 was around 27.6 million. The study of Karachi Transportation Improvement Project (KTIP) by Japan International Cooperation Agency (JICA KTIP 2030) estimated that the projected population of Karachi is expected to be 31.6 million by 2030. This would rank Karachi as one of the biggest cities in the world.

1.1.2 Transportation Issues of Karachi¹

The city has approximately 10,000 kilometers of roads, with local roads accounting for 93% and highways and arterial roads for less than 5 percent of the total length. Karachi has also six

¹ Transforming Karachi into a Liveable and Competitive Megacity
<http://dx.doi.org/10.1596/978-1-4648-1211-8>

arterial or trunk roads that extend radially from the central area. There is currently no mass transit system per se. There are nearly 13.5 million motorized trips made each day within the city, of which about 42% are made by public and 58% by private transport. There were 3.6 million registered vehicles in Karachi as of mid-2015 (over 30 percent of the national total), and private vehicles mainly motorcycles and cars constitute about 84 percent of total registered vehicles, while public transport accounts for 4.5 percent of the total registered vehicles. With growth rates for private vehicles at over 4 percent, there are now over 1,000 new vehicles added to the streets of the city each day. There were over 12,000 public transport vehicles (including buses, minibuses, and coaches) serving 267 routes in the city. However, the number of buses has been decreasing steadily and has reached less than 5,000 in 2017 serving only about 100 routes. A city in the scale of Karachi should have at least 15,000 modern buses.

The major challenge of the city is that it lacks a proper public transport system and commuting around the city. The public transport availability in the last decade has not been able to keep pace with increasing population and the share of public transport has actually fallen due to insufficient investment and interest in this sector.

Significant investments in the development of road infrastructure have also not been able to address the traffic problem in the city adequately. Hence, Transport and Mass Transit Department (TMTD) is aggressively pursuing plans for improving and upgrading the public mass transit system in the city.

The share of public transport has reduced during the last decade due to insufficient investment in the sector. This has resulted in a shift of demand from public transport towards other modes of transport, such as motorcycles/private vehicles and informal Qingqi Rickshaws, despite increase in the petroleum prices. As per JICA's Person Trip Study, 2005, Karachi's public transport makes up only 4.5% of the total vehicle fleet but serves about 42% of the passenger demand, and yet it does not have dedicated lanes or any other feasible traffic management solution. However, private vehicles are 36% of the total vehicular traffic but carry only 21% of the passengers.

1.1.3 Studies for the Improvement of Transportation in Karachi

It has been established, through a number of studies, that the existing public transport system cannot serve the existing and incremental demand in an effective manner and there are a number of problems associated with the system, including unnecessary travel delays, severe traffic congestion, economic and financial losses and environmental problems. Daily commuters face problems due to poor quality of service, sub-standard vehicles and unplanned routes. In addition, environmental degradation due to noise and air pollution and vehicular exhausts is touching alarming levels in the city.

Karachi Mass Transit Study (KMTS) in 1990 resulted in an adoption of a 20-year Mass Transit Plan for Karachi. It consisted of 87.4 km network of transit ways in six major corridors of Karachi, in addition to the recommendations for immediate reforms in bus transit sector, institutional and training needs.

The first priority corridor was accepted to be developed as a Light Rail Transit (LRT). Despite major efforts, the implementation could not be materialized due to various externalities.

Recent efforts have been concentrated more on BRT system planning studies and revitalization of Karachi Circular Railways (KCR). The Karachi Strategic Development Plan (KSDP 2020) adopted by the City District Government of Karachi (CDGK) recommended Rail Mass Transit (RMT) and BRT system to comprise the future network for urban transport mobility.

JICA carried out a detailed study for Karachi Transportation Improvement Project (KTIP) in 2009-2012 and recommended a comprehensive Urban Transport Master Plan that integrates roads and Mass Transit projects.

KTIP study recommended two Mass Rapid Transit (MRT) lines (Blue and Brown) and six BRT lines (Green, Red, Yellow, Orange, Aqua, and Purple) besides revitalization of the KCR on modern lines. The planned Mass Transit Corridors' alignments are illustrated in Figure 1.1 as per KTIP Master Plan.

The Yellow BRT is one of the priority corridors identified by JICA, as the BRT system route has a wide corridor and, consequently, there is no Right of Way (ROW) bottlenecks within this corridor.

The Mass Transit Cell (MTC), Transport and Mass Transit Department (TMTD), in association with the Public Private Partnership (PPP) Unit, Government of Sindh (GoS), initiated the feasibility study and preliminary design of the "Yellow Line BRT", in February 2013.

At present the Green Line BRT Corridor and Orange line BRT Projects have been completed and in operation. The Red Line BRT Corridor is under construction with the support of Asian Development Bank (ADB).

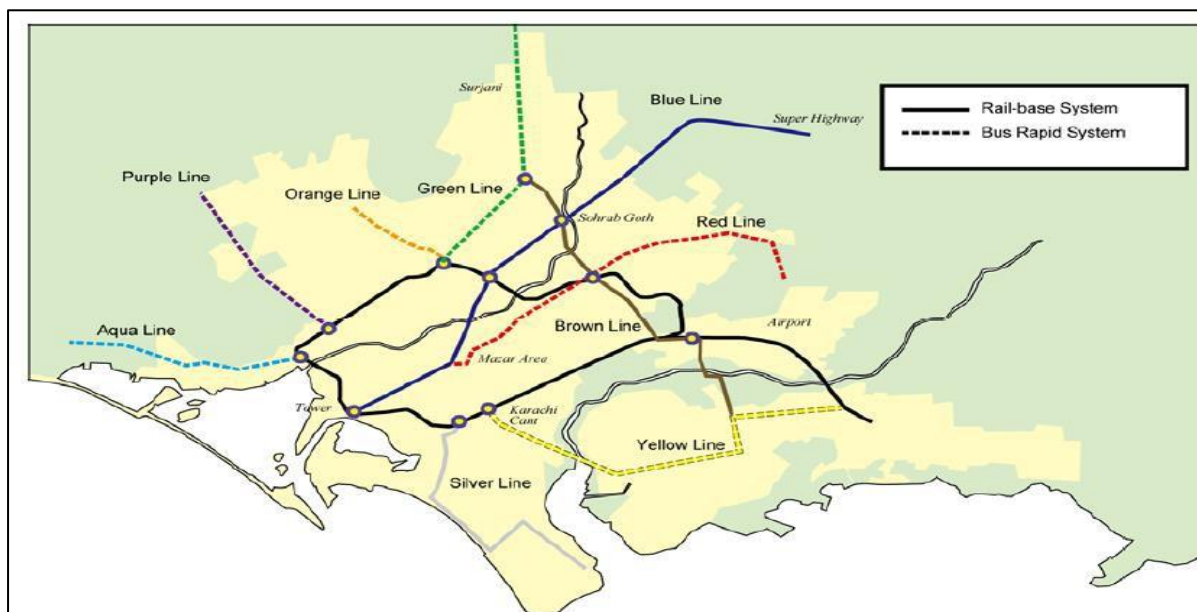


Figure 1-1: Planned Mass Transit Corridors (KTIP Master Plan, JICA)

1.1.4 Transport Administration in Karachi

Multiple government departments and authorities are dealing with transport in the city with little coordination among them. Various bodies such as the National Highway Authority, GoS, KMC, Karachi Development Authority (KDA), Defense Housing Authority (DHA), and cantonments, administer roads in Karachi. Karachi Municipal Corporation (KMC) is responsible for the administration of over 40 percent of roads in the city. TMTD is the principal planning, regulatory, and implementing body of GoS responsible for dealing with all urban transport matters at the provincial level. Currently, responsibilities for major roads transport and traffic management within the city are shared between KMC and KDA. Fares for public transport are regulated by TMTD under GoS. The District Regional Transport Authority (DRTA) issues route permission for public transport in Karachi. However, the decision making for the permission is governed by a board, with representation from the police, city government, and Provincial Transport Authority and DRTA. The public-private partnership (PPP) unit of the GoS is also assisting TMTD in the development of mass transit initiatives in Karachi.

1.1.5 Yellow Line BRT Bus Project

The BRT system is a public transport system which uses buses to provide faster, more efficient and comfortable service than the ordinary bus service. Buses generally run on segregated lanes with no interference from mixed traffic. BRT is the way forward for urban mobility which offers next level of mass transit after bus transit. Such transportation means or systems reduce emissions, traffic volumes, offer safe, reliable and comfortable transport, provide travel time saving, employment opportunities, attract investment, and create a new culture of public transport and change in land use. However, the project will have potential negative impacts on the existing public transport service providers, including owners, drivers and conductors of different type of vehicles, such as large buses, mini buses, qingqi, rickshaws and etc.

1.1.6 Zone of Influence

Yellow Line BRT corridor passes through the Korangi district (Landhi Town, Korangi Town, KPT Interchange), District South (Clifton Cantonment and Karachi Cantonment), District East (Faisal Cantonment, Shahrah-e-Quadeen and Numaesh Chowrangi).

The Yellow Line BRT services will operate from Dawood Chowrangi / Korangi (8000 Road), Jam Sadiq Bridge, Qayyumabad Chowrangi, Khayaban-e-Ittihad, Abbasi Shaheed (Main Korangi) Road, FTC Flyover, Shahrah.e.Faisal, Nursary, Shahrah.e.Quaideen / Numaish Chowrangi. The Yellow Line BRT will mostly serve the workers and employees working in the Landhi and Korangi Industrial areas.

The description of predominant land use along the Yellow Line BRT corridor is as under and is illustrated in **Figure 1.2:**

Dawood Chowrangi to Future Colony	Commercial and residential
Korangi (8000) Road along Korangi Industrial Area	Industrial and commercial
Jam Sadiq Bridges	Malir River

KPT Interchange	Commercial
KPT Interchange to FTC Flyover	Commercial and residential
FTC Flyover to Shahrah-e-Faisal	Commercial
Shahrah-e-Faisal to Shahrah-e Qaideen	Commercial and residential

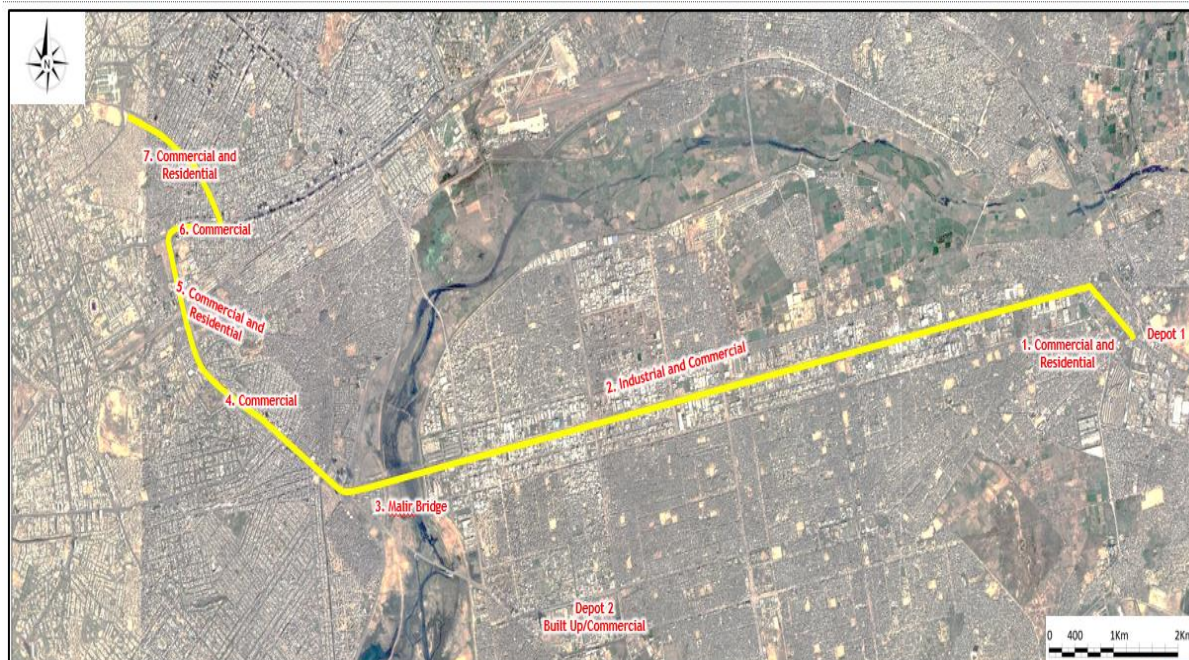


Figure 1-2: Land use is illustrated

1.2 PROPONENT OF THE PROJECT

The SMTA is the proponent for the YL BRT Corridor bus project. SMTA was established in 2016 by SMTA Act 2014 under the administrative control of the Government of Sindh's (GoS) Transport and Mass Transit Department (TMTD). SMTA is governed through a board, chaired by the Minister (Transport & Mass Transit Department), and co-chaired by the mayors of respective cities. It has a province wide jurisdiction. SMTA is responsible for the management and delivery of the Transport Master Plan 2030, developed by the GoS, with assistance of JICA.

The Transport Master Plan 2030 incorporates:

- Revival of the KCR,
- MRT (Brown Line, Blue MRT Corridor) and
- Karachi Breeze, (BRT Green, Red, Yellow, Aqua, Purple and Orange Line)

The WB is supporting SMTA for road infrastructure, development of BRT system, road safety and capacity building of SMTA and KMC in urban transport planning under YL BRT Corridor project.

1.3 PROJECT DEVELOPMENT OBJECTIVES (PDO)

The Project Development Objectives are to improve mobility, accessibility and safety along selected corridors in Karachi. Following are the indicators that will measure the achievement of the PDOs:

- Reduction in travel time, particularly for public transport passengers;
- Improvement in public transport quality of service;
- Increase women ridership in public transport;
- Reductions in road traffic fatalities;
- Accessibility improvements for jobs and housing; and
- Reduction in CO₂ gas emissions.

1.4 PROJECT BENEFICIARIES

It is estimated that more than 700,000 people will benefit from this project, particularly people living and working along Landhi and Korangi Industrial Areas. According to JICA study, combined Landhi and Korangi Industrial Areas has the highest employment density in Karachi i.e. more than 60,000 persons per sq.km. The project will improve the safe and secure accessibility of women and people with limited mobility to jobs and other economic activities. The project will also focus on climate change adaptation / mitigation measures and other environmental Co-Benefits by shifting road users from polluting transport modes (e.g., old, poorly maintained buses, motorcycles, qingqi, rickshaws and etc.) to lower carbon emitting modes (e.g., cleaner BRT buses and non-motorized transport), by providing resilient transport infrastructure and increasing the capacity of authorities to deal with disaster situations.

1.5 COMPONENT OF THE PROJECTS

The proposed project will follow the Integrated Corridor Management Approach to fulfill the need of all road users along the corridor. Severely deteriorated road sections along the corridors and catchment areas will be improved, traffic management will be upgraded, and parking issues will be addressed.

Following are the three major components of the Yellow Line BRT Corridor Project:

1.5.1 Component 1: Urban Road Infrastructure along the Yellow Line BRT Corridor

(US\$ 171.0 million of which expected International Bank for Reconstruction and Development (IBRD) financing in US\$ 157.5 million and GoS financing of US\$13.4 million).

This component will finance the rehabilitation or reconstruction of road infrastructure and related utilities improvement and shifting (e.g., street lighting, sewer/water supply, drainage, electrical transmission line, SSGC pipeline, PTCL, NTC and oil pipeline etc.). This component will also finance non-motorized transport facilities such as motorcycle lanes, footpaths and pedestrian crossing along the Yellow Line BRT Corridor and its direct and feeder service routes. In addition, it will implement the recommendations and mitigations measures identified by Environmental and Social Management Plan (ESMP) and Compensation and Livelihood Rehabilitation Plans (C&LRP) prior and during construction. Furthermore, this component will finance detailed designs and construction supervision activities.

1.5.2 Component 2: Development and Operationalization of a BRT System along the Yellow Line Corridor

(US\$ 260 million of which expected International Bank for Reconstruction and Development (IBRD) financing in US\$ 218.5 million, GoS US\$ 4.0 million, and Private Sector US\$ 37.5 million).

This component will finance BRT infrastructure implementation, including segregated busways, interchange facilities, stations, and depots, and ITS equipment along the BRT Yellow Line Corridor. This component will also finance partially the capital cost of the BRT buses under a Concession Agreement with the private sector. A World Bank Guarantee will be explored to support the BRT system operation and maintenance along the Yellow Line BRT Corridor using a PPP model. This component will support the preparation of TOD strategy along the BRT Yellow line corridor. The component will also implement the social management plan including labor redeployment services, for the affected existing bus operators including drivers, conductors, owners along the YL Corridor, and a Gender Action Plan (GAP), and a program of regular engagement with key stakeholders, and implementation of a public relations and media strategy for generating support and disseminating information on the BRT system.

1.5.3 Component 3: Capacity Building and Technical Assistance

(US\$ 6 million of which expected International Bank for Reconstruction and Development (IBRD) financing in US\$ 5 million and GoS US\$ 1 million).

This component will finance project management cost, TA in road safety and traffic management, support to regional transport authorities in automating the management and monitoring of bus routes permits, and capacity building of SMTA.

1.6 YELLOW LINE BRT CORRIDOR DESCRIPTION

1.6.1 Importance of the Yellow Line BRT Corridor

YL BRT can be termed as a key BRT corridor for Karachi. It connects its commuters with all the main arterials and important attraction zones of Karachi by linking them with five major corridors of the Mass Transit System proposed for Karachi by JICA in its report.

- The YL Corridor project, as a fundamental component of Karachi's Mass Transit Network, contemplates the operational and functional integration with other BRT corridors as follows:
- Common corridor (considered as the segment from Numaish to Merewether Tower) and Karachi's CBD at Numaish transit hub,
- With Red BRT corridor at Kashmir Road intersection along Shahrah-e-Quaideen,
- With Green, Orange and Blue BRT corridors at Numaish BRT hub,
- With Brown (MRT) corridor at Singer Chowrangi along 8000 Road,

- With KCR at Kala Pull on Korangi Road and Landhi Railway Station nearby Dawood Chowrangi in Landhi; and
- Dawood Chowrangi in Landhi.

1.6.2 Alignment of BRT Yellow Line Corridor

The BRT Yellow line services will operate along segregated busways running adjacent to and on either side of the roadway median. In general, the busway will run at-grade, though in few locations, it will travel grade separated. The removal of trees and plants will be compensated by planting trees along the corridor and other locations. The BRT lanes will utilize the existing road as much as possible. The existing road section features primarily three lanes of traffic in each direction with median separation and with occasional service road provision. The ROW width of the existing road ranges from 25 meters (corridor's eastern end at Future Colony) to 70-90 meters (8000 Road and certain sections along Korangi Road). Construction of the BRT lanes and associated facilities, including stations, pedestrian underpasses/bridges, depots and bus bays will not involve any land acquisition. The proposed bus stations and depots will use vacant government land.

Generally, the ROW availability is not an issue of concern for implementation of Yellow Line Corridor. A 3x3 road layout is ensured for approximately 80% of the alignment with exceptions where complex interchanges (Malir River KPT Interchange, DHA Signals and Shahrah-e-Faisal) or constrained sections (Future Colony to Dawood Chowrangi), actively reduce the available ROW.

Based on traffic surveys and the results of travel demand modelling, conservative projections for 2030 for the corridor in terms of BRT ridership are at approximately 300,000-person trips per day. Based on feasibility study and revised alignment, the proposed project will consist of the following:

Main Corridor (21 km): Consists of following components:

- 4 km open underpass section and
- 7 underpasses approximately. length of 50 m each
- 24 Stations
 - 17 at grade BRT stations
 - 7 underground BRT stations
- 2 Depots
- 2 Elevated U-turns
- Jam Sadiq Bridges (D&B)
(Demolishing & Reconstruction of Existing Bridge + 1 New Bridge)
- Reinstatement of Kala Pull Bridge (South Side Bridge)
- 71.3 Km off-Corridor at-grade Park & Ride Facilities

The detail of alignment with segments is shown in the **Figure 1.3**.

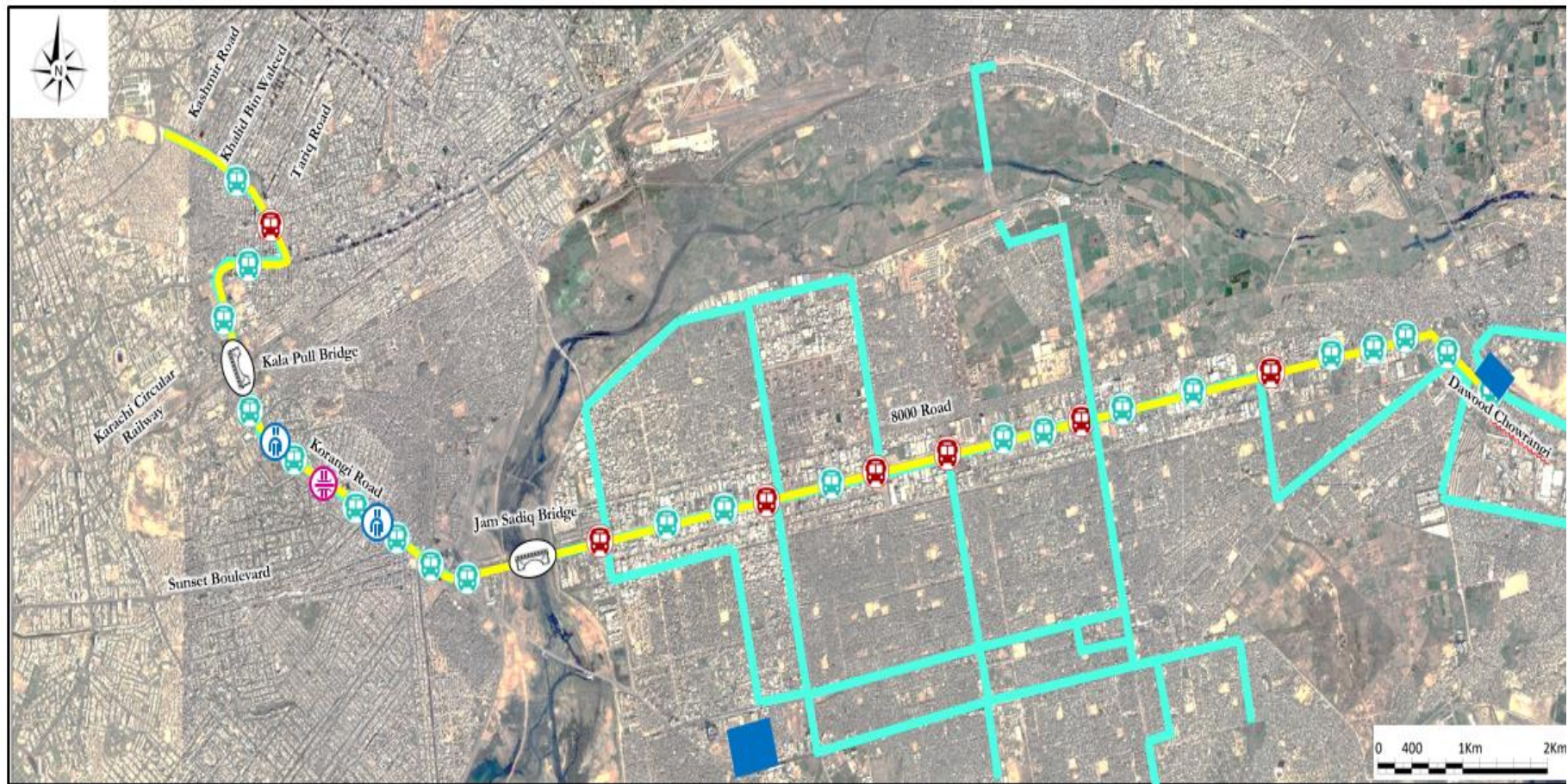


Figure 1-3: Corridor and Major Intersections within the Project Area

The corridor can be categorized in following seven segments:

- Segment-1: Dawood Chowrangi to Future Colony
- Segment-2: Korangi (8000) Road along Korangi Industrial Area
- Segment-3: Jam Sadiq Bridges (Over Malir River)
- Segment-4: KPT Interchange
- Segment-5: KPT Interchange to FTC Flyover
- Segment-6: FTC Flyover to Shahrah-e-Faisal
- Segment-7: Shahrah-e-Faisal to Shahrah-e Qaideen

Segment-1: Dawood Chowrangi to Future Colony

This segment of YL - BRT Corridor is the narrowest and the available ROW varies from 24 to 30m in width. Land use of the area is predominantly residential with active formal and informal commercial activity present directly into the ROW. The proposed cross section of the project will primarily improve pedestrian facilities and rehabilitate the carriageway. Land acquisition will not be required, however, there are vendors some of these whom may need to be relocated because of the implementation of the project. In addition, due to the frequent road encroachment by commercial and illegal parking, special attention and enforcement will be required.

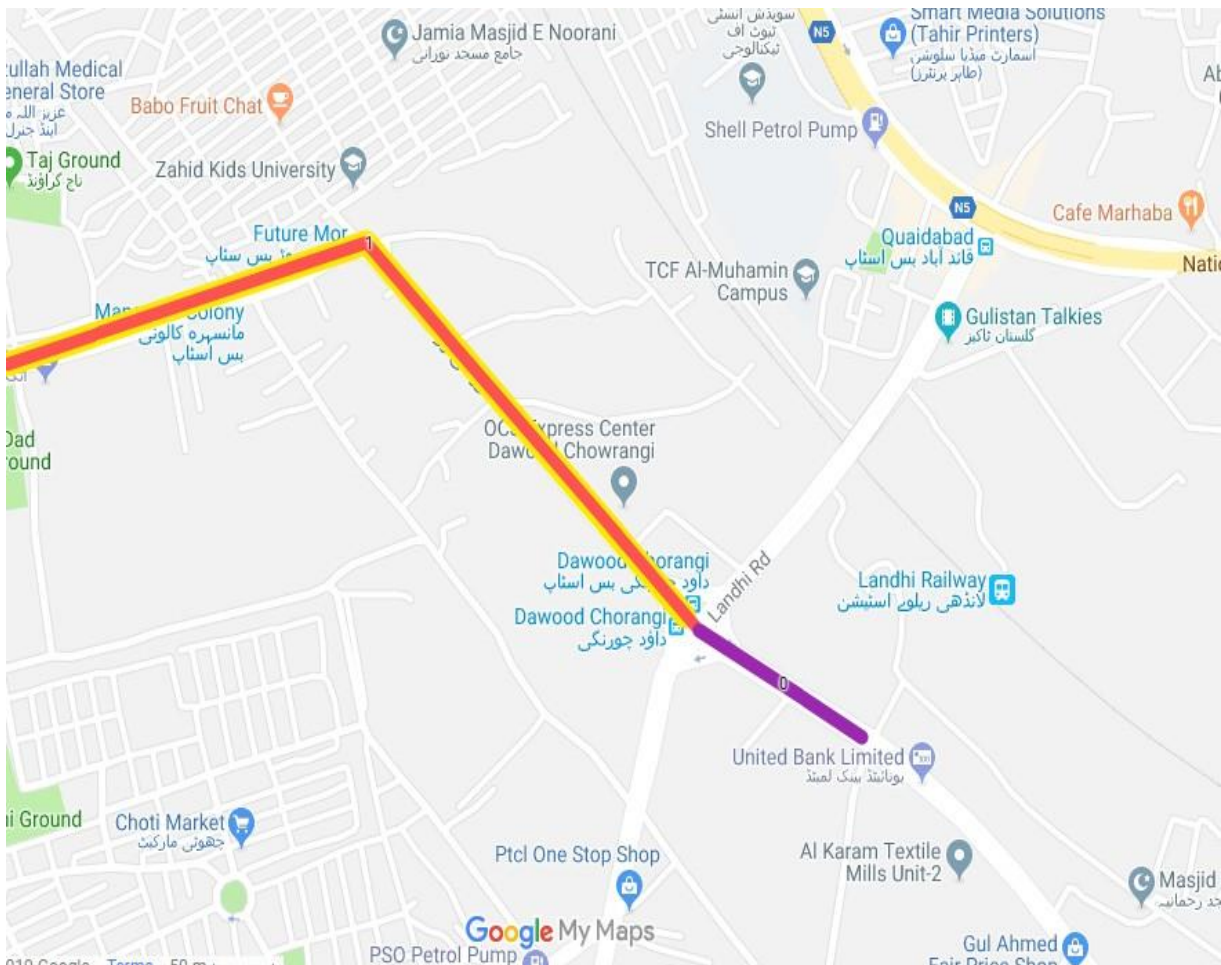


Figure 1-4: Segment-1: Dawood Chowrangi to Future Colony

Segment 2 – Korangi (8000) Road along Korangi Industrial Area

This is the widest and most generous segment of ROW extending consistently up to 80 m. It is characterized by a 3+3 carriageway flanked by 2-lane or more service roads used as unofficial parking space, freight cargo load and unload, and/or vehicle maintenance area. These service roads are not continuous and often interrupted at various locations. The tankers, freight cargo are parked, maintained at wide median strip of road at different locations. No land acquisition or relocation activities are expected in this segment except the utility relocation. Encroachments related to public space invasion and illegal parking is anticipated.



Figure 1-5: Segment-2: Korangi (8000) Road along Korangi Industrial Area

Segment 3 – Jam Sadiq Bridge (over Malir River)

A 2x2 bridge currently connects Korangi industrial area with DHA District South, District East and District Central with an overall ROW of 20 m. Expansion of the existing structure is unlikely and capacity increases will only be attainable through the construction of a parallel new structure. Traffic reorganization and flow management is anticipated due to the KPT interchange flyover accesses landing on the river's west bank.

New bridges over Malir River at the location of existing bridge are proposed with a total length of around 1 km, comprising three (3) lanes for main mixed traffic, one (1) dedicated BRT lane and sidewalks from one side and shared sidewalk/bicycle lane on the other side. Demolition

and clearance of the existing Jam Sadiq bridge structure is proposed after the construction of one new bridge.



Figure 1-6: Segment-3: Jam Sadiq Bridges

Segment 4 – KPT Interchange

The section starting from the ramps of Jam Sadiq Bridge, the part of this segment underneath the KPT interchange features a large elliptical rotary with a minor axis of approximately 130 m. Existing traffic flows, ply 3+3 carriageways, in a generous and undeveloped area. No major ROW encroachments are found for BRT implementation.

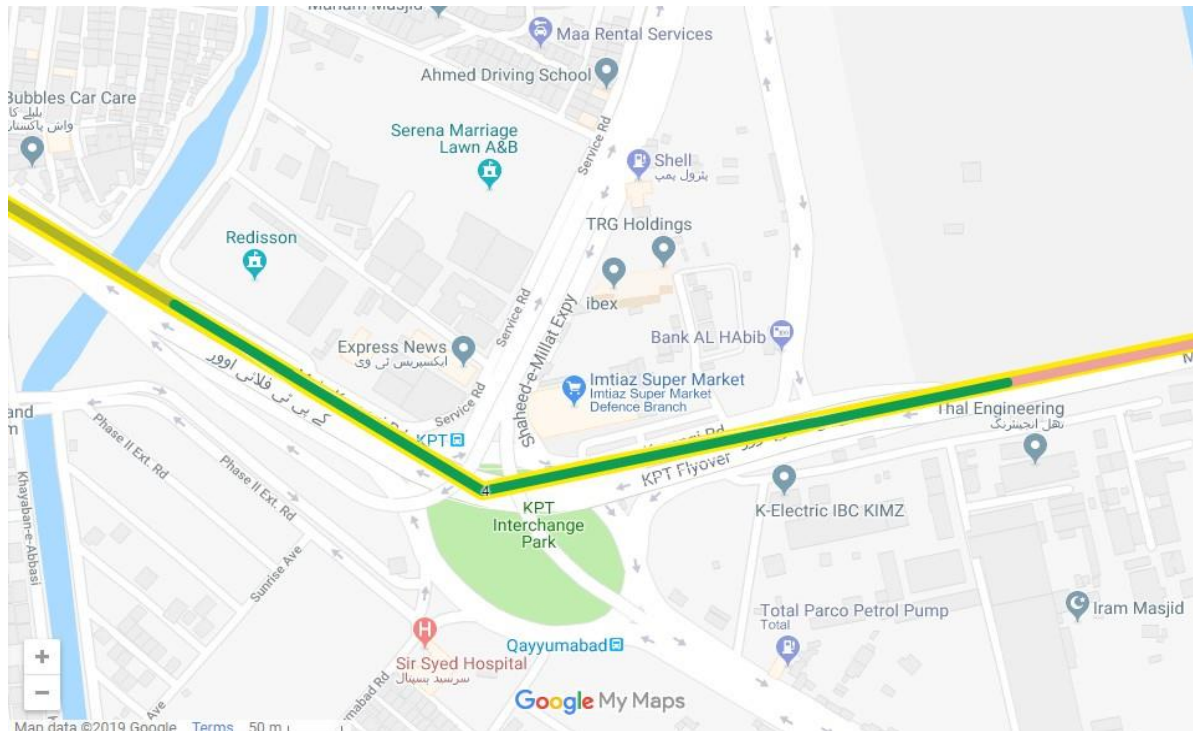


Figure 1-7: Segment-4: KPT Interchange

Segments 5 and 7 – Korangi (Abbasi Shaheed) Road and Shahrah-e-Qaideen

These segments keep the 2x3 ROW across a more dense, established, and busy area. Mixed uses are found flanking the segment varying from residential to commercial and institutional. The presence of service roads is rare, discontinuous, and only at few locations, where clear planning initiatives have taken place to improve traffic flow.

Pedestrian and Non-Motorized Transport (NMT) facilities are not enforced despite a considerable number of users and pedestrians on the road. Median width varies from 1m at the Khayaban-e- Ittehad station area to 5 to 6 m at the DHA More Station. Generally, the available ROW can be assumed to be of at least 35 m on the main carriageway components.

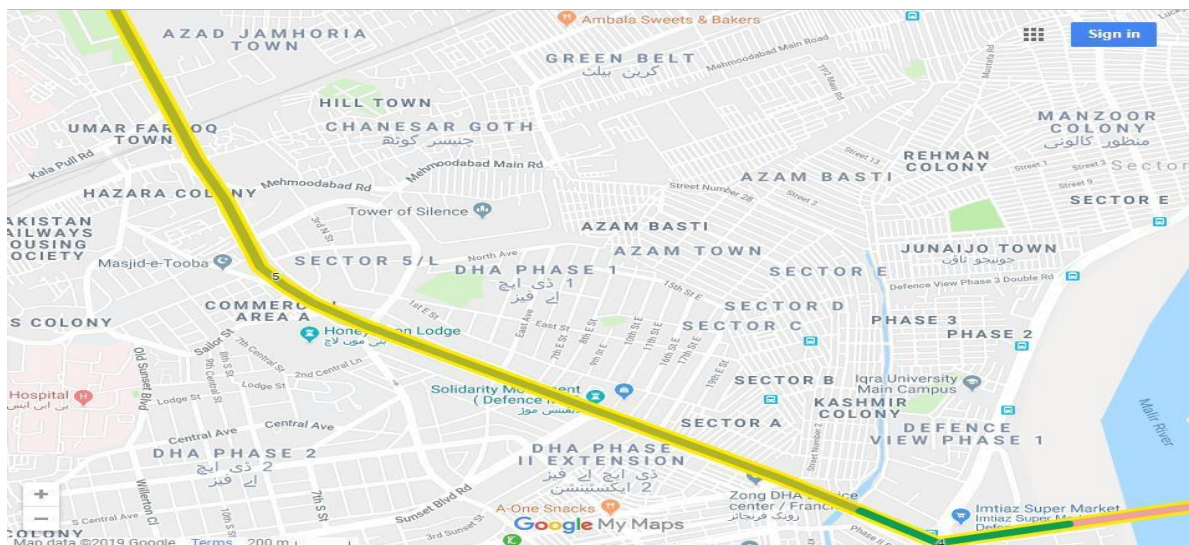


Figure 1-8: Segment-5: KPT Interchange to FTC Flyover

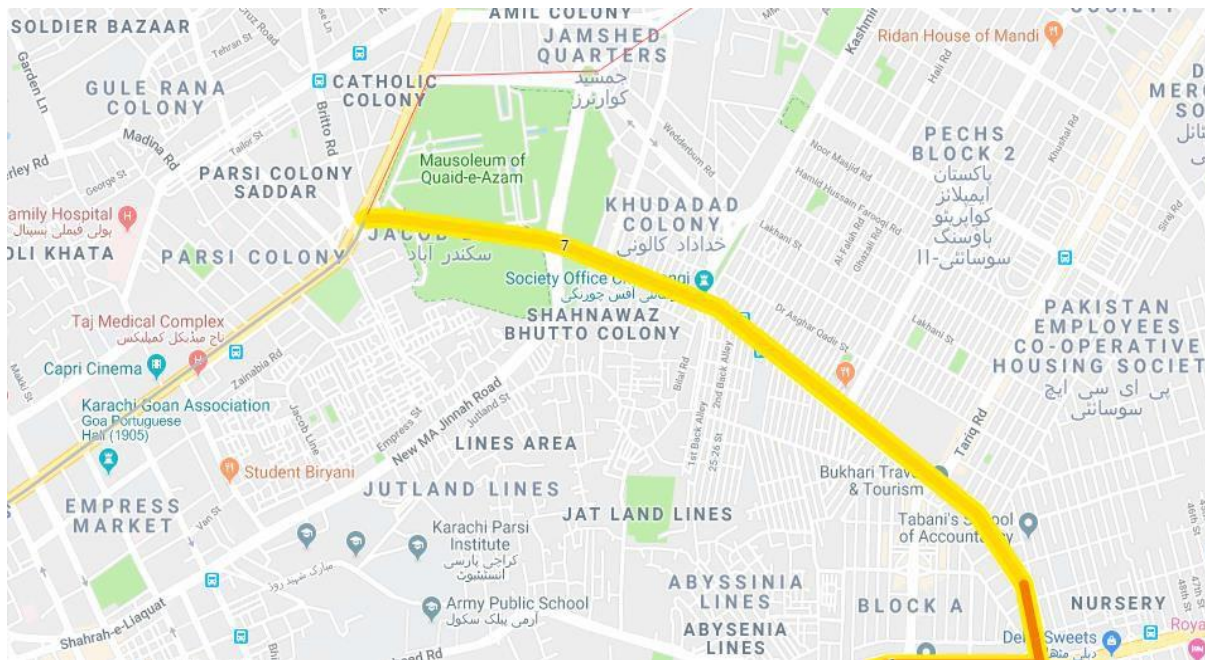


Figure 1-9: Segment-7: Shahrah-e-Qaideen

Segment 6 – Shahrah-e-Faisal

Heavy traffic flows, on a well-established, dense, and complex urban setting, make this segment the most challenging for functional design particularly considering BRT services will share ROW with general traffic. Two flyovers provide connectivity between Korangi Road and Shahrah-e- Qaideen using the alignment of Shahrah-e-Faisal for approximately 800 m. At this segment, the ROW has a width of over 60 m allowing for a freeway type of operation with service roads, sidewalks, and on-street parking provisions.

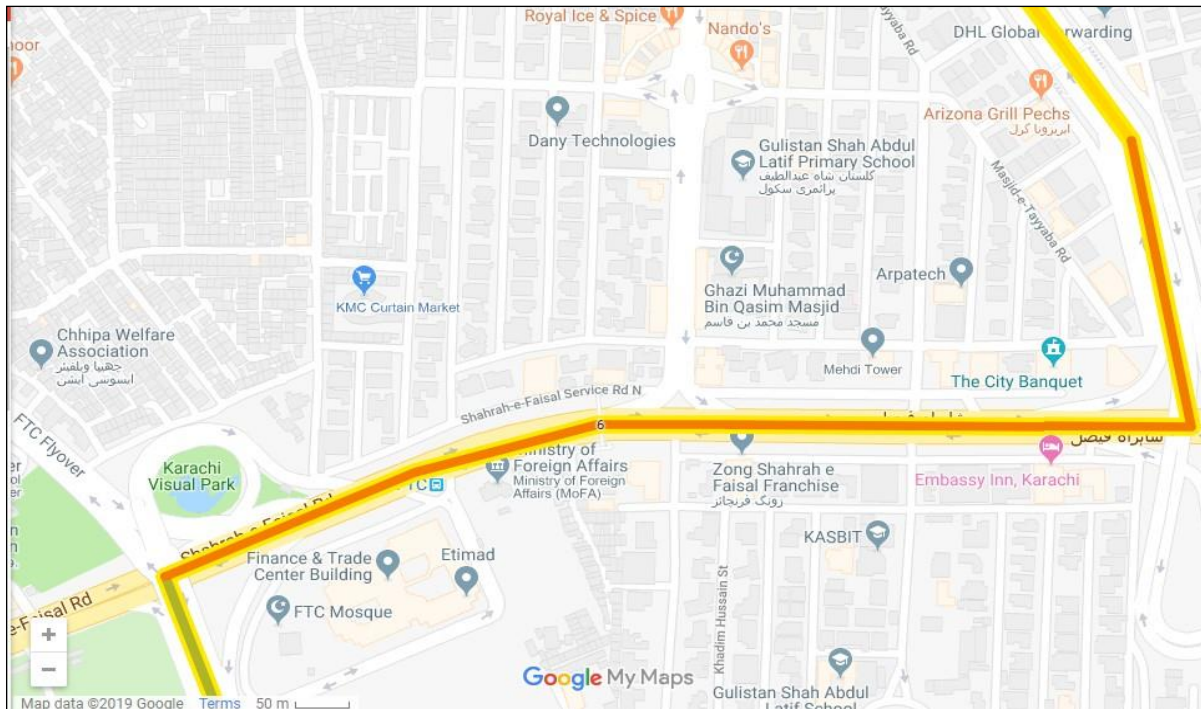


Figure 1-10: Segment-6: Shahrah-e-Faisal

The technical specifications detail of the Yellow Line BRT corridor is the following:

Speed of the System	50 km/hr
Yellow Line BRT Corridor Length	21 km
Dedicated	20 km
Mixed Traffic	1 km*
No. of Proposed Stations	24
Vertical Insertion	84% at grade and 16% underground (3.4 km)
Horizontal Insertion	Median aligned BRT lanes
Estimated BRT Ridership	300,000 Persons per day

* KPT and FTC Interchange, Shahr-e-Faisal

1.6.3 Direct and Feeder Services

Six (6) direct and three (3) feeder routes are proposed in the service plan of Yellow Line BRT Corridor and infrastructure improvements. The detail is given in the **Figure 1.11**.

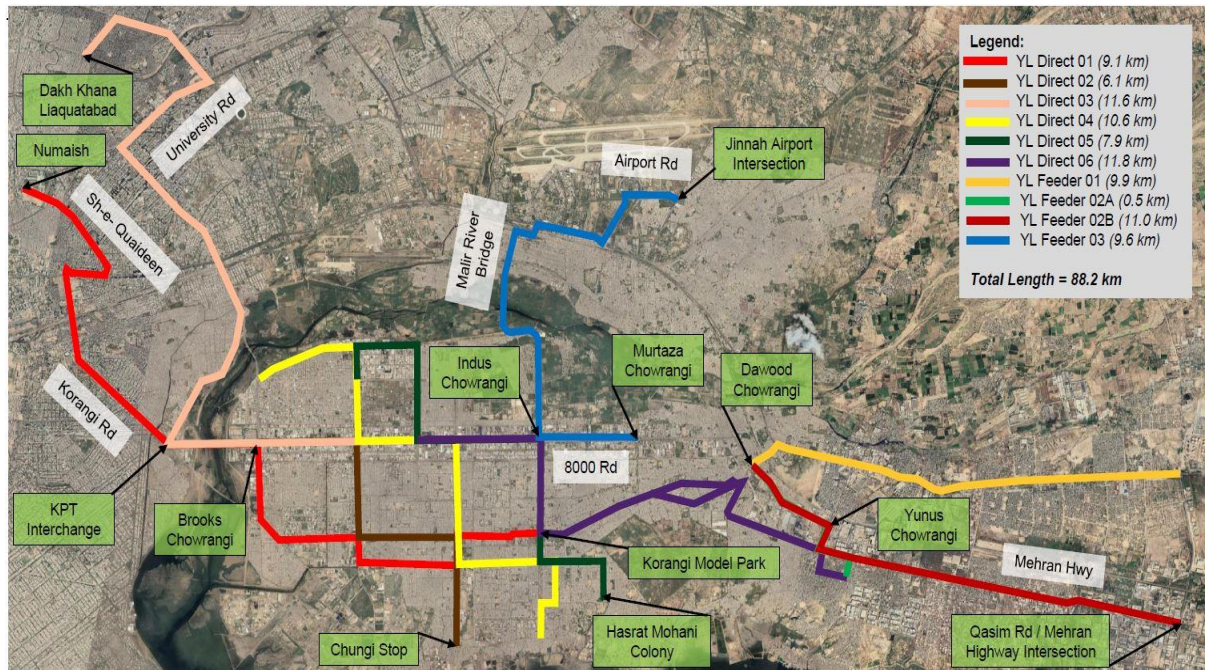


Figure 1-11: Direct and Feeder Services

The Direct Service 01 starts from the Numaish passing through Korangi Road, Jam Sadiq Bridge, Brookes Chowrangi, Landhi Road and ends near Korangi Model Park. The overall operational length of the service is 20 km, out of which 11km is on the main corridor.

The Direct Service 02 starts from the Korangi Road and ends at Chungi Stop. The overall operational length of the service is 9 km, out of which 2.4 km is on main corridor.

The Direct Service 04 starts from the Siddiq Akbar Road, passing through Syed Ammar Bukhari Road, Korangi Road, Coast Guard Chowrangi and ends near Ibrahim Hyderi area. The overall operational length of the service is 13 km, out of which 2.2 km is on main corridor.

Direct 5 Service starts from Syed Ammar Bukhari Road towards FH Enterprises from where it covers the two-way undivided road up to Primo chemicals then it follows that National Refinery Road and enters the main trunk via Vita Chowrangi and exits via Indus Chowrangi following Korangi no.5 road. The service then turns left on Qabrastan Road towards Alakram Pakwan Center, turns right and terminates at 51/C Graveyard. The total operational length of the Direct Service 5 is 11 km, out of which 2.72 km is on main Corridor.



Figure 1-12: Direct Services 01

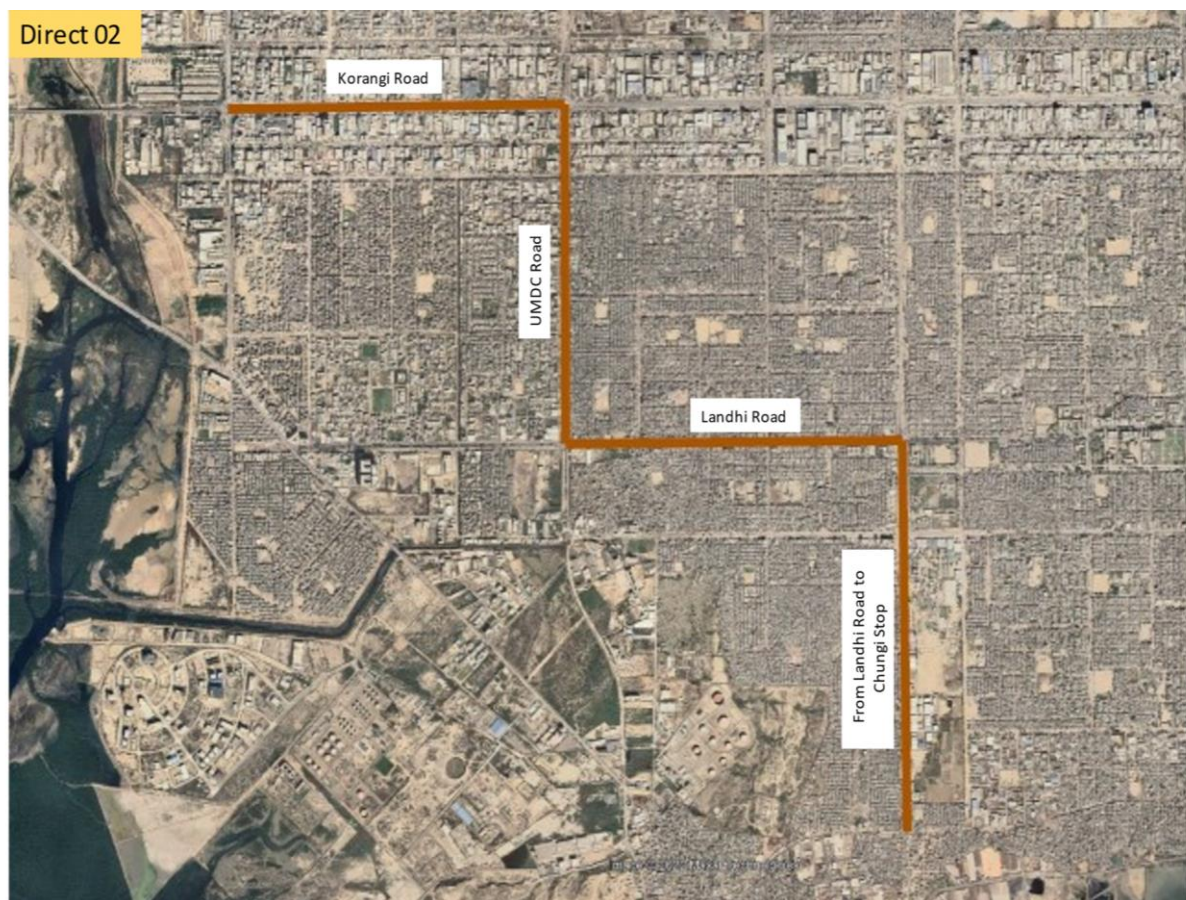


Figure 1-13: Direct Services 02

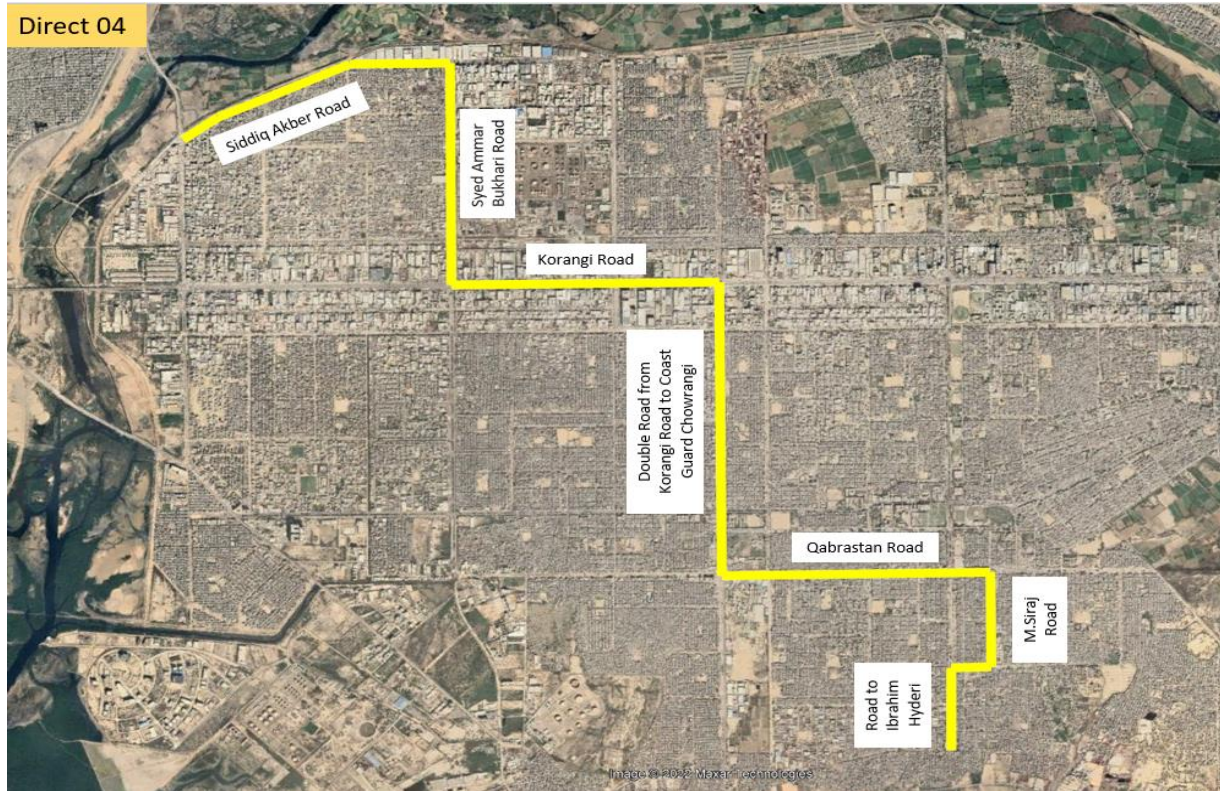


Figure 1-14: Direct Services 04

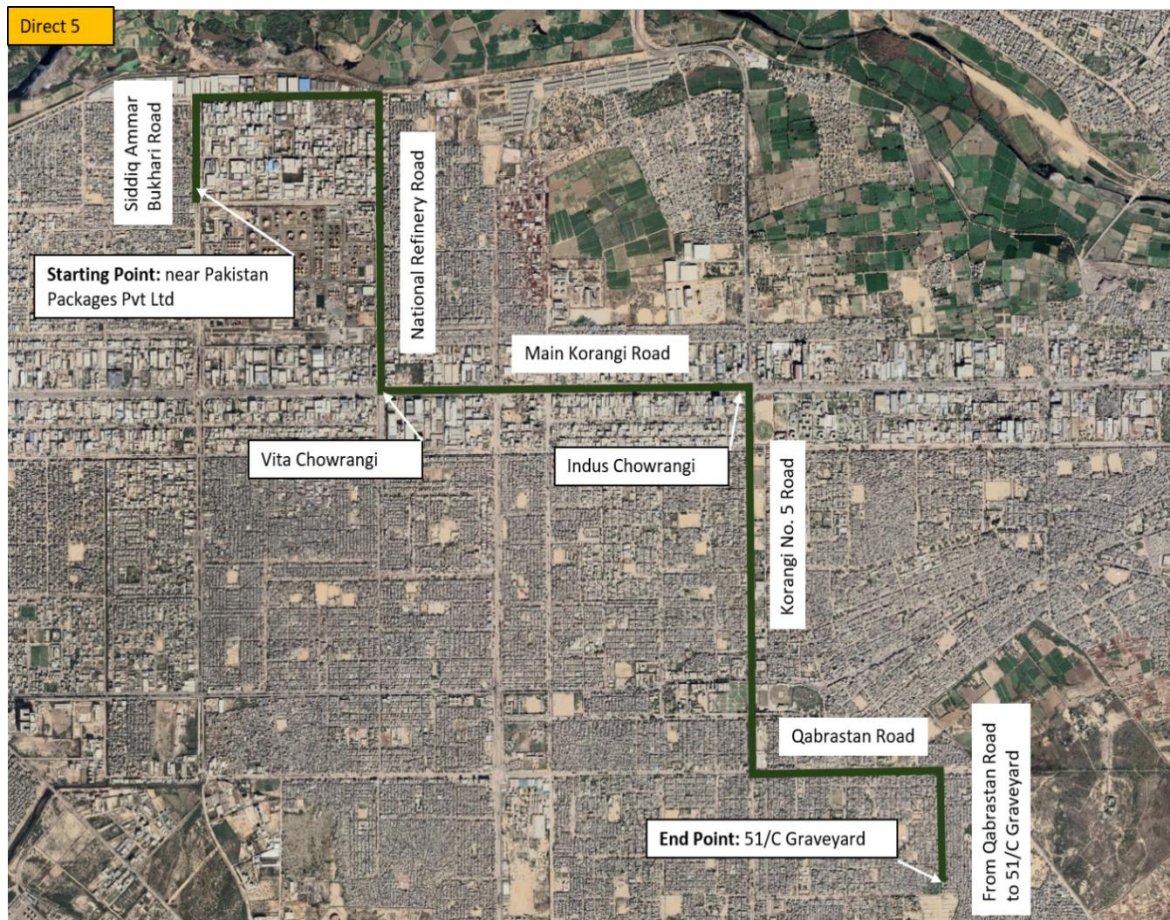


Figure 1-15: Direct Services 05

The length of YL Feeder 01 route is approximately 9.9 km and having 15 Bus Stops. The route starts from Dawood Chowrangi and ends at Port Bin Qasim Mor via Landhi road and N-5 highway.

The length of YL Feeder 02B route is approximately 11 km including an overlapping of 3.4 km with the YL Feeder 02A and having 18 Bus Stops. It starts from Dawood Chowrangi and ends at Qasim Road / Mehran Highway intersection via Landhi industrial area road and Mehran highway

The length of YL Feeder 03 route is approximately 11.8 km including an overlapping of 2.2 km with the main BRT corridor and having 11 Bus Stops. It starts from Jinnah Airport Intersection and ends at Murtaza Chowrangi via airport road, Jinnah terminal road, Shahrah-e-Faisal, Korangi Shah Faisal Road, Malir River bridge and 8000 road.



Figure 1-16: Feeder 01

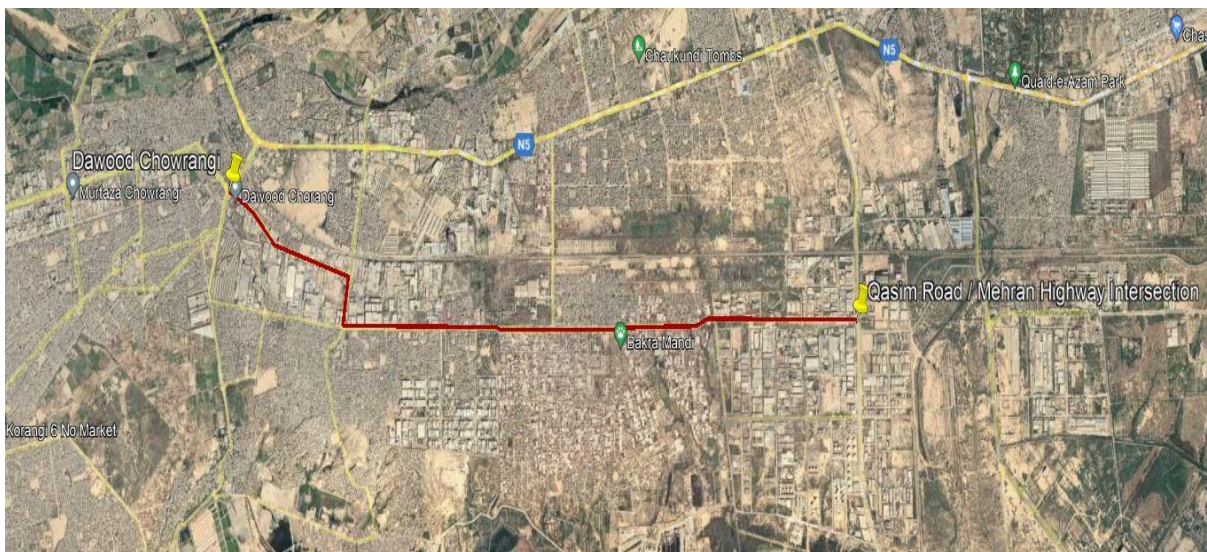


Figure 1-17: Feeder 02



Figure 1-18: Feeder 03

1.6.4 Bus Depots

Depot 1

Depot 1 is located in Landhi near Dawood Chowrangi with an approximate area of 3 acres. The depot is owned by the Transport & Mass Transit Department. Figure 1.19 shows the location plan of Depot 1.

The Depot 1 has been designed for 43 buses including 5 number 12 meters standard buses and 38 number 18 meters articulated busses. The location of the depot 1 is shown in **Figure 1.19** and design has been proved in **Figure 1.20**

Depot 2

The proposed Depot 2 is located on Landhi Road near Indus Hospital, and has an approximate area of 9.2 acres. The depot is owned by the Transport & Mass Transit Department. Figure 1.21 shows the location plan of Depot 2.

The Depot 2 has been designed as a multi-storey bus depot having capacity of 341 buses including 226 number 12 meters standard buses and 115 number 18 meters articulated busses. The location of the depot 2 is shown in **Figure 1.21** and design has been proved in **Figure 1.22**



Figure 1-19: Depot 1 Near Dawood Chowrangi



Figure 1-20: Design of Depot-1

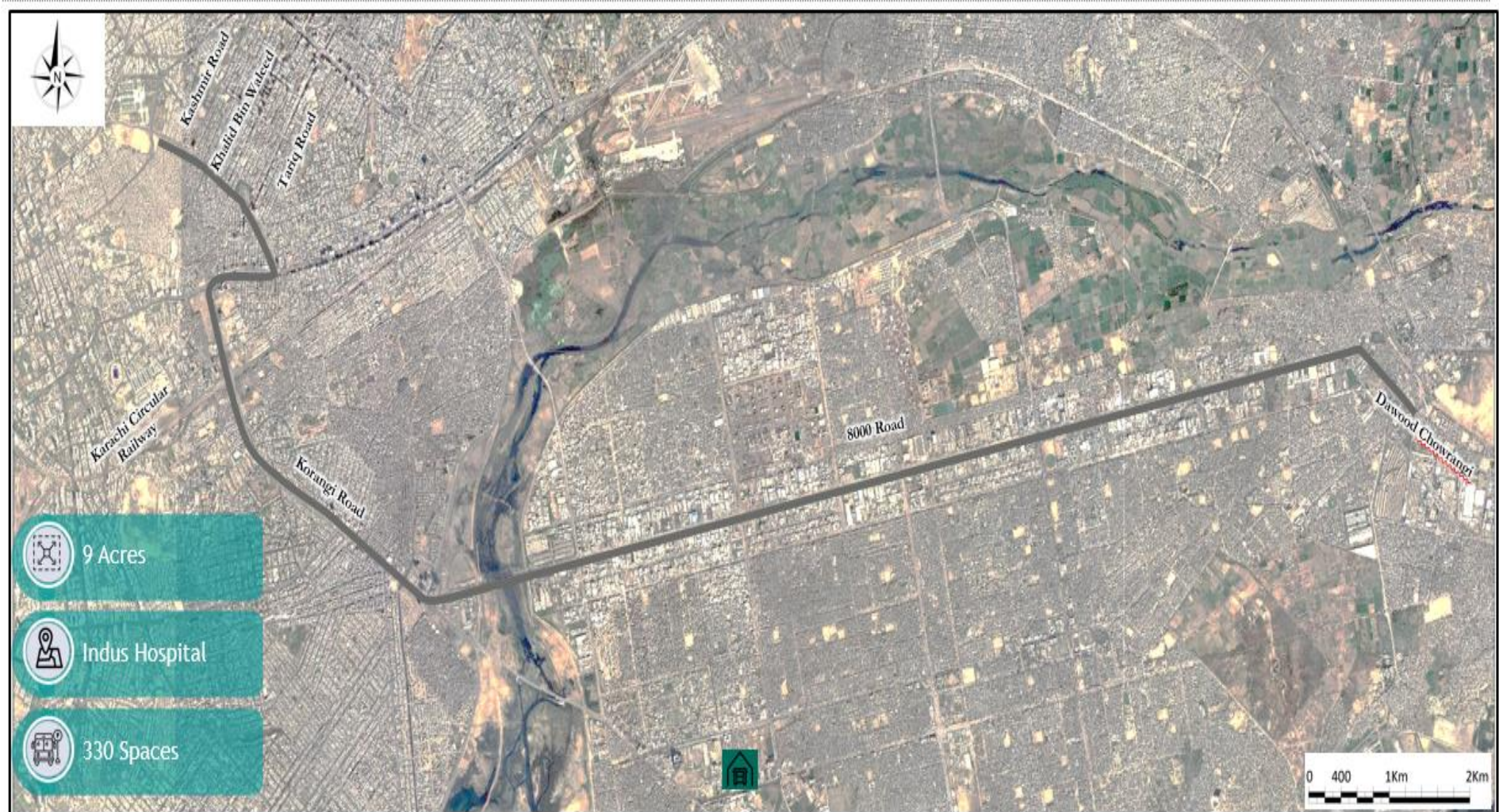


Figure 1-21: South Depot near Indus Hospital



Figure 1-22: Design of Depot-2

1.6.5 Project Packages

Overall, the project is comprised of 6 contract packages and 7 segments. Package 1 and 2 has been merged into one package. The of contract detail has been provided in the **Table 1.1.**

Table 1.1: Project Packages

Package	Segment
Package 1	Lot – 1: Bus Depot 1
	Lot – 2: Bus Depot 2
Package 3	Road Corridor & BRT infrastructure (segments 0,1 and 2)
Package 4	Jam Sadiq Bridge 1 km long bridge (segment 3)
Package 5	Road corridor & BRT infrastructure (segments 4,5,6 and 7)
Package 6	Off-Corridor Improvements (Direct and Feeder Services)

Not: Package-1 and 2 have been merged in one construction package i.e., Package-1 and the number of other packages are same.

1.7 ALTERNATIVE OPTIONS TO MINIMIZE THE RESETTLEMENT IMPACTS

To select the most viable route keeping in view the environmental, economic and social constraints, different alternatives were analyzed for selection of most feasible route in consultation with Implementing Agency. Following section describes analysis of the alternatives.

1.7.1 “Do-Nothing” Scenario

As per JICA Master Plan, traffic situation in Karachi would become worse in the future if no transport project is implemented because of:

- Population growth (1.67 times from 2010 to 2030),
- Economic growth, which increases the trip rate,
- Increase in car ownership rate, which increases the trip rate and decrease road space, and
- Expansion of urbanized area, which increases the trip length (1.64 times from 2010 to 2030).

Heavier traffic will cause the deterioration of bus services which results in more modal shift to motorcycle and private cars and increase the traffic on roads.

To evaluate the situation without transport investment, a “Do-Nothing” scenario was analyzed in which the following conditions were assumed:

- No mass transit system including KCR would be implemented.
- Population, economic growth and urban development are the same conditions as the demand forecast “with master plan” case.
- The number of buses would increase according to passenger demand.

The last assumption is an optimistic case for “Do-Nothing” scenario. The “Do-Nothing” scenario means that no mass transit system will be implemented, but improvement of bus transport services will be taken place. In case that no action about public transport is taken in

the future, as has been in the last 20 years, the number of buses would not increase even if traffic demand increases.

Considering an increase in number of busses there will be more consumption of fuel, more vehicular emissions will be generated. Busses moving in Mixed traffic will lead to more travelling time and traffic congestion.

Figure 1.23 illustrates the simulation result of “Do-Nothing” scenario. Orange, red, and brown color indicates the road section where traffic volume exceeds the capacity (volume to capacity ratio (V/C) exceeds 1.0). The V/Cs less than 1.5 (orange and red) would be possible but those of 1.5 and more (brown) that the transport network cannot deal with the demand. The result shows that most roads will suffer from traffic saturation in case of “Do-Nothing” scenario.

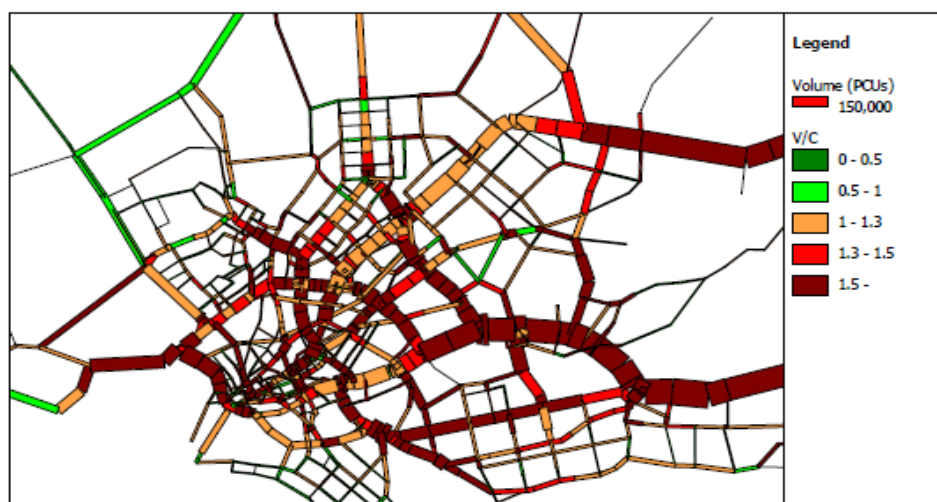


Figure 1-23: Do-Nothing Scenario (2030)

Source: KTIP (Preliminary Demand Forecast Model)

1.7.2 “Road Development” Scenario

Karachi has developed road infrastructure such as flyovers and underpasses recently, which has improved traffic situation in Karachi. As per Master Plan, the “Road Development” scenario was prepared to evaluate the present trend concentrating on road development. The condition of this scenario is the same as that of the “Do-Nothing” scenario except for the road network used in the traffic assignment. The road network for the “Road Development” scenario is the same as the road network in KUTMP 2030 in which new roads in total length of 740 km is included. Since the road network in the urbanized area in Karachi has been developed, further development of the road network would be difficult.

Considering the development of road, the increase in traffic over time will not be enough to cater the future transport demand and associated impacts of time-consuming commute, increased vehicular emissions and increased risk of accidents due to mixed traffic. Land acquisition may be involved in road development scenario.

Figure 1.24 shows the result of the traffic assignment for “Road Development” Scenario. It is observed that traffic on some roads is significantly improved compared to “Do-Nothing” Scenario, but congestion will remain in many roads.

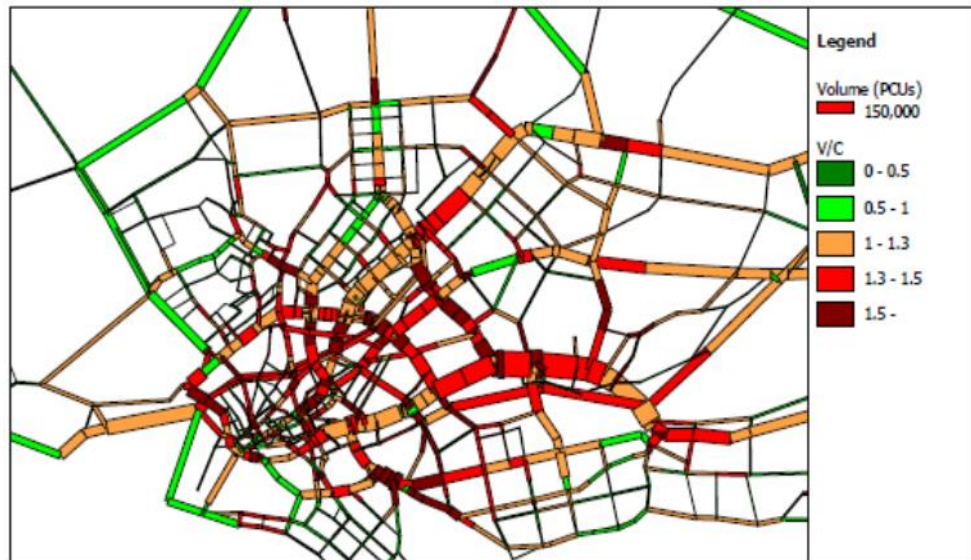


Figure 1-24: Road Development Scenario (2030)

Source: KTIP (Preliminary Demand Forecast Model)

1.7.3 “Road Development + KCR” Scenario

KCR is a committed project by the Government of Pakistan (GOP). It was approved by the GOP on September 3, 2009, although its financial arrangement has not been agreed yet. The “Road Development + KCR” Scenario is the case when only KCR is developed as a mass transit system in addition to road development. Figure 1.25 shows the result of the traffic assignment for this scenario. Traffic is improved by KCR project although its impact on road traffic is not clear from this figure. Since KCR provides the transport service for the circular direction, roads for radial directions remain congested. Hence, the impacts as envisaged in option 1 & 2 will remain despite solving traffic issues in some areas.

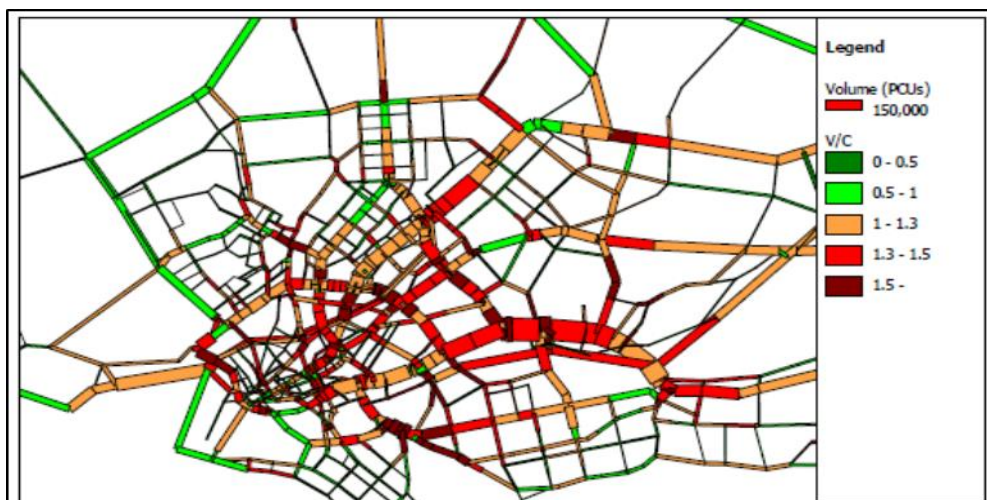


Figure 1-25: Road Development + KCR Scenario (2030)

Source: KTIP (Preliminary Demand Forecast Model)

1.7.4 “Do-Existing Plan” Scenario

BRT as mass transit system for Karachi was proposed in “Detailed Study on a Private /Public Partnership based Environmentally-friendly Public Transport System for Karachi”. According to Karachi Mass Transit Corridors (KMTC), this is one of the most important studies about mass transit system in Karachi.

This study proposed 16 bus routes as shown in **Figure 1.26**. Out of 16 proposed BRT routes, 3 lines were proposed to use the KCR line Karachi Central Station and NIPA. From this figure, it is clear that the KCR route plays an important role to formulate BRT corridors in the study. The study emphasized the advantage of converting KCR to BRT. In this case City District Government Karachi (CDGK) must purchase the right of way of KCR from Pakistan Railways.

As per Master Plan, the existing plan is difficult to be implemented because of the changes in road infrastructure. Development of Corridor-2 is almost impossible within a feasible scheme. Corridor-4 and Corridor-6 are duplicated with KCR alignment. In this study, convertible elevated structure, where the mass transit system can be changing from BRT into Railway, is not considered with following reasons.

Firstly, planning of railway-based system at ground level is unrealistic from the perspective of complete separation between road and rail. Such a plan would worsen the traffic situation in the city more and more. Secondly, if BRT system is originally built on such elevated structure, which has enough strength and width for railway system, it would be uneconomic. Even in such excessive case, it would be impossible to install underground structure after the elevated structure is once constructed. Finally, even if these engineering and resettlement problems are solved, construction of 6 corridors and KCR is not possible scenario in view of budget and schedule.

However, with implementation of these Mass transit options, the travelling time of people will be lesser due to dedicated lanes. The mass transit will result in travel time savings, vehicular emission reduction by shifting passengers to high capacity BRT buses, reductions in fatalities and crashes by Road safety improvements.

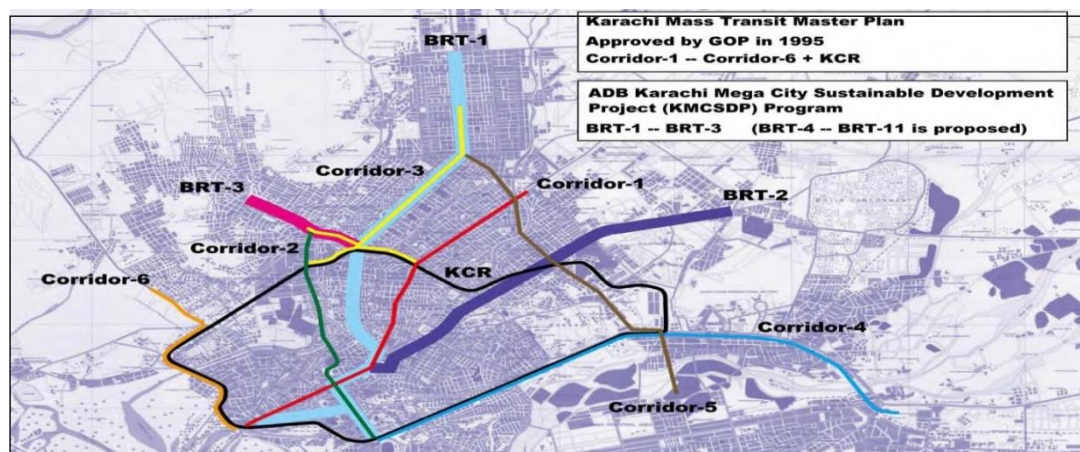


Figure 1-26: Do Existing Plan Scenario (2030)

1.7.5 Scenario by Network Type

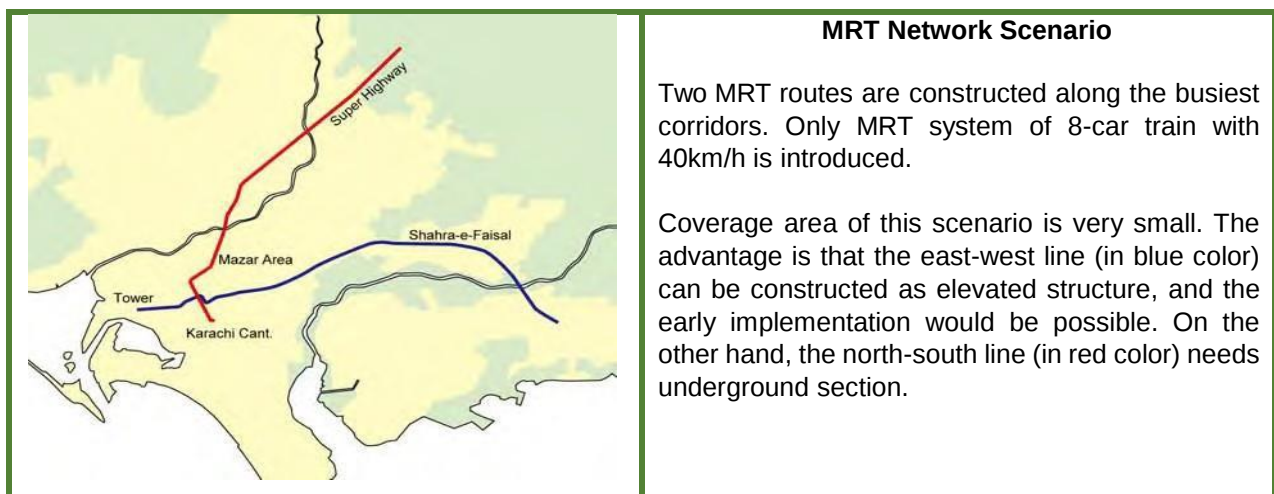
The public transport network depends on the type of mass transit system. For example, a low capacity system requires dense network while the dense network is costly in case of a large capacity transit system. To analyze the best mass transit system, the following three scenarios were evaluated.

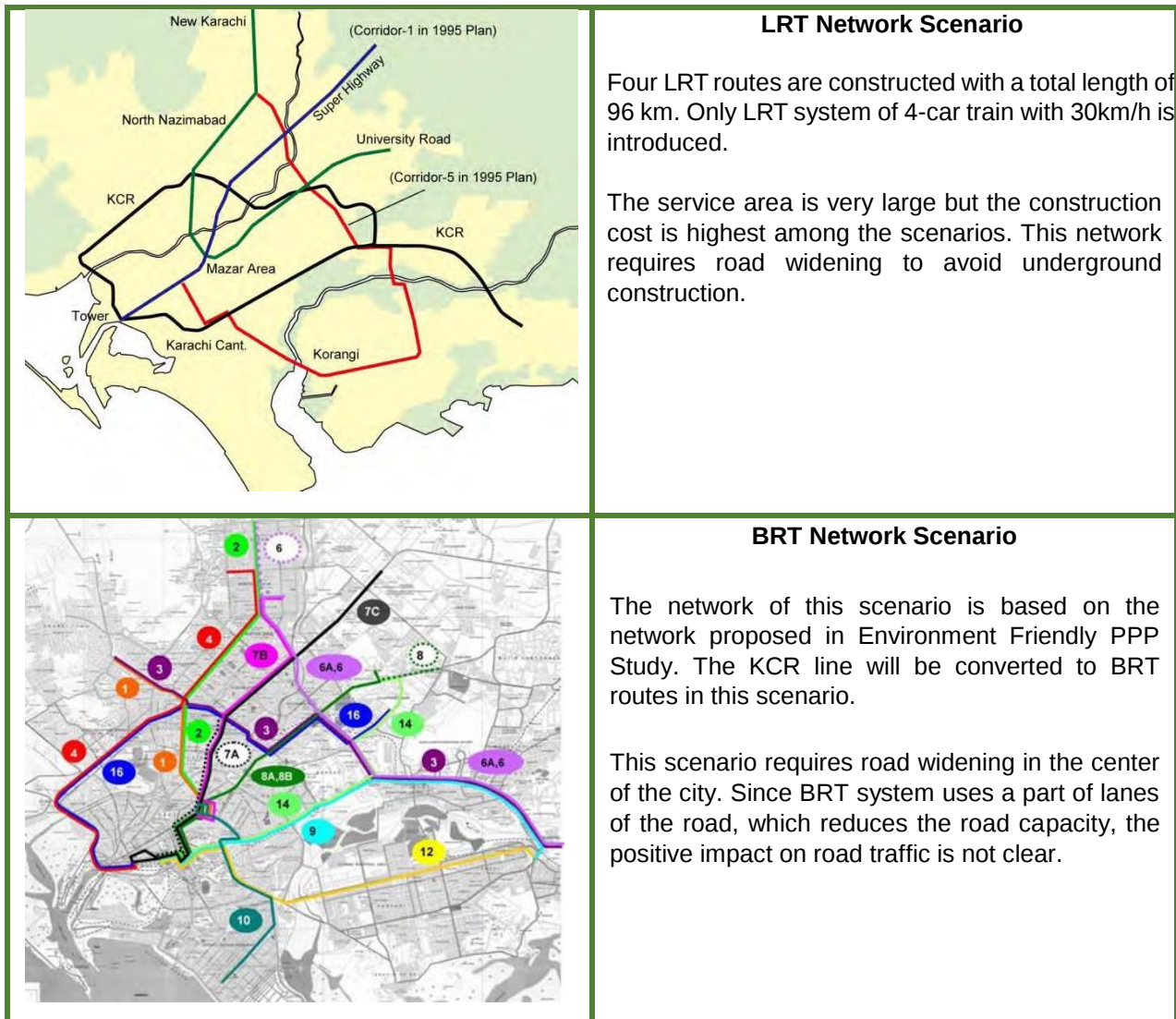
- 1) Mass Rapid Transit (MRT) development along high priority corridors
- 2) Light Rail Transit (LRT) development along major corridors
- 3) Bus Rapid Transit (BRT) development along major roads

In this analysis, MRT means a large capacity railway system (heavy rail, rail rapid transit) with a number of train cars (typically 6-12 cars). The concept of MRT scenario comes from the idea that it might be more feasible to construct a large capacity transit system along the priority corridor than constructing a lot of parallel LRT routes with short intervals. Although the cost of a MRT line is higher than a LRT line, the total cost of MRT network might be lower than that of LRT network because of the smaller number of lines. Feeder service is inevitable for this scenario.

The concept of LRT scenario is similar to that of the approved plan of Karachi Mass Transit Corridors. This scenario provides public transport service along major corridors. Construction period of a line in this scenario is shorter than that of MRT scenario.

The concept of BRT scenario is based on the “Study on a Public/ Private Partnership based Environmental-friendly Public Transport System for Karachi” and the BRT study by ADB. It is proposed 14 BRT routes in the study. The service area is largest among three scenarios. **Figure 1.27** shows the concept of network type.





Source: KTIP

Figure 1-27: Concept of Network Type

1.7.6 Scenario by Marketing Segment

Marketing is also an important factor for mass transit scenario. Unlike intercity trains, a mass transit system in urban area does not provide different services such as first class, second class and economy class in most cases. Usually, an urban transport system provides the same level of service to all passengers. If the target of the mass transit system is the same as those who cannot afford to pay the higher fare than existing minibuses, MRT and LRT will be very difficult choice. For example, KCR study 2012 by JICA shows that its financial interest rate of return (FIRR) is only 2.3% under the condition of keeping the fare structure similar to that of existing buses. If the target passengers are high income class those who use private cars, the improvement of the road congestion would be very significant. The willingness-to-pay survey implies that people who are using bikes and cars can pay a higher fare for mass transit than that of existing buses, if the mass transit is developed as a world standard level.

1.7.7 Mass Rapid Transit Systems Alternatives

Following are the mass rapid transit system alternatives: **Monorail:** It is a contemporary means of elevated rail transit.

Maglev Trains: These are also elevated rail transit system. Conventional wheels are replaced by magnetic fields with much higher speeds and acceleration.

Light Rail Transit: These trains have articulated rail vehicles powered by electricity from overhead trolley cables at surface level.

Heavy Rail: These are urban passenger transportation service operating on fully grade separated right of ways i.e., underground or elevated structures.

Commuter Rail: They are passenger train transit service that operates on the same right of ways used by intercity railway. It carries passengers from corridors of heavy concentrations of suburban and urban locations therefore also known as suburban rail.

Bus Rapid Transit: These are bus-based transit system that operates on segregated right of ways to provide higher quality of service with characteristics similar to modern rail-based transit system.

(Source: Suggesting Urban Mass Transit Technology For Pakistan "A Comparative Analysis Of Rail Based Rapid Transit And Bus Rapid Transit)

The infrastructure cost for the above-mentioned systems is as under:

1.7.8 Infrastructure cost per kilometer (US\$ Million/km)

Bus Rapid Transit	0.5 - 15
Light Rail Transit (At grade)	13 - 40
Metro (Elevated)	30 - 100
Metro (Underground)	45 - 320
<i>Source (GTZ, 2004)</i>	

Bus rapid transit systems are the cheapest when compared to the other alternates. Following **Table 1.2** compares various alternatives giving technical, operational, cost, environmental and social aspects (pros and cons) of each option.

Table 1.2: Comparison of Various Alternatives

Options	Advantages	Disadvantages
Do-Nothing	- No additional technical and operational implications - No additional cost will be incurred - No Land acquisition & Resettlement may be involved.	- The roads will remain congested with increasing traffic resulting in increased vehicular emissions and noise; - Delays and uncomfortable travelling; - Vehicle collisions/accidents due to traffic congestion.

Road Development	• Lesser technical, operational implications and cost will be • Road development may result in immediate solution of traffic congestion along main corridors. • Decreases in noise and vehicular emissions but may not keep up the pace of growing traffic.	• The solution will be temporary solution and serious traffic congestion will remain resulting in increased vehicular emissions and noise gradually in long run. • Land acquisition & Resettlement may be involved.
Road Development + KCR	• KCR will improve the road traffic in Central Business District (CBD) to some extent. • Additional technical, operational and cost implications will be involved.	• Traffic congestion will still remain especially for radial directions. • The solution will be temporary solution and serious traffic congestion will still remain resulting in increased vehicular emissions and noise gradually in long run. • Land acquisition & Resettlement may be involved.
Do-Existing Plan	Road conditions will be improved however, additional technical, operational and cost implications will be involved.	• Traffic congestion will be lesser and traffic congestion will be reduced resulting in lesser vehicular emissions and noise. • Land acquisition & Resettlement may be involved.

1.8 CONCLUSION OF SCENARIO ANALYSIS

It is concluding from the above scenario analysis that:

- 1) No or least possible land acquisition and resettlement (LAR) issues;
- 2) No disturbance to the archaeological sites/ historical monuments (if any); and
- 3) Graveyards, shrines and culturally important areas will be avoided and protected (where possible).
- 4) Road development will remarkably improve the road traffic along major corridor. However, serious traffic congestion will still remain;
- 5) KCR will improve the road traffic in Central Business District (CBD) to some extent. However, traffic congestion will still remain especially for radial directions,
- 6) Construction of a number of LRT will not be efficient in terms of cost performance. A large number of resettlements will be necessary in case of elevated structure in CBD.
- 7) MRT network with one or two lines is not enough for the future demand;
- 8) The future mass transit network should be the mixture of MRT and BRT; and
- 9) The target of mass transit development should be middle income people, who are using motorcycles as transport mode.

1.9 COMPENSATION AND LIVELIHOOD REHABILITATION PLAN (C&LRP)

This Compensation and Livelihood Resettlement Plan (C&LRP) has been prepared in accordance with the WB OP-4.12 for various data collection tools used for preparing this Plan). It describes impacts, compensation policy, compensation and rehabilitation provisions, cost estimates, and an implementation schedule to compensate for the impacts caused by

constructing of the proposed project (YL-BRT). The overall objective of this C&LRP is to ensure that the livelihoods of all PAPs are improved or at least restored to the pre-project levels and the standards of living of the poor PAPs and other vulnerable groups are improved. With this objective in mind, following aspects of C&LRP have been taken into account for implementation:

- Avoid or minimize resettlement impacts of proposed project on local communities and those affected by the project interventions.
- Undertake meaningful consultations with PAPs and local communities, take their concerns into account and adopt all possible design and alternate options to appropriately and adequately address their concerns,
- Provide a time-bound plan for C&LRP implementation without delays.
- Ensure disbursement of compensation to all PAPs before their displacement and undertake monitoring of this process and validation of compensation disbursement through independent external monitoring consultant.

There are Six (6) packages of Yellow Line BRT Corridor Project while this draft C&LRP has been prepared of Package-1 (Depot-1, Depot-2) and Package 4, 1 km long two bridges. The data of other packages will be updated after the completion of detailed design and a cumulated C&LRP will be prepared.

1.10 CONDITIONS FOR AWARD OF CONTRACT AND COMMENCEMENT OF CIVIL WORKS

This C&LRP has been prepared on the basis of the final design. Upon its approval from WB, the following conditions will have to be fulfilled before start of construction work to remain fully compliant with the WB OP-4.12 and corresponding loan and project agreements:

Award of Civil works contract: This shall be conditional and based on acceptance or approval by WB of the final C&LRP, the complete census of final PAPs and inventory of losses based on final / actual impacts. The final entitlements / compensation and itemized resettlement budget based on the findings and implementation schedule of the C&LRP synchronized with construction plan.

2 LEGAL AND POLICY FRAMEWORK

This section describes national and local laws and regulations that apply to the project and identifies gaps between local laws and World Bank policy requirements.

2.1.1 Land Acquisition Act (1894)

The Land Acquisition Act 1894 (LAA 1894) with its successive amendments is the main law regulating land acquisition for public purpose at federal and provincial levels through the right of exercise of eminent domain. The LAA has been variously interpreted by provincial governments, and some provinces have augmented the LAA by issuing provincial legislations.

Based on the LAA, only legal owners and tenants registered with the Land Revenue Department or with formal lease agreements are eligible for compensation/ livelihood support. For those without title rights, there are no laws in Pakistan either at federal level or in the province of Sindh. For the proposed project however, no land acquisition is needed hence this Act is not relevant. Land ownership record of the ROW is yet to be received in case any private land involved the Act and other related laws will be applicable and relevant sections of C&LRP will be updated accordingly.

For the PAPs facing Permanent and temporary impact of losing business/ livelihood due to construction activities, there is no provision in the LAA for their compensation of losses. The salient features of the Pakistan Land Acquisition Act 1894 are given in the **Table 2.1** below.

Table 2.1 Salient Features of the LAA 1894

Key Sections	Salient Features of the LAA 1894
Section 4	Publication of preliminary notification and power for conducting survey.
Section 6	The Government makes a more formal declaration of intent to acquire land.
Section 7	The Land Commissioner shall direct the Land Acquisition Collector (LAC) to take order the acquisition of the land.
Section 8	The LAC has then to direct the land to be marked out, measured and planned.
Section 9	The LAC gives notice to all PAPs that the Govt. intends to take possession of the land and if they have any claims for compensation that should be made to him at an appointed time.
Section 10	Delegates power to the LAC to record statements of PAPs in the land or any part thereof as co-proprietor, sub-proprietor, mortgagee, and tenant or otherwise.
Section 11	Enables the Collector to make enquiry into measurements, value and claim and issue the final "award". Included is the land's marked area and valuation of compensation.
Section 16	When the LAC has made an award under Section 11, he will then take possession and the land shall thereupon vest absolutely in the Government, free from all encumbrances.
Section 18	In case of PAP's dissatisfaction with the award who may request the LAC to refer the case onward to the court for decision. This does not affect the taking possession of the land.
Section 23	The award of compensation for the owners for acquired land is determined at its market value plus 15% in view of compulsory nature of the acquisition for public

Key Sections	Salient Features of the LAA 1894
	purposes.
Section 28	Relates with determining compensation values and interest premium for land acquisition
Section 31	The Section 31 provides that the LAC can, instead of awarding cash compensation in respect of any land, make any arrangement with a person having an interest in such land, including the grant of other lands in exchange.

2.1.2 Land Acquisition (Sindh Amendment) Act 2009

In Sindh, the LAA 1894 was amended in 2010 and a notice was issued on 9th July 2010 after the amendment was approved and passed by the Provincial assembly. The LAA 1894 as a result of this amendment was called the “Land Acquisition (Sindh Amendment) Act, 2009. There were 4 major changes adopted which are listed as follows:

- The Land Acquisition Act 1894 was renamed “Land Acquisition (Sindh Amendment) Act, 2009;
- Section 16 of the LAA was amended by adding the following statement “Provided that the amount of compensation is to be paid to the owner of land or deposited in civil court in his name by the acquisition authority before taking over possession of land”;
- Market value of the land will be assessed on the date of the issuance of Section 6 instead of at the time of notification of Section 4. This is an important amendment as the compensation amounts assessed through this amendment will be much closer and realistic to the prevailing market rates at the time of declaration of award; and
- Section 28-A of the LAA 1894 dealing with the additional compensation was omitted through the amendments to the LAA 1894. The Section allowed the provision of an additional amount of 15% per annum on the compensation fixed from the time of issuance of Section 4 till the announcement of award.

2.1.3 Karachi Development Authority Order, 1957

The KDA Authority may enter into an agreement (Article 92: Power to purchase or lease by agreement) with any person for the acquisition from him by purchase, lease or exchange of any land which the Authority is authorized to acquire, or any interest in such land.” The DA Order further provides for negotiations prior to acquisition of land as articulated in Articles 92 and 93 above.

2.1.4 Sindh Katchi Abadis (SKA), Act 1987

Under the Sindh Katchi Abadi Act (SKAA) 1987, settlements can be declared as official katchi abadis and allows the right of urban squatters to rehabilitations. The SKAA envisages the regularization and provision of infrastructure to all squatter settlements on government land which were established before 23 March 1985. The SKAA was tasked to coordinate the process of awarding leases to the residents and to provide infrastructure and other basic services. It is a provincial wide agency that operates in other towns and cities as well as Karachi. The Act stipulates the transfer of government owned land to the urban squatters or allocates funds for cash assistance. The Act need to be updated and should include all de-facto land titleholders and ownership of the all existing settlements. Based on this SKKA 1987

the Yellow Line BRT can provide rehabilitation compensation to encroachers or squatters affected by the project.

2.1.5 World Bank OP 4.12 and Resettlement Principles

The WB's experience indicates that involuntary resettlement under development projects, if unmitigated, often gives rise to severe economic, social, and environmental risks: production systems are dismantled; people face impoverishment when their productive assets or income sources are lost; people are relocated to environments where their productive skills may be less applicable and the competition for resources greater; community institutions and social networks are weakened; kin groups are dispersed; and cultural identity, traditional authority, and the potential for mutual help are diminished or lost. This policy includes safeguards to address and mitigate these impoverishment risks.

Scope and Triggers: The involuntary resettlement safeguards covers physical displacement (relocation, loss of residential land, or loss of shelter) and economic displacement (loss of land, assets, access to assets, income sources, or means of livelihoods) as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas.

The overall objectives of the Policy are given below;

- Involuntary resettlement should be avoided where feasible, or minimized, exploring all viable alternative project designs.
- Where it is not feasible to avoid resettlement, resettlement activities should be conceived and executed as sustainable development programs.
- Providing sufficient investment resources to enable the persons displaced by the project to share in project benefits. Displaced persons should be meaningfully
- consulted and should have opportunities to participate in planning and implementing resettlement programs.
- Displaced persons should be assisted in their efforts to improve their livelihoods and standards of living or at least to restore them, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher.
- The Policy defines the requirement of preparing a resettlement plan or a resettlement policy framework, in order to address the involuntary resettlement. For the proposed project, land will need to be acquired for the establishment of the Rubber Weir. During the site/route selection, settlements are generally avoided. This policy includes safeguards to address and mitigate these impoverishment risks.

The key Principles of World Bank Involuntary Resettlement Policy are:

- Screen the project early on to identify past, present, and future involuntary resettlement impacts and risks.
- Determine the scope of resettlement planning through a survey and/or census of displaced persons, including a gender analysis, specifically related to resettlement impacts and risks.
- Carry out meaningful consultations with affected persons, host communities, and concerned nongovernment organizations. Inform all displaced persons of their entitlements and resettlement options.

- Ensure their participation in planning, implementation, and monitoring and evaluation of resettlement programs.
- Pay particular attention to the needs of vulnerable groups, especially those below the poverty line, the landless, the elderly, women and children, and Indigenous Peoples, and those without legal title to land, and ensure their participation in consultations.
- Establish a grievance redress mechanism to receive and facilitate resolution of the affected persons' concerns.
- Improve, or at least restore, the livelihoods of all displaced persons through prompt compensation at full replacement cost for assets.
- Provide PAPs with needed assistance, transitional support and development assistance, such as land development, credit facilities, training, or employment opportunities.
- Disclose all reports.

2.1.6 Reconciliation with WB's OP 4.12

The main provisions affording reconciliation of the differences between LAA and World Bank's OP 4.12 is depicted in the **Table: 2.2**.

Table 2.2 Pakistan's Law and World Bank's OP-4.12

WB Involuntary Resettlement Policy OP 4.12	Pakistan, Land Acquisition Act (LAA) 1894	Proposed Gaps Bridging Measure
Early screening of the project to identify social impacts and risks including a gender analysis, specifically related to resettlement impacts and risks.	No such condition mentioned for early screening in the LAA.	Project potential social impacts were screened and categorized using a systematic methodological approach.
Carry out meaningful consultations with PAPs, host communities, and concerned civil society organizations.	No formal consultation with PAPs and other stakeholders is required.	Key stakeholders and PAPs consultation during planning and design of the project.
Lack of title should not be an excuse for compensation.	Titled land owners or holders of customary rights are only recognized for compensation.	Squatters, informal tenants/leaseholders are entitled to compensation for loss of structures and livelihood and for relocation.
Valuation of built-up structures is based on current market value/cost of new construction of the structure. PAPs can take the salvage material free of cost.	Valuation of structures based on official rates, with depreciation deducted from gross value of the structure and 10 % for salvage material.	IA will ensure current market rates without any deduction of depreciation and salvage material.
Complaints and grievances are resolved informally through community participation in the Grievance Redress Committees (GRC), local governments and Community Support Organization (CSOs).	The Revenue Department is the only authority to decide disputes and address complaints regarding quantification and assessment of compensation for the affected lands and other assets.	SMTA will establish project based GRM and include GRC for complaint resolution.

WB policy requires rehabilitation for lost losses, and for expenses incurred by the PAPs during the relocation process particular attention must be paid to the poor and vulnerable groups.	No provision for income/livelihood rehabilitation measure, allowances for severely affected APs and vulnerable groups, or resettlement expenses.	Provision should be made to pay for resettlement expenses (transportation and transitional allowances), compensate for loss of income, and provide support to vulnerable persons and those severely impacted (considered to be those losing more than 10% of their productive assets).
Disclosure of draft & final C&LRP to PAPs and on World Bank Website	No requirement for disclosure	Disclosure of C&LRP at planning, design and implementation stag

2.1.7 Specific Provisions for Disadvantaged or Vulnerable Individuals/Groups

One of the key OP 4.12 requirements on involuntary resettlement is to improve the standards of living of the displaced poor and other vulnerable groups who may experience adverse impacts disadvantageously from subproject intervention because of their disadvantaged/vulnerable status. Typically, those below poverty line, the landless or those without a title to land, the elderly, female headed households, women, transgender and children, comprise the disadvantaged or vulnerable groups within a subproject's displaced population.

To identify vulnerable persons/households, the following vulnerability indicators have been established for the Yellow Line BRT Corridor Project and the households' exhibit one or a combination of the conditions below will be termed as vulnerable.

- The poor with their income level equal to or below minimum wage officially announced by the Government of Sindh for years, 2023-2024.
- The disabled elderly and female headed households including women, transgender and children.

Vulnerable households with specific resettlement impacts on their livelihood were identified during census and socio-economic survey. Such vulnerable groups were consulted on measures to safeguard against impoverishment and accordingly livelihood.

2.1.8 Change of project Scope or Identification of Unanticipated Impacts

In case of any change in the scope of the Project or unanticipated impacts identified during detailed design and implementation are not covered under the eligibility and entitlement provisions of this C&LRP, new and additional eligibility and entitlement provisions will be determined in accordance with the resettlement requirements of the World Bank's OP 4.12 and the applicable legal framework of Pakistan. Accordingly, the C&LRP will be updated and government endorsed, and World Bank cleared and the revised C&LRP shall be disclosed on the World Bank and SMTA websites.

3 IDENTIFICATION OF SOCIAL IMPACTS

3.1 GENERAL

The social impact assessment was conducted based on the final design and required ROW and land for the proposed Package-1 and 4 of YL BRT Corridor Project. All affected commercial activities located in the required ROW and inventory of the losses (IOL) was finalized through the detailed social impact assessment. Moreover, the occupiers of such impacted business places were enumerated and interviewed to assess the socio-economic status of the PAPs and affected households. Discussions with the local community / general public were carried out during conducting the field survey and were continued during the impact assessment census and socio-economic surveys for preparing C&LRP document. The details of data collection tools are presented in Annex-I.

3.2 POTENTIAL SOCIAL IMPACTS OF THE PROPOSED PROJECT

As discussed earlier there are Six (6) packages of the YL BRT Corridor Project while this C&LRP has been prepared of for the flowing two Packages. The data related to the other packages will be updated after the detailed design and a cumulated C&LRP will be prepared.

Package	Segment
Package 1	Bus Depot 1
	Bus Depot 2
Package 4	1 km long two bridges (over Malir River)

3.2.1 Package-1

The Package-1 consists of following two lots (Lot 1- Depot 1 and Lot 2 – Depot 2). The detail of Package and impacts are given below;

Lot 1 - Depot 1

Depot 1 is located in Landhi near Dawood Chowrangi with an approximate area of 3 acres. The depot is owned by the Transport & Mass Transit Department.

The Depot 1 has been designed for 43 buses including 5 number 12 meters standard buses and 38 number 18 meters articulated busses.

Lot 2 Depot 2

The proposed Depot 2 is located on Landhi Road near Indus Hospital, and has an approximate area of 9.2 acres. The depot is owned by the Transport & Mass Transit Department.

The Depot 2 has been designed as a multi-storey bus depot having capacity of 341 buses including 226 number 12 meters' standard buses and 115 number 18 meters articulated busses.

(i) Impacts

The field investigations revealed that overall adverse impacts of construction of Bus Depots the Package-1 on the private land, structure, trees, business, employment, livelihood etc. are not envisaged as all the activities will be carried out within RoW which is clear from any encroachment. The proposed depots will use vacant available government land.

3.2.2 Package-4 Jam Sadiq Bridges

At Jam Sadiq Bridge, Demolition of existing bridge and construction of new bridges is planned at the same location.

Step-1: A new bridge parallel to the existing Jam Sadiq Bridge has been proposed and required ROW is 37 meters.

Step-2: After the completion of first bridge, the old bridge will be demolished and new bridge at the same ROW will be constructed under YL BRT Project Package -4.

(i) Impacts

The bridges will be constructed within the existing ROW and on government land. However, the clearance of encroached sections of existing ROW for Package-4 will impact 26 different commercial structures belong to 26 AHs. Out of total twenty-six, eleven (11) are plant nurseries, two (2) permanent structures (small restaurants), five (5) stores established under Jam Sadiq Bridge and 8 movable structures will be affected due to the construction of the proposed bridges. The project will also affect the 10 employees who are working with owners of business operators on daily wages. Besides commercial structures, two (2) religious structures (mosques) constructed and one public structures (Pumping Station) within the ROW will be fully affected.

The details on type of assets, affected persons and nature of businesses and impact significance are given below:

Table 3.1: Impacted Assets with Number of AHs (Package-4, Jam Sadiq Bridge)

Sr. No.	Category of Affected Assets	Unit	Impact Quantum		Remarks
			Impacte d Assets	Number of AHs	
Affected Commercial Structures					Encroached
1	Plant Nurseries	Number	11	11	
2	Small Restaurants (Hotels)	Number	2	2	
3	Moveable (Kiosk -Phatta – Stalls (ROW)	Number	8	8	
4	Stores Under Jam Sadiq Bridge	Number	5	5	
	Total	Number	26	26	
4	Loss of Employment	Number	-	10	Encroached
5	Religious Structures				
	Mosques	Number	2	Community	Encroached
6	Public Structure	Number	1	Sui-Gas	Pumping Station

3.2.3 Land Acquisition Impact

Based on the information provided by the PMT-SMTA, the proposed routes will pass through the government land owned by different departments. The project activities will be undertaken within the government-owned land, no privately-owned land will be acquired for the construction of the project.

3.2.4 Temporary use of land

It is not possible to know the size of temporary land use at this stage, however, if required for project contractor's facilities like camp sites, stack yards, etc., will be through term lease agreement between the civil works contractor and the land owners. The Contractor will directly negotiate with the respective land owners to agree on terms and conditions of leasing arrangement for temporary use of land and accordingly a lease agreement can be signed between the contractor and the respective land owners.

3.2.5 Commercial Structures

During social impact assessment of the proposed project, it was observed that due to extension and upgradation of Jam Sadiq bridge different types of commercial structures and activities will be affected falling in the ROW of project. The detail of to be affected structures has been proved in the following sub-sections.

(ii) Impact on Hotel / Restaurant Operators

Two (2) Hotels / Restaurants have been built on the required ROW of Package-4. The different structures (rooms, Sheds, platforms and tandoors) of these hotels will be affected which will result in income disturbance and loss of livelihood of the hotel owners / operators as well as of the workers. Details are presented in Annex-II.

(iii) Impact on Plant Nurseries

Eleven (11) plant nurseries are located close to Jam Sadiq Bridge where two new bridges will be constructed under the YL BRT Corridor Project. The detail is presented in Annex-III.

(iv) Stores (Godown) Under Jam Sadiq Bridge

During the Social Impact Assessment survey of package 04 (Jam Sadiq "Malir River" Bridge) following stores of different companies were identified:

- S.A.S Cement,
- Lucky Cement
- Pakland Cement
- Oriental Trading Company
- Tall and Test (Furniture Company)

Above mentioned stores are being used to store different goods. It is anticipated that due to demolishing and construction of new bridge, the activities under the bridge could not be continued. Notice will be served well within the time by the relevant authority to renters of the

stores to vacate the area under bridge. The business of the store renters will not be disturbed; they will rent another building to store their goods because their main business is being operated in different parts of Karachi and other cities of Pakistan. The official record and status is awaited. The detail is presented in Annex-IV.

(v) Impact on Moveable Business Structures

There are other small business operators in the ROW and 8 (eight) moveable structures (Kiosk and Stalls) of 8 PAPs. These PAs will be affected and will lose their business temporarily because they have to move elsewhere during the construction period. The detail is presented in Annex-V.

3.2.6 Impact on Employment

Due to impact on business owners, different types of workers who are working at hotels and nurseries on daily wages will lose their livelihood. The impact on the employment will be temporary on the **10 daily wagers**. Out of **ten (10) employees**, **8** are working at hotels and **2** are working with plant nurseries operators. The detail is presented in Annex-VI.

3.2.7 Impact on Religious Structures

During social impact assessment of the proposed project, it was observed that two (2) religious structures/Mosques will be affected due to extension of the Jam Sadiq bridge. Respective mosques are located in the RoW of the proposed project at (1-left side and 1-right side) of the Jam Sadiq bridge. These mosques will be completely affected. The detail of the community and religious structures is presented in Annex-VII.

3.2.8 Vulnerable PAPs

Vulnerable people are people who, by virtue of gender, ethnicity, age, physical or mental disability, economic disadvantage, or social status may be more adversely affected by the Project than others and who may be limited in their ability to claim or take advantage of rehabilitation assistance and related development benefits. The survey identified, such vulnerable households, including ten (10) are living below the poverty line and one (1) is household headed by women.

3.2.9 Types of Businesses Impacted

During the survey, 23 businesses of 23 Affected Households were found within the ROW. A total 11 Plant Nurseries owners, 2 restaurant operators, 5 stores owners of different companies under the bridge and 5 temporary Kiosks selling different types of materials including, biscuits, toffees, pan, cigarettes, helmets and juice etc.

3.2.10 Impact on Public Utilities

During the survey, a gas station was identified which has been constructed within the required ROW needs to be relocated and has been depicted below:



Figure 3-1: Gas Station at Jam Sadiq Bridge Under impact

The report on utilities to be affected due to the implementation of YL BRT Project has been prepared and submitted to the SMTA. The JV Consultants and SMTA are in close coordination with the utility companies / agencies for the relocation of utilities to be affected and preparation of their plans and budget for relocation / redesign.

3.3 CUT- OFF DATE

The eligibility for compensation is limited to the government-announced cut-off date for the project involving land acquisition and resettlement (LAR) impacts. The cut-off date will prevent influx of outsiders and to avoid false and frivolous claims for compensation, relocation and livelihood rehabilitation entitlements. In case of acquisition of land and land-based assets under LAA provisions, the preferred cut-off date under LAA 1894 provisions is the day when formal declaration of land acquisition under Section-6 of LAA is notified and published in the official gazette.

While in case of LAR impacts relevant to clearance of public land and the designated ROW, the preferred cut-off date is the start or completion day of Involuntary Resettlement (IR) impact assessment and census survey. Any person who will enter in the project land after announced cut-off date or any assets established in corridor of impact after cut-off date will not be eligible for compensation.

The social impact assessment was carried out on the basis of the final design and the same was completed on August 15, 2023, the respective date was established as Cut-off date for Package-1 & 4 for compensation eligibility to the non-titled including those with localizable title, squatters, encroachers informal settlers and employees of the affected business structures.

3.4 ANTI-ENCROACHMENT DRIVE (AED)

Informal settlements and squatters are widespread in Karachi, including residential and commercial encroachers on vacant lands, sidewalks, public spaces etc. A major Anti-Encroachment Drive (AED) was initiated in Karachi in October 2018 on the order of the

Supreme Court of Pakistan. The Court ordered to vacate public spaces (such as parks, footpaths, amenity plots) across the city from unauthorized uses and occupations. The order is currently under implementation by various civic and local agencies, including KMC, who are required to report periodically to the Court regarding progress. The focus of the AED is on commercial activities encroaching on public spaces. Thousands of businesses, street vendors, and hawkers have been affected, primarily in most commercial districts. Acknowledging the adverse impacts of AED on the poor and vulnerable groups, the GoS and local agencies like KMC are making efforts to relocate some affected businesses.

3.4.1 Zone of impact

In general, for the proposed route of YL BRT Corridor Project, the zone of impact for each main route and off-Corridor is defined as the wall to wall ROW for the construction of main track and any additional area required for construction-related activities (traffic diversions, movement of machinery, stocking of materials, backfill, the area used by construction labor, or any other temporary use etc.)

3.4.2 Methodology Adopted for AED-Related Screening

The AED-related screening was assessed through the following means:

- Information from a focal person of the concerned district;
- Visual observations of focal persons, consultants, and specialists of other Project being implemented in the city at the time of screening survey; and
- Public consultations.

3.4.3 Screening of AED Affected Areas and Project

During the field survey the information regarding the AED was collected the local people, communities and to be affected people.

Based on the information provided by consulted communities, local people, visual observations, and public consultations, it is concluded that no AED has been carried out in the RoW of the proposed project (Package-1 & 4) since October 2018.

3.4.4 Problem Faced

During the survey, the social team faced problems identifying the ownership of business operators and conducting the socio-economic survey of the PAPs as the PAPs were reluctant to own the business that they were operating on the government land. They were also resisted to provide their basic information related to family, National Identity Card (CNIC and cell number even most of them did not provide their home address.

4 SOCIO-ECONOMIC PROFILE

This Section provides the socioeconomic assessment pertaining to the demographic and socio-economic conditions of the PAPs. To assess the socioeconomic conditions of the PAPs, a social survey was carried out with the following objectives:

- Observe and document the existing socio-economic conditions of the PAPs;
- Get information about the demographic characteristics of the PAPs;
- Identify the economic resource dependency of the PAPs;
- Explore the situation of civic amenities, drinking water conditions, education and health facilities etc.
- Get feedback from the community about existing and potential social issues; and
- Evaluate the possibilities of addressing their concern through relevant authorities.

4.1 METHODOLOGY ADOPTED FOR DATA COLLECTION

The socio-economic survey was carried out covering 69% (25 PAPs) the PAPs. During the socio-economic survey, people were informed about the project objectives, its location and basic design features. To get the maximum information about the PAPs and proposed project area, both primary and secondary sources were used for data collection. Before going in the field, the maps of the project area, design and relevant reports were reviewed. The survey focused on the following main features of the affected population:

- Demographic characteristics;
- Education and literacy;
- Source of livelihood
- Housing pattern
- Religion
- Access to social facilities

The following activities were carried out at site for impacts identification and to assess the socio-economic conditions of the affected population.

- Socioeconomic survey of the PAPs;
- Focus Group discussions and consultations.

4.2 ADMINISTRATIVE JURISDICTION OF THE PROJECT AREA

There are seven (7) districts in Karachi Division. According to Census of 2017, the population of these seven districts is 16, 024,894. The brief of the districts is shown in **Table 4.1**.

Table 4.1: Area, Density and Population of each District

Name	Number of Sub-Divisions	Area (Sq. km)	Density (2017) Sq. km	Population Census (2017)
District Malir	6	2,160	891	1,924,346
District West	3	370	5,614	2,077,228
District Central	5	69	43,064	2,971,382
District East	4	139	20,686	2,875,315

District Korangi	4	108	23,866	2,577,556
District South	5	122	14,502	1,769,230
District Keamari ²	4	559	3273	1,829,837
<i>Source: Finalized Census Results of Karachi 2017 – Pakistan Bureau of Statistics Govt. of Pakistan</i>				

The main settlements along the main corridor of the YL BRT are given below.

YL BRT corridor passes through District Korangi (Landhi Town, Korangi Town and KPT Interchange area), District East (Jamshaid Town), and District South (Clifton and Karachi Cantonment). The Yellow Line BRT bus will operate from Dawood Chowrangi/8000 Road intersection (Landhi Town) to Shahrah-e-Quaideen (Kashmir Road)/Numaish Chowrangi. The corridor will mostly serve workers / employees working in the Landhi and Korangi Industrial Area.

The area of Package 1 - Lot – 1 Depot -1 in District Malir and Lot – 2 Depot-2 in District Korangi. The area for Package 4 falls in District Korangi.

4.3 SOCIO-ECONOMIC PROFILE OF PAPs

Detailed findings of the survey are discussed in the following sections.

4.3.1 Population and Family Size

The socio-economic survey of 25 PAPs indicates that the population of the surveyed households consist of 213 persons with male dominated population (54%). The overall family size was 5.33 per household. **Table 4.2** below shows the population and family size of the PAPs.

Table 4.2: Population and Family Size of the PAPs

Total Respondents	Sex	Population			Total Population	Avg. HHS Size
	Male	Percentage	Female	Percentage		
25	115	54	98	46	213	8.52

Source: Census and Socioeconomic Survey of PAPs

4.3.2 Sex Ratio

The gender ratio is an important demographic indicator, which is defined as the “number of males per hundred females”. As per social survey, sex ratio was 117 males per 100 females.

4.3.3 Family System

During survey indicated that joint family system prevails among a majority of PAPs though nuclear family system is also quite common. The primary reason behind the prevalence of the joint family system is the economic constraints and family bonding while the reason for the

² The details of District Keamari in the above table have been summarized by the notification published by Sindh Revenue Department, GoS on (04-september-2020) keamari district is not a part of population census 2017 this analysis has done by NESPAK through given notification.

nuclear family system seems to be the availability of more space for the members of the family followed by more freedom and privacy, shared responsibilities and interdependence, better bonding between husband and wife, and less conflicts. The detail is shown in **Table 4.3**.

Table 4.3: Family Structure

Sr. No.	Family Structure	Number of Respondent	Percentage
1	Nuclear	10	40
2	Joint	15	60
Total		25	100

4.3.4 Age, Education and Occupation

The survey results indicate that the majority of the respondents were of 26–45 years of age. Furthermore, the majority if the respondents were illiterate and 40 percent of them received education up to middle level which indicates that the trend of getting education is quite low because most of the families of PAPs are settled in the less developed areas of the city where educational facilities are less as compare to develop areas of Karachi city and financial constraints are the other reasons. Due to low education level, the livelihood sources of the respondents have narrowed down to the small businesses including Plant nurseries / kiosks, hotel operators and employees. Detailed demographic characteristics of the respondents are given in below **Table 4.4**.

Table 4.4: Demographic Characteristics of the Population

Sr. No.	Description	Number of Respondent	Percentage
Age Composition			
1	18-25	9	36
2	26-35	11	44
3	36-45	3	12
4	46 & above	2	08
Education			
Sr. No.	Educational Level	Number	Percentage
1	Illiterate	10	40
2	Primary	8	32
3	Middle	2	8
4	Metric	1	4
5	Intermediate	3	12
6	Graduation	1	4
Occupation			
Sr. No.	Occupation	Number of Respondent	Percentage
1	Small Business Operators	14	56
2	Employees	11	44

4.3.5 Religion

Respondents were asked about their religion status during the survey and majority of the respondents' i.e., 96% of reported their religion as Islam, 4% Christian religion.

4.3.6 Mother Tongue

Most of the PAPs have been settled in Karachi from different parts of the country and they speak different languages to communicate. Socioeconomic survey indicated that the Saraiki and Pashto were the dominant languages being spoken by respondents. The remaining respondents speak other different languages including Urdu, Sindhi, Punjabi, Balochi, and Pushto, as shown in **Table 4.5** below.

Table 4.5: Languages Spoken in Project Area

Sr. No.	Language	Number of Respondent	Percentage (%)
1	Saraiki	9	36
2	Pushto	8	32
3	Punjabi	4	16
4	Urdu	2	8
5	Balochi	1	4
6	Sindhi	1	4
Total		25	100

4.3.7 Caste / Ethnic Structure

The respondents have different cultural background and they belong to different ethnic groups. The survey findings indicated that Pathan, Baloch and Khokhar were the major ethnic groups of the PAPs. Whereas the rest of the respondents belonged to various castes like Rajput, Machi, Mughal, Sherani, Arain and Rao. Various ethnic groups and castes of the PAPs are depicted in **Table 4.6**.

Table 4.6: Ethnic Structure of the Respondents

Sr. No.	Ethnic Group	Number	Percentage
1	Pathan	5	20
2	Baloch	4	16
3	Khokhar	3	12
4	Other	13	52
Total		25	100

4.3.8 Monthly Household Income and Expenditure

The data given in **Table 4.7** indicates that the monthly income earned from different sources varied widely among individuals with the lowest earning mentioned is less than PKR 25,000 and the highest earning being PKR 75,000 and above. Survey results show that the majority of the respondents fall in the range of PKR 35,000 – 55,000 per month.

Household expenditure depends on the earning of the families; therefore, about 32% of the respondents reported their monthly household expenditure to be less than PKR 35,000. While 8% were having their expenses more than PKR 75,000 per month.

Table 4.7: Average Monthly Household Income and Expenditure

Average Monthly Household Income			
Sr. No.	Average Monthly Income (PKR)	Number	Percentage
1	less than 35,000	8	32
2	35,001 – 55,000	12	48
3	55,001 – 75,000	3	12
4	Above - 75,000	2	8
Total		25	100
Average Monthly Household Expenditure (PKR)			

Average Monthly Household Income			
Sr. No.	Average Monthly Income (PKR)	Number	Percentage
1	less than 35,000	8	32
2	35,001 – 55,000	13	52
3	55,001 – 75,000	3	12
4	Above - 75,000	1	4
Total		25	100

4.3.9 Ownership Status of the Houses

The survey results show that the, majority, i.e., 56% of the respondents had their own house and less than the half of the population were living in rented houses and some has encroached government land to live there. Low income of the families is the main reason for not having their personal house. **Table 4.8** shows the ownership status of the houses of the respondents.

Table 4.8: Ownership Status of the Houses

Sr. No.	Type of Ownership of House	Number	Percentage
1	Owner	14	56
2	Renter	10	40
3	Encroacher	1	04
Total		25	100

4.3.10 Housing Construction Pattern

A mixed housing pattern of the PAPs was observed because they were living in the scattered areas of the city according to their affordability. Survey data indicate that the majority of the respondents were living in the pacca³ houses that are constructed with superior materials and workmanship while remaining were living in semi pacca Katcha houses. **Table 4.9** shows the construction pattern of houses of PAPs.

Table 4.9: Housing Construction Pattern

Sr. No.	Type of House	Number of Respondent	Percentage (%)
1	Pacca	9	36
2	Semi-Pacca	10	40
3	Kacha	6	24
Total		25	100

4.3.11 Civic Amenities

Social infrastructure and amenities are crucial to creating sustainable communities. This assessment sets spaciousness of a household's dwelling, household amenities like availability of electricity and modern appliances, nature of access to water, fuel for cooking, and type of sanitation facilities available as primary indicators for assessing standard of living.

The respondents were asked about the basic amenities, they indicated that they have access to electricity, gas, water supply health care centers, educational institutions, shops and the nearest main roads to buy various durable goods. However, respondents were of the view that

³Pacca structures are: RCC roof, stone walls with cement mortar, cement plastering & flooring

Semi-Pacca structures are: RCC roof, stone walls with cement mortar, without plastering & cement flooring and

Kacha structures are: CIG Sheet roofing, stone & wood walls with cement mortar, without plastering & cement flooring

they were unable to get sufficient quantity of potable water. As per their view, the quality of water was not good as well. Moreover, they expressed their concerns / complaints regarding poor condition of the sewerage system. **Table 4.10** depicts the situation of the available social amenities.

Table 4.10: Access to Social Amenities

Sr. No.	Facility	Number of Respondent	Available (%)
1	Water Supply	4	16
2	Electricity	22	88
3	Gas	10	40
4	Telephone	7	28
5	Sewerage System	10	36
6	Solid Waste Management	8	32

4.3.12 Source of Drinking Water

Access to safe drinking water supply is not only a basic need and a precondition for healthy life, but is also a basic human right. The quality of water is directly linked to the quality of health. Drinking water is not available in adequate quantity for human population as the groundwater in the area is brackish. There were different sources of the drinking water in the Project Area but the majority of the population was using piped water supply as a major source of potable water but they were not satisfied with the quality and quantity and quality of the water. Those who have no access to the water supply they have to purchase water from the water suppliers through tanker. The different sources of domestic water are presented in **Table 4.11**.

Table 4.11: Sources of Drinking Water

Sr. No.	Source of Water	Number of Respondent	Percentage
1	Public Water Supply	10	40
2	Tanker	10	40
3	Borehole (Hand Pumps/Electric Motor)	5	20
Total		25	100

4.3.13 Mode of Transport

As far as means of transportation is concerned, the people normally use public transport while remaining respondents use their own private vehicles. **Table 4.12** describes mode of transport being used by the respondents.

Table 4.12: Mode of Transport

Mode of Transport	Number of Respondents	Percentage (%)
Personal	10	40
Public	9	36
Public & Person (both)	6	24
Total	25	100

4.3.14 Awareness Regarding the Proposed Project

Active community participation in project planning and implementation may improve project design through the use of local knowledge; increase project acceptability; produce a more equitable distribution of benefits; promote local resource mobilization; and help ensure project sustainability. The survey findings revealed that majority of respondents were those, who had no prior knowledge of the Project. **Table 4.13** shows the status of prior knowledge of the local community about the project activities.

Table 4.13: Awareness about the Project

Sr. No.	Awareness of the Project	Number	Percentage
1	Yes	12	48
2	No	13	52
Total		25	100

5 PUBLIC CONSULTATION AND INFORMATION DISCLOSURE

5.1 OVERVIEW

Public consultation and information disclosure is an essential component of the environmental and social assessment process, recognized by development agencies and national governments alike. Incorporating the views, concerns and suggestions of project stakeholders and providing them sufficient opportunity to become part and parcel of the development process throughout the project life-cycle ensure sustainability of the project. Stakeholder Engagement and Information Disclosure, which has guided the overall stakeholder engagement during the Yellow Line BRT Project preparation and also during the resettlement planning of the proposed project.

The objective of these policies and procedures is to prevent and mitigate undue harm to people and their environment in the development process. Local communities, their representatives, government and national and international NGOs and the civil society at large may all be able to contribute to, and benefit from, the dialogue directed at identifying and resolving key project-related issues.

Stakeholder consultation presents an opportunity for mutual information-sharing and dialogue between the project proponent and stakeholders. An effective public consultation provides concrete suggestions that can help improve project design, resolve conflicts at an early stage, identify management solutions to mitigate potentially adverse consequences and enhance perceived positive impacts.

5.2 CONSULTATION OBJECTIVES

Effective stakeholder engagement enhances project beneficiaries' role from "participants" to "enabling agents" that proactively provide insights to project planning and implementation. The stakeholder consultation process for the proposed project has been designed to enhance the role of stakeholders and thereby contribute towards project success and sustainability. Specific tasks and purposes of consultations with stakeholders have been given in **Table 5.1**.

Table 5.1: Tasks and Purposes of Consultations

Task	Purpose of Consultation with Stakeholders
Why consultation with the stakeholders?	- To build trust to ensure sustained support for the proposed Project and build resilience for times of crisis. - To learn about public concerns that need to be addressed and taken into account in designing of the Project concept and preparation mitigation measures and programs. - To learn about the strengths, skills and organizations that the stakeholders can bring to support Project planning and implementation.
Modes and benefits of consultation	- Listening and dialogue with stakeholders to keep the Project at tuned to public concerns early, to pre-empt breakdowns in public confidence. - Engaging the public as advocates for the Project construction and to support the implementation of social, resettlement, and environment and health programs.

The specific objectives of the stakeholder engagement exercise carried out for the YBRT Corridor project are listed below.

- Inform all stakeholders about the YL BRT Corridor project, its context and objectives, salient design features and potential social and environmental consequences;
- Facilitate and encourage interaction with project's beneficiaries, including project-affected parties and other-interested parties to encourage project acceptance, sustainability and ownership;
- Adopt an inclusive, participatory and transparent approach towards stakeholder engagement that provides opportunities for engagement with relevant stakeholders of all backgrounds, regardless of gender, race, ethnicity, income-class and ability;
- Take benefit from the local knowledge for enhancing strategic interventions for public space design and infrastructure improvement; and
- Identify specific community concerns and suggestions about proposed designs and develop solutions to ensure satisfactory results.

5.3 STAKEHOLDERS IDENTIFICATION AND ANALYSIS

The three categories of stakeholders are outlined below:

- **Affected Persons** – persons, groups and other entities within the Project Area of Influence (AOI)⁴ 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;
- **Other Interested Persons** – individuals/groups/entities (different department & organizations) that may not experience direct impacts 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; and
- **Vulnerable Groups** – persons who may be disproportionately impacted or further disadvantaged by the project(s) as compared with any other groups due to their vulnerable status⁵, and that may require special engagement efforts to ensure their equal representation in the consultation and decision-making process associated with the project.

5.3.1 Primary Stakeholders

Individuals, groups, and other community members that may be directly or indirectly affected by the project, positively or negatively. Primary stakeholders include local communities, community members and other people that may be subject to direct impacts from the Project. The C&LRP focuses particularly on those directly affected, positively or adversely by the project activities. The project affected parties of the proposed project include the following:

- Beneficiaries of the project; and People as well as entities affected by environmental and social impacts such as livelihood loss, social and cultural issues, noise, dust and increased vehicular traffic.

⁴ This refers to the overall project area which may have direct or indirect impacts due to project activities in these locations.

⁵ Vulnerable status may stem from an individual's or group's race, national, ethnic or social origin, color, gender, language, religion, political or other opinion, property, age, culture, literacy, sickness, physical or mental disability, poverty or economic disadvantage, and dependence on unique natural resources.

Primary stakeholders also include all those communities that are situated along the project routes. In the context of the Yellow Line BRT Routes, these include several residential areas of low-income communities from mixed ethnic (Urdu-Speaking, Pathans, Sindhi, Balochi, Punjabi) and religious backgrounds, pockets of selected minor and major commercial units including road-side vendors, eateries and marriage halls. Social service providers (schools and health facilities), several local mosques are the other important religious/cultural structures along the routes.

5.3.2 Secondary Stakeholders

There may be broader stakeholders who may be interested in the project because it indirectly affects their work or has some bearing on it. These groups may not be directly affected by the project, they may have a role in the project preparation and implementation or have a broader concern including for, but not limited to, information dissemination, awareness raising, community mobilization, and feedback.

The stakeholder engagement process will include conducting consultations with representatives of each of these groups and defining a strategy for continual engagement with each of them throughout the project life as relevant.

5.3.3 Disadvantaged / Vulnerable Individuals or Groups

It is particularly important to understand whether project impacts may disproportionately fall on disadvantaged or vulnerable individuals or groups, who often do not have a voice to express their concerns or understand the impact of a project. It would also be critical to ensure that awareness raising and stakeholder engagement with disadvantaged or vulnerable individuals or groups be adapted to take into account particular sensitivities, concerns and cultural sensitivities of such individuals or groups and to ensure a full understanding of project activities and benefits. The vulnerability may stem from person's origin, gender, age, health condition, disability, literacy levels, economic deficiency and financial insecurity, disadvantaged status in the community (e.g., religious and ethnic minorities or fringe groups), dependence on other individuals or natural resources, especially those living in remote, and insecure or inaccessible areas. Engagement with the vulnerable groups and individuals often requires the application of specific measures and assistance aimed at the facilitation of their participation in the project-related decision making so that their awareness of and input to the overall process are commensurate to those of the other stakeholders. In this project, the vulnerable or disadvantaged groups may include, but are not limited to the following:

- Women in the transport sector in Pakistan;
- Elderly employees and citizens;
- Disabled employees and citizens;
- Minorities (ethnic, religious, women);
- Low-income households;
- Women/child headed households; and
- Transgender persons.

Vulnerable groups within the communities affected by the project will be further confirmed and consulted through dedicated means, as appropriate, during the C&LRP implementation and then during the project implementation.

5.4 CONSULTATION PARTICIPATION PROCESS

The project has utilized various methods of engagement as part of its continuous interaction with project stakeholders. For the engagement process to be effective and meaningful, a range of various techniques were applied that were specifically tailored to the identified stakeholder groups. For ascertaining the perceptions of different stakeholders about the project, consultations/ meetings were carried out with following two groups:

- Consultations with Secondary Stakeholders.
- Consultations with Primary Stakeholders and Vulnerable / Disadvantage Groups;

5.4.1 Consultations with Secondary Stakeholders

The stakeholder consultations were started by the study team with primary and secondary stakeholders from December, 2021 and will continue till completion impact assessment of all packages of the Project and data will be updated. Details of department officials contacted are given in **Table 5.2**.

Table 5.2: List of Government Officials Consulted

Sr. No.	Date	Name of Person	Designation	Name of Department/ Office
1.	December, 2021 to August 2025	Ms. Hamida Siddiqui	Deputy Director	Social Welfare Department (Malir and Korangi Districts)
		Ms. Saeed Fatima	Deputy Director	
2.		Jawed Nabi Ahmed	Head Administrator	Iqra University
3.		Ms. Mehwish	Administrator	Indus Hospital
4.		Faisal Bashir Memon	Senior superintendent of police (SSP)	Police Department (SSP Office Korangi Districts)
5.		Zakia Malik	Assistant Sub Inspector	Police Department (Women Children Protection Cell)
6.		Dr. Atta-ur-Rehman	Eye Specialist	Al-Shifa Eye Clinic
7.		Zahid Farooq	Joint Director	Urban Source Center
8.		Ms. Syeda Fatima	Additional Director	Social Welfare Department (Central District)
9.		Mr. Amir Hamza & Miss. Huma Ashar	Social Development Specialist & Gender Specialist	Sindh Mass Transit Authority (SMTA)
10.		Mr. Muhammad Imran Sabir	Deputy Director-EIA	Sindh Environmental Protection Agency (SEPA)
11.		Mr. Zain Bashir & Mr. Siraj Sadiq.	Chief Coordinator / Executive Member (LATI) / CEO LITE-DMC &	Landhi Association of Trade & Industry (LATI)

Sr. No.	Date	Name of Person	Designation	Name of Department/ Office
			Executive Member (LATI) / Director LITE-DMC	
12.		Dr. Aurangzeb Khan - and other faculty Members	Vice Chancellor Faculty Members	Dewan University
13.		Col. Aamir Sahzad and his team.	Additional Director Development	DHA Karachi
14.		Mr. Muhammad Zubair Chaya & Mr. Syed Farrukh Ali Qandhari – Other Senior Members	Chairman & CEO KATI Vice President KATI and other members of KATI	Korangi Association of trade and Industry (KATI)
15.		Sarmad Saeed	Deputy Manager Public Affairs & Government Relations	K-Electric
16.		Adil Aziz Khan & Mukhtar Ahmed	GM Pipeline & Chief Engineer Pipeline	Pak Arab Refinery Company (PARCO)
17.		Azim Khan & Mr. Akhtar Somro	CE(P&D)-Dist.-South Azad Trade Centre & Sr. Engr. P&D-South	Sui Southern Gas Company (SSGC)
18.		Muhammad Riaz & Khalid Farooq	Superintendent Engineer & Chief Engineer water Distribution	Karachi Water & Sewerage Board (KWSB)
19.		Syed Imtiaz Hussain	Senior Manager (E&P)	National Refinery Limited (NRL)

A summary of the consultation with these officials along with the responses is given in **Table 5.3** whereas the pictures are shown in **Annex-IX Photo log**.

Table 5.3: Concern and Responses of Consultations with Departments

Sr. No.	Department/ Organization	Stakeholder Views/Concerns	Responses
1.	Sindh Mass Transit Authority (SMTA)	- All of the information about baseline data, environmental monitoring, socio-economic, gender survey and public and departmental consultations should be part of the EIA Report; and - PAPs survey should be based on the assumed ROW (from building to building).	The same have been included in the ESIA report.
2.	Sindh Environmental Protection Agency (SEPA)	A meeting was held at the SEPA Office Karachi between SMTA, SEPA, and JV consultants (Dar Al-Handasah and NESPAK) to mark the beginning of stakeholder's consultation meetings and to bring all parties on same page concerning the requirements of SEPA and EIA. The JV Consultants' team gave a brief introduction of the project along with route alignment of Yellow Line BRT Corridor, its feeder lines and its construction packages. The suggestions/information from SEPA is as follows: - SEPA informed that the project will be serving Korangi and Landhi Industrial Estates, where Korangi Industrial Estate is the second largest industrial estate of Karachi, around five hundred thousand (500,000) workers/people visit this area on daily basis from different areas of Karachi; - SEPA stated during the design, implementation and operation of the project, local conditions must be kept in mind; - SEPA suggested for the early submission and consequent approval of an EIA report before the beginning of construction activities; - SEPA officials clarified about the reviewing process of EIA report. They informed that as per the court directives they have to complete the review process within sixty (60) days but usually SEPA completes this process within forty to forty-five days. This review period can be further minimized up to 30 days; and - SEPA team assured their support for the BRT Projects and clarified about keeping the project sustainable and ensuring that the design meets the local requirements and conditions.	Construction work will begin after approval by SEPA
3.	Karachi Circular Railway "KUTC"	KUTC suggested to check the possibility of realigning the route of the proposed demolished Kala Pul Bridge by acquiring additional land near the bridge which relates to KUTC;	Additional land is not available. The new bridge will be constructed on the same alignment.

		- KUTC informed that they have the alignment of the new KCR project which is running over the existing Kala Pul Bridge, which will be required to be considered during the design and construction of the new Kala Pul Bridge; - KUTC advised that the General Arrangement structural design drawing of the new Kala Pul Bridge should be submitted by the JV Consultants for review and approval by their technical team prior to proceed with the detailed design; - KUTC agreed to provide with the available information related to the existing Rail Network and utilities, as well as the future KCR and ML-1 project to the JV for their consideration; - KUTC agreed to provide the JV with the necessary information of the current encroachment within the Kala Pul (Bridge) area. They also agreed to provide compensation for existing encroachments if impacted; and - KUTC suggested that they will arrange for a technical coordination with the Consultant of the KCR project to discuss with the proposed intermodal rail station and the Yellow Line BRT Line project.	- The Client will share the general arrangement drawings once design is ready. - Information from KUTC yet to be received.
4.	Korangi Association of Trade and Industry (KATI)	- KATI mentioned that Landhi Industrial Area is visited by 2 million people daily for business trips, and there are more than 3,000 registered industries in the area; - KATI requested to revisit the possibility of shifting of existing High-Tension K-Electric Line present at the Median of Road 8000 from overhead to underground. KATI also offered their services and support to consult with the K-Electric Officials. It was made very clear by KATI that reducing the size of lanes to install BRT will ruin the traffic management; - KATI; the stakeholder and end user of the project informed about the current combined drainage system of Korangi/Landhi which serves as industrial wastewater, sewage and storm water. They informed that the current ill planned system is not completely functional and so it is relatively impossible to separate drainage networks for industrial wastewater and storm water drainage. They further informed that there are two disposal points for Korangi; One at Malir River (through PS-2 Pumping station having capacity of around 16MGD) and other at Arabian Sea (through gravity flow having flow rate of 20 MGD). The	- Shifting of existing high-tension lines not possible due to high cost and time required. - As part of the project, existing drain is being relocated, while a new additional drain is being designed. - The disposal point issue will be taken up separately from this project. - Due to traffic congestion at these roundabouts, underpasses for BRT and for mix traffic are proposed to alleviate traffic congestion at the roundabouts.

		expected wastewater generation in near future will be more than 40 MGD; and • KATI also suggested to avoid underpasses and proposed Flyover at all roundabouts to keep the running of BRT smoothly.	
5.	Landhi Association of Trade & Industry (LATI)	• LATI enquired about the fueling mechanism that will be used as part of the Yellow BRT line project. The JV clarified that the project would rely on the Diesel Hybrid buses, that can be upgraded in future depending on the renovation of the fueling technology; • LATI highlighted that the existing median of the 8000 Road carries the High Voltage Over Head Line “OHL Pylons”, and asked if the project will impact them; • LATI mentioned that, the JV should check if there is illegal encroachment to the Right of Way “ROW” at Dawood Chowrangi area, as the available road corridor in this area is very narrow. LATI also added that if there is any illegal encroachment, there is a governmental project to restore the ROW that could allow for sufficient space for the project; • LATI mentioned that, heavy traffic coming from National Highway joins the traffic from Dawood Chowrangi and uses the Korangi 8000 road to reach at KPT. This must be taken into account while design of roads; • LATI highlighted that the 8000 Road includes a provision width for Green Belt, but it is being used currently by the business owners as parking spaces; • Mr. Zain Bashir suggested that demolition of the existing Jam Sadiq Bridge shall only be started after constructing the new bridge. The JV confirmed that this already has been considered in the scope of the related package of the project (Package 4); • Mr. Siraj Monnoo suggested that to consider some of heavy traffic be diverted to Malir Expressway to ease congestion on 8000 Road; • LATI mentioned that currently road network in Karachi is under immense pressure and such projects are very important for Karachi. The projects will not only facilitate the passengers but will also improve the aesthetics and infrastructure of Karachi they also assured the visiting project team that they will advise with the details of the focal point from their side to be contacted during the necessary	• The project will now have two types of fuelling mechanism, electric buses for 18m fleet and diesel hybrid for 12m fleet. • The existing 132kv pylons will be protected. • The BRT project will utilize the existing available ROW near Dawood Chowrangi. • The passenger safety at stations and along the corridor will be ensured round the clock through surveillance, liaison with local police and CCTV cameras at stations. • A Communication Plan has been developed by SMTA to keep the public aware about the project progress. • Coordination with the various stakeholders will be ensured during construction. • Design of stations includes emergency exits • First aid facilities will be provided in the stations. • Non-fare revenue stream will be explored for the project. • Small shops at stations have been planned.

		coordination or support needed during the project; and • LATI suggest the following to be considered: • Ensure the safety of the BRT passengers in the stations, buses, pedestrian bridges and underpasses; • CCTV Monitoring at the stations and route of BRT; • Include sufficient toilets in the stations for the staff as well as the public, as possible; • Ensure to provide regular update to the public about the project to get their support during the construction time; • Ensure the proper coordination with the business owners during construction; • Design of stations should include emergency exits; • First Aid facilities shall be available at stations and inside the buses; • Firefighting arrangements at stations and inside the buses; • The stations and buses can be very good source of revenue generation through advertisement on buses and stations; and • Small shops at stations shall be introduced to facilitate the BRT passengers and create some business / job opportunities.	
6.	DHA Karachi	• DHA Team was of the opinion that such projects are badly required to improve the public transport of Karachi and resolve the traffic issues. The project will also reduce the number of vehicles and motor bikes from the roads. DHA team assured for their continuous support during the implementation of project; • DHA team suggested that SMTA should be in coordination with utility companies for timely relocation of utilities (if any) to avoid disturbance to their customers and they should also be onboard during construction; • Proper traffic diversions with proper traffic controls should be considered during the construction phase; and • Stringent pollution control measures for air emissions, dust control, noise control and etc. shall be adopted during execution of the project.	• Coordination with all utility agencies has been ongoing. • Traffic diversion plans will be prepared to mitigate the impact of construction on commuters. • Environmental management plan will be strictly monitored to reduce air emissions, dust control etc. during the construction.
7.	Shaheed Benazir Bhutto Dewan University	• SBB DEWAN University informed that due to lack of proper and organized public transport in Karachi, people of Karachi especially the female students and workers are facing the number of problems. Implementation of different BRT Projects will give some relief to the Public of Karachi;	• Several bus shelters are proposed to be constructed along the off-corridor routes.

		• DEWAN University team was of the opinion that students and workers of this industrial area will be the beneficiaries of BRT YL Project. The team assured for their continuous support for the project; • The project should be completed in time in order to avoid any nuisance for students and public; and • Provision of bus station near SBB DEWAN University.	
8.	Police Department and Women and Children Protection Cell	• The officials of the police department and women and children protection cells briefed the current situation of the crimes of various categories and different types of gender violence being reported and they suggested following measures to minimize the intensity of the crimes for the yellow line bus stations, in the buses and in the Project area: • Awareness about women and children protection laws and facilities should be created among the people using the print, electronic and social medial; • To launch the complaints against women violence and crimes contact numbers services providers, helplines and websites should be displaced at yellow BRT stations and even in the buses; and • CCTV cameras should be installed at yellow BRT stations and live monitoring cell should be established.	A GRM has been established within SMTA where a any person can submit his/her complaint using the electronic media and other tools. GRM will address all types of grievances. Awareness raising of communities will be carried out as appropriate. • CCTV camera will be installed at stations which will be monitored through the central control room.
9.	Iqra University	• Maximum construction work should be done after closing the educational institutions or during the late night hours; and • Awareness among the students should be created about the proposed project. Traffic should be managed properly during the civil work construction.	• Proper traffic diversion plan will be implemented during the construction phase to minimize impact on traffic.
10.	Health Department/ Institutions	• Awareness among the population about the risks associated regarding project activities and mitigation measures should be created; and • The environment of most part of the Project area is friendly, but due to construction activities dust & air pollution may lead to respiratory diseases. Medical camp should be established in the area during the period of construction.	• A Communication Plan has been developed by SMTA to keep the public aware about the project progress. • Environmental management plan will be strictly monitored to reduce air emissions, dust control etc. during the construction.

11.	Social Welfare Department (Malir, Korangi and Central Districts)	• Compensation should be given to all Displaced Persons against loss of residential and commercial structures; • Impact on religious structures should be minimized and if not avoidable should be reconstructed with the consent of the local communities; • Employment should be provided to the women; • Facilities of toilet for the passengers should be provided; • At Bus Stations, waiting room for passengers should be constructed. • Maximum skilled & unskilled labour should be hired from the local community during the Project construction activities. • Occupational health and safety of workers should be taken care during construction of the project; • Physical disturbance should be avoided; • Livelihood disturbance should be minimized; and • During the construction period, safe movement of the pedestrians should be ensured and proper Traffic Management Plan should be devised.	• Compensation shall be given to affectees as per the laws. • Women will be provided employment during construction and operation phase of the project. • Skilled and unskilled labour from the local community during construction will be monitored. • Occupational Health and Safety Specialists will be monitoring the safety and health of works during the construction. • Proper traffic management plan will be prepared and implemented during the construction.
12.	Urban Source Center	• Income disturbance of the business operators should be minimized if not avoidable and should be compensated properly to restore the income activities; • For the protection of the women against violence and crimes, security plan should be developed involving relevant departments and other stakeholders to protect women during travelling; • All stakeholders should be involved in all stages of the project to get maximum benefits of the Project; • Employment opportunities should be created for women in the Project activities and during operation of the Project; and • The project will benefit to the people of the Karachi with better public transport facilities.	• All stakeholders have been involved since the inception of the project. • For proper compensation of affected assets and livelihood C&LRP will be prepared. • Women will be provided employment during construction and operation phase of the project.
13.	Utilities and Services Departments (SSGC, K-Electric, PTCL, PARCO, NTC, KWSB, NRL, PRL & PSO)	• After several meetings with all utility's companies, it is concluded that the Consultant, in collaboration with Stakeholders, will prepare drawings for utilities relocation where ever will be required based on their supplied information. Regular site visits and meetings with the SMTA, contractor and stakeholders will also be required during construction phase to resolve any potential issues, if any; • All the utilities marked on the drawings will be issued to contractor along with the bidding documents. It has also been	• Coordination with all utility agencies has been continuing. • All existing utilities provided by the utility companies have been plotted on the drawings and shared with the various agencies. • Close coordination during construction will be ensured to

		agreed with client and all stakeholders, that a possible relocation corridor will be proposed/ considered during design stage however, if any unforeseen constraints are identified the final relocation shall be mutually agreed during construction stage. Therefore, SMTA shall instruct all stakeholders to accomplish the relocation of utilities task so that project design may be implemented and the execution of project may start as per planned schedule; • All utility companies informed that the civil works and ROW permission shall be the responsibility of the SMTA; • At the construction phase, close coordination between contractor, consultant and all utilities stakeholders are necessary to avoid any mishaps at project site. In particular, wherever the PARCO, PRL, NRL, SSGC, KE and KW&SB lines are lying, high level precautions shall be taken in liaison with utility departments to avoid any possible damage to their lines which may impact the delivery of the project; • It is also recommended that during relocation work, close supervision from the consultant shall be required to measure and record the actual quantities of relocation work which shall be paid as per actual and verified work; • Culverts and trenches shall be proposed in our design for all utilities crossing the road and extra trenches/culverts shall also be provided / considered for future requirements; • At Shan Chowrangi there are multiple lines crossing the corridor one of which critical line is PRL 6-inch line which shall be protected as per agreed terms with PRL and client SMTA; and • At intersections where underpasses are proposed protection of cross drainage structures shall be provided.	minimize the impacts of utility relocations. • Utility crossings have been proposed for various utilities at the intersections.
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5.4.2 Public Consultation and Participation Process

For ascertaining the perceptions of different stakeholders about the project, meetings were held within the project area of influence. These meetings were held in an open atmosphere, in which participants expressed their views freely. Informal group discussions were also held as an additional tool for the assessment of the perceptions of the stakeholders about the project and potential impacts both positive and adverse likely to occur due to its implementation.

i. Methods of Public Consultation

The following methods were used for public consultation with project stakeholders in order to ascertain their stakes regarding project implementation:

- Formal Group Meetings
- Informal Group Meetings
- Individual meetings
- Focused Group Discussions (FGDs)
- Gender Consultations
- Consultations with Transgender

The views of the participants were formally recorded. The locations selected randomly situated near the proposed route of the YBRT and off-Corridor.

Extensive consultations have been conducted with the local communities and Affected Persons in the project area to take their views and incorporating in the project planning. In the meetings, more than 233 people participated in the 12 consultations. The major categories participated in these meetings were local population, community groups, public transport users, public transport operators, and Project Affected Persons (PAPs).

ii. Locations of the Public Consultations

Consultation meetings regarding project impacts, their magnitude and mitigation measures were held with different types of stakeholders, to know their concerns. Consultations were conducted with these stakeholders at various locations along the route of YBRT. The detail of the locations with number of participants is provided in the **Table 5.4**.

Table 5.4: Location and Summary of Consultation

Sr. No.	Venue	Date	No of Participants
1	Shahra-e-Fiasal Road	February, 2022 to August, 2023	20
2	National Medical Centre (NMC)		17
3	Dawood Chorangi		8
4	Korangi Road (Chorangies)		44
5	Mansehra Colony		8
6	Defense (Phase, I&II)		16
7	Kudadad Colony		15
8	Kalapul		15
9	Dewan University		30
10	Korangi Industrial Area		25
11	Shaheed-e-Millat Road		20
12	Bilal Chorangi		15

iii. Summary of Concerns Raised

Feedback received during public consultation includes both project related concerns and other/general concerns. Project related concerns and suggestions are related to the willingness of people to accept project issues related to resettlement, livelihood and compensation, disturbance of utilities environment and security. Brief Introduction about the proposed project, its various components, positive and negative impacts and other technical details related to environment, social and economic considerations were briefed to the consulted stakeholders. The table 8.5 depicts the summary of concerns, suggestions and

actions. The concerns raised by male participants along with the respective response and measures are provided in **Table 5.5**.

Table 5.5: Summary of Concerns, Suggestions and Actions

Sr. No.	Concerns/suggestions by the Participants	Mitigation Proposed by the Participants	Action to be taken by the Project IA
1.	Religious structures should be saved from the significant impacts keeping in view the sentiments of the local people and their attachment; Impact on housing and commercial structures should be minimized and if not, avoidable proper resettlement compensation should be given. Alignment should be diverted from the residential areas which are under impact,	The design alternatives will be utilized to protect the entire religious structures. In case of demolition or any impact on the structures, the compensation will be given to the community for restoration and rehabilitation of the structures.	The consultant will be responsible for design alternatives to protect the religious structures.
2.	Different types of utilities will be affected during the implementation of the project and local residents will face interruption of these facilities.	Civic facilities should be restored during the construction period and after completion of the civil work arrangements should be made to minimize the disruption of public utilities or they may be rehabilitated on priority basis to reduce the impacts;	The EA will be responsible to restore the public utilities before execution of the project so that uninterrupted services of these public utilities remain continue.
3.	Job and labor opportunities should be provided to local people.	The skilled and unskilled workforce should be hired from the local community. It will enhance the acceptability of the proposed project among local people.	The contractor will be bound to hire the skilled and unskilled workforce from the local community as a priority.
4.	The existing buses are uncomfortable and overcrowded; Existing buses are running on diesel and causes air pollution; and The staff of the existing buses does not have manners and misbehave with riders.	- Fares of YBRT should be economical, so poor people can travel easily; - The YBRT should not be overcrowded; - The YBRT stations should be closer to the colonies, so people can on board easily. - There should be a separate compartment and big in size for ladies in YBRT. - YBRT riders will reach their destination on time; - The YBRT will help in minimizing the air pollution.	EA will ensure the facilities during operational stage.
5.	Participants showed their concerns regarding the displacement of their commercial structures falling in the ROW of the proposed Project.	They were of the view that proper compensation should be given to the PAPs for the re-establishment of their structures and livelihood.	All the PAPs will be given proper compensation for their land, lost structures, assets or livelihoods including resettlement and relocation assistance.

6.	Proper compensation rates for affected structures / assets.	Market-based rates should be given to the PAPs for their affected structures/assets. Being a marginalized community, additional financial support / assistance should be given to the PAPs, so they can shift their structures to the proper location.	Market based rates will be given for the affected structures/assets. Besides, additional financial assistance will be given in the shape of allowances according to the proposed CL&RP.
7.	Due to the impact on commercial structures, different types of workers working at shops on daily wages will lose their livelihood.	Proper compensation should be given to these respective workers so that they can earn their livelihood without any complications.	Allowances should be determined in the C&LRP against employment loss will be given to these employees.
8.	Provision of adequate water to the households on daily basis.	Participants suggested / demanded a sufficient/adequate water supply for their households on daily basis through proper management of the water distribution system.	The respective facility is not in domain of the proposed project.
9.	The project should proceed on the fast track.	Transportation is a very big issue for the resident of Karachi city. The Project should proceed on the fast track so that people become able to get proper transportation facility.	Appropriate steps will be taken to complete the project at the earliest.
10.	How the PAPs or community members can register/log a complaint regarding any issue related to the Project?	The proper mechanism should be developed for the PAPs and community members to log/register their complaints.	Proper/functional Grievance Redress Mechanism (GRM) will be established for the convenience of the PAPs and community members so that they can file / register their complaints.
11.	During the construction period, the mobility of the local community especially of kids and females will be disturbed.	An alternate route should be provided to the local communities for convenience in mobility.	Alternate routes will be provided where needed before the commencement of the civil work.
12.	Disturbance of the amenities and public utilities.	Participants were of the view that due to the construction of the proposed project, several amenities and public utilities will be disturbed.	Amenities and public utilities will be restored after the completion of civil work.
13.	Due to construction activities as well as an influx of labor, movement of the citizens particularly females, residing in the local area will be restricted.	In order to tackle this situation, construction/laying work should be carried out within scheduled hours, so that after construction hours, the local community, particularly females can easily move into the area.	People will be made aware of complete construction activity plans so that they can move in the area freely and safely.
14.	Dust and noise will disturb the nearby residential and commercial structures.	All protective measures should be taken to protect the local community from noise and dust.	The contractor will be bound to take all protective and precautionary measures to protect the health and properties of the local people.

			Appropriate practices will be adopted in this regard. This Environmental and Social Impact Assessment (ESIA) has been carried out for this purpose.
15.	The process of the consultation should continue.	The continuation of the consultation process with the PAPs and local communities may help in reducing problems arising at the local level. This is an effective strategy for the smooth implementation of the project.	Consultation is an ongoing process that will be carried out with the PAPs and other stakeholders located along the alignment of the proposed project throughout the implementation period.

5.5 FOCUS GROUP DISCUSSIONS (FGDS)

Focus Group Discussions (FGDs) were undertaken to gain community feedback and insights on service provision with respect to transport services in the Karachi City. Community perceptions and attitudes regarding availability, access, reliability, quality and use of public transport services suggestions and feedback on the anticipated social impacts of the proposed subprojects were sought as well as to gauge their level of satisfaction.

Table 5.6: Field Survey and Consultations/ Focus Group Discussions

Sr. No	Consultations	Date	Location
1	FGDs	February, 2022 to August, 2023	Jam Sadiq Bridge
2	FGDs		Future Colony

5.6 WOMEN CONSULTATIONS

Keeping in view the important role of the female in the household as well as in the society, overall, five consultations with women were also conducted at different locations to record views of the females and issues faced by them related to the project implementation. There were a total of 119 participants in these consultation sessions. The details of the locations with number of participants are provided in the **Table 5.7**.

Table 5.7: Locations and Number of Participants for Gender Consultations

Sr. No.	Venue	Date	Participants
1	Karachi University	February, 2022 to August, 2023	15
2	Shaheed-e-Millat Road		10
3	Shah Faisal Colony		19
4	Dewan University		60
5	Fabtex Apparel		15

The concerns/suggestions raised by the participants along with the responses are provided in **Table 5.8** whereas the photographs are shown in **Annex-IX Photolog**.

Table 5.8: Gender Concerns and Their Responses

Sr. No.	Concerns/Suggestions	Response
1	The quality of the current transport is substandard as the buses are very old.	The improved travelling facilities will be provided with a low fair through the Yellow Line BRT Project.

	Availability issues and high fares of the buses.	
2	There should be a separate section in the YL BRT buses for women passengers. It is also suggested by some people that there should be separate (additional) buses running for women during the peak hours in the morning and evening,	There will be two portions in bus and women will be encouraged to get jobs during the operational phase of the Project in different categories
3	It is the responsibility of the government to provide citizens economical and appropriate transport facilities so that they can reach to their desired destination with comfort and safety.	Better transport facilities will be provided through the Karachi Mobility Project.
4	Women hope that their family members will get jobs in YL BRT Project during construction and operational phase.	Jobs opportunities will be provided to the locals.
5	The YBRT should have designated bus stops. The bus stops should be closer to the communities; To safely cross	Bus stations has been designed at different suitable locations to facilitate the maximum communities in the Project area.
5	To safely cross the roads, pedestrian bridges should be constructed.	Such facilities are already have been included in YBRT.
6	In order to recruit and retain women and transgender persons in all levels of the project, it is important to set aside a certain quota as a positive discrimination measure; and Suggestions were also made to hire female and transgender drivers and staff at the bus stations to avoid incidents of violence.	Job opportunities will be provided to transgender and women at different levels and to avoid the incidents of gender violence different security measures will be adopted.

Note: The detail of consultations is presented in **Annex-VIII**.

5.7 CONSULTATIONS WITH PRIVATE BUS OPERATORS

Consultations were held with bus operators including owners, drivers, conductors, and terminal managers on potential YBRT impacts on their businesses. They were concerned that due to YBRT Project, they will lose their businesses. The suggestions came from them during consultation were option of re-routing their vehicles with the permission from the Sindh Government, providing job opportunities, purchase of discarded buses and skill training. The participants were briefed that they will continue their transport business on the same routes during construction and even in the operation phase of the YBRT Project.

5.8 DISCUSSION WITH TRANSGENDER

Separate consultations were conducted with transgender people to understand their specific needs in relation to trans-mobility. The main issue faced by them was of acceptance and harassment when they travel in public buses. If they sit in the male section they are ridiculed and told to go to the female section and when they go to the female section, they are asked to leave. Not having any designated place for them cause major issues and embarrassment for them. In case of harassment, no one defends them.

Transgender people who beg or belong to the low socioeconomic stratum use public transport. Others from a slightly better economic class use Careem and Uber services for discretion and

safety. Some of them use auto rickshaw to avoid harassment, which is more expensive than the public bus, however, the driver usually refused to give them a ride for fear of losing other customers who do not want to sit next to transgender people. They suggested that a separate portion in the YL RBT should be provided. They should be hired in staff of the YL BRT during operation phase.

5.9 CONSULTATIONS WITH BENEFICIARIES

Consultations were conducted with beneficiaries of the project; these consultations will continue during all stages of the project to achieve the desired objectives. Public consultations were organized at various locations in the Project area along the routes

5.10 PROPOSED CONSULTATIONS PROGRAM

The stakeholder engagement is an ongoing process and will continue throughout the C&LRP implementation, Project construction as well as operation and maintenance phases. The ongoing consultation process could be scheduled on need basis with the stakeholders including but not limited to the concerned government departments, local administration, the community representatives and affected persons from the proposed Project Area.

The overarching goal of consultations and community engagement is to support and facilitate the Project design and implementation, to reduce conflicts and Project opposition, and to increase Project's acceptability.

The community members will be compensated by the YL BRTP/SMTA and GoS and they will be encouraged to participate in Project activities during construction and operation phases. The consultations will be made in future to facilitate the community at the local level.

The consultations will be carried out during the C&LRP implementation, construction and operation phases of Project. Consultations will be undertaken in all the communities twice or more in a year, depending on the number of concerns raised under each consultation. Ongoing stakeholder engagement activities include:

- On-going community liaison during the implementation of C&LRP and the proposed project;
- Formal and informal consultations with the communities including PAPs;
- Ongoing reporting on progress on the implementation of environmental and social management measures identified during the C&LRP implementation process and recording of comments on the effectiveness of these measures;
- Updating communities and other stakeholders about project activities and recording comments on these; and,
- Ongoing implementation of the grievance mechanism.

Efforts will be made to maximize the consultations during the C&LRP and Project implementation. The consultations will be carried out with the objectives to develop and maintain communication linkages between the SMTA and stakeholders, provide key Project information to the stakeholders, and to solicit their views on the Project and its potential or perceived impacts, and ensure that views and concerns of the stakeholders are incorporated during the implementation with the objectives of reducing or offsetting negative impacts and

enhancing benefits of the proposed Project. The framework for the future consultations is elaborated in **Table 5.9**.

Table 5.9: Proposed Consultations Framework

Description	Target Stakeholders	Timing	Responsibility
- Public awareness campaigns/ information sharing sessions to share the RP with the communities and other stakeholders. - Location: various places in project area	Communities within project area, general public; and line departments/ agencies.	At the start of the C&LRP implementation	SMTA / Supervision Consultants (SC)
- Establishment of GRM and Grievance Redress Committees (GRCs) - Location: various places in project area	Communities at/around project area	Before the start of C&LRP implementation.	SMTA / SC
- Consultations with the communities during C&LRP implementation - Location: various places in project area	Communities at/around project area	During C&LRP implementation	SMTA and SC
- Grievance redressal - Location: various places in project area	SMTA staff; consultants; relevant line departments; and communities.	C&LRP and Project implementation Stage	SMTA and SC
- Informal consultations and discussions. - Location: various places in project area	Communities at/around project area	C&LRP and Project implementation Stage	SMTA and SC; Contractor
- Consultations with the communities during internal monitoring - Location: various places in project area	Communities at/around project area	C&LRP implementation and Construction Stage	SMTA and SC
- Consultations with the Communities during the Independent Monitoring - Location: various places in project area	Communities at/around project area	C&LRP implementation and Construction Stage	SMTA and SC
- Consultation workshops to review C& LRP implementation, any outstanding issues and grievances, views and concerns of communities; and actions needed to address them. - Location: site offices in project area.	Communities at/around project area; relevant line department; relevant NGOs	Six-monthly during C&LRP implementation	SMTA and SC
- Consultations with the communities during the site visits by the World Bank Review Missions. - Location: various places in project area.	SMTA; Communities at/around project area	Construction/ Operation Stage	SMTA; WB Mission

5.11 INFORMATION DISCLOSURE PLAN

This C&LRP and Urdu translation of its executive summary will be disclosed at the SMTA website. The C&LRP will also be sent to WB for disclosure at their websites. This C&LRP and Urdu translation of its executive summary will also be available at the SMTA office, any site offices established by Yellow Line BRT Project, and any other appropriate location as needed.

A Resettlement Brochure will be prepared in Urdu covering the entitlement matrix and other key elements of this C&LRP and shared with the PAPs.

6 GRIEVANCE REDRESS MECHANISM

This Section outlines the policy and procedure for documenting, addressing, responding and employing methods to resolve project grievances and complaints that may be raised by the project affectees or community members arising from environmental and social performance, the engagement process, resettlement and/or unanticipated environmental or social impacts resulting from project activities that are performed and/or undertaken by SMTA. The Section describes the scope and procedural steps and specifies roles and responsibilities of the parties involved in addressing the grievances.

6.1 PRINCIPLES

A GRM is established to address any complaints or grievances arising during the implementation period of the projects. People of the project area may perceive risks to themselves or their property or their legal rights or have concerns about the possible adverse environmental and social impact that a project may have. Any concerns or grievances will be addressed quickly and transparently, and without retribution to the PAPs or community members or complainant.

The primary principle of GRM is that all complaints or grievances are resolved as quickly as possible in a fair and transparent manner.

6.2 OBJECTIVES

The objectives of the GRM are to:

- develop an organizational framework to address and resolve the grievances of individual(s) or community(s), fairly and equitably;
- provide enhanced level of satisfaction to the aggrieved;
- provide easy accessibility to the aggrieved/affected individual or community for immediate grievance redress;
- ensure that the targeted communities and individuals are treated fairly at all times;
- identify systemic flaws in the operational functions of the project and suggest corrective measures; and
- ensure sustainability of the project.
- allow stakeholders the opportunity to lodge complaints and raise concerns;
- ensure that comments, responses, and grievances are handled fairly and transparently, in line with the applicable reference framework;
- mitigate or prevent adverse impacts on communities caused by the Project operations;
- serve as an early alert system to project management of significant or recurring issues that might signal a systemic problem and facilitate a resolution. Inform the population about the project's objectives, the risks related to the project, the channels for filing complaints
- Establish safe and accessible channels for reporting complaints, including those identified by women and during specific consultations
- Make partners, beneficiaries, or other stakeholders aware of their rights to bring their claims and complaints to the GRM.

6.3 TYPE OF COMPLAINTS

The major complaints that may arise during the execution of the proposed project at site include but not limited to:

- Issues of compensation including loss of livelihood;
- Issues related to compensation of resettlement impacts;
- E&S issues (dust, noise, air pollution, social and cultural issues);
- Damage and blockage of public utilities;
- Traffic inconvenience; and
- Sexual Exploitation and Abuse (SEA) Gender based violence (GBV) and Sexual Harassment (SH).

6.4 DISCLOSURE OF GRM

The GRM shall be disclosed at SMTA head office, and concerned project engineers, SMTA website as well as at sub-project sites.

6.5 STRUCTURE OF GRIEVANCE REDRESS MECHANISM

The GRM will be set up with a two-tiered structure; one at the field level enables immediate local responses to grievances and another at the Project level to address more difficult cases not resolved at the local level.

6.5.1 Tier-1: Site level

The process of Tier 1 will be as follows. First, a three-person committee will be formed headed by the Social Development and Gender Specialists. Second, the Committee will be composed of Environment and Social specialists from Design and Supervision Consultants led by the counterpart of PMT.

- Each complainant will receive a filled Grievance Acknowledgement Form which acknowledges that the grievance has been received. The Grievance Acknowledgement form has a reference number and includes a Grievance Redress Officer (GRO) commitment to respond within three days of logging the grievance.
- The recorded complaint is verified on the ground; if it is valid and relevant to the project, then it will be discussed with the complainant for follow-up;
- IF REQUIRED, the GRO contact and, if required, meet with the complainant to discuss his/her grievance and can be solved if it is a project-related issue.
- If possible, the concerned GRO will address the complaint in a face-to-face discussion, providing information or clarification and document discussion points. The focus of resolving the complaint will be engagement and dialogue.
- In the case of a grievance, where further action or more time is required, the GRO will mention the timeline when other activities will take place. The GRO will inform the complainant about the timeline of further action.
- The issue will be resolved within the timeframe of 10 days. If the problem is not resolved at the field level or a grievance is beyond field-level staff's authority, it will be escalated to the GRC.

The Social Development Specialist and Gender Specialist will be the focal person for the overall project-related grievances and GBV cases. Any complaints unresolved at the local level by the contractor's field staff and NGO will be forwarded to the Secretary/ focal person of GRC. The complaints received will be properly recorded and documented at Project Director (PD) Office by designated staff in the Complaint Register. The information recorded in the register will include the date of the complaint, particulars of the complainant, description of the grievance, actions/steps taken/to be taken to resolve the complaint at field level, the person responsible for taking action, follow up requirements, and the target date for the implementation of the resolution. The register will also record the actual measures taken to mitigate these concerns. The aggrieved PAP will be kept informed about the actions on his complaint.

The contractor or relevant project officer can address issues on-site as required. If it relates to Contractor activities, the project should ensure the Contractor remedies any damage, pays compensation for damage or loss, etc. Use of community leaders and customary methods of conflict resolution is encouraged if necessary and appropriate when an issue emerges.

6.5.2 Tier-2: SMT-PMT- Level

GRC is notified at the Project level through an official notification issued by the Secretary, Transport & Mass Transit Department (T&MTD). The GRC will be mandated to deal with all types of grievances. The GRC members include the Secretary (T&MTD) as chair, Managing Director (SMTA) and representative from Commissioner Karachi division. The Chair will call the relevant official as per requirement of the registered complaint including the Project Director, Environment Specialist, Social Development Specialist, and Gender/GBV Specialist; a senior social safeguard specialist from the supervisory consultant and a member nominated from a civil society organization. The GRC will meet every month (if grievances are brought to the Committee), determine the merit of each grievance, and resolve grievances within three weeks (21 days) of receiving the complaint. While at the local level, grievances are first assisted and supported through staff from the contractor before referring to the GRC.

The GRC has the right to request the project technical staff and officers working at head office, field level, and facility level to attend the meetings and provide information. GRC will ensure that objective and fair decisions are taken and agreements made. The procedures include verifying documents, conducting field inspections to verify the grievance's authenticity and eligibility, listening to different parties involved, referring cases to independent agencies for technical assessment. The GRC will resolve the complaint within 21 days following the receipt of the complaint. If the grievance redress mechanism fails to satisfy the aggrieved PAPs, they can submit the case to the appropriate court of law.

6.5.3 Responsibilities of the GRC Focal Person

The Project Director will serve as the focal person with the following responsibilities:

- Facilitate and provide information and services to the GRC members;
- Document the GRC proceedings, decisions, and recommendations;
- Maintain grievance-related records, reports, and attendance;

- Liaise with the GRC Convener;
- Facilitate arrangements for field inspections;
- Handle all payments and expenses related to GRC operations;
- Provide feedback to PAPs and involve in grievance resolution.

6.5.4 Implementation Guidelines for Code of Conduct

The project implementation team needs to demonstrate how they are complying with the Code of Conduct on SEA. In addition, GRC members may do everything possible to reduce the power disparity between affected populations and workers and between staff within the project, ensure that there is an organizational culture that prioritizes this issue, and establish and implement responsible compliance and complaints systems.

The Code of Conduct is a comprehensive standard, which shall not be compromised. Develop and implement compliance and complaints mechanisms as part of overall managerial and staff responsibility and accountability. The Code of Conduct on GRM/SEA/SH/GBV sets behavioral standards with zero tolerance for sexual exploitation and abuse. The project level GRC is established to ensure compliance is a crucial component of the project's success. Accountability to communities and affected populations is fundamental in project design and implementation and communication. Whatever procedures are established (e.g., information sessions, complaint registers, focal points among affected persons, referral to the focal point of the member, clear complaints channels) should be disseminated as widely as possible and should increase chances of reporting and receiving complaints.

6.5.5 GBV/SEA/SH Related Complaints

Men and women may perhaps communicate their grievances differently; however, they may have different types of grievances. Therefore, gender differences should be taken into consideration when handling grievances. To address GBV-related complaints, SEA/SH. The project will make sure the availability of a GBV-sensitive GRM with multiple channels to address a complaint. The social development and gender specialist will be the focal persons for properly handling GBV allegations including assessment of the nature of the complaint, seeking support from various channels and helplines such as Citizens and Police Liaison Committee (CPLC) and *Madadgar* (Helper) to enact sanctions to be applied to the perpetrator. The PMT should have specific GBV/SEA/SH procedures, including confidential reporting with safe and ethical documenting of GBV cases based on the established information protocol.

There are at least three key actors involved in handling SEA/SH allegations: (i) the GRM operator, (ii) the GBV service provider, and (iii) the representative from SMTA. It is therefore essential that before SEA/SH complaints being received, it must be identified who specifically will be responsible for handling the complaint

- The GRM operator will keep SEA/SH allegation reports confidential
- Suppose a case is first received by the GBV service provider or through other identified reporting channels identified during the stakeholder consultations, especially those of women and girls. In that case, the report will be sent to the GM operator to ensure it is recorded in the GM system. As a result, the system will need to provide another database for sensitive complaints (SEA/SH), different from non-sensitive complaints.

- As part of the established resolution mechanism, SEA/SH allegations are considered staff trained in GBV, SEA/HS, and based on a survivor-centered approach. The agreement is reached on a plan for resolution and the appropriate disciplinary action for the perpetrator within the shortest time frame.
- For SEA/SH, the GRM should primarily serve to (i) refer complainants to the GBV service provider (it should be noted that here it will be up to the GBV survivors, SEA, HS, to decide if they want their complaints to be referred or not). These GBV service providers have been previously identified in the project's intervention area, and (ii) record resolution of the complaint according to an information-sharing protocol signed by the GRM manager and the service providers.

6.5.6 Process of GRM

The GRM includes a set of processes for receiving, recording, registering, processing, and resolving grievances. The overall strategy for the GRM will consist of six steps, as shown in Exhibit-1 and described in Exhibit-2 below.



Figure 6-1: GRM Value Chain

Table 6.1: GRM Processing STEPS

Steps	Process
Step 1: Uptake	Project stakeholders will provide feedback and report complaints through several channels.
Step 2: Sorting and processing	Complaints and feedback will be compiled by the GRM focal person and recorded in a register except for sensitive complaints related to GBV, SEA, HS, which will have to be recorded separately according to the GRM's security and confidentiality principles using encrypted codes/system and keeping the files well locked.
Step 3: Acknowledgement and follow-up.	Within three (3) days of the date a complaint is submitted, the responsible person will communicate with the complainant and provide information on the likely course of action and the anticipated timeframe for resolving the complaint (see
Step 4: Verification, investigation, and action.	This step involves gathering information about the grievance to determine the facts surrounding the issue, verifying the complaint's validity, and developing a proposed resolution
Step 5: Monitoring and evaluation	The Safeguard Specialists will be responsible for consolidating, monitoring, and reporting on complaints, inquiries, and other feedback that have been received, resolved, or pending.
Step 6: Providing Feedback.	This step involves informing those to submit complaints, feedback, and questions about how issues were resolved or providing answers to questions. Whenever possible, complainants should be informed of the proposed resolution in person.

6.5.7 Lodging of Complaint

The grievances will be received through the following channels:

- By Phone: SMTA Office Landline +92-21-99332207-8 (most preferably for an interim

- period)
- ii. A permanent dedicated UAN Toll-Free (0800-07682) managed by the SMTA has been established to deal with all project-related complaints and issues raised by the citizens regarding social, environmental and health, and safety issues (possible compensation, noise, dust, and odor impacts on them during construction). The same UAN will be used during the operation to handle BRT service-related complaints from riders and other users.
 - iii. By email: pd.kmp.ylc@gmail.com, gs.kmp.ylc@gmail.com, sds.kmp.ylc@gmail.com
 - iv. By Post: D- 43 & D-43/1, Shahra-e-Ghalib, Block 2, Clifton, Karachi
 - v. In-person: The Grievance Focal Person: D-43 & D-43/1, Shahra-e-Ghalib, Block 2, Clifton, Karachi
 - vi. Complaints/suggestion box which will be placed along the BRT routes
 - vii. A tab on the SMTA Website for those who choose to submit online: This information and a summary of the process for answering queries and managing grievances will be available on the SMTA website (in process).
 - viii. Twitter handle; Twitter will be used for dissemination of project information only.

Awareness Campaign

A leaflet will be publicized and will be translated into Urdu through the media and on notice boards along the route at the construction site offices and public administration offices and available on the SMTA's website. In addition, the GBV complaint referral protocol should be popularized to know the different channels and how to report.

6.5.8 Training of GRC Members and Complaint Management staff

All GRC members and complaint management staff will attend a training and orientation meeting prior to the commencement of their work. Competent technical experts should provide training in social/ resettlement and environmental management. The training will address the policy aspects, compliance requirements, expectations of the community, and need for rapport and communication with the affected communities. Finally, need for independence and transparent views in dealing with grievances.

6.5.9 Documentation and Reporting

All complaints or grievances will be entered into an assigned database that tracks the progress of each complaint/grievance. Complaints records (letter, email, record of conversation) are stored together, electronically or in hard copy. Records will be kept of all grievances received, including the complainant's contact details, the date the complaint was received, the nature of grievance agreed on corrective actions, the date these were affected, and the outcome. Each record has a unique number reflecting the year and sequence of received complaints (i.e., 2023- 01, 2023-02, etc.). In addition, each complaint or grievance will have a plan for addressing and closing out:

Complaints shall be reported in the regular project report and undertaken both at Field and PMT levels by the project. It should contain:

- Total number of complaints/grievances received based on gender-disaggregated data

- Number of complaints referred to care providers
- Total number resolved.
- A total number under investigation / not yet resolved.
- Total number not yet resolved and also exceeds the recommended close out time of 1 month
- A brief on any significant grievances currently not yet resolved and any risks to project implementation.
- The project team may follow to see if the person is satisfied with the resolution or remedial actions.
- If more than 30 complaints/grievances are recorded, the Project Director may decide to investigate any patterns or repetition of issues that need addressing. In addition, the Project Director may decide to get an independent consultant to review and provide advice.

6.5.10 Monitoring of GRM Processes

A poor grievance process can disrupt the project implementation resulting in discontent within the community and disruption in the project work. Therefore, a strong emphasis will be placed on monitoring the processes and outcomes. The Social Development, Gender/GBV, and Environment Specialists of PMT will be responsible for internally monitoring the grievance procedures in their respective areas (i.e., social, gender/GBV, and EIA). This will be done through monthly review and reporting of cases, analysis of the nature and types of disputes, quality of the deliberations and GRC process, and filing and records. In sum, the Specialists (Social Development, Gender/GBV, and Environment) will be responsible for:

- (i) Providing the Project Director, a monthly report detailing the number and status of complaints received and/or resolved
- (ii) Any outstanding issues to be addressed
- (iii) An analysis of the type of complaints and actions to reduce complaints in the Monthly Progress Report (MPR) of Social, Gender/GBV, and ESIA
- (iv) Electronic database providing retrievable records of complaints redressed

6.5.11 Evaluation of GRM Outcomes

With field verifications of effectiveness of the GRM system, desk studies will be available annually through a standard report. There will be an annual evaluation of the GRC processes by the Project Director (PMT) Office to determine the quality of the processes and operations and the outcome of cases by tiers, including analysis of the results. The external monitor will also look into the GRC cases as part of the overall safeguard evaluation under the C&LRP. The evaluation will consider all cases received and resolved and analyze the outcomes using relevant key indicators.

7 INCOME, LIVELIHOOD RESTORATION AND RELOCATION

7.1 PROJECT RESETTLEMENT PRINCIPLES

This section defines affected persons' entitlements and eligibility, and describes all resettlement assistance measures in terms of an entitlement matrix; identify and document the PAPs who will be eligible for transitional livelihood support; specifies all assistance to vulnerable groups and other special groups; and outlines opportunities for PAPs to derive appropriate development benefits from the project.

A broad assessment of the project impacts on income and livelihood of the project affected households and communities have been made keeping in view the livelihood sources of affected persons as per the socio-economic, baseline census and livelihood surveys. This is followed by measures for planned income and livelihood activities, including alternative income sources, training and capacity building for future employment in the project. A two-phase approach is planned for the income and livelihood restoration plan (ILRP): (i) pre-project/pre-construction phase activities containing compensation payment against land acquisition (ii) the short-term plan including assistance to support lost assets, employment in the project and special attention to vulnerable groups. The bottom line is to improve and sustain the overall economic conditions of the affected persons and communities to a level better than the pre-project situation.

Livelihood and rehabilitation assistance is expected to restore the living standards of PAPs, if not improve them. Livelihood restoration provides an opportunity to improve PAPs. Consultation is crucial for gaining affected population buy-in for the initiatives and improving chances of success. Training, compensation, and skills development to provide access to employment, are common mitigation measures that are often well received by the PAPs.

7.2 COMPENSATION ELIGIBILITY

PAPs are identified as persons whose land, structures/ assets and/or livelihood are directly affected by the project. The eligible PAPs for compensation or at least rehabilitation provisions under the proposed project include:

- PAPs losing business, income/ livelihoods and employment of workers or a person or business suffering temporary effects, such as disturbance to business operations temporarily during construction; and
- Vulnerable affected persons identified through the social impact assessment.

7.3 COMPENSATION AND ENTITLEMENT POLICY

Compensation and entitlements have been determined on the basis of the provisions of OP-4.12. **Table 7.1** provides an Entitlement Matrix for different types of losses assessed during the social impact assessment and census survey. It also covers the provisions for any unanticipated impacts arising during subproject implementation. Compensation and other

assurances will be paid to PAPs prior to the start of the construction activities in ROW and restriction to their business during the construction activities. In case the payment is delayed more than a year from the date of valuation, the values will be indexed annually before payment to PAPs.

7.4 COMPENSATION FOR LOSSES

7.4.1 Structures Commercial and Other

For the full loss of a commercial, public and community structure, the owners including non-titled land users, will be provided cash compensation at replacement cost for structure, including all transaction costs, such as applicable fees and taxes, without deduction of depreciation for age, and for self-relocation. For the partial loss structure (considering of functional/economic viability of remaining or un-affected part of the structure), the owners, including non-titled land users, will receive cash compensation for the lost parts of a structure at replacement cost without deduction of depreciation for the age of the structure and for the repair of the remaining structure compensation at the market rate for materials, labor, and transportation cost etc. All PAPs facing structure loss (full or partial) will have the right to salvage materials of the lost structures. The assets under Package-4, 26 (Eleven plant nurseries, two hotels, five godowns established under bridge. Moreover, two religious and one public structure will be affected

Community structures and public utilities, including mosque and community owned structures will be fully replaced or rehabilitated to ensure their level of provision, at a minimum, to the pre-project situation.

7.4.2 Livelihood/Businesses Loss

Small business operators (26 PAPs) facing (13 permanent & 13 temporary) impact of restricted access to their businesses due to the construction activities will be paid a transition allowance for affected structures for six (06) permanent & three (3) temporary months based on tax record, or in its absence, equal to the minimum wage rate fixed by the Government of Sindh in the financial budget for the year 2023-24 and as agreed during the consultation meetings with the PAPs.

7.4.3 Transport Allowance

Transport allowance will be given to the 26 commercials a structures) who will be relocated due to loss of business structures/assets, these will be entitled to receive a cash allowance to cover the cost of transport of people and their movable property (furniture, shops items, personal belongings, machinery, tools etc.) and of setting up at the new location at the current market rate for labour, vehicle hire, fuel and incidental costs. A lump sum amount of compensation (covering all items discussed) will be provided to the entitled AHs. The transportation allowances for lost commercial structure will be PKR 25,000 for permanent and for moveable commercial structures PKR 10,000. The AHs facing loss to their commercial assets/structures and income will be entitled for transportation allowance in addition to other entitlements.

7.4.4 Severity Allowance

The AHs losing 10% or more of productive assets (commercial, residential structure) are entitled for severe impact allowance to offset accrued income losses due to loss of productive assets. All said PAPs, are entitled for severe impact allowance in addition to entitled compensation for lost commercial and residential assets and other entitlement for relocation, rehabilitation and business loss. Due to unavailability of tax record or comparable rates of registered business to determine lost income, the officially designated minimum wage rate for the year 2023-24 is adopted as basis for calculating the severe impact allowance for thirteen (13) AHs commercial assets owners a under this C&LRP. The officially designated minimum wage rate of Sindh province for year 2022-23 is PKR 35,000 /month and on the basis of that severe impact allowance for 03 month lost income is calculated as (PKR 35,000 x 03= PKR 105,000/).

7.4.5 Employment Loss

Workers and employees (11 PAPs) will be compensated for lost wages during the period of business interruption, up to a maximum of three (03) months based on tax record, or in its absence, equal to the minimum wage rate fixed by the Government of Sindh in the financial budget for the year 2023-24 and as agreed during the consultation meetings with the PAPs.

7.4.6 Special Provisions for Vulnerable PAPs

All vulnerable PAPs including those households with income below the poverty line, female-headed households, and physically disabled persons are entitled to the subsistence allowance for three months computed on the basis of the officially designated minimum wage rate and other appropriate rehabilitation measures as defined in the C&LRP based on income analysis and consultations with PAPs to ensure the living standard of the PAPs is maintained. During social impact assessment and census survey, 9 vulnerable PAPs were identified. Out of total 9 vulnerable PAPs 8 were identified based on their poor economic condition and one women head household. These PAPs will be eligible for the vulnerability allowance.

7.5 ENTITLEMENT MATRIX

Based on the above discussed eligibility criteria and compensation entitlements and keeping in view the nature of losses and implementation issues of the proposed project, an Entitlement Matrix (EM) has been prepared as provided in **Table 7.1**.

Table 7.1: Eligibility and Compensation Entitlement Matrix

Type of Loss	Specification	Eligibility	Entitlements
1. STRUCTURES			
commercial, public, community	Partial Loss of structure	Owner (including non-titled land user)	- Cash compensation for affected structure (taking into account functioning viability of remaining portion of partially affected structure) for its restoration to original use) at full replacement cost computed at market rate for materials, labor, transport and other incidental costs, without deduction of depreciation. - Right to salvage materials from lost structure - For vulnerable households, provide legal and affordable access to adequate housing to improve their living standard to at least national minimum standard. - Any improvements made to a structure by a lessee/tenant will be taken into account and will be compensated at full replacement cost payable through apportionment between owner and the tenant as agreed at consultation meetings.
		Lessee, tenant	- Cash refund at rate of rental fee proportionate to size of lost part of structure and duration of remaining lease period already paid. - Any improvements made to lost structure by a tenant will be taken into account and will be compensated at full replacement cost payable as per agreed apportionment through consultation meetings.
	Full loss of structure and relocation	Owner (including non-titled land user)	The PAP may choose between the following alternatives: - Provision of fully titled and registered replacement structures at relocation site (if any) comparably of equal size and value as that of lost one including payment of all transaction costs, fees and taxes applicable under law. - or - Cash compensation at full replacement cost, including all transaction costs, such as applicable fees and taxes, without deduction of depreciation for age, for self-relocation. - In any case, PAP has the right to salvage the affected structure.
		Lessee, tenant	- Cash refund at rate of rental fee proportionate to duration of remaining lease period; - Any improvements made to lost structure by lessee/tenant will be taken into account and will be compensated at full replacement cost payable as per agreed apportionment through consultation meetings.
	Moving of minor structures (fences, sheds, latrines etc.)	Owner, lessee, tenant	The PAP may choose between the following alternatives: Cash compensation for self-relocation of structure at market rate (labor, materials, transport and other incidental costs, as required, without deduction of depreciation for age) or relocation of the structure by the Project.

Type of Loss	Specification	Eligibility	Entitlements
	Stalls, kiosks, cabins	Vendors (including titled and non-titled land users)	- Allocation of alternative location comparable to lost location, and - Cash compensation for self-relocation of stall/kiosk at market rate (labor, materials, transport and other incidental costs, as required, without deduction of depreciation for age)
2. RESETTLEMENT & RELOCATION			
Impact	Significant loss of commercial structure.	All PAPs needing to relocate to project relocation sites.	Severe impact allowance equal to lost income for three months in addition to entitled compensation for lost asset and business loss.
Transport allowance	All types of structures requiring relocation	All PAPs and tenants required to relocate as a result of losing land and structures	- For commercial structure a lump sum amount of Rs. 25 ,000/ or higher depending upon the situation on ground. - For moveable structure a lump sum amount of Rs. 10 ,000/ or higher depending upon the situation on ground.
3. INCOME RESTORATION			
Restricted access to means of livelihood	Temporary loss of business and source of income/ livelihood due to restricted access	All PAPs	Un-interrupted access to business premises and residences of persons in the project area will be ensured in consultation with the PAPs.
Income Restoration & Rehabilitation Assistance for the temporary Loss of Business and Income/ Livelihood	Temporary business loss due to construction activities by Project	Owner of business (registered, informal)	For the loss livelihoods, the compensation for 03 months calculated on actual basis on production of Income Tax payment record or in absence of such documents equal to 03 months' minimum wage rate of PKR 35,000 announced by the Government of Sindh in the budget for the financial year 2023-24 i.e., PKR 35,000 per month as provided in the Resettlement Framework of the Project and agreed during the consultation meetings with the PAPs based on officially designated minimum wage rate.
	Permanent business loss due to LAR without possibility of establishing alternative business	Owner of business (registered, informal)	- Cash compensation equal to lost income for 6 months based on tax record or, in its absence, comparable rates from registered businesses of the same type with tax records, or computed based on officially designated minimum wage rate and - Provision of project-based employment to one of the grown household member or re-training with opportunity for additional financial grants and micro-credit and organizational/logistical support to establish PAP in alternative income generation activity.

Type of Loss	Specification	Eligibility	Entitlements
Employment	Employment loss (temporary or permanent) due to LAR.	All laid-off employees of affected businesses	- Cash compensation equal to lost wages at comparable rates as of employment record for a period of 3 months (if temporary) and for 6 months (if permanent) or in absence of record computed based on official minimum wage rate. Or - Provision of project-based employment or re-training, with additional financial as well as organizational/logistical support to establish PAP in alternative income generation activity.
4. PUBLIC SERVICES AND FACILITIES			
Loss of public services and facilities	water supplies, drainage system, telecommunication infrastructure, gas and electricity supply poles and transformers Temporary ambulance stations,	Service provider	Full restoration at original site or re-establishment at relocation site of lost public services and facilities, including replacement of related land and relocation of structures according to provisions under sections 1 and 2 of this entitlement matrix
5. SPECIAL PROVISIONS			
Vulnerable PAPs	Livelihood improvement	All vulnerable PAPs including those below the poverty line, the landless, the elderly, women and children, and indigenous peoples.	- In addition to applicable compensation entitlements for lost assets, relocation and livelihood restoration under section,1 to 7 the vulnerable PAPs will be provided with: - Subsistence allowance for 3 months computed on the basis of officially designated minimum wage rate and other appropriate rehabilitation measures to be defined in the CAP based on income analysis and consultations with PAPs. - Preference for provision of project-based employment.
Unidentified losses	Unanticipated impacts	All PAPs	Will be dealt with, as appropriate during project implementation according to the WB OP-4-12 and C&LRP provisions.

Note: Eligibility and Compensation Entitlement Matrix has been prepared for the whole Projects and will be specified fated impact assessment of the all packages and C&LRP will be cumulated.

7.6 BASIS FOR RESETTLEMENT COSTS

For compensating the affected structures of different types and dimensions, the updated construction rates have been collected from the markets in the Project area. The rates applicable for new construction of similar types of structures have been used to calculate compensation on replacement cost basis for all affected structures. The depreciation for age will not be deducted and the salvage will be allowed to the PAPs as per entitlement provisions explained in EM. The Detail of unit rates has been provided in **Table 7.2** below.

Table 7.2: Unit Rates of Non-Land Assets

Sr. No.	Description	Unit	Rate (PKR
1	Land	Acres	700,000
1.1	Structures		
1.2	Pacca Construction	Ft. ²	2,200
1.3	Semi Pacca	Ft. ²	1,700
1.4	Katcha	Ft. ²	1,100
1.5	Iron	Ft. ²	1,300
1.6	Hutt	Ft. ²	150
1.7	Shed of Plant Nurseries	Lump Sump	10,0000
1.8	Boundary Wall	Rft	200
1.9	Boundary Wall Semi Pacca	Rft	150
1,10	Boundary Wall Katcha	Rft	100

Based on current market rates

8 RESETTLEMENT BUDGET

This Section provides the total resettlement budget for the proposed project, estimated based upon the entitlement matrix and resettlement impacts discussed in the earlier sections of this C&LRP.

8.1 COMPENSATION OF COMMERCIAL STRUCTURES

Total estimated replacement cost of affected commercial (permanent/temporary) structures and assets is PKR. **6,072,200**, that will be paid to 21 AHs. Five stores have been established under the flyover bridge which is government property compensation to these structures has not been included.

8.2 COMPENSATION OF RELIGIOUS/ COMMUNITY STRUCTURES

The project impacts are envisioned on two (2) religious and community structures in the ROW. The compensation for the affected structures will be **PKR. 2,923,500**.

8.3 INCOME /LIVELIHOOD DISTURBANCE ALLOWANCE

The EM describes the income restoration and rehabilitation assistance to be paid to a total of 36 PAPs including 10 employees. Out of total 13 PAP will be entitled for a one-time compensation of PKR 210,000 and 23 PAPs 105,000 against loss of permanent and temporary livelihood disturbance respectively. The total amount of the income restoration and rehabilitation assistance has been estimated to be **PKR 5,145,000**.

8.4 SEVERITY ALLOWANCE

The AHs losing 10% or more of productive assets (commercial, residential structure) are entitled for severe impact allowance to offset accrued income losses due to loss of productive assets. The total amount for 13 AHs is given in the budget as PKR. 1,365,000.

8.5 VULNERABILITY ALLOWANCE

A total of 12 PAPs have been identified as being vulnerable, based upon their income being below the poverty line. As described in EM, an additional one-time assistance of PKR 105,000 will be provided to each vulnerable PAP, in addition to the livelihood/income disturbance allowance. The total amount of vulnerability assistance to be paid to PAPs has been estimated to be **PKR 1,260,000**.

8.6 C&LRP MONITORING & EVALUATION COST

Monitoring and Evaluation (M&E) of C&LRP implementation process will be required through organizing internal and external monitoring arrangements. For this purpose, a sum of **PKR 858,535** equivalent to 5 percent of the total compensation cost has been allocated.

8.7 C&LRP ADMINISTRATION AND SUPPORT COST

The C&LRP implementation and administrative activities will be a part of the existing departmental expenditure. However, an amount of **PKR 1,717,070** has nonetheless been allocated for administration and other related support during the C&LRP implementation.

8.8 CONTINGENCIES

A 10% contingency has been added to adjust any cost escalation during C&LRP and project implementation. An amount of **PKR 1,707,070** has been estimated for this purpose and added to the overall resettlement budget for the proposed project.

8.9 TOTAL RESETTLEMENT BUDGET

Based upon the estimates under various heads discussed in subsections above, the total resettlement cost of the proposed project has been estimated to be **PKR 21,463,375** as given in **Table 8.1**.

Table 8.1: Resettlement Budget

Sr. No.	Description	Unit	Quantity	Unit Rate (PKR)	Amount (PKR)	Amount in Million (PKR)
A	Commercial Structures					
	Room Washroom (Pacca) of Restaurants	Sq..ft.	180	2200	396,000	0.40
	Sheds and Fixtures					
	Shed (Straw)	Sq..ft.	5180	150	777000	0.78
	Platform Thara (Pacca)	Sq..ft.	646	200	129200	0.13
	Tandoor	Number	2	15,000	30000	0.03
	Electric Motors	Number	2	25,000	50000	0.05
	Electric meters	Number	2	15,000	30000	0.03
	Moveable (Kiosks and Cabins)	Number	8	5,000	40000	0.04
	Plant Nurseries					
	Shed	Lump Sum	11	100,000	1100000	1.10
	Water Storage Tanks	Lump Sum	4400	300	1320000	1.32
	Ground Filling	Lump Sum	11	200,000	2200000	2.20
	Sub Total (a)				6,072,200	6.07
B	Community/Religious Structures					
	Semi-Pacca Structures	Sq.ft	1521	1700	2,585,700	2.59
	Iron Structure	Sq.ft	200	1300	260,000	0.26
	Pacca Structures	Sq.ft	24	2200	52,800	0.05
	Electric Motor	No.	1	25000	25,000	0.03
	Sub Total (b)				2,923,500	2.92
C	Resettlement Allowances					
	Transport					
	Permanent Business Structures	Nos	13	25,000	325,000	0.325
	Moveable Business Structures		8	10,000	80,000	0.080
	Sub Total ©				405,000	0.405
D	Severity Allowance		13	105,000	1,365,000	1.37
E	Business Loss Allowance					

Sr. No.	Description	Unit	Quantity	Unit Rate (PKR)	Amount (PKR)	Amount in Million (PKR)
	Permanent		13	210,000	2,730,000	2.73
	Temporary		13	105,000	1,365,000	1.37
	Sub Total (e)				4,095,000	4.10
F	Loss of Employment		10	105,000	1,050,000	1.05
G	Vulnerable Allowance		12	105,000	1,260,000	1.26
H	Sub Total (a+b+c+d+e+f+g)				17,170,700	17.17
	Other Costs					
	C&LRP Monitoring & Evaluation Cost	5 % of (H)			858,535	0.86
	Administration Cost	10 % of (H)			1,717,070	1.72
	Contingencies	10 % of(H)			1,717,070	1.72
	Sub-total (i)				4,292,675	4.29
J	Grand Total (h+i)				21,463,375	21.46

8.10 RESETTLEMENT FUNDING/FINANCING PLAN

The Project Director (PD) of YL BRT Corridor Project will be responsible for ensuring the prompt provision and efficient flow of the funds for the implementation C&LRP. The PD will ensure that compensation is adequately funded and carried out in accordance with applicable rules and the present C&LRP agreed by the PAPs.

The budget for resettlement will be updated following the demarcation of the actual alignment based on the final design as well as prevailing valuation of livelihoods to ensure that adequate funds for resettlement are allocated during project implementation.

9 INSTITUTIONAL ARRANGEMENTS

This Chapter describes the institutional arrangements and roles and responsibilities of various entities involved in implementing this C&LRP.

9.1 INSTITUTIONAL ROLES AND RESPONSIBILITIES

The following entities are involved in the implementation of this C&LRP (please see **Figure 9.1** for the organization chart of the project focusing E&S aspects):

- Sindh Mass Transit Authority (SMTA)
- Project Management Team (PMT)
- Environment & Social Management Cell (ESMC)
- Grievance Redress Committees (GRCs)
- Supervision Consultants (SC)
- Contractor
- Independent Monitoring Agency (IMA)
- PAPs Compensation Committee (PAPCC).

An Organogram showing the institutional arrangements for the implementation of C&LRP has been illustrated through a diagram presented in **Figure 9.1** below.

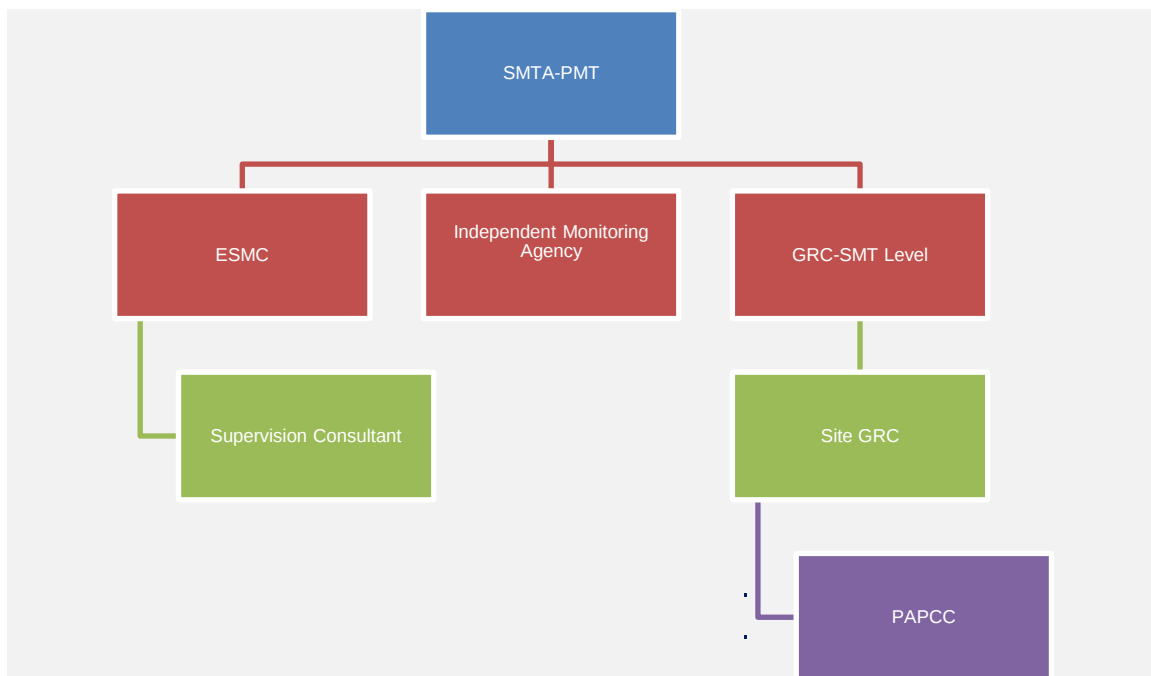


Figure 9-1: Institutional Setup for C&LRP Implementation

The roles and responsibilities of the above entities for C&LRP implementation are described below.

9.1.1 Sindh Mass Transit Authority

The SMTA was formally established through an Act of the Government of Sindh in 2016 to implement and regulate mass transit systems in the province of Sindh as well as to supervise the Project. SMTA is the Executing Agency of the Project and will be mainly responsible for the Project execution and delivery of C&LRP following provisions in a manner consistent with the World Bank policy principals and National Legal Framework. Besides, it will engage the Project Team for assisting SMTA in implementation and monitoring of the safeguard documents including the C&LRP with World Bank approval. It will ensure that all compensation and rehabilitation activities are carried out satisfactorily before the disbursement of funds for construction work to commence.

9.1.2 Project Management Team (PMT)

The PMT, headed by the Project Director (PD), will be responsible for general execution of the project and streamline the E&S related tasks of different subprojects. The PMT will ensure compliance with the national as well as WB E&S requirements including preparation and implementation of this C&LRP.

The PD carrying full administrative and financial authority will be the lead person for implementing the E&S instruments for all subprojects and for maintaining regular contact with local communities and authorities. The PMT will collect information and progress on E&S compliance including this C&LRP through E&S Management Cell (ESMC) within the SMTA, which will be tasked with day-to-day project related activities.

For the purpose of this Project, the PMT is to serve as a nodal point to provide technical backstopping with regards to E&S management for all Yellow Line BRT Project and has the overall responsibility for planning, implementation and supervision of E&S functions including this C&LRP.

The PMT will keep a close liaison with the World Bank E&S team to seek clarity and guidance on E&S requirements of the Project and will oversee the supervisory consultants for preparation of E&S documents including this C&LRP. SMTA will ensure quality of E&S documents prepared by the consultants and will forward all such documents to the World Bank for review, clearance and disclosure. The role of SMTA will include but will not be limited to the following activities:

- Coordinate with the provincial government, Planning & Development Department, Board of Revenue and other line departments as relevant;
- Maintain an oversight on the supervisory consultants during impact assessment, census and socio-economic surveys and consultations with PAPs during for C&LRP preparation. This is to ensure consistency of approach and avoid variation in information obtained and given and to address issues immediately as they arise on site;
- Ensure that the C&LRP preparation consultants confirm to OP-4.12 provisions and that the impacts are accurately assessed and linked to the respective PAPs;
- Coordinate with supervisory consultants, relevant line departments and units in

- SMTA to streamline resettlement planning activities;
- Review C&LRP, coordinate with the World Bank during the review and approval process, ensure timely disclosure of approved C&LRPs on SMTA Website, and translate the Summary of C&LRP in local language for disclosure to PAPs;
- Review of C&LRP implementation progress and ensure timely preparation of quality monitoring reports. The monitoring reports will be internally reviewed to ensure that quality final reports are shared with World Bank for review and acceptance. Ensure timely disclosure of approved C&LRPs and monitoring reports on the SMTA Website; and
- Ensure timely disclosure of project related information to the PAPs, which may include information on project alignment, design and required ROW.

9.2 ENVIRONMENTAL & SOCIAL MANAGEMENT CELL (ESMC)

A dedicated ESMC has been established in SMTA and also have recruited a full-time Social Development Specialist in addition to Environmental Specialist, Gender Specialist and Assistant Director- Gender & Community, for planning, implementation and monitoring of E&S issues related to subprojects. The ESMC will ensure timely preparation and quality of E&S documents prepared by the consultants and will endorse all E&S related documents to WB for review, clearance and disclosure. The ESMC will also engage two social mobilizers (male and female) to liaise with communities as per requirement. The team will be responsible for grievance redress and organizing training programs on social management aspects and the successful implementation of the C&LRP.

The Role and Responsibilities of the ESMC will be as following.

- Carry out E&S Screening of Subprojects;
- Maintain records of all E&S proposals and screening decisions;
- Ensure that the supervisory consultants carry out their work consistently particularly for E&S mainstreaming in terms of process and outputs;
- Provide general oversight of the project activities to ensure compliance with the C&LRP (and other E&S instruments);
- Ensure implementation of C&LRP;
- Function as grievance redress office on E&S matters/concerns raised by the PAPs during C&LRP preparation and implementation or the complaints forwarded by the project GRC or by the PAPs unsatisfied with decision of the project GRC. The complaints will be registered and acknowledged to PAPs and addressed after investigating the facts and hearing the complainants;
- Facilitate information dissemination and consultation with PAPs including men, women and vulnerable groups in subproject areas on all matters affecting PAPs to ensure compliance with the requirements of the C&LRP and World Bank's OP4.12;
- Ensure mobilization and facilitation of the PAPs in processing their compensation claims and receive compensation;
- Coordinate with and facilitate district administration, local government department and Project Director throughout compensation disbursement process in office and field during preparation of claims and issuance of compensation vouchers against livelihood disturbance and compensation cheque for entitled rehabilitation allowances and income restoration measures under C&LRP provisions;
- Prepare sector-specific checklists, guidelines, reporting formats, and reports;
- Monitoring and evaluation of the implementation of the E&S Plans, Surveys or

- Studies;
- Develop, organize, and deliver E&S training programs, workshops and social events to agencies/entities implementing the Project, local governments or affected stakeholders;
- Review various Implementation & Compliance Reports on the progress and status of the implementation of the E&S instruments submitted by TPMA;
- Conduct or supervise E&S compliance reviews of each Project Package/ Sub-Projects; .
- Prepare E&S progress and performance reports with support from Supervision Consultants;
- Recruit E&S training personnel or agencies; and
- Keep the C&LRP document(s) (and other E&S instruments) updated, based on the project's operational experience.

9.3 SUPERVISORY CONSULTANTS

SMTA along with Supervisory Consultants (SC) for assisting PTM in supervising the construction contractors and supervision of the construction activities of the YL BRT Project. Their responsibilities will also include reviewing, planning and implementation of E&S documents including this C&LRP. Supervisory consultant will be responsible for ensuring implementation of all aspects of this C&LRP including consultations, preparation of compensation vouchers, payment of compensations, and maintaining complete record of the entire C&LRP implementation process. SC will assist PMT, SMTA in implementation of this C&LRP and will carry out internal monitoring of C&LRP implementation. The social team of the SC will perform the following activities:

- Coordination with the PAPs for submission of compensation claims, issuance of notices and clearance of site;
- Preparation and processing of compensation claims as per C&LRP provisions;
- Stakeholder consultations and information dissemination on project implementation and compensation process & delivery;
- Monitoring of day-to-day C&LRP implementation, identifications of implementation lags and issues, suggest corrective measure to update implementation plan for overcoming the lagging components in C&LRP implementation;
- Arranging Meetings with PAPs and PAPS Committee,
- Preparation of C&LRP implementation progress (monthly) reports and final C&LRP completion of report of each package for review of SMTA as well as periodic internal monitoring reports to be shared with WB for review and concurrence.

9.4 CONTRACTOR

The contractor(s) to be employed to undertake construction works, will also have a role to play in the implementation of the subprojects with regard to E&S aspects. The contractor's role will include the following:

- Develop a work plan based on the E&S requirements;
- Submit the E&S plan of work and schedule to the SMTA;
- Conduct trainings and create awareness for all personnel and community on relevant E&S measures including resettlement issues; and
- Submit implementation reports on E&S aspects to the SMTA.

9.5 INDEPENDENT MONITORING AGENCY (IMA)

The regular monitoring of project will be key to its successful execution. SMTA will engage a firm for the external monitoring and evaluation of the entire Yellow Line BRT Project including the proposed project. The firm will have the environment, social, resettlement and gender experts as well. The IMA will review the implementation progress throughout the E&S implementation including this C&LRP and evaluate the level of achievement of C&LRP objectives, identify gaps, if any, and propose remedial measures for implementation. The IMA will be responsible for:

- Monitoring of the physical progress;
- Monitoring and evaluation of the project impacts;
- Review and monitoring of the environmental and social aspects including resettlement issues of the project; and
- Provision of guidance to the management in early identification and resolution of the E&S issues.

9.6 GRIEVANCE REDRESS COMMITTEES

The GRCs have already been described in Section 5 of this C&LRP

9.7 PROJECT AFFECTED PERSONS COMPENSATION COMMITTEE (PAPCC)

PAPs Compensation Committee will be constituted by the CLIENT after one week of approval from World Bank on final draft of C&LRP Package 1&4. The committee will be comprised of five to seven members. The committee mainly will be working with the purpose to ensure transparency throughout the process. Following are the ToRs of Committee;

Functions & Responsibilities of the Committee:

The committee will verify the Affected Persons (APs);

- i. Finalization of amount to be paid to the APs;
- ii. Recommend to Project Director-KMP to pay the compensation amount to the APs as per proposed entitlement;
- iii. Review the payment disbursement process to Aps in order to ensure transparency;
- iv. Observe the entire process of providing compensation to the APs;
- v. Any grievance raised by APs will be resolved by compensation committee.

10 IMPLEMENTATION SCHEDULE

10.1 GENERAL

Implementation of C&LRP consists of compensation to be paid to the PAPs for livelihood/business disturbance and restoration of livelihood. The implementation of the C&LRP will be adjusted and scheduled according to the overall project implementation. All activities related to the restriction on access to businesses are planned to ensure that compensation is paid prior to restriction on access to business, displacement, and commencement of civil works. Public consultation, internal monitoring, and grievance redress will be undertaken throughout the project duration. However, the schedule is subject to modification depending on the progress of the project activities. The civil works contract for the subproject will only be awarded and ROW handed over for construction work after all compensation have been paid for the project and rehabilitation measures are in place.

10.2 C&LRP IMPLEMENTATION SCHEDULE

A C&LRP implementation schedule including various sub-tasks and timelines matching with the civil work schedule is prepared and presented in **Table 10.1**. However, the sequence may change or delays may occur due to circumstances beyond the control of the Project and accordingly, the time can be adjusted for the implementation of the plan.

Table 10.1: Implementation Schedule

Sr. No.	Action	Responsibility	Date of Task Completion
1	Approval of C&LRP	World Bank	5th March 2024
2	Urdu Translation of C&LRP	SC/ SMTA	Within Four Weeks of WB approval
3	Notification of GRC (Site Level)	SMTA	Within Four weeks of WB approval
4	Notification of SMTA GRC	SMTA	Already done
5	Notification of PAPs Compensation Committee	SMTA	Within One week of WB approval
6	Notices to PAPs regarding their claims	SMTA, SC	Before the Start of Construction Work
7	Notices to PAPs to receive Business/ livelihood allowance	SMTA, SC	Two Weeks after receipt of Notices for Claims
8	Payment of Business/ livelihood allowance to the PAPs	SMTA, SC	Before the Start of Construction Work
9	CLRP Package 1&4 Completion Report	SMTA, SC	Within Two weeks of compensation disbursement
10	Hire and Mobilize IMA	SMTA	Within 14 weeks of WB approval on C&LRP Package 1&4
11	Submit Monitoring Report by IMA	IMA	After 4 Weeks of Hiring & Signing of Contract
12	WB's Approval of IMA Compliance Report	WB	12 Weeks after Signing of Contract
13	Mobilization of Contractor	SMTA/ Contractor	Within 18 weeks of WB approval

11 MONITORING AND REPORTING

11.1 NEED FOR MONITORING AND REPORTING

Monitoring is a periodic assessment of planned activities providing midway inputs. Monitoring and reporting are critical activities in involuntary resettlement, helping in assessment of implementation progress, rescheduling key actions to meet the objective timelines, early identification of issues, resolve problems faced by the PAPs and develop solutions immediately to meet resettlement objectives. The monitoring mechanism for this project will have both internal monitoring (IM) and external monitoring (EM). Internally, the C&LRP implementation for the project will be closely monitored by the SMTA through the Project Management Team (PMT); while for external monitoring the services of an independent external monitoring agency will be hired.

11.2 INTERNAL MONITORING

One of the main roles of SMTA will be to see proper and timely implementation of all activities described in this C&LRP. Monitoring will be a regular activity to ensure timely implementation of C&LRP activities. PMT's Social Development Specialist (SDS) with the assistance and support of SC will collect information from the project site about implementation status of key activities, process and integrate the data in the form of monthly report to assess the progress and results of C&LRP implementation, and in case of delays or any implementation problem, adjust its work program accordingly.

Internal Monitoring (IM) indicators will relate to process outputs and results. The IM reports will be shared with WB on quarterly basis and will be consolidated in the quarterly supervision consultants' progress reports for WB. Specific IM benchmarks will be based on the approved C&LRP and cover the following:

- a. Information campaign and consultation with PAPs;
- b. Status of payments of business/ livelihood allowance for loss of income;
- c. Ensure the gender mitigation measures are adhered to during the internal monitoring and reporting process; and
- d. Status of GRM and complaint resolution details.

The above gender disaggregated information will be collected by the SDS of SMTA and SC. The day-to-day resettlement activities of the project will be monitored through the following means:

- a. Review of census information for all PAPs;
- b. Consultation and interviews with PAPs;
- c. Key informant interviews; and
- d. Community public meetings.

11.3 MONITORING BY INDEPENDENT MONITORING AGENCY (IMA)

As described earlier, the SMTA will engage qualified and experienced IMA to verify the SMTA's monitoring information. IMA will be mobilized on an intermittent basis when C&LRP implementation is commenced to monitor C&LRP implementation and provide bi-annual monitoring reports. The main objective of engaging IMA is to monitor C&LRP implementation, identify issues and recommend corrective measures. The external monitor (i.e., IMA) will review the internal monitoring reports, collect information from the field and determine whether resettlement objectives and goals have been achieved, more importantly whether livelihoods and living standards of PAPs have been restored/ enhanced and suggest suitable recommendations for improvement. The IMA will identify the gaps in C&LRP implementation and advise the SMTA on E&S compliance issues. The key tasks during external monitoring will include:

- a. Review and verify internal monitoring reports prepared by SMTA and SC;
- b. Review of the socio-economic baseline, census and inventory of losses of PAPs;
- c. Impact assessment through social surveys of the affected persons;
- d. Consultations with PAPs, officials, community leaders for preparing review report;
- e. Verification of compliance of C&LRP implementation; and
- f. Review of adherence to the gender mitigation measures during monitoring period.

The following will be considered as the basis for indicators in external monitoring and evaluation of the project:

- a. Socio-economic conditions of the PAPs in the post-resettlement period;
- b. Communications and reactions from PAPs on entitlements and livelihood allowance;
- c. Quality and frequency of consultation and disclosure;
- d. Changes in income levels;
- e. Rehabilitation of vulnerable groups; and
- f. Grievance procedures, including recording, reporting, processing and redress of grievances.

Based on the IMA report, if significant issues are identified, a corrective action plan (CAP) to take corrective actions will be prepared, reviewed and approved by World Bank and disclosed to the affected persons. The internal and external monitoring and reporting will continue until all C&LRP activities have been completed.

11.4 REPORTING REQUIREMENTS

The SMTA will forward to World Bank a consolidated quarterly C&LRP monitoring report. This will also determine whether resettlement goals have been achieved, more importantly whether livelihoods have been restored/ enhanced and suggest suitable recommendations for improvement. Additionally, World Bank will monitor project on an ongoing basis until a project completion report is issued and all C&LRP actions have been implemented. All the resettlement monitoring reports will be disclosed to C&LRP as per procedure followed for disclosure of resettlement plans by the YBRT Project and will available at SMTA website on a detailed sub-project page.

12 REFERENCES

- World Bank OP 4.12 and Resettlement Principles
- Land Acquisition Act 1894 (LAA 1894)
- Project Appraisal Document (2019)
- Compensation and Livelihood Rehabilitation Plan (C&LRP 2019)
- Social Impact Assessment Report (2019)
- Draft Resettlement Plan (2018)
- Draft ESAI-EIA)
- Karachi Strategic Development Plan 2020, Master Plan Group of Offices, City District Government Karachi, December 2007
- (JICA), Nihon Studio Consultants CO. Ltd. & Tokyo Engineering Consultants CO. Ltd., Draft Final Report, Volume 2, Main Report, May 2008
- IEE Report of Yellow BRT
- Feasibility Study Report Yellow BRT
- Land acquisition and Resettlement Framework (LARF) KWSSIP
- <https://www.pbs.gov.pk/>
- Design Report

ANNEXURES

ANNEX I: DATA COLLECTION TOOLS

**SINDH MASS TRANSIT AUTHORITY (SMTA)
KARACHI MOBILITY PROJECT
YELLOW LINE BUS RAPID TRANSIT CORRIDOR**

Assets Inventory and Census Questionnaire
(With this Questionnaire Socio-Economic Questionnaire will be used)

Date: ----- ID No: ----- Coordinates _____
Side (ROW) _____

1. LOCATION

1.1 Name of Settlement _____ **1.2: RD No:** _____

1.3 Tehsil: _____ **1.4 District:** _____

2. IDENTIFICATION

2.1 Name of Affected Person: _____ **2.2** Father's Name: _____

2.3 NIC No: _____ **2.4** Permanent Address of the Respondent: --- _____

_____ **3.5:Contact No.** _____

3. CATEGORY OF RESPONDENT: (TICK RELEVANT)

4. DETAIL OF AFFECTED PROPERTY/ASSETS

4.1 If land, provide following details:

Type of Land	Total Land (Acre/Kanal /Marla) Guntha	Affected Land Acre/ Kanal/Mar la Guntha	Ownership Status of affected/acquired land (Tick the relevant)		
			Titled land	Leased (state/private) land	Encroached ROW
a) Agriculture					
b) Residential					
C) Commercial					
d) Forest /Orchard Land					
e) Wasteland					
Total Area					

4.2 identification/details of joint owners of affected/acquired land and land parcels.

Sr. No.	Name	Type of Business	% Share	Documents Available (Yes/No)
1.				
2.				
3.				

4.3 For arable agricultural land, provide following details:

Type of Land	Total cultivated area AH owns (Acre/Kanal/ Marla)	Affected Crop Area (Kanal)	Ownership Status	Production and Income		
				Production	Expenses	Net income
a) Crop area (Rabi)						
b) Crop Area (Khrif)						
c) Orchards Area						

4.4 Details of affected Residential Structure, Specify Category of Structure

1. Single Storey 2. Double Storey 3. Triple Storey

Structure	Type of Construction *	Nos. and size of Structure			% of affected Structures
		Nos	Type Roof	Size (sft rft)	
Room					
Veranda					
Kitchen					
Bathroom/ Latrine					
Boundary Wall (rft)					
Hand Pump/Electric Motor					
Electric Meter					
Any other					

* 1- Kacha. 2- Semi-Pacca 3- Pacca 4-Straw

4.5 Commercial Structures:

1. Single Storey 2. Double Storey 3. Triple Storey

Structure	Type and size of Structure		% Affected
	Type of Construction	Size (sft)	
Shop			
Shed			
Kiosk			
Other			

* 1- Kacha. 2- Semi-Pacca 3- Pacca 4-Straw 5- Type of Roof

4.6 Community/Public and Religious Structures Under Project Impact

1. Single Storey 2. Double Storey 3. Triple Storey

Structure	Type and size of Structure			% Affected
	Type of Construction	Type of Roof	Size (sft)	

4.7 Cattle, Structure, Specify Category of Structure

Structure	Type of Construction *	Nos. and size of Structure			% Affect ed
		Nos	Type of Roof	Size (sft- rft)	
Room					
Shed					
Boundary Wall					
Hand Pump/Elec tric Motor					
Electric Meter					
Any other					

* 1- Kacha.

2- Semi-Pacca

3- Pacca

4-Straw

4.8 Water Supply assets/ fixture affected:

Type of Asset	No.	Size (sft- rft)	Value (Rs.)	When Purchased / Installed (No. of Yrs.)	Type of Roof	% Affected
Room						
Tube well bore hole						
Bore hole of Electric water pump						
Well						
Water Box						
Other (specify)						

4.9 Details about Shareholder/Tenant, if any: _____

Sr. No.	Name	Relationship with Respondent	Type of business	Share in % age	Document Available (Yes/No)
1.					
2.					
3.					
4.					
5.					

4.10 Private Owned Trees Under Project Impact

Sr. No.	Type	Numbers	Size/age		
			Mature	Girth	Sapling
1	Non-Fruit Trees				

2	Fruit Trees				
3	Other				

4.11 Details of Govt. Affected Trees:

Sr. No.	Type	Numbers	Size/age		
			Mature	Girth	Sapling
1	Non-Fruit Trees				
2	Fruit Trees				
3	Other				

4.12 Employee Description: How many employees do you have? Nos.-----

Sr. No.	Name of Employee	Nature of Employment	Average Monthly Wage (Rs.)
1			
2			
3			

5. RELOCATION OPTION

5.1 Do you have some other place to move? (Yes)_____ (No) _____

5.2 In case of Yes:

a) How far away from this place? _____(km) (b) Do you own this place? (Yes) ____ (No)____

if _____ Yes _____ (Where)

6. COMMENTS / OBSERVATIONS

6.1 General Remarks of the Respondents:

6.2 Pressing Needs of the Respondent:

6.3 General Observations of Interviewers:

Conducted by: _____

Date: _____

Socioeconomic Survey (Both for Male and Female)

Name of the Interviewer _____ Date: _____

(a) Town / Settlement _____

(b) District: _____

1. Name of the Respondent _____

2. Father's Name _____

3. Contact Number _____

4. Sex a. Male b. Female c. Transgender

5. What is your Religion? _____

6. What is your age? _____

Marital Status: a. Married b. Unmarried c. Widow/Widower d. Divorcee

7. What is your caste /ethnic group? _____

8. What is your mother tongue? _____

9. What is your education?

a. Illiterate b. Primary c. Middle d. Metric
e. Intermediate f. Graduation g. Above Graduation h. Other

10. What is the type of your family system? 1. Joint 2. Nuclear

11. Total number of family members? 1. Male _____ 2. Female _____
Total _____

12. What is your profession?

1. Sales of Construction Material	2. Contractors/Sub Contractors	3. Real Estate Agent
4. Sales of Grocery items	5. Sales of steel / iron	6. Pan Shop
7. Workshops	8. Tea Hotel	9. Puncture Making
10. Sales of Bamboo	11. Cobbler	12. Carpenter
13. Small Business Owner	14. Non-earning occupation (Internee / Apprentice)	15. Government servant
16. Private service	17. Skilled labour	18. Unskilled labour
19. Miscellaneous	20. Other specify _____.	21. Refuse to Answer

13. How many family Members are earning? Male _____ Female _____
Total _____

14. What is your average family monthly income (Rs)?

15. How much is your average family monthly expenditures (Rs)?

16. What is Educational status of the family members? (Above 10 years of age)

Level of Education	Male	Female	Total
Illiterate			
Primary			
Middle			
Matric			
Intermediate			
Graduate			
Post Graduate and above			
Other			

17. Number of years since you are staying here:

18. What is type of ownership of your Residential Structure (house)?

1. Self-Owned 2. Rented 3. Encroachers/Squatters
19. What is type of construction of your residential structure?
1. Pacca 2. Semi-pacca 3. Kacha 4. Hut
20. What are the sources of water for your domestic use?
1. Public Water Supply 2. Borehole (Hand Pumps / Electric Motor)
3. Tanker 4. Any other (Please Specify)
21. Are you satisfied with the water quality?
1. Yes 2. No
- If no, please specify reasons: _____
22. Any prevalent diseases in the area? _____
23. Principle mode of transport from this locality to major urban centers?
1. Public 2. Private 3. Both
24. Do you know about the Project? Yes: _____ No: _____

25. ACCESS TO SOCIAL AMENITIES IN THE AREA(TICK)

ACCESS TO SOCIAL AMENITIES IN THE AREA(TICK)			Amenities if available Satisfaction level	
Social Amenities	Available	Not Available	Satisfactory	Non-Satisfactory
1-Electricity	1-Yes	2-No	1	2
2-Gas	1-Yes	2-No	1	2
3-Water Supply	1-Yes	2-No	1	2
4-Telephone	1-Yes	2-No	1	2
5-Sewerage/Drainage	1-Yes	2-No	1	2
6-Dispensary/BHU	1-Yes	2-No	1	2
7-School	1-Yes	2-No	1	2
8-Hospital	1-Yes	2-No	1	2
9-Road	1-Yes	2-No	1	2
10- Public Transport	1-Yes	2-No	1	2
11-Sewerage System				
12-Solid waste Management				
13-Masjid	1-Yes	2-No	1	2

26. In case of No satisfaction, what are the reasons of dissatisfaction?

27. Does any NGO Exist in your Area? Yes _____ No _____

If yes, Name of NGO: _____ Area of Work: _____

Is your member of NGO? Yes _____ No _____

If yes, role in NGO: _____

28. (a) Harassment, Violence and Safety/Security (if respondent is female)

Have you ever faced harassment and violence during travelling in the public transport?

Yes _____ No _____ If Yes, Type: _____

Have you ever faced crime and security issue during traveling on the road? Yes: ____ NO: ____

If yes, how many times? _____ Where? _____

What kind of security issues and criminal situation have you faced?

: _____

_____ and what kind of assets you lost?

Any complaint or voice raised against violence and Harassment to NGO or Police?

Yes _____ No _____, if yes where _____

Was action taken? Yes _____ No _____

If yes, what result and consequences of that complaint? _____

Are you satisfied with the action taken? Yes: _____ No. _____

If Not. Why? _____

(b) Security and Protection

What kind of personal protections are required for women during traveling?

Separate Sitting Place at bus station: _____ Separate Queue: _____

Separate portion in bus: _____ Security Staff: _____

Any other: _____

29. Do you know about the proposed project? Yes _____ No. _____

30. Is your land or any asset being acquired due to the implementation of this proposed project?

1. Yes 2. No

If yes, please give details _____

31. In your opinion, should this Project be implemented here? 1. Yes _____ 2. No _____

If Yes, then reason	Response	If No, then reason	Response
1. Improved Transport facilities		1. Loss of Structures	
		2. Loss of income	
2. Creation of job opportunities		3. Dust & noise pollution	
3. Increase in income generating activities		4. Reduction in number of Customers / Loss of business	
4. Value enhancement of the project area		5. Movement problem / Traffic Issue	
5. Any other (please specify)		6. Any other (please specify)	
6. No response		7. No response	

32. In your opinion, what will be possible impacts of this project?

Impacts (During Construction)	Response	Impacts (After Construction)	Response
1. Loss of income		1. Better Water Supply Facilities	
		2. Improved sewerage Facilities	
2. Dust & noise issue		3. Improved Waste management	
3. Traffic issue/ Movement Problem		4. Employment Opportunities	
4. Safety hazards due to Construction		5. Value enhancement of the project area	

5. Privacy issues		6. Improvement in income	
6. Loss of business		6. Improvement in Health conditions	
7. Loss of Structures		7. Any other	
8. Employment Opportunities			
9. Any other		8. No response	
10. No response			

33. Any other concern with respect to the proposed Project?

34. What protective measures do you suggest to safeguard your interests?

In your opinion, what are some pressing needs of this area?

35. Observation of the interviewer:

Signature of Interviewer

PUBLIC CONSULTATION

1- Identification:

Date _____

Location/Settlement: _____ Road _____ Package _____

Tehsil: _____ District: _____

Location of Meeting _____ Resource Person

Contact No. of Resource Person. _____

2- Introduction of the Project:

3- Transport Problems Faced by the Local Communities in the City:

4- Need of the Project:

5- Impacts of the Project: What types of impacts do you expect due to implementation of project in the area?

Positive Impacts:

Negative Impacts:

6- Question & Response

Question	Response

7- Which Type of the facilities are required:

Suggestion of the Participants:

8- General Observations:

9- Concerns of the Participants:

List of Participants

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)

Conducted by:

Name: _____ Signature _____

ANNEX-II: LIST OF HOTEL / RESTURANT OPERATOR

ANNEX II:-LIST OF HOTEL OPERATOR

MALIR RIVER (PACKAGE-4 JAM SADIQ)															Size and Compensation									
ID	Side of the Road	Package No.	Coordi nates		Respondent Name	Father's Name	Respondent NIC No.	Address in Karachi	Vending Address	Permanent Address	Mobile No.	Type of Structure	Affected Structure	Structure Type	Length	Width/ Hight	Area (sq.ft & Rft)/ UNIT	Structure Rates (Rs)	Compensation of Structures (Rs.)	Total Compensation of Structures (Rs.)	Business and Income Loss	Transport Allowance (Rs.)	Severity Allowance	Grand Total (Rs.)
			Latitude	Longitud e																				
1	left	4	2.48339	67.09409	Muhammad Nawab	Aslam Khan	42401- 5594697-5	House No. 1730/784 Rashhed Abad Karachi No.7 Near Rasheedabad Rump	Jam Sadiq bridge	House No. 1730/784 Rashhed Abad Karachi No.7 Near Rasheedabad Rump	0342- 2510837	Hotel	Shed	Straw	33	60	1980	150	297000	797200	210000	25000	105000	1137200
													Platform	Pacca	41	6	246	200	49200					
													Room	Pacca	12	12	144	2200	316800					
													Washroom	Pacca	6	6	36	2200	79200					
													Electric Motor				1	25000	25000					
													Eclectic Meter				1	15000	15000					
													Tandoor				1	15000	15000					
2	left	4	2.48339	67.09409	Sher Aslam Kohat	Aslam Khan			Jam Sadiq bridge		0342- 2510837	Hotel	Shed	Straw	80	40	3200	150	480000	615000	210000	25000	105000	955000
													Platform	Pacca	40	10	400	200	80000					
													Tandoor				1	15000	15000					
													Electric Meter				1	15000	15000					
													Eclectic Motor				1	25000	25000					

ANNEX-III: LIST OF PLANT NUSERIES OPERATOR

ANNEX-III: LIST OF PLANT NUSERIES OPERATOR

MALIR RIVER (JAM SADIQ BRIDGE PACKAGE-4)															Size and Compensation										
ID	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Address in Karachi	Vending Address	Permanent Address	Mobile No.	Type of Structure	Affected Structure	Structure Type	Length	Width/ Hight	Area (sq.ft & Rft)/Unit	Structure Rates (Rs)	Total Compensation of Structures (Rs.)	Structure Compensation	Business and Income Loss	Transport Allowance (Rs.)	Severity Allowance	Vulnerable	Grand Total (Rs.)
			Latitude	Longitude																					
1	Left	4	2.48338501	67.09408755	Saleem Babo	Babo	42201-5384575-5		Jam Sadiq Bridge	House No. 7/3 Mohallah Bhatai Colony Korangi Crossing, Sector- F, Karachi Sharki, Sharki	0304-2139826	Plant Nursery	Shed	Cloth					100000	420000	210000	25000	10500		665500
													Water Tank	Pacca	20	20	400	300	120000						
													Foundation Filling	Katcha					200000						
2	Left	4	2.48338501	67.09408755	Muhammad Irshad	Haji Muhammad	32304-6348833-7		Jam Sadiq Bridge	House No. 18 Qayum Abad Korangi	0306-2103522	Plant Nursery	Shed	Cloth					100000	420000	210000	25000	10500		665500
													Water Tank	Pacca	20	20	400	300	120000						
													Foundation Filling	Katcha					200000						
3	left	4	2.48338501	67.09408755	Ghulam Hussain	Azeem Bakhsh	42201-5240559-1	House No.19 Mohallah Korangi crossing sector E Khi Sharki	Jam Sadiq Bridge	Mauza Habeeb Post Office Samasata Bahwalur	0306-2463384	Plant Nursery	Shed	Cloth					100000	420000	210000	25000	10500		665500
													Water Tank	Pacca	20	20	400	300	120000						
													Foundation Filling	Katcha					200000						
4	left	4	2.48338501	67.09408755	Ghulam Hussain (Resham Hussain)			House No.19 Mohallah Korangi crossing sector E Khi Sharki	Jam Sadiq Bridge	Mauza Habeeb Post Office Samasata Bahwalur	0306-2463384	Plant Nursery	Shed	Cloth					100000	420000	210000	25000	10500	105000	770500
													Water Tank	Pacca	20	20	400	300	120000						
													Foundation Filling	Katcha					200000						
5	left	4	2.48338501	67.09408755	Mukhtar Husain	Haji Muhammad	32304-2497803-3	House No. 18 Mohallah C qayum Abad Korangi Road Khi Sharki	Jam Sadiq Bridge	Chah Kaleri Dak khana Mandobin basi kharak Muzaffargerh	0333-3004617	Plant Nursery	Shed	Cloth					100000	420000	210000	25000	10500		665500
													Water Tank	Pacca	20	20	400	300	120000						
													Foundation Filling	Katcha					200000						
6	left	4	2.48338501	67.09408755	Rao Khalil					Adam Basti	0300-2660365	Plant Nursery	Shed	Cloth					100000	420000	210000	25000	10500		665500
													Water Tank	Pacca	20	20	400	300	120000						
													Foundation Filling	Katcha					200000						
7	left	4	2.48338501	67.09408755	Muhammad Asif	Imamdin				Manzoor Colony	0300-2398372	Plant Nursery	Shed	Cloth					100000	420000	210000	25000	10500		665500
													Water Tank	Pacca	20	20	400	300	120000						
													Foundation Filling	Katcha					200000						
8	left	4	2.48338501	67.09408755	Shehnaz Bagum	Salman Akhtar (late)					0308-2670231	Plant Nursery	Shed	Cloth					100000	420000	210000	25000	10500		665500
													Water Tank	Pacca	20	20	400	300	120000						
													Ground Filling	Katcha					200000						
9	left	4	2.48338501	67.09408755	Junaid Rao	Haji Muhammad Tufail					0346-0090066	Plant Nursery	Shed	Cloth					100000	420000	210000	25000	10500		665500
													Water Tank	Pacca	20	20	400	300	120000						
													Ground Filling	Katcha					200000						
10	left	4	2.48338501	67.09408755	Muhammad Sarfraz Khan	Umardaraz	04301-1299171-7			KDA Employees	0300-2579684	Plant Nursery	Shed	Cloth					100000	420000	210000	25000	10500		665500
													Water Tank	Pacca	20	20	400	300	120000						
													Ground Filling	Katcha					200000						
11	Right	4	2.48338501	67.09408755	Allah Ditta	Ghulam Ali	42201-7028489-5			Dakhana Dokola Kot Malik Tehsil Meli. District Vihari	0308-2849801	Plant Nursery	Shed	Cloth					100000	420000	210000	25000	10500		665500
													Water Tank	Pacca	20	20	400	300	120000						
													Ground Filling	Katcha					200000						

**ANNEX-IV: LIST OF STORES UNDER
JAM SADIQ BRIDGE**

ANNEX-IV: LIST OF STORES UNDER JAM SADIQ BRIDGE

MALIR RIVER (PACKAGE-4 JAM SADIQ BRIDGE)								
ID	Side of the Road	Package	Coordinates		Name Enterprise	Transport Allowance (Rs.)	Business Loss Allowance (Rs.)	Grand Total (Rs.)
			Latitude	Longitude				
1	Right	4	2.483385013	67.0940876	S.A.S Cement,	25000	105000	130000
2	Right	4	2.483385013	67.0940876	Lucky Cement	25000	105000	130000
3	Right	4	2.483385013	67.0940876	Pakland Cement	25000	105000	130000
4	Right	4	2.483385013	67.0940876	Oriental Trading Company	25000	105000	130000
5	Right	4	2.483385013	67.0940876	Talland and Test (Furniture Company)	25000	105000	130000

ANNEX-V: LIST OF MOVEABLE BUSINESS STRUCTURES

ANNEX-5 MOVEABLE																		
MALIR RIVER (PACKAGE-4 JAM SADIQ BRIDGE)																		
ID	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Address in Karachi	Permanent Address	Mobile No.	Name Enterprise	Kind of Goods Sale/services	Type of Structure	Transport Allowance (Rs.)	Business Loss Allowance (Rs.)	Damages of Kiosk and Cabin (Rs.)	Vulnerability Allowance (Rs.)	Grand Total (Rs.)
			Latitude	Longitude														
1	left	4	2.483385013	67.0940876	Kaleem Ullah	Abdul Gulzar			Akhtar Colony Karachi	0347-7761711	Moveable	Sugar Cane Juice Seller	Sugar Cane Juice	10000	105000	5000	120000	
2	left	4	2.483385013	67.0940876	Muhammad Ali	Bakhzada			Baloch Colony Karachi	0334-1935533	Moveable	Helmet Seller	Helmet Seller	10000	105000	5000	120000	
3	left	4	2.483385013	67.0940876	Shahid	Essa Khan	12105-0373396-9	Godown Chorangi	Dakkhana Kert Shemozai Tehsil Parwan Dist. D-I Khan	0306-2554354	Moveable (2)	Bilal Store (Kiosik)	Kiosk	10000	105000	5000	120000	
4	Right	4	2.483385013	67.0940876	Muhammad Inam	Muhammad Ramzan	12102-2985361-9		Keeri Shamoni Tehsil Kolachi, Dist. D-I Khan	0345-8003764	Moveable	Khokha Tea	Khokha Tea	10000	105000	5000	120000	
5	left	4	2.483385013	67.0940876	Asif Massih	Niyamat Massih	31301-1919901-9	Godown Chorangi	Chak No. 92/ 1L Dakhana Mari Allah Bichoya, Tehsil Khan Pur Dist. Rahim Yar Khan	0345-6004335	Moveable	Tyre Repairing	Tyre Repairing	10000	105000	5000	120000	
6	Right	4	2.483385013	67.0940876	M. Rashid	M. Allah bukhsh	0333-6433790	Godown Chorangi			Moveable	Tyre Repairing	Tyre Repairing	10000	105000	5000	105000 225000	
7	Right	4	2.483385013	67.0940876	Imran Khan	Inyat Ullah	0302-2122803	Akhtar Colony Karachi		21103-80880145	Moveable	Helmet Seller	Helmet Seller	10000	105000	5000	105000 225000	
8	Right	4	2.483385013	67.0940876	Rehmat Ullah	Sahib Bahadur	0304-1093835	Akhtar Colony Karachi			Moveable	Helmet Seller	Helmet Seller	10000	105000	5000	120000	

ANNEX VI: LIST OF EMPLOYEES

ANNEX-VI: LIST OF EMPLOYEES

ANNEX-6 LIST Of EMPLYESS															
MALIR RIVER BRIDGE Package-4 (JAM SADIQ BRIDGE)															
ID	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Address in Karachi	Permanent Address	Mobile No.	Name Enterprise	Type of Loss	Loss of Livelihood (Rs.)	Vulnerability Allowance (Rs.)	Grand Total (Rs.)
			Latitude	Longitude											
1	left	4	2.483385013	67.09408755	Liaqat Ali	Abdul Bashir		Stay at Workplace	Sadiqabad	0303-3458610	Servant at Shera Kohat Hotel	Daily Wager	105000	105000	210000
2	left	4	2.483385013	67.09408755	Waleed	Wadero		Stay at Workplace	Ghudam Chorangi	0307-6239780	Servant at Shera Kohat Hotel	Daily Wager	105000	105000	210000
3	left	4	2.483385013	67.09408755	Samar	M. Hashim	0348-647481-0	Stay at Workplace			Servant at Shera Kohat Hotel	Daily Wager	105000	105000	210000
4	left	4	2.483385013	67.09408755	M. Asif	Nazeer Ahmed		Stay at Workplace			Servant at Shera Kohat Hotel	Daily Wager	105000	105000	210000
5	left	4	2.483385013	67.09408755	M. Akbar	M. Nawaz		Stay at Workplace	House No. 1730/784 Rashhed Abad Karachi No.7 Near Rasheedabad Rump	0300-6789421	Servant at Shera Kohat Hotel	Daily Wager	105000	105000	210000
6	left	4	2.483385013	67.09408755	Abdul Ghafoor	Khudaay Rehm		Stay at Workplace		0335-1313299	Servant at Shera Kohati Hotel	Daily Wager	105000	105000	210000
7	left	4	2.483385013	67.09408755	Khalil Jan	Wali Jan	54203-3398533-5	Qayamabad	Qila Abdullah		Servant at Nawab Hotel	Daily Wager	105000	105000	210000
8	left	4	2.483385013	67.09408755	Adnan	M. Maskeen		Stay at Workplace			Servant at Nawab Hotel	Daily Wager	105000	105000	210000
9	left	4	2.483385013	67.09408755	Javed Iqbal	Chand Khan	36304-1365264-7	Stay at Workplace	Chah Thally Wala Dakhana Multan	0303-6752475	Servant at Mukhtar Plant Nursery	Daily Wager	105000		105000

ANNEX-6 LIST Of EMPLYESS

MALIR RIVER BRIDGE Package-4 (JAM SADIQ BRIDGE)

ID	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Address in Karachi	Permanent Address	Mobile No.	Name Enterprise	Type of Loss	Loss of Livelihood (Rs.)	Vulnerability Allowance (Rs.)	Grand Total (Rs.)
			Latitude	Longitude											
10	left	4	2.483385013	67.09408755	Sajjan	Qadir Bakhsh	43105-5223918-7		Goth Masab Khan Jakhrani, Jakab Abad		Servant at Saleem Babo Nursery	Daily Wager	105000	105000	210000

ANNEX-VII: LIST OF RELIGIOUS/ COMMUNITY STRUCTURES

ANNEX-VII: LIST OF RELIGIOUS/ COMMUNITY STRUCTURES

MLIR RIVER (JAM SADIQ) BRIDGE													
ID. No.	Location	Side of the Road	Coordinates		Structure Category	Affected Structure	Structure Type	Size and Compensation					
			Latitude	Longitude				Length	Width+ Height	Area (sq.ft & Rft)/ UNit	Unit Rate (Sq.Ft & R.Ft)		Structure Compensation (Rs.)
1	Jam Sadiq Bridge	Left	2.483385013	67.09408755	Mosque	Hall	Semi Pacca	36	36	1296	1700	2203200	2481000
						Shed	Iron	10	20	200	1000	200000	
						Washroom	Pacca	6	4	24	2200	52800	
						Electric Motor		1		1	25000	25000	
2	Jam Sadiq Bridge	Right	2.483385013	67.09408755	Mosque	Hall	Semi Pacca	15	15	225	1700	382500	382500

ANNEX-VIII: PUBLIC CONSULTATION

PUBLIC CONSULTATIONS
(MALE)

SINDH MASS TRANSIT AUTHORITY (SMTA)
KARACHI MOBILITY PROJECT
YELLOW BUS RAPID TRANSIT CORRIDOR
PUBLIC CONSULTATION

- 1- Identification: Date 14-2-22
Location/Settlement: Dawood Chowranji
Tehsil: Dawood Chow. District: Landhi
Location of Meeting: New Quetta St - Nadine hotel Resource Person: Akeek Shah
Contact No. of Resource Person: 0317-2715400
- 2- Introduction of the Project: Our project covers the area including Dawood Chowranji to Numaish Chowranji
- 3- Transport Problems Faced by the Local Communities in the City: Lack of transport, waste of time, misbehavior with passengers.
- 4- Need of the Project: Projects provide separation of both genders in transport.
- 5- Impacts of the Project: What types of impacts do you expect due to implementation of project in the area?
Positive Impacts: Facilities are provided.
Time safe.
Comfortable travelling
Negative Impacts: Early destruction of road.
Traffic issues before project constructed

6- Question & Response

Question	Response
Will shops and public properties be destructed?	No, there will remain safe.
By this project, what will we get benefits?	this project will provide you safe environment.
Will safety of personal thing be provided?	Yes, everything in project will be controlled.
What kind of buses are in project?	Buses have automatic system and full air conditioned.
Is this project dangerous or accidents happen?	No, it will be safe because this project provide separate route for buses.

7- Which Type of the facilities are required:

mobile charging facility .
water facility .

Suggestion of the Participants:

low Transport charges .
No destruction to local community .

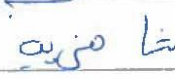
8- General Observations:

• Separate route of project buses.
• low charges of travelling.

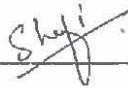
9- Concerns of the Participants:

Passengers feel safe and feel comfort while travelling. They will save their time.

List of Participants

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
01.	Aqeeb shah	Shopkeeper	 0317-2715400
02.	Sanaullah	Labour	
03.	Hussain	Goldsmith	 0344-2148993
04.	Shahid	Mechanic	
05.	Shahzaib	Helper	
06.	Sameer	Helper	
07.	Manzoor	Barber	
08.	Jawed Sajjad	Barber	

Conducted by:

Name: Shafique Hassan signature

SINDH MASS TRANSIT AUTHORITY (SMTA)
KARACHI MOBILITY PROJECT
YELLOW BUS RAPID TRANSIT CORRIDOR
PUBLIC CONSULTATION

- 1- Identification: Date 18/2/20
Location/Settlement: Future Mar
Tehsil: _____ District: Lendhi
Location of Meeting Makkah Masjid Resource Person Ahmed Hussain
Contact No. of Resource Person. 0345-2671435
- 2- Introduction of the Project: Project, to provide the transport facility in local community of city.
- 3- Transport Problems Faced by the Local Communities in the City:
No kind of passengers in local buses.
uncomfortable place in local buses.
- 4- Need of the Project:
To make easier way of life of local people of city.
- 5- Impacts of the Project: What types of impacts do you expect due to implementation of project in the area?
Positive Impacts:
Time safety.
comfortable travelling.
Less chances of accidents.
Negative Impacts:
Early destruction of roads and traffic time before project completion.



Dar R-Handasa Consultants
(Shari and Partners)

National Engineering Services
Pakistan (Pvt.) Limited

List of Participants

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
01	Ahmed Hussain	Qari m mosque	0345-2671435
02	Tehzeel-ur-Rehman	Shop keeper	0333-2237362
03	Muhammad Anjed	Shop keeper	0341-2127149
04	Samiullah	worker	0301-0242177
05	Sayed Anwar	Driver	0342-3651611
06	Ahsanullah	shopkeeper	0340-2550955
07	m. saleem	shopkeeper	0315-86924
08	Atif	Helper	A A
09	Rehman	Helper	Rehman

Conducted by:

Name: Shafique Hassan Signature: Shafique

SINDH MASS TRANSIT AUTHORITY (SMTA)
KARACHI MOBILITY PROJECT
YELLOW BUS RAPID TRANSIT CORRIDOR
PUBLIC CONSULTATION

- 1- Identification: Date 18-2-22
- Location/Settlement: Indus Chowringi
- Tehsil: _____ District: Korangi
- Location of Meeting Noori Paan Shop Resource Person Amaan
- Contact No. of Resource Person. _____
- 2- Introduction of the Project: Project, related to the transport facilities.
- 3- Transport Problems Faced by the Local Communities in the City: No limitation of passengers.
Local buses, not comfortable.
No any time scheduled.
- 4- Need of the Project: to make easier way of life in local area of idy.
- 5- Impacts of the Project: What types of impacts do you expect due to implementation of project in the area?
- Positive Impacts: Time savings.
comfortable zones.
low chances of accidents.
- Negative Impacts: Project, may impact badly on local business of people.

6- Question & Response

Question	Response
what kind of buses are provided in yellow line bus?	Automatic system is given in bus and charging facility of mobile phones is given.
will it cause destruction of public business sector?	No, nothing will be smashed by this project.
will this yellow line bus be scheduled?	Yes, it will be scheduled.

7- Which Type of the facilities are required:

Air condition buses should be provided.
comfortable seats should given.
imitation of passengers.

Suggestion of the Participants:

Electric system should given.
No any destruction to public properties.

8- General Observations:

separate routes should given.
buses should be facilitated.
low travelling charges.

9- Concerns of the Participants:

comfort zone for passengers.
supply of water for personal items.

List of Participants

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
1	Amaan	Noori Shop Manager	261
2	Idrees	Noori Shop	(Signature)
3	Waqar	Shopkeeper	(Signature)
4	Khan	Shopkeeper	(Signature)
5	Nabeel	Lucky panshop Shop keeper	(Signature) 03165474217
6	Shabeer Ahmed	Helper	(Signature)
7	Aslam Khan	Helper	(Signature)
8	Arslan	Helper	(Signature)
9	Arshad Khan	Helper	(Signature)

Conducted by:

Name: Shafique Hassan Signature: (Signature)

Defence Parks - 1-2

List of Participants

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
1/	Iqbal	Shopkeeper	1380
2/	Inamullah	Shopkeeper	انام الله
3/	Raheel	Shopkeeper	0311-0022740 راہیل
4/	Abdullah Khan	Helper	عبدالله خان
5/	Umer	Helper	امیر
6/	Khalil	Shopkeeper	خالد
7/	Sheikh Saad	Shopkeeper	شعیخ سعد
8/	Hamza Ali	Shopkeeper	حامزہ علی
9/	Qaisar Khan	Helper	قاسم خان

Conducted by:

Name: Shafique Hassan Signature: Shafique

List of Participants

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
1/	Junaid	Superviser	
2/	Shabo	//	
3/	Hina	//	
4/	Kajal	Engineer	
5/	Sapna	//	
6/	wali Dino	//	
7/	Shahid	//	

Conducted by:

Name: Asif Ali Signature: [Signature]

Korangi Industrial Area

List of Participants

24-2-22

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
	Zohaib Ali	Engineer	
	Shazaib	"	
	Tanveer	"	
	Saeed Cadiq	"	
	Shah	"	
	Altaf Hussain	"	
	Aashiq Ali	"	
	Syed Shakil-Ud- Din	"	
	Safdar Hussain	"	
	Abubakar Rajput	"	
	Ali Asghar		
	Nisar Ahmed		
	Sultan Masood		
	M. Ayyaz		
-	Mujeeb Rehman		
-	Samundar		

Conducted by:

Name: _____ Signature: _____

List of Participants *Bht - Chasogi - 19-2-2022*

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
<u>01</u>	RukSan Ahmed	Hotel Manager	<i>[Signature]</i> 0306-8192883
<u>02</u>	Shah Sanam	Helper	<i>[Signature]</i>
<u>03</u>	Naseer Gujjar	Helper	<i>[Signature]</i>
<u>04</u>	Kheeru	Helper	<i>[Signature]</i>
<u>05</u>	Munshi	Helper	<i>[Signature]</i>
<u>06</u>	Naseer Bux	Helper	<i>[Signature]</i>
<u>07</u>	Imran Ali	Helper	<i>[Signature]</i>
<u>08</u>	Hyder Khan	Helper	<i>[Signature]</i>
<u>09</u>	Moeen Khan	Helper	<i>[Signature]</i>

Conducted by:

Name: Shafique Nassam Signature: *[Signature]*

List of Participants

Mustafa Chohanji - 18-2-22

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
01	Shahid	Shopkeeper	0336-6451290
02	Shahnawaz	Shopkeeper	
03	Nabi Bux	Helper	
04	Israr Khan	Helper	
05	Babar Ali	Helper	
06	Mansoor	Helper	
07	Shafique	Helper	
08	Munir	Helper	
09	Munir	Helper	

Conducted by:

Name: Shafique Hassan Signature: [Signature]

List of Participants

Vita Chudangji - 18-2-22

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
01	Mohamed	Shopkeeper	(MC)
02	Asghar	Helper	0304-2433573
03	Nadir Shah	Helper	0304-2098570
04	M. Ishagjue	Helper	0309-3099322
05	Allhaji Ashq Saeed Khan	Manager	
06	Ag Hikmet Jamil	Cooker	
07	Dr. Inayatullah Sadhuzei	Manager	
08	Zaakir Khan	Helper	
09	Jamsher	Helper	

Conducted by:

Name: Sharique Hassan Signature: 

List of Participants *Attock 1st floor Pafkum Khelach*

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
01	Usama Baloch	Manager	<i>[Signature]</i> 03112517257
02	Yar Muhammad	weighter	<i>[Signature]</i>
03	Qasim Baloch	waiter	<i>[Signature]</i>
04	Mazhar Ali	waiter	<i>[Signature]</i>
5	Asad	waiter	<i>[Signature]</i>
6	Barkat Khan	waiter	<i>[Signature]</i>
7	Shadab Khan	waiter	<i>[Signature]</i>
8	Badamo Khan	waiter	<i>[Signature]</i>

Conducted by:

Name: *Shafiqur Hassan* Signature: *[Signature]*

List of Participants

Kabir Pull = 22-2-22

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
	Shama Jani	House help Dancing	
	Resham Jan	"	
	Taniya	"	
	Malaika	"	
	Arzoo	"	
	Rani.	"	
	Nadeem	"	
	Nargis.	"	
	Shahida	"	
	Deviya.	"	

Conducted by:

Name: Reem Siddique Signature Muhammed Sajjad

18-2-22

List of Participants

Manuscript of C/S/2017

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
01	Ameer Rehman	Hotel Manager	 0345-9464547
02	Shaman Ali	Helper	شمان
03	Rasheed	Helper	رشید
04	Zubair	Hotel Manager	 0345-9464547
05	Nasir	Helper	ناصر
06	Ali	Helper	علی
07	Ameen	Helper	امین
08	Shakeel	Helper	

Conducted by:

Name: Shafique Hassan Signature: 

GENDER CONSULTATIONS

Sheh Faisal Colony

List of Participants 26-2-22

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
1	Arooba Fareed	Student	Arooba
2	Rukaiya	Student	Rukaiya
3	Marium	Student	Marium
4	Alvina Rashid	Teacher	Alvina
5	Amna Rasool	Teacher	Amna
6	Ghosia Basharat	Teacher	Ghosia
7	Irsa Mukhtar	Student	Irsa
8	Farah Sawaid	Student	Farah
9	Erum Fazil	Student	Erum
10	Saba Akram	Student	Saba

Conducted by:

Name: Ramsha Siddiqui Signature

Ramsha

Shurh Far'sal Colony

List of Participants

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Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
1	Salma	Student	Salma
2	Um-e-Rubab	Student	Rubab
3	Ayesha Majeed	student.	Ayesha
4	Kainat Liaquat	Student	Kainat
5	Fatima Sajid	Students	Fatima
6	TAHREEM AG/EE	Student	Tahreem
7	Aneeba	Student	Aneeba
8	Rafia Sultana	Student	Rafiqul
9	Rabia Tehreem	Student	Rabia

Conducted by:

Name: Ramsha Siddiqui Signature: Ramsha

Rabiea. - Student

Syedra Rida Zehra Jafri-stu

Rida HASSAN KHAN

Umm e Ariba

Umm e Hadia

Nehush Yousfi

Rehma Aliqaz.

Samra Asim

Sameen Mohiuddin

Tooba Nasir

Rimsha Tabir

Noor-ul-Ain

Samaira Saifraz

Dabiea

Rida

Hadia

Umm

Umm

Hadia

Nehush

Rehma

Samra

Asim

Sameen

Mohiuddin

Tooba

Nasir

Rimsha

Tabir

Noor-ul-Ain

Samaira

Saifraz

24/02/22

FABTEX APPAREL

1) Seema	Quality assurance (garments)	Seema
2) Faiza	"	Faiza
3) Maham	"	Maham
4) Seema	Stitching department	Seema
5) Naureen	"	Naureen
6) Sumaira.	"	Sumaira
7) M. Tanish	"	M. Tanish
8) Shaujan Ahmed	"	Shaujan

Name :- Ramsha Siddiqui

Ramsha

ANNEX-IX PHOTOLOG

PUBLIC CONSULTATION



Meeting with Social and Environment Team of (PMT-SMTA)



Meeting with in charge Women Children Protection Cell (Police Department)



Consultation with Local Community at Shaheed-e-Millat Road



Consultation with APs at Jam Sadiq Bridge



Public Consultation at Industrial Area



Public Consultation at Shahrah-e-Faisal Road



Consultation with AP at Defence Turn Bridge



Public Consultation at Industrial Area

GENDER CONSULTATIONS



Consultation with Students at Dewan University



Women Consultation at Shan Chowrangi



Consultation with Students at Fabtex Apparel Factory



Consultation at Karachi University

DISCUSSION WITH TRANSGENDER PEOPLE



Consultation with Transgender persons

VIEW OF AFFECTED STRUCTURES (PACKAGE-4)



A view of Nurseries Under Impact



A view of Nurseries Under Impact



A view of water tank of Nursery Under Impact



Women Consultation at Shan Chowrangi



A view of tyre Repair Shop under Impact



A view of Hotel in ROW Under Impact



A view of moveable business structures Under Impact



A view of moveable Business Structure Under Impact



A view of Temporary Tea Stall Under Impact



A View of Mosque Under Impacts



A view of Mosque Under Impact



A view of Stores Under Bridge



Pumping Station



Small Hotel



Kiosik Under Impact

