



SINDH MASS TRANSIT AUTHORITY

**KARACHI MOBILITY PROJECT (KMP)
YELLOW LINE BUS RAPID TRANSIT PROJECT**

**COMPENSATION AND LIVELIHOOD
REHABILITATION PLAN
(PACKAGE-3)**



FINAL

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YL - BRT PROJECT

COMPENSATION AND LIVELIHOOD REHABILITATION PLAN

(Package-3)

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LIST OF ABBREVIATION

AED	Anti-Encroachment Drive
BRT	Bus Rapid Transit
C&LRP	Compensation & Livelihood Rehabilitation 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
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
PD	Project Director
PMT	Project Management Team
PPP	Public Private Partnership
ROW	Right of Way
SMTA	Sindh Mass Transit Authority
SC	Supervision Consultant
TPMA	Third Party Monitoring Agent
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 rupees 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 restore their livelihoods to pre-project levels. Livelihood restoration is distinguished from compensation. Livelihood restoration measures typically include a combination of cash or other allowances and support activities such as training, agricultural assistance, or business enhancement. Livelihood 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) Project. The KMP is financed by the 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 an area of approximately 3,527 km². Karachi Strategic Development Plan 2020 (KSDP 2020) had projected the population of Karachi around 27.6 million by 2020. Karachi Transportation Improvement Project (KTIP) by Japan International Cooperation Agency (JICA KTIP 2030) projected the population of Karachi will be around 31.6 million by 2030. This would rank Karachi as one of the biggest cities of the world.

One of the major challenges of the city is the lack of proper public transport system. The availability of public transport in the city has not been able to keep pace with population growth. The public transport share has fallen due to insufficient investment in the transport sector. This has resulted in shift of demand from public transport to other modes of transport, such as motorcycles / private vehicles, informal Qingqi Rickshaws and etc. The Person Trip Study-2005 by Japan International Cooperation Agency (JICA) establishes that in terms of percentages, Karachi's public transport represents only 4.5% of the total vehicle fleet. Public transport in Karachi serves about 42% of the passenger demand though it does not have dedicated lanes or any other feasible traffic management solutions. 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 / financial losses, along with other social 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. 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 vision for the Karachi megacity, one that is served with safe, reliable, efficient, accessible and sustainable transport services. At the center 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, Qingqi rickshaws, etc.

Zone of Influence

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

Importance of the Yellow Line BRT Corridor

The YL - BRT 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-Quaideen,
3. With Green, Orange and Blue BRT corridors at Numaish transit 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 etc.) 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 buses will operate along segregated busways running adjacent to and on either 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 at other locations as recommended by the local authorities. 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 of the existing roads 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 includes i) Roads (Dedicated and mixed), ii) Underpasses, iii) Bridges, iv) BRT Stations, (v) Pedestrian facilities (sidewalks, bridges/underpasses), and vi) BRT depots and improvement of roads to be utilized for the off corridor routes.

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 in Pakistan.

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.

The proposed Project does not require the acquisition of any private land, as all project activities will be implemented within the existing Right-of-Way (ROW). Consequently, no physical displacement or land acquisition is anticipated under the Project. However, certain project interventions may result in temporary or permanent economic displacement, including impacts on livelihoods, businesses, and income-generating activities. Therefore, while the provisions of the Land Acquisition Act, 1894 are not applicable to the Project, livelihood restoration and compensation measures for economically displaced persons will be addressed

in accordance with the applicable project resettlement framework and relevant World Bank requirements.

The C&LRP has been updated following the validation of Project impacts and to reflect the latest design revisions for Package 3A (updated June 12, 2025) and Package 3B (updated May 25, 2025).

ES-3 IDENTIFICATION OF SOCIAL IMPACTS

Clearance of Right of Way (ROW)

The ROW has been considered building wall to wall. To facilitate project implementation, the Karachi Mobility Project (KMP) initiated coordination with the relevant government agencies regarding the transfer and possession of the required ROW. In response to KMP's request regarding the ownership and administrative control of the required corridor, the Transport and Mass Transit Department (TMTD), Government of Sindh, through its letter dated February 7, 2025, requested the Municipal Commissioner, Karachi Metropolitan Corporation (KMC), to facilitate the transfer and handover of the required Right of Way (ROW) to the Karachi Mobility Project, BRT Yellow Line, for project implementation purposes.

Furthermore, during a meeting held with the Mayor Karachi on November 25, 2025, it was communicated that the required ROW would be handed over to KMP on a package-wise basis in accordance with the project implementation schedule. Accordingly, the ROW for Package 3 is expected to be made available prior to the commencement of construction activities under this package, while the ROW for the remaining packages will be transferred in a phased manner as and when required.

Clearance of Industrial Extensions within ROW (KATI & LATI)

The facilities established by KATI and LATI on government land were not permanent or legally recognized structures, but rather temporary extensions beyond the main business premises, constructed on public land. KATI has assured that these extended spaces were developed to secure the surrounding area and deter the presence of drug addiction and other undesirable activities, and that such spaces may be reclaimed by the government whenever required in the future.

Despite this understanding, KATI has utilized these extended areas for commercial and operational purposes, thereby deriving prolonged economic benefits from freely available public land without any legal entitlement. Given that these extended spaces constitute encroachments tacitly allowed for security reasons, and considering that the core business operations and legally recognized premises of KATI remain unaffected and will continue at the same location, so they are not supposed to be compensated for these extended areas. The use of such spaces represents an ad-hoc arrangement aligned with KATI's internal business model, rather than a compensable asset under the CLRP framework.

This approach is based on the fact that compensation under the Project is financed through Government of Sindh's share of project costs. The affected facilities comprise limited extensions established beyond the legally recognized premises of the respective industries,

while the principal business operations and productive assets will remain unaffected. Considering the nature and scale of the impacts, and the institutional and financial capacity of the concerned industrial establishments, the relocation of these extensions can reasonably be undertaken by the respective industries without causing significant disruption to their business activities. Accordingly, KMP will not provide compensation for the affected extended structures located within the project's Right of Way (ROW), including extended floors, ramps, sheds, signboards, boundary walls, and other ancillary extensions. The concerned industries associated with KATI and LATI shall undertake the self-relocation of such structures to comply with project implementation requirements.

Package 3

There are nine (09) packages/Lots in the YL-BRT Project. This C&LRP has been prepared for **Package-3**, which has a total route length of **12 km**. Package-3 is further divided into the following two sub-packages:

1. Package-3A: Brooks Chowrangi (RD. 00+000) to Indus Chowrangi (RD. 06+000)
2. Package-3B: Indus Chowrangi (RD. 06+000) to Dawood Chowrangi - Depot -1 (RD. 12+014)

The social impact assessment has been conducted based on Right of Way (RoW) required for the above packages. The impact assessment was completed in August 2023. A validation field visit was subsequently carried out by the Third-Party Validation Agent (TPMA) in June 2025, which confirmed the previously identified impacts and facilitated the updating of impacts on permanent structures. During this validation exercise, the TPMA also identified additional permanent structures. A further validation survey conducted in November 2025 reconfirmed these findings, and the inventory of impacts on permanent structures was updated accordingly. The required ROW of the Package-3, the maximum and minimum Right of Way (RoW) of typical cross sections is 103.47 meters and 23.2 meters respectively.

During the impact assessment of **Package-3**, different types of impacts were identified. The details on the type of assets of Project Affected Persons (PAPs) and nature of businesses and impact significance is given in paragraph below and **Table ES-1**.

Affected Commercial Structures (with Livelihood Impacts)

Affected commercial structures are those that are partially or fully impacted by the project, resulting in disruption to business operations and income-generating activities. The impacts may include physical displacement, temporary or permanent relocation, loss of business premises, restricted access to customers, or interruption of commercial activities. Such impacts directly affect the livelihood of the affected persons and employees.

There are total eight (08) permanent structures (small restaurants) and one hundred eleven (111) semi fix and movable structures will be affected due to the clearance of ROW required for the construction activities. Affected Commercial and other Structures without Livelihood Impacts.

Affected Commercial Structures (no Impacts on Livelihood)

Extended commercial structures refer to subsidiary or ancillary portions of commercial establishments that are affected by the project. There are 186 other miscellaneous structures e.g., sheds, floors/ramps, boundary walls, price totems, fuel dispensing machines, electric water pump, cabins/counters, and signboards belonging to shopkeepers and small business operators.

In such cases, commercial activities will continue without income loss or displacement of the business entity. The impacts are limited to physical assets only and do not affect the livelihoods of the concerned households.

Impact on Prayer Places

Besides commercial structures, eleven (11) religious structures such as prayer places and mosques will be affected.

Loss of Employment

Construction project will also affect the employment of eight (8) employees' who are working with owners of commercial structures operators on daily wages. The detail of the prayer places/Mosques has been provided in the section table 3.3.

Summary of the impacts has been provided in the **Table ES-1**.

Table ES- 1: Summary of Impacted Assets of Package-3 with Categories of Affected Structures and Number of PAPs

Sr. No.	Category of Affected Assets	Unit	Impact Quantum		Remarks
			Impacted Assets	Number of PAPs	
Affected Commercial Structures (with Livelihood Impacts)					Encroached
1	Small Restaurants (<i>Dhaba</i>)	Number	8	8	
	Moveable	Number	111	111	
Total			119	119	
Affected Commercial Structures (no Impact on livelihood)					
2	Impacts (e.g., sheds fences, floors and price totem fuel machines. These impacts did not affect household livelihoods.	Number	186	186	
Total Sr. No. 1+2		Number	305	305	
3	Loss of Employment	Number	-	8	
Total Sr. No. 1+2+3			305	313	

ES-4 SOCIOECONOMIC PROFILE

The Package-3 corridor, extending from Brooks Chowrangi (8000 Road) to Dwood Chowrangi in Karachi, passes through a densely populated of the urban area. The locality is characterized by lower- to middle-income households, small and medium-sized businesses,

and active roadside commercial activities. Economic conditions largely depend on local trade, transport services, and informal sector employment. Basic social infrastructure, including schools, healthcare facilities, markets, and public transport, is available within the corridor, though service quality varies across the area. This area is the hub of the industries and commercial activities. The corridor will mostly serve workers / employees working in the Landhi and Korangi Industrial Area.

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 of PAPs in the proposed ROW. The census survey covered all three hundred thirteen (313) affected households along the project alignment while, the socio-economic survey was carried out covering 77% (98 PAPs out of 127) PAPs whose livelihoods will be affected and they were interviewed to develop their socioeconomic 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 848 persons and among them, there were more ratio of male (53%) than females (47%). The average family size is 8.7 persons per household. About 37% of PAPs were living in joint family system, where grandparents were also living under same roof, and 63% respondents reported that they were living in nuclear family system (parent – children).

The demographic characteristics of the survey shows that 51% of the respondents were up to 25 years of age, 30% of the respondents were aged between 26 – 35 years while 7% were 36 – 45 years and remaining 12% respondents were more than 45 years of age. Around 49% of the PAPs were earning less than PKR. 35,000 per month, 31% PAPs were earning between PKR. 35,001 to 55,000 per month, 7% respondents reported their earnings between PKR. 55,001 to 75,000. Whereas, 13% of the respondents reported their family earnings above PKR. 75,000 per month.

Social infrastructure and amenities are vital for creating sustainable communities, as such 100% of the households were found having access to electricity and 100% had access to natural gas. Moreover, the facility of water supply and sanitation is available for 23% and 89% of the households, respectively. Health and educational facilities were available in most parts of the project area.

ES-5 PUBLIC CONSULTATION AND INFORMATION DISCLOSURE

The consultations were conducted with the project affected persons (PAPs), general public, interested parties, and secondary stakeholders. The discussions were primarily focused on resettlement requirements, valuation and compensation mechanisms, and timely completion of civil works, ensuring that the local movement remains unhindered during construction, and providing adequate time for relocation.

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 KMP-SMTA and WB websites.

The preparation of the C&LRP for Package 3 involved extensive consultation with both primary and secondary stakeholders. Primary stakeholders included Project Affected Persons (PAPs), businesses, industrial units, informal vendors, religious institutions, and other entities located along the Brookes Chowrangi to Dawood Chowrangi corridor that may experience impacts on structures, access, business operations, or livelihoods. Key implementing agencies, include SMTA, T&MTD, and the KMP Project Management Team, were also primary stakeholders. Secondary stakeholders comprised government and regulatory authorities, utility service providers, business associations, transport operators, social and public institutions, commercial service providers, development partners, and project consultants. Their engagement facilitated project planning, utility coordination, traffic management, environmental and social compliance, grievance redress, and the development of appropriate compensation and livelihood rehabilitation measures.

The consultations held with the management of the prayer places/ mosques. During the consultations, the ownership and status of the prayer areas have been verified, and it was confirmed that most of the prayer places were established by industrialists for use by their workers. Consultations have been conducted with representatives of the Koranic Association of Trade and Industry (KATI) and the Landhi Association of Trade & Industry (LATI). During these consultations, the associations were informed that the affected prayer places will need to be shifted within their respective industrial premises, and they were requested to coordinate accordingly to facilitate the relocation. Moreover, impacts will be minimized considering the construction limits near the religious places and compensation for the affected structures has been provided in accordance with the provisions of the C&LRP. Consultations will continue throughout the implementation of the C&LRP.

ES-6 GRIEVANCE REDRESS MECHANISM

A multi-tier Grievance Redress Mechanism (GRM) has been established 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 GRM will remain operational throughout the project implementation to address the community concerns and grievances arising during execution of project works.

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

The Yellow Line BRT Project has established multiple channels to receive and address grievances from affected persons, commuters, and other stakeholders. Complaints can be submitted at the project site, through a dedicated UAN toll-free number (0800-07682) managed by SMTA, via Phone call: Toll-Free KMP 080027777 and WhatsApp 03007881128; email (grmkmp.ylc@gmail.com), the SMTA website (smta.gos.pk), by post (Plot No. C-44, Lane 7, Shahra-e-Ghalib, Block 2, Clifton, Karachi 75600), or in-person to the designated Grievance Focal Person. In addition, complaints/suggestion boxes will be placed at contractor camp sites to facilitate feedback from the public.

Once received, all grievances are formally recorded and acknowledged. They are then reviewed by the Grievance Focal Person of the relevant committees, who coordinates with the relevant project team to investigate and resolve the issue. Resolution timelines are monitored to ensure timely response, and complainants are informed of the actions taken. The mechanism covers all social, environmental, health, and safety concerns, including impacts during construction and BRT operation, and ensures that affected persons are provided redress or compensation where applicable.

This process aims to ensure transparency, accountability, and prompt resolution of complaints, while minimizing project-related disruptions and safeguarding the rights and livelihoods of affected communities.

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 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, community	Partial Loss of structure	Owner	- 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, labour, 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.

Type of Loss	Specification	Eligibility	Entitlements
		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 (labour, materials, transport and other incidental damage costs).
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.

Type of Loss	Specification	Eligibility	Entitlements
Transport allowance	All types of structures requiring relocation	All PAPs and tenants required to relocate as a result of losing 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 of last year or in absence of such documents equal to 03 months' minimum wage rate of PKR. 40,000 announced by the Government of Sindh in the budget for the financial year 2025-26 i.e., PKR 40,000 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 record of last year 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
			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 those PAPs who are living below the poverty line.	- 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 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 54,564,602 (54.56 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 C&LRP Budget

RESETTLEMENT BUDGET OF YL-BRT PROJECT						
Sr. No.	Description	Package	Unit	Impact Magnitude	Amount (PKR)	Amount in Million (PKR)
	Commercial Structures with Impact on Livelihood					
A	Small Restaurants (Dhaba)	3B	Number	4	307,050	0.31
		3A	Number	4	532,650	0.53
	Sub Total		Number	8	839,700	0.84
	Moveable Structures	3B	Number	37	185,000	0.19
		3A	Number	74	370,000	0.37
	Sub Total			111	555,000	0.56
	Total (a)			119	1,394,700	1.39
	Miscellaneous Structures with no Impact Livelihood					
B	Miscellaneous Structures	3B	Number	176	5,575,617	5.58
		3A	Number	10	1,976,666	1.98
	Total (b)		Number	186	7,552,283	7.55
C	Religious Structures Prayer places and Mosques	3B	Number	3	299,020	0.30
		3A	Number	8	5,138,712	5.14
	Total (c)			11	5,437,732	5.44
D	Total (a+b+c)			316	14,384,715	14.38
	Resettlement Allowances					
E	Business Loss permanent	3B	Number	4	480,000	0.48
		3A	Number	4	480,000	0.48
	Sub Total		Number	8	960,000	0.96
	Business Loss Movable	3B	Number	37	4,440,000	4.44
		3A	Number	74	8,880,000	8.88
	Sub Total		Number	111	13,320,000	13.32
	Total			119	14,280,000	14.28
	Transport					-
	Permanent Business Structures	3B	Number	4	100,000	0.10
		3A	Number	4	100,000	0.10
	Sub Total			8	200,000	0.20
	Moveable Business Structures	3B	Number	37	370,000	0.37
		3A	Number	74	740,000	0.74
	Sub Total			111	1,110,000	1.11
	Sub Total			119	1,310,000	1.31
	Severity Allowance Permanent Business Structures	3B	Number	4	480,000	0.48
		3A	Number	4	480,000	0.48
	Sub Total			8	960,000	0.96
	Loss of Employment	3B	Number	5	600,000	0.60
		3A	Number	3	360,000	0.36
	Sub Total			8	960,000	0.96

RESETTLEMENT BUDGET OF YL-BRT PROJECT						
Sr. No.	Description	Package	Unit	Impact Magnitude	Amount (PKR)	Amount in Million (PKR)
	Commercial Structures with Impact on Livelihood					
	Vulnerable Allowance	3B	Number	24	2,880,000	2.88
		3A	Number	35	4,200,000	4.2
	Sub Total			59	7,080,000	7.08
	Sub Total (e)				24,590,000	24.59
F	Sub Total (d+e)				38,974,715	38.97
G	Other Costs					
	Monitoring & Evaluation Cost		5 % of (f)		1,948,736	1.95
	Administration Cost		10 % of (f)		3,897,472	3.90
	Contingencies		10 % of (f)		3,897,472	3.90
	Cost for Unseen Impacts		15 % of (f)		5,846,207	5.85
	Sub-total g)				15,589,887	15.59
H	Grand Total (g+f)				54,564,602	54.56

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, KMP-SMTA, through its PMT. The KMP-SMTA will engage Construction Supervision Consultants that will also supervise C&LRP implementation. In addition, KMP-SMTA has engage Third Party Monitoring Agent (TPMA) to carry out external monitoring of C&LRP implementation.

ES-10 IMPLEMENTATION SCHEDULE

The C&LRP for Package-3, as a whole document, will be approved by World Bank prior to the commencement of implementation activities. The C&LRP implementation schedule including various sub-tasks and timelines matching with the civil work schedule. Package-3 has further been divided into two sub-contract packages, 3A and 3B. Since Package-3B is prioritized for early commencement of civil works, its C&LRP implementation schedule has been prepared and sequenced separately to ensure timely completion of all compensation, relocation, and compliance requirements. The consolidated and sub-package-wise (3B & 3A) implementation schedules are presented in **Tables ES-4 and ES-5**, respectively. Moreover, the Grievance Redressal Committees (GRCs) have already been notified by the competent authorities to receive and resolve grievances.

The contractor for Sub-Package 3B is expected to mobilize on-site by the end of October 2026.

Table 0.4: Table 0.4: Implementation Schedule for Sub Contract Package-3B.

Activities/ Milestones	Responsibility	Implementation Implementation Schedule															
		2026															
		July	August	September	October												
Sub-PKG: 3B																	
Approval of C&LRP	World Bank																
Urdu Translation Summary of C&LRP	KMP-SMTA, SC																
Consultation with PAPs, management of mosques and Disclosure to PAPs regarding their compensation and Open/verify bank accounts	KMP-SMTA, SC																
Issuance of Notice Rgarding Compensation	KMP-SMTA																
Submission of documents for review and validation and opening/verification of bank accounts	KMP-SMTA																
Meeting of Disbursement Committee	KMP-SMTA																
Payment for prayer places before demolishing	KMP-SMTA																
Disbursement of Payment of loss of assets, Business/ livelihood allowance to the PAPs	KMP-SMTA																
Consultations and grievances recorded and resolved.	KMP-SMTA- GRC																
Internal C&LRP Implementation Completion Report	KMP-SMTA																
Submission of Third Part Monitoring Report	TPMA																
WB's Approval of Compliance Report submitted by Third Party Monitoring Agent	WB																
Mobilization of Contractor	KMP-SMTA																

For Package 3, World Bank approval is anticipated in July 2026. The mobilization of the contractor for Sub-Package 3A is expected by the end of November 2026. Accordingly, the implementation period of the C&LRP for Package 3A has been extended. The schedule for the implementation activities is provided in the **Table ES-5**.

Table 0.5: Implementation Schedule for Sub Contact Package-3A.

Activities/ Milestones	Responsibility	Implementation Schedule												
		2026												
		August	September	October	November									
Sub-PKG: 3A														
Approval of C&LRP	World Bank	First Week of July 2026												
Urdu Translation Summary of C&LRP	KMP-SMTA, SC	■												
Consultation with PAPs, management of mosques and Disclosure to PAPs regarding their compensation and Open/verify bank accounts	KMP-SMTA, SC		■	■										
Issuance of Notice Rgarding Compensation	KMP-SMTA				■	■	■							
Submission of documents for review and validation and opening/verification of bank accounts	KMP-SMTA						■	■	■					
Meeting of Disbursement Committee	KMP-SMTA								■					
Payment for prayer places before demolishing	KMP-SMTA									■				
Disbursement of Payment of loss of assets, Business/ livelihood allowance to the PAPs	KMP-SMTA									■	■	■		
Consultations and grievances recorded and resolved.	KMP-SMTA- GRC		■											
Internal C&LRP Implementation Completion Report	KMP-SMTA											■		
Submission of Monitoring Report by TPMA	TPMA											■		
WB's Approval of Compliance Report submitted by Third Party Monitoring Agent	WB												■	
Mobilization of Contractor	KMP-SMTA													

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 KMP-SMTA assisted by SC, while for external monitoring the services of Third Party Monitoring Agent (TPMA) has already been hired.

1 INTRODUCTION AND PROJECT DESCRIPTION

This document presents Social Impact Assessment (SIA) and livelihood rehabilitation measures for the PAPs of the project entitled “Karachi Mobility Project (KMP)”, Yellow Line (YL) Bus Rapid Transit (BRT). 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 YL- BRT Project 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 YL – 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 cantonment boards, 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 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 the Karachi

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 arterial or trunk roads that extend radially from the central area. There is currently no mass transit system. 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 Karachi Transportation

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 Line (LRL). 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.

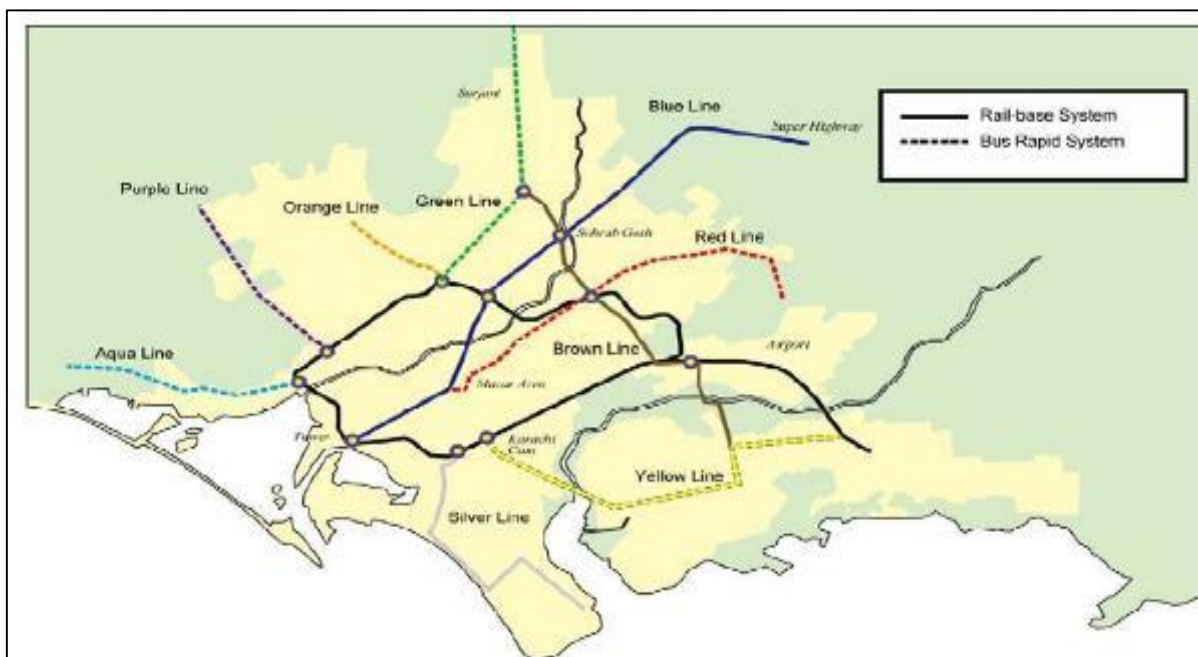
JICA carried out a detailed study for KTIP in 2009-2012 and recommended a comprehensive Urban Transport Master Plan that integrates roads and Mass Transit projects.

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 Line 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 one of the six BRT corridors, 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).



Source: KTIP Master Plan, JICA

Figure 1-1: Planned Mass Transit Corridors

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 YL - BRT 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

YL - BRT main 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).

YL - BRT buses will operate from Dawood Chowrangi / Korangi (8000 Road), Taj Haider Bridge, Qayyumabad Chowrangi, Khayaban.e.Ittahn, 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
Taj Haider Bridge	Malir River
KPT Interchange	Commercial

KPT Interchange to FTC Flyover	Commercial and residential
FTC Flyover to Nursery (Shahrah-e-Faisal)	Commercial
Nursery (Shahrah-e-Faisal) to Shahrah-e Qaideen/Khalid Bin Waleed Intersection	Commercial and residential

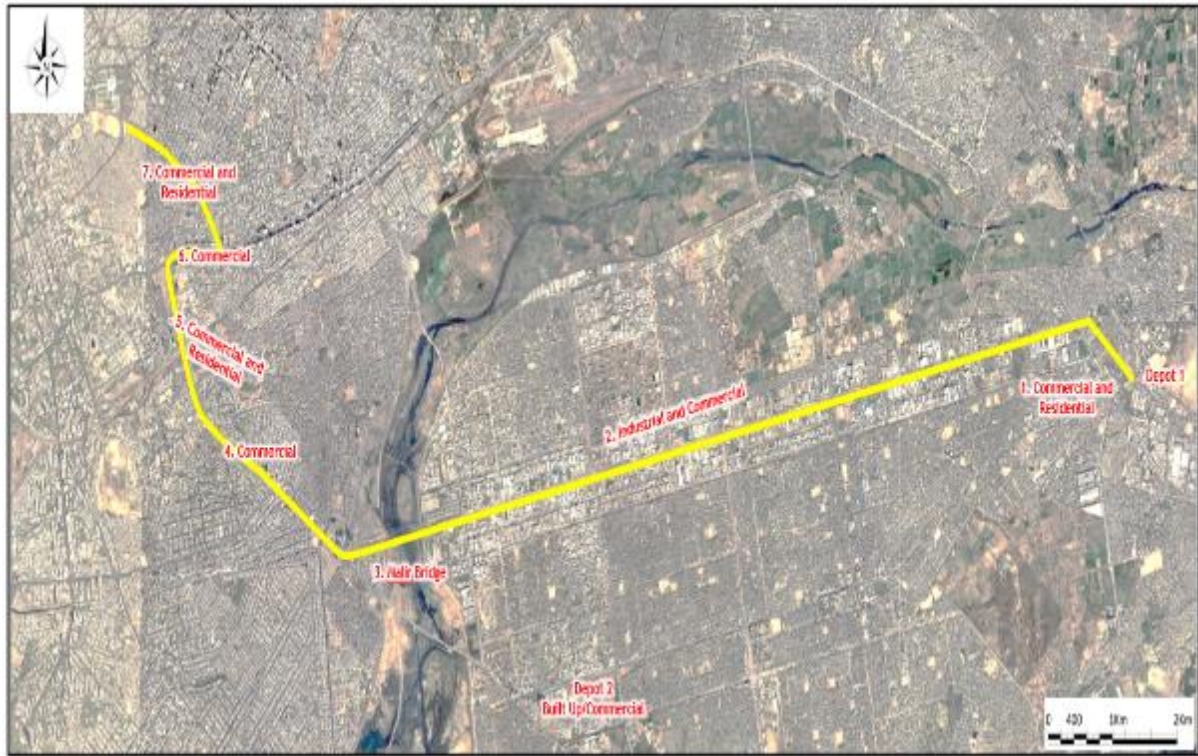


Figure 1-2: Land use is illustrated

1.2 PROPONENT OF THE PROJECT

Sindh Mass Transit Authority (SMTA) is the proponent for the YL - BRT project. SMTA was established in 2016 through SMTA Act 2014 under the administrative control of the Transport and Mass Transit Department (TMTD), Government of Sindh (GoS). 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 objectives behind the development of this project is to improve mobility, accessibility and safety along selected corridor 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 and 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 upgraded, traffic management will be improved, and parking issues will be addressed.

Following are the three major components of the YL - BRT Project:

1.5.1 Component 1: Urban Road Infrastructure along the YL - BRT Corridor

US\$ 171.0 million of which expected International Bank for Reconstruction and Development (IBRD) is financing 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 the detailed designs and construction supervision activities related to the infrastructure development.

1.5.2 Component 2: Development and Operationalization of a BRT System along the YL – BRT Corridor

US\$ 260 million of which expected International Bank for Reconstruction and Development (IBRD) is financing US\$ 218.5 million, GoS US\$ 4.0 million, and Private Sector will finance 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 YL - 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) is financing US\$ 5 million and GoS US\$ 1 million only.

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 Project

YL BRT corridor 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 Central Business District (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 transit 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 Route Alignment

The BRT Yellow line services will operate along segregated busways running adjacent to and on either 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 Shahr-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:

YL – BRT Main Corridor (21 km):

Consists of following components:

- 03 underpasses
- 06 Flyovers
- 24 Stations
 - 17 at grade BRT stations
 - 05 Elevated BRT Stations
 - 02 underground BRT stations
- 2 Depots
- 2 Elevated U-turns
- Taj Haider Bridge (Two Bridges)
 - (Demolishing & Reconstruction of Existing Bridge + 1 New)
- Demolishing & Reconstruction of Kala Pull Bridge (South Side)
- 64 Km off-Corridor Road Network with Bus Bays, Side Walk rehabilitation and Drainage improvements.

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

Layout - Yellow Line Main Corridor

Project Components

Depots, Structures and BRT Stations

Total BRT Corridor Length: **21 km**

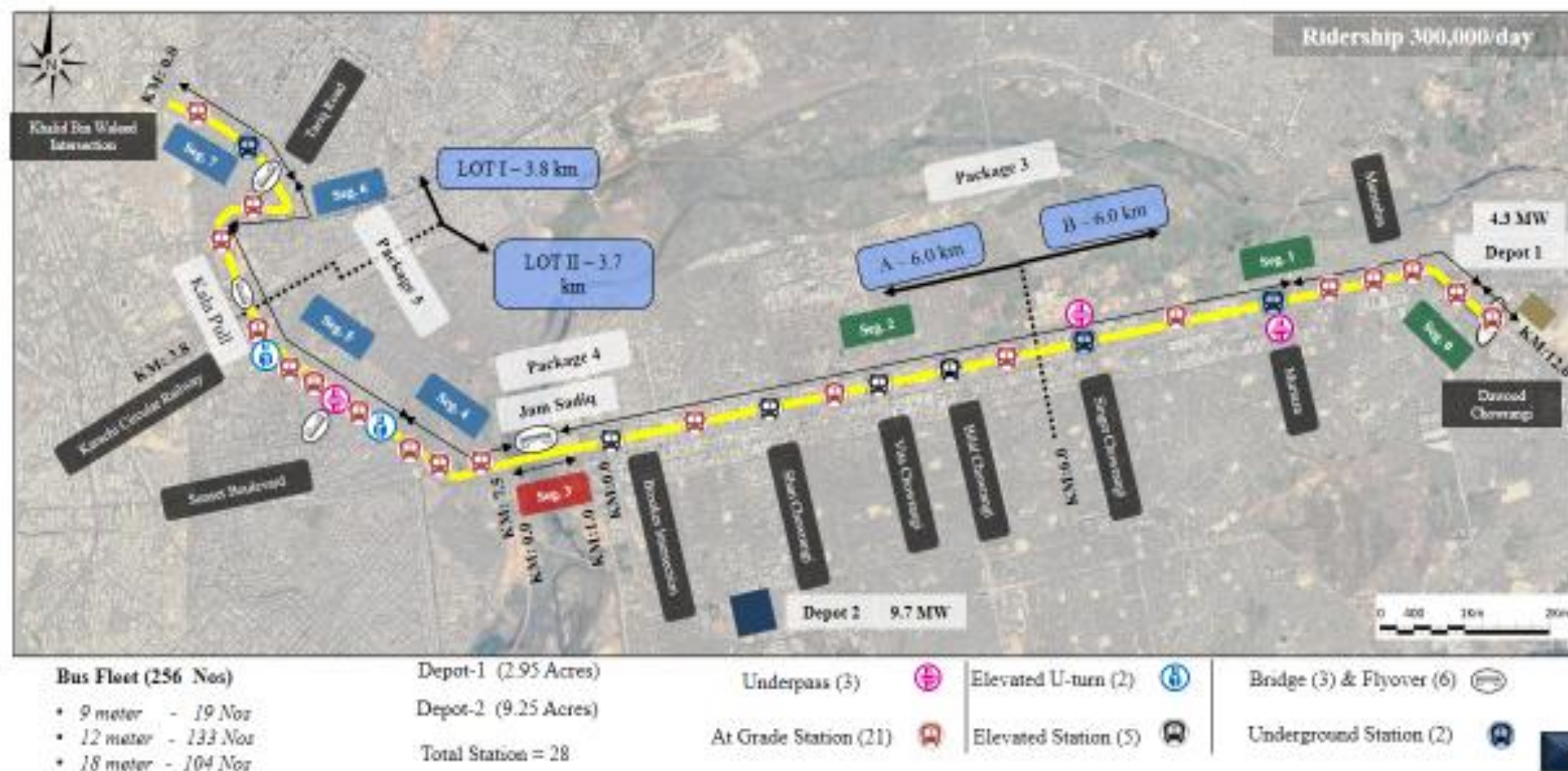


Figure 1-3: Corridor and Major Intersections within the Project Area

The corridor can be categorized in following segments:

- Segment-0: Depot – I to Dawood Chowrangi
- Segment-1: Dawood Chowrangi to Future Colony
- Segment-2: Korangi (8000) Road along Korangi Industrial Area
- Segment-3: Taj Haider 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 – Khalid Bin Waleed Intersection

Package-1: Depot – I to Dawood Chowrangi to Future Colony

This Sub-Project 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.

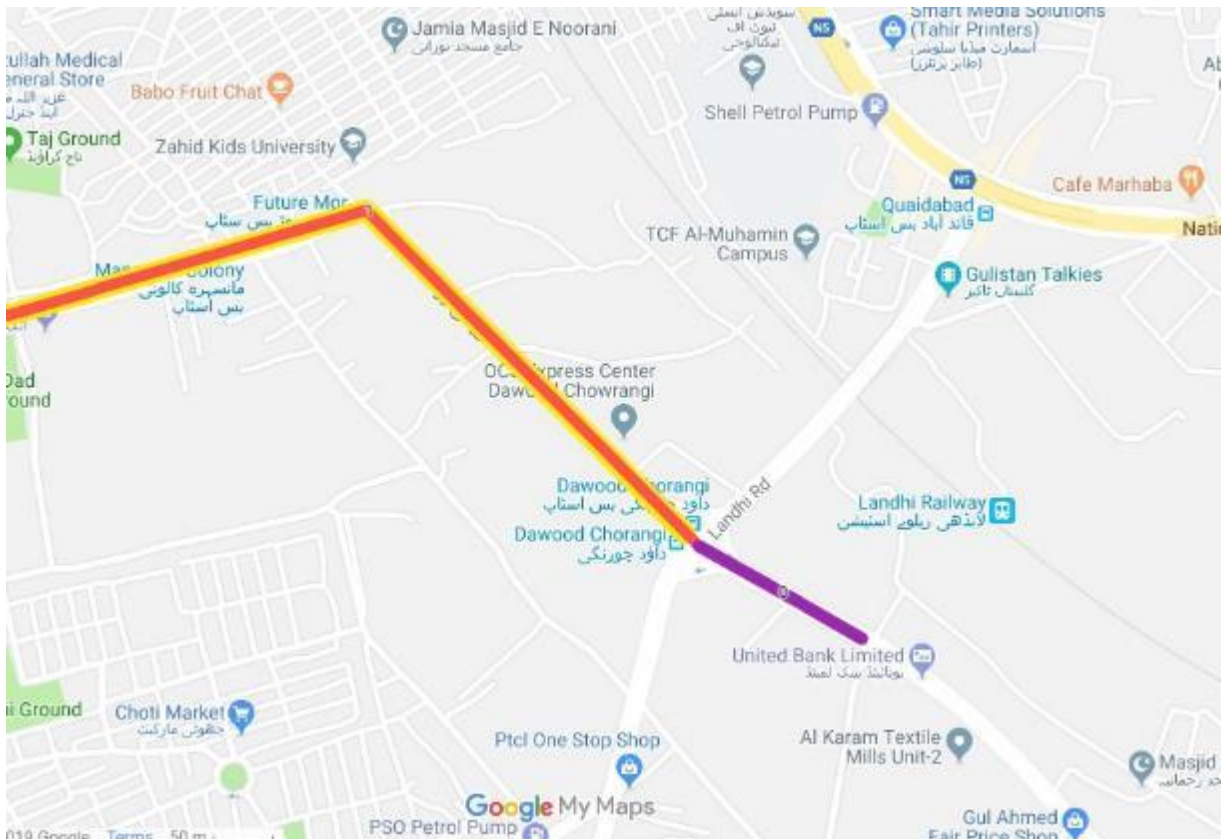


Figure 1-4: Segment-0 and 1: Depot – I to Dawood Chowrangi to Future Colony

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 – Taj Haider Bridge (over Malir River)

A 2x2 bridge currently connects Korangi industrial area with the DHA/Karachi districts 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.

A new bridge over Malir River, parallel to the existing bridge, with a total length of around 1 km, and comprising three (3) lanes for main mixed traffic, one (1) dedicated BRT lane and sidewalk from one side and shared sidewalk/bicycle lane on the other.

Demolition and clearance of the existing Taj Haider Bridge structure is proposed after the construction of one new bridge.



Figure 1-6: Segment-3: Taj Haider Bridge

Segment 4 – KPT Interchange

The section starting from the ramps of Taj Haider 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.

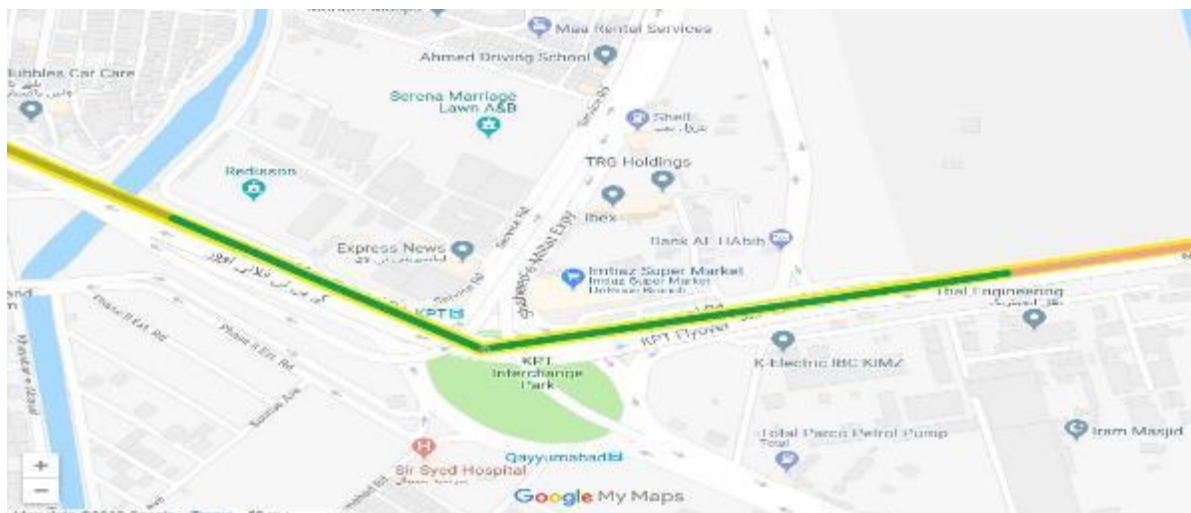


Figure 1-7: Segment-4: KPT Interchange

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

These segments keep the 2x3 ROW across dense, established, and busy areas. Mixed uses are found flanking the segment varying from residential to commercial and institutional. The presence of service roads is rare, discontinuous, and only a 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.

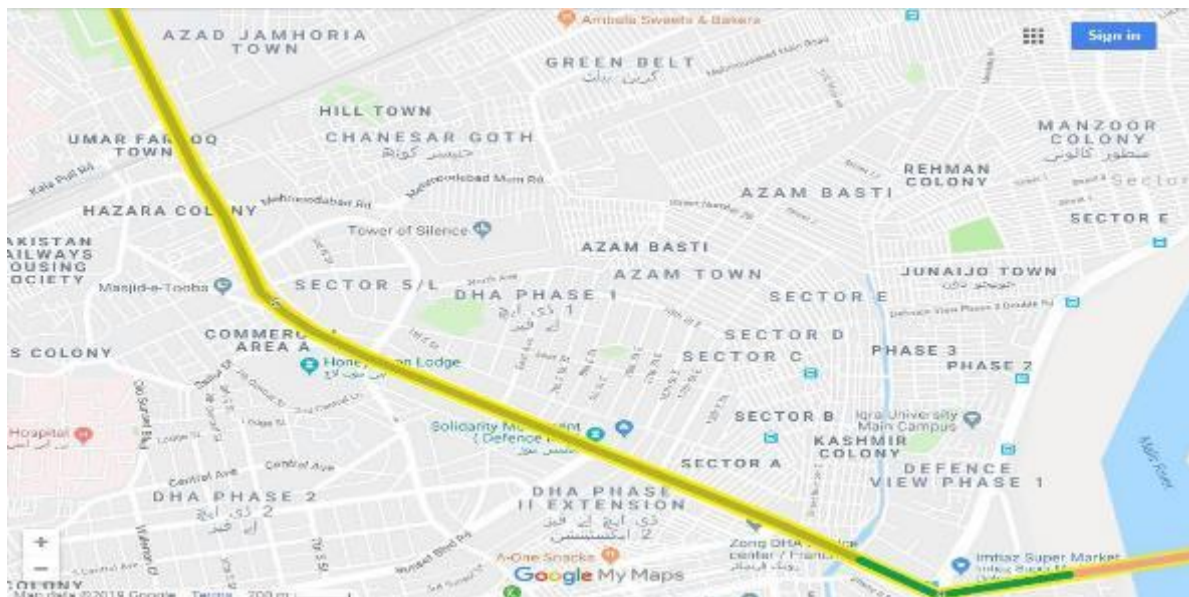


Figure 1-8: Segment-5: KPT Interchange to FTC Flyover

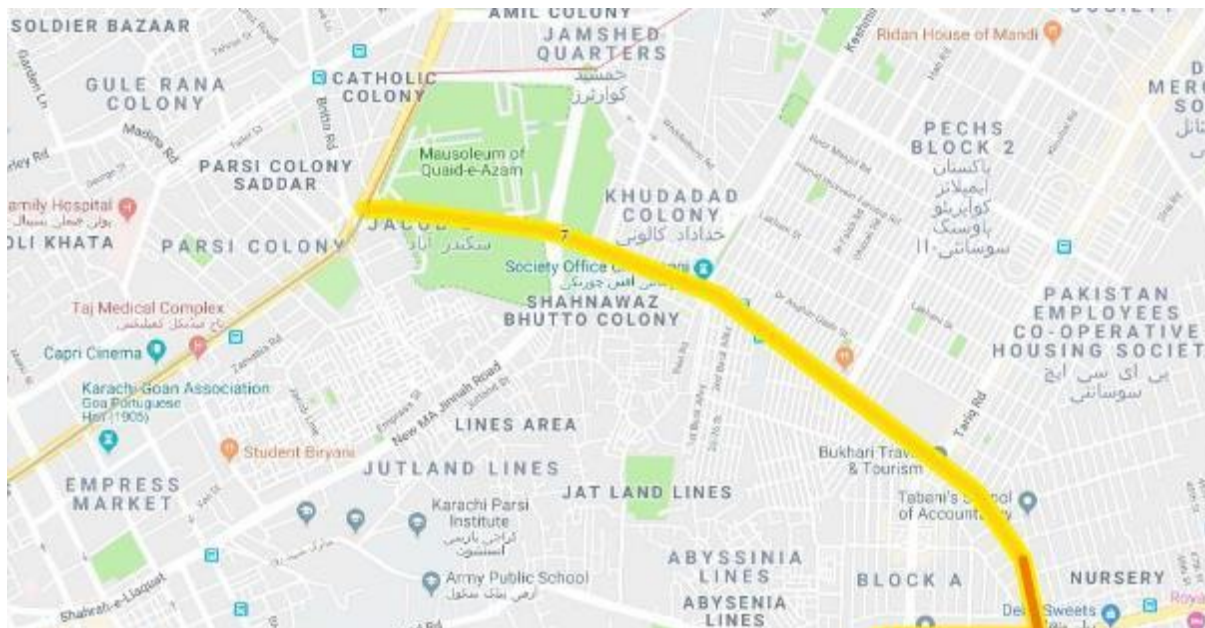


Figure 1-9: Segment-7: Shahrah-e-Qaideen

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.

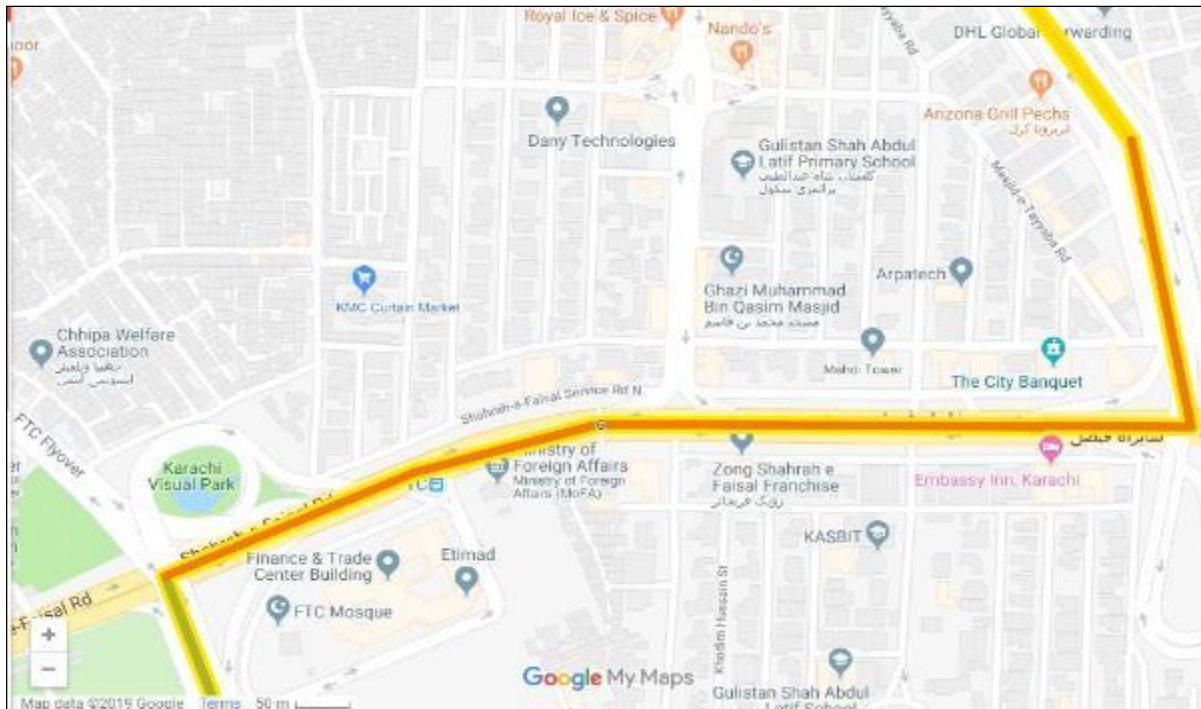


Figure 1-10: Segment-6: Shahrah-e-Faisal

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
<i>Dedicated</i>	20 km
<i>Mixed Traffic</i>	1 km*
No. of Proposed Stations	24
Horizontal Insertion	Median aligned BRT lanes
Estimated BRT Ridership	300,000 Persons per day

* KPT and FTC Interchange, Shahra-e-Faisal

1.6.3 Project Packages

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

Table 1.1: Project Packages

Package	Details	Location
Package 1	Bus Depot 1 (Lot-I)	Near Dawood Chowrangi (Landhi)
	Bus Depot 2 (Lot-2)	Near Indus Hospital
Package 3	Road Corridor & BRT infrastructure (Package 3A and Package 3B)	Package-3B: Indus Chowrangi (RD. 06+000) to Dawood Chowrangi - Depot -1 (RD. 12+014) Package-3A: Brooks Chowrangi (RD. 00+000) to Indus Chowrangi (RD. 06+000)
Package 4	Taj Haider Bridge over Malir River - 1.4 km long bridge	Qayyumabad (Old Jam Sadiq Bridge)
Package 5	Road corridor & BRT infrastructure (Lot-I and Lot-II)	Lot-1: Khalid Bin Waleed Intersection (RD 00+000) to Kala Pul (RD 03+875) Lot-2: Kala Pul (RD 03+875) to KPT Interchange (RD 07+571)
Package 6	Off-Corridor Improvements	-

1.7 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 and 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 considered 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 nine (09) packages/Lots in the YL-BRT Project. This C&LRP has been prepared for **Package-3**, which has a total route length of **12 km**. Package-3 is further divided into the following two sub-packages:

1. Package-3A: Brooks Chowrangi (RD. 00+000) to Indus Chowrangi (RD. 06+000)
2. Package-3B: Indus Chowrangi (RD. 06+000) to Dawood Chowrangi - Depot -1 (RD. 12+014)

The social impact assessment has been conducted based on Right of Way (RoW) required for the above packages. The inventory of losses (IOL) includes the commercial moveable

affected assets, as well as loss of employment, was prepared 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 socioeconomic surveys for updating / preparation of C&LRP. The required ROW of the **Package-3**, the maximum and minimum Right of Way (RoW) of typical cross sections is 103.47 meters and 23.2 meters respectively. The ROW has been considered building wall to wall.

The selection of the Right of Way (ROW) for the C&LRP from building wall-to-wall is considered for traffic diversion from the existing road, shift service lanes, and accommodate utilities and drainage systems. It also ensures sufficient space for road shoulders, pedestrian walkways, and other essential infrastructure.

1.8 Conditions FOR CONTRACT AWARD 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 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 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 Rs, 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.

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.

2.2 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. The existing ROW required for the YBRT was developed by KDA and later handed over to KMC for maintenance. For the establishment of the contractor’s camp, the contractor will be required to comply with the relevant rules and regulations of KDA.

2.3 SINDH RESETTLEMENT AND REHABILITATION (R&R) POLICY -2023

The policy approved in March 2023 and notified on June 13, 2023, aims to minimize involuntary displacement and ensure that, where displacement is unavoidable, affected persons receive adequate compensation and rehabilitation to restore or improve their living standards. It provides compensation at full replacement cost for lost assets such as land, structures, and crops without depreciation and including transaction costs. The policy also supports livelihood restoration and relocation assistance, establishes a cut-off date to determine eligibility and prevent fraudulent claims, and extends benefits to all affected persons present before that date, including those without legal titles. Special attention is given to vulnerable groups, including the poor and landless.

Accordingly, adequate compensation and allowances for the project-affected persons have been provided in the C&LRP.

2.4 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 risks¹.

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.

¹ **OP 4.12, Paragraph 8**, which states that particular attention should be paid to the needs of vulnerable groups among those displaced, especially: "those below the poverty line, the landless, the elderly, women and children, indigenous peoples, ethnic minorities, or other displaced persons who may not be protected through national land compensation legislation."

2.5 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 2.1 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 Rs 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

2.5.1 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, comprise the disadvantaged or vulnerable groups within a subproject's displaced population.

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.

No other vulnerable category was identified except economically vulnerable households whose monthly is below the minimum wages. The C&LRP provides adequate compensation and allowances for project-affected persons. Additional support is extended only to economically vulnerable households, including those with income below the minimum wage officially announced by the Government of Sindh for the years 2025–2026.

2.5.2 Change of project Scope or Identification of Unanticipated Impacts

The latest design of package 3A & has been updated on June 12, 2025 and Package 3B on May 25, 2025.

In case of any change in the scope of the Project or unanticipated impacts identified during 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 KMP-SMTA websites.

3 IDENTIFICATION OF SOCIAL IMPACTS

3.1 CLEARANCE OF RIGHT OF WAY (ROW)

Based on the proposed technical design of Package 3, all project activities will be implemented within the existing government-owned Right of Way (ROW), which comprises the facade-to-façade width of the corridor.

To facilitate project implementation, the Karachi Mobility Project (KMP) initiated coordination with the relevant government agencies regarding the transfer and possession of the required ROW. In response to KMP's request regarding the ownership and administrative control of the required corridor, the Transport and Mass Transit Department (TMTD), Government of Sindh, through its letter dated February 7, 2025, requested the Municipal Commissioner, Karachi Metropolitan Corporation (KMC), to facilitate the transfer and handover of the required Right of Way (ROW) to the Karachi Mobility Project, BRT Yellow Line, for project implementation purposes.

Furthermore, during a meeting held with the Mayor Karachi on November 25, 2025, it was communicated that the required ROW would be handed over to KMP on a package-wise basis in accordance with the project implementation schedule. Accordingly, the ROW for Package 3 is expected to be made available prior to the commencement of construction activities under this package, while the ROW for the remaining packages will be transferred in a phased manner as and when required.

Relevant correspondence related to the ownership status of the existing ROW are provided in Appendix-1.

3.1.1 Clearance of Industrial Extensions (KATI & LATI)

The facilities established by KATI and LATI on government land were not permanent or legally recognized structures, but rather temporary extensions beyond the main business premises, constructed on public land. KATI ensure that these extended spaces were developed to secure the surrounding area and prevent illegal activities, including presence of drug addicts, and that such spaces may be reclaimed by the government whenever required in the future. In lieu of this statement they used it as strong space for their commercial purposes. They already have accrued the benefits of freely available public space for commercial use so they are not supposed to be compensated because ultimately the main business space will be on same place - extended space (encroachment) tacitly allowed for above (security) reasons. The use of such spaces represents an ad-hoc arrangement aligned with KATI's internal business model, rather than a compensable asset under the C&LRP framework.

This approach is based on the fact that compensation under the Project is financed through Government of Sindh's share of project costs. The affected facilities comprise limited extensions established beyond the legally recognized premises of the respective industries, while the principal business operations and productive assets will remain unaffected. Considering the nature and scale of the impacts, and the institutional and financial capacity of

the concerned industrial establishments, the relocation of these extensions can reasonably be undertaken by the respective industries without causing significant disruption to their business activities. Accordingly, KMP will not provide compensation for the affected extended structures located within the project's Right-Of-Way (ROW), including extended floors, ramps, sheds, signboards, boundary walls, and other ancillary extensions. The concerned industries associated with KATI and LATI shall undertake the self-relocation of such structures to comply with project implementation requirements.

3.2 POTENTIAL PROJECT SOCIAL IMPACTS

The social impact assessment was conducted based on the final design and required ROW land for the proposed packages-3 of the YL - BRT Project. All affected commercial activities located in the required ROW and the inventory of 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 the field survey and were continued during the impact assessment census and socio-economic surveys for preparing C&LRP document. The detail of data collection tools is presented in **Annex-IA**.

The impact assessment was completed in August 2023. A validation field visit was subsequently carried out by the Third-Party Validation Agent (TPMA) in June 2025, which confirmed the previously identified impacts and facilitated the updating of impacts on permanent structures. During this validation exercise, the TPMA also identified additional permanent structures. A further validation survey conducted in November 2025 reconfirmed these findings, and the inventory of impacts on permanent structures was updated accordingly.

The maximum and minimum Right of Way (RoW) of typical cross sections is 103.47 meters and 23.2 meters respectively and the ROW has been considered building wall to wall. The detail of Typical and Chainage wise ROW is presented in **Annex-IB**.

3.2.1 Package-3

. Package-3 is further divided into the following two sub-packages:

1. Package-3A: Brooks Chowrangi (RD. 00+000) to Indus Chowrangi (RD. 06+000)
2. Package-3B: Indus Chowrangi (RD. 06+000) to Dawood Chowrangi - Depot -1 (RD. 12+014)

The social impact assessment has been conducted based on Right of Way (RoW) required for the above packages. The inventory of losses (IOL) includes the commercial moveable affected assets, as well as loss of employment, was prepared 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 socioeconomic surveys for updating / preparation of C&LRP. The required ROW of the **Package-3**, the maximum and minimum Right of Way (RoW) of typical cross sections

is 103.47 meters and 23.2 meters respectively. The ROW has been considered building wall to wall.

(i) Impacts

The field investigation revealed that the construction will be carried out within the existing ROW wall to wall and on government land. However, the clearance of encroached sections within the existing Right of Way (ROW) will affect different categories of structures. The categories of impacts are provided in the following sub-sections.

There are 119 different commercial structures, including eight (08) permanent structures (small restaurants) and one hundred eleven (111) Semi fixed, movable structures will be affected due to the clearance of ROW required for the construction activities. The livelihoods of the eight (08) employees working in the hotels will also be affected, and they will be compensated accordingly. Consequently, the livelihoods of 127 Project Affected Persons (PAPs) will be impacted.

Moreover, an additional 186 commercial structures will also be affected. However, due to the minor nature of the impacts, the livelihoods of the Project Affected Persons (PAPs) will not be adversely affected, and they will be able to continue their commercial activities during project implementation.

Besides commercial structures, eleven (11) religious structures such as prayer places and mosques will be affected.

The summary and type of assets, affected persons and nature of businesses are given in **Table 3.1 below.**

Table 3.1: Overall Summary of Impacted Assets of Package-3 with Number of PAPs

Sr. No.	Category of Affected Assets	Unit	Impact Quantum		Remarks
			Impacted Assets	Number of PAPs	
Affected Commercial Structures (with Livelihood Impacts)					Encroached
1	Small Restaurants (Dhaba)	Number	8	8	
	Moveable	Number	111	111	
Total			119	119	
Affected Commercial Structures (no Impacts on Livelihood)					
2	Impacts (e.g., sheds fences, floors and price totem fuel machines. These impacts did not affect household livelihoods.	Number	186	186	
Total Sr. No. 1+2		Number	305	305	
3	Loss of Employment	Number	-	8	
Total Sr. No. 1+2+3		Number	305	313	

The details of package wise impacts have been proved in the **Table.3.2:**

**Table 3.2: Impacted Assets with Categories of Structures and Number of PAPs
(Package: 3A & 3B)**

Sr. No.	Category of Affected Assets	Unit	Impact Quantum	
			Impacted Assets	Number of PAPs
Package 3A: RD 00+000 to 06+000				
Affected Commercial Structures (with Livelihood Impact)				
1	Small Restaurants (Dhaba)	Number	4	4
	Moveable	Number	74	74
Total		Number	78	78
Affected Commercial Structures no Impact on Livelihood				
2	Impacts (e.g., sheds fences, floors and price talent, fuel machines. These impacts did not affect household livelihoods.	Number	10	10
Package 3B: 06+ 000 to 12+014				
Affected Commercial Structures (with Impact on Livelihood)				
1	Small Restaurants (Dhaba)	Number	4	4
	Moveable	Number	37	37
Total		Number	41	41
Affected Commercial Structures no Impact on Livelihood.				
2	Structures (e.g., sheds, fences, floors and price talent, fuel machines. These impacts did not affect household livelihoods.	Number	176	176
3	Loss of Employment (3A=3 & 3B= 5)	Number	-	8
Total (3A+3B)			305	313

3.2.2 Land Acquisition Impact

The information and documents provided by the PMT indicate that the proposed route will pass through the government-owned land. The project activities will be undertaken within the government-owned land, no privately owned land will be acquired for the construction of the project. The Right of Way (ROW) required for project implementation will be obtained from KMC, and the process of obtaining possession is currently underway.

3.2.3 Temporary use of land

Currently, it is not possible to know the size of temporary land use, however, if required for contractor's facilities like camp sites, stack yards, etc., and will be through term lease agreement between civil works contractor and land owners.

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 contractor and respective land owners.

3.2.4 Commercial Structures (with Impact on Livelihood)

During social impact assessment of proposed project, it was observed that due to construction activities, different types of commercial structures and services will be partially affected. The detail of the affected structures has been provided in the following sub-sections.

(i) Impact on Hotel Operators

Eight (08) Hotels have been built on the required ROW of Package-3. The different types of structures (sheds and tandors) of these hotels will be affected resulting in income disturbance and loss of livelihood of hotel owners/operators as well as of the workers. The detail is presented in **Annex-II**.

(ii) Impact on Moveable Business Structures

There are also small scale commercial operators located within the ROW, including 111 movable structures such as kiosks, stalls, and carts belonging to 111 PAPs. These PAPs will be temporarily affected, as their structures will need to be relocated during the construction period. Consequently, they will experience a temporary loss of business and income until they are able to resume operations at an alternative location. The detail is presented in **Annex-III**.

3.2.5 Impact on Employment

Due to the impact on businesses, different types of workers who are working at hotels and nurseries on daily wages will lose their livelihood. The impact on employment will be temporary on the eight (8) daily wagers. The detail is presented in **Annex-IV**.

3.2.6 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 fifty-nine (59) are living below the poverty line as all are economically vulnerable earning below the minimum wages fixed by the government of the Sindh for the fiscal year 2025-2026, dated 28th July 2025.

3.2.7 Affected Commercial Structures (no Impact on Livelihood)

Other miscellaneous impacts (186) in total) comprise damage to 117 extended sheds, 29 floors/ramps, and 11 walls, along with 4 price totems and 3 fuel dispensing machines. In addition, 2 staircases, 1 electric water pump, and 20 cabins/counters with associated signboards are affected belonging to business operator and shopkeepers located along the road. These impacts are limited to physical assets only and do not affect household livelihoods. The detail is presented in **Annex-V**.

3.2.8 Impact on Religious Structures

A total of eleven (11) religious structures will be affected within the existing ROW of the project, including four (4) mosques and seven (7) prayer places. Of these, two (2) mosques and five (5) prayer places will be severely affected, while the remaining structures will experience partial impacts. The affected components include mosque rooms/halls, ablution areas with lavatories, sheds, boundary walls, and both paved and unpaved compound floors. Additionally, temporary sheds constructed within mosque compounds will also be impacted. It is noted that the affected structures are extended facilities situated outside the main boundary walls of the respective religious premises or industries within the facade-to-facade ROW of KMP. The detail is presented in **Table 3.3** and **Annex-VI** and with pictures **Appendix-IV**.

Table 3.3: Impact on Religious Structures (3A & 3B)

Sub-Package	Sr. No.	Side of the Road	Name of Prayer Place/ Mosque	Industrial Area	Impacts	Follow-up / Coordination Status
3A	1	Right	Pearl Fabrics Mosque	KATI	Fully affected due to removal of a net shed, iron shed, covered area, ablution area and floor located within the project ROW.	The mosque is managed by Pearl Fabrics, which is associated with KATI. Consultations with KATI are currently ongoing, and additional consultations with the relevant industry will be conducted in the future if required.
	2	Right	Rajby Industries Mosque		Partially affected due to the removal of extended structures including a boundary wall, covered platform, and iron shed belonging to Rajby Industries.	The mosque is managed by the Rajby industry, which is affiliated with KATI. Consultations with KATI are currently ongoing, and further engagement with the concerned industry will be carried out if required.
	3	Right	Jamia Masjid Hazrat Umar Farooq (Korangi Fire Station)		Partially affected due to the removal of extended courtyard of the mosque that includes a wall, net shed, and tuff-tiled floor area. The main mosque structure will remain unaffected.	During consultation, the mosque management stated that the affected extended courtyard is mainly used for Friday (Jummah) prayers. However, prayer arrangements for Jummah will be accommodated within the existing mosque premises.
	4	Right	Prayer Area at Sona Kanta		Full removal of the prayer area structure within the project ROW.	The prayer area is managed by the Sona Kanta, which is affiliated with KATI. Consultations with KATI are currently ongoing, and further engagement with the

Sub-Package	Sr. No.	Side of the Road	Name of Prayer Place/ Mosque	Industrial Area	Impacts	Follow-up / Coordination Status
						concerned industry will be carried out if required.
	5	Left	Prayer Area (Sattar industry)		Partially affected due to removal of iron shed and floor located within the project ROW.	During consultation, it was noted that the affected shed and floor area are used only occasionally when the number of worshippers exceeds the capacity of the main prayer area. The industry management informed that sufficient space is available within the existing premises, and alternative arrangements for accommodating additional worshippers can be made within the boundary wall following the removal of the affected structure.
	6	Right	Prayer Area of Saylani Welfare		Fully affected due to the removal of a floor. The affected floor is being used as a prayer area and for food distribution activities by Saylani Welfare.	An initial consultation was conducted during the preparation of the C&LRP with representatives of Saylani Welfare to obtain information regarding the use of the affected area. Further coordination and consultations will be undertaken with Saylani Welfare during the implementation stage of the C&LRP to discuss the concerns.
	7	Right	Prayer Place of Soorty Enterprises Pvt Ltd		Fully Affected	The structure associated with Soorty Enterprises is fully affected due to its location within the project ROW. During the meeting held on 14 th April 2026, the industry management informed that they will remove the affected structure as required for project implementation.
	8	Left	Jamia Masjid Muhammadi		Fully Affected	The mosque is managed by a local committee headed by a chairman. An initial consultation was conducted during the preparation of the C&LRP with the mosque committee, and further consultations will be carried out prior to implementation, as required.

Sub-Package	Sr. No.	Side of the Road	Name of Prayer Place/ Mosque	Industrial Area	Impacts	Follow-up / Coordination Status
3B	1	Right	Al-Madina Jamia Masjid.	LATI	Partially affected due to the removal of a portion of the boundary wall.	An initial information-gathering consultation was conducted during the preparation of the C&LRP. Further consultations will be held prior to the implementation of the C&LRP, as required.
	2	Right	Prayer Place at Achari Hotel	KATI	Fully Affected	An initial information-gathering consultation was conducted during the preparation of the C&LRP. Additional consultations will also be conducted in the future, prior to the implementation of the C&LRP, as and when required.
	3	Left	Prayer Place at Foot path (Opposite Dar-ul-Ullom)		Fully affected due to the complete removal of a prayer area established on the footpath including its shed, floor, water tank, and ablution area.	The prayer place has been established by KATI and consultations with KATI are ongoing.

3.2.9 Impact on Public Utilities

During the survey, a water pumping station belonging to KWSC was identified within the required ROW and will need to be relocated. Other utilities located within the proposed project area such as streetlights, roadside drains, signaling cables, water supply lines, sewerage and drainage pipelines, electric lines, gas pipelines, and telephone lines will also be affected by project activities.

A detailed utilities impact assessment report for the Yellow Line BRT Project has been prepared in May 2024 and submitted to SMTA. The JV Consultants and SMTA are working in close coordination with the respective utility agencies to plan the relocation works, including the preparation of technical designs, relocation plans, and associated budget estimates. Implementation of the Utilities Shifting and Restoration Plan will commence following the mobilization of the contractor. The detail is presented in **Annex-VII**.

3.2.10 Impact on Security Check Post

A total of five (5) security posts have been identified within the required ROW limit. Coordination meetings were held with Pakistan Rangers (Sindh) on 5 May 2026 regarding the relocation of security check posts falling within the project corridor. During the meeting, Pakistan Rangers (Sindh) expressed their willingness to relocate the affected check posts in

coordination with the project requirements. Furthermore, coordination with the Traffic Police is ongoing to finalize arrangements for the relocation of traffic police check posts, where required. Details of these public structures are provided in **Annex-VIII**.

3.3 CUT-OFF DATE

The eligibility for compensation is limited to the Project announced cut-off date for the project involving land acquisition and resettlement (LAR) impacts. The cut-off date will prevent an influx of outsiders and to avoid false and frivolous claims for compensation, relocation and livelihood rehabilitation entitlements. In the case of the 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.

The social impact assessment was carried out on the basis of the final required Right of Way (ROW) was completed on August 15, 2023 and respective date was established as Cut-off date for Package-3 for compensation eligibility to the non-titled including those with localizable title, squatters, encroachers informal settlers and employees of affected business structures. A validation survey conducted in November 2025 reconfirmed these findings, and the inventory of impacts on permanent structures was updated accordingly.

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 Project, the zone of impact for each main route and Off-Corridor is defined as the wall to wall Right of Way (ROW) for the construction of main track and any additional area required for construction-related activities (traffic diversion, 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;
- Public consultations,
- Information collected from the Senior Director, Anti –Encroachment, Karachi Metro Politian Corporation.

3.4.3 Screening of AED Affected Areas and Project

During the field surveys, conducted in August 2023 and November 2025, information regarding the AED was collected from the local peoples, communities and affected peoples. Based on the information provided by the consulted communities, local peoples, visual observations, and public consultations, it is concluded that no AED has been carried out in the RoW of the proposed project Package-3 since October 2018. Moreover, for the evidence a certificate regarding no encroachment drive has been provided by the Senior Director Anti-Encroachment KMC which has been provided in **Annex-IX**. The annex also contains the official correspondence from the Karachi Mobility Project (KMP) requesting the Anti-Encroachment Department, KMC, to ensure that no encroachment removal activities are undertaken within the KMP corridor.

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;
- Gain 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 census survey covered all three hundred thirteen (313) affected households along the project alignment while, the socio-economic survey was carried out covering 77% (98 PAPs out of 127) PAPs whose livelihoods will be affected they were interviewed to develop their socioeconomic profile. During the socio-economic survey, people were informed about the project objective, 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 into 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 household expenditure;
- Housing pattern;
- Religion; and
- 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 of the Karachi Division, according to Census of 2023, the population of these seven districts is 16, 024,894. Brief of the districts is presented in **Table 4.1**.

Table 4.1: Area, Density and Population of each District

Name	Number of Sub-Divisions	Area (Sq. km)	Density (2023) Sq. km	Population Census (2023)
District Malir	6	2,160	1,126.04	1,924,346
District West	3	370	7,241.57	2,077,228

Name	Number of Sub-Divisions	Area (Sq. km)	Density (2023) Sq. km	Population Census (2023)
District Central	5	69	55,396.1	2,971,382
District East	4	139	28,213.97	2,875,315
District Korangi	4	108	1,8971.95	2,577,556
District South	5	122	19,096.43	1,769,230
District Keamari ²	4	559	3,700.27	1,829,837

Source: Finalized Census Results of Karachi 2023– Pakistan Bureau of Statistics Govt. of Pakistan

The main settlements along the main corridor of the YBRT are given below.

YBRT 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/Khalid Bin Waleed Intersection. The corridor will mostly serve workers / employees working in the Landhi and Korangi Industrial Area.

The locality is characterized by lower- to middle-income households, small and medium-sized businesses, and active roadside commercial activities. Economic conditions largely depend on local trade, transport services, and informal sector employment. Basic social infrastructure, including schools, healthcare facilities, markets, and public transport, is available within the corridor, though service quality varies across the area. This area is the hub of the industries and commercial activities. The corridor will mostly serve workers / employees working in the Landhi and Korangi Industrial Area.

The alignment for Package 3 is situated within the administrative boundaries of the Korangi District.

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 98 PAPS indicates that the population of the surveyed households consist of 848 persons with male dominated population (53%). The overall family size was 8.65 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		
98	449	53	399	47	848	8.65

Source: Census and Socioeconomic Survey of PAPS

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.

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 112 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 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	Joint	36	37
2	Nuclear	62	63
Total		98	100

4.3.4 Age, Education and Occupation

The survey results indicate that the majority of the respondents were 26–45 years of age. Furthermore, the majority of the respondents were illiterate and 86 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 compared to develop areas of Karachi city and financial constraints are the other reasons. Due to low education levels, 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 below **Table 4.4**.

Table 4.4: Demographic Characteristics of the Population

Sr. No.	Description	Number of Respondent	Percentage
Age Composition			
1	18-25	26	27
2	26-35	31	31
3	36-45	27	28
4	46 & above	14	14
Education			
Sr. No.	Educational Level	Number	Percentage
1	Illiterate	61	63
2	Primary	12	12
3	Middle	13	13
4	Metric	11	11
5	Intermediate	1	1
6	Graduation	0	0
Occupation			
Sr. No.	Occupation	Number of Respondent	Percentage
1	Small Business	81	83

Sr. No.	Description	Number of Respondent	Percentage
Age Composition			
2	Mechanic	13	13
3	Hotel Operator	4	4

4.3.5 Religion

Respondents were asked about their religion status during the survey and majority of the respondents i.e., 100% of reported their religion as Islam.

4.3.6 Mother Tongue

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

Table 4.5: Languages Spoken in Project Area

Sr. No.	Language	Number of Respondent	Percentage (%)
1	Saraiki	14	14
2	Pushto	37	39
3	Punjabi	14	14
4	Urdu	16	16
5	Balochi	2	2
6	Sindhi	9	9
7	Bangali	3	3
8	Kashmiri	3	3
Total		98	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 Punjabi, Pathan, Baloch, Sindhi Kashmir were the major ethnic groups of the PAPs. 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	Punjabi	28	29
2	Pathan	37	37
3	Balochi	2	2
4	Sindhi	28	29
5	Kashmiri	3	3
Total		98	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 35,000

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 49% of the respondents reported their monthly household expenditure to be less than PKR 35,000. While 13% 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	50	51
2	35,001 – 55,000	29	30
3	55,001 – 75,000	7	7
4	Above - 75,000	12	12
Total		98	100
Average Monthly Household Expenditure (PKR)			
1	less than 35,000	48	49
2	35,001 – 55,000	30	31
3	55,001 – 75,000	7	7
4	Above - 75,000	13	13
Total		98	100

4.3.9 Ownership Status of the Houses

The survey results show that the majority, i.e. 28% of the respondents had their own house and more than the half of the population were living in rented houses and some had encroached on government land to live there. The 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	27	28
2	Renter	58	59
3	Encroacher	13	13
Total		98	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 Semi 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.

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

Table 4.9: Housing Construction Pattern

Sr. No.	Type of House	Number of Respondent	Percentage (%)
1	Pacca	12	12
2	Semi-Pacca	73	75
3	Kacha	13	13
Total		98	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 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	23	23
2	Electricity	98	100
3	Gas	98	100
4	Telephone	98	100
5	Sewerage System	87	89
6	Solid Waste Management	84	86

4.3.12 Source of Drinking Water

Access to a safe drinking water supply is not only a basic need and a precondition for healthy life but is also a basic human R. 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 drinking water in the Project Area, but the majority of the population around 69% was using piped water supply as a major source of potable water but they were not satisfied with the quality of the water. Those 22 % 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	22	22
2	Tanker	67	69
3	Borehole (Hand Pumps/Electric Motor)	9	9
Total		98	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	19	20
Public	64	65
Public & Person (both)	15	15
Total	98	100.00

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	64	52
2	No	47	48
Total		98	100

5 PUBLIC CONSULTATION AND INFORMATION DISCLOSURE

5.1 OVERVIEW

Public consultation and information disclosure are 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 YL - 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.

5.2 CONSULTATION OBJECTIVES

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

- Inform all stakeholders about the YBRT 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

Stakeholder engagement is an inclusive process conducted throughout the Project's life cycle. Where properly designed and implemented, it supports the development of strong, constructive, and responsive relationships that are important for successful management of a Project's environmental and social risks. Stakeholder engagement is most effective when initiated at an early stage of the Project development process and is an integral part of early Project decisions, as well as the assessment, management, and monitoring. Identification of

stakeholder is an important step which ensures that all the concerned stakeholders are identified for the following:

- Sharing of information with stakeholders about the proposed subproject activities and potential impacts of proposed subproject on the physical, ecological and socio-economic conditions in the Project Area of Influence (AOI) including PAPs located within the Right of Way (RoW) and along the project alignment; and
- To address the most relevant concerns of the stakeholders on subproject and its activities including the upfront negative impacts.

5.4 CONSULTATION METHODOLOGY

The consultation process for the preparation of the Compensation and Livelihood Rehabilitation Plan (C&LRP) of Package 3 was undertaken in accordance with the requirements of the World Bank Operational Policy (OP/BP 4.12) on Involuntary Resettlement, as well as applicable national laws, regulations, and guidelines. The objective of the consultations was to ensure the meaningful participation of Project Affected Persons (PAPs) and other relevant stakeholders to obtain their views and concerns regarding project-related impacts, and incorporate their feedback into project planning, compensation, livelihood restoration, and mitigation measures.

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
- Transgender

The views of the participants were formally recorded. The locations selected randomly situated near the proposed route of the YL-BRT 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.

ii. Locations of the Public Consultations

Consultation meetings regarding project impacts, their magnitude and mitigation measures were held with different types of stakeholders, include road users, passengers, business operators, residents of nearby societies along the proposed alignment, and Project Affected Persons (PAPs) 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 5.1: Location and Summary of Consultation

Sr. No.	RD	Venue	Date	No of Participants
1	11+750	Dawood Chowrangi	During the preparation of the C&LRP	10
2	10+950	Sharafi Goth		5
3		Jamal Goth Mansehra Colony		8
4		Future More		11
5	11+750	Dawood Chorangi		8
6	3+700	Korangi Road		44
7	10+950	Mansehra Colony		8
8	3+850	Kudadad Colony		15
9	4+750	Dewan University		30
10	5+500	Korangi Industrial Area		25
11	4+750	Bilal Chorangi		15
12	6+600	Indus Chorangi		15
13	2+550	Shan Chorangi		20

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

These two categories of stakeholders are outlined below:

5.5.1 Primary Stakeholders

The primary stakeholders of Package 3 of the Karachi Mobility Project (KMP) include Project Affected Persons (PAPs) and entities along the corridor extending from Brookes Chowrangi to Dawood Chowrangi. These comprise shop owners, commercial tenants, hotel operators, low-income employees, owners and operators of industrial units, commercial service providers, informal vendors, and mosque management committees or caretakers, who may experience impacts on ancillary structures, access arrangements, business operations, or livelihood activities due to project implementation. Their participation and feedback were incorporated throughout the preparation of the Compensation and Livelihood Rehabilitation Plan (C&LRP) to ensure that project-related impacts were appropriately identified and addressed through compensation and livelihood restoration measures.

In addition, key institutional primary stakeholders include the Sindh Mass Transit Authority (SMTA), the Transport and Mass Transit Department (T&MTD), Government of Sindh, and the Karachi Mobility Project (KMP) Project Management Team (PMT), which are responsible for project planning, implementation oversight, coordination, stakeholder engagement, and overall management of the Project.

5.5.2 Secondary Stakeholders

Secondary stakeholders play an important role in facilitating project execution, utility relocation, traffic management, environmental and social compliance, public consultation, grievance redress, and coordination of services along the corridor extending from Brookes Chowrangi to Dawood Chowrangi. The secondary stakeholders include the following:

Government, Regulatory and Administrative Authorities

- Karachi Metropolitan Corporation (KMC)
- Karachi Development Authority (KDA)
- Commissioner Karachi Division
- District Administrations (Korangi & Malir)
- Local Government Town Administration / Electives
- Police (District and Traffic) Karachi
- Pakistan Rangers Sindh
- Planning & Development Department Sindh
- Sindh Environmental Protection Agency (SEPA)
- Social Welfare Department (Malir & Korangi)

Business Associations

- Korangi Association of Trade & Industry (KATI)
- Landhi Association of Trade & Industry (LATI)
- Anjuman e Tajiran Market Committee

Utility Service Providers and Regulatory Bodies

- K-Electric
- Sui Southern Gas Company (SSGC)
- Karachi Water & Sewerage Corporation (KWSC)
- Pakistan Telecommunication Company Limited (PTCL) & National Telecommunication Corporation (NTC)
- Pakistan Telecommunication Authority (PTA)
- Pakistan Telecom Access Providers Association (PTAPA)
- Mobile & internet operators (Jazz, Zong, Telenor, etc.)
- Fiber optic and broadband service providers
- Cable Operations Association
- Pak - Arab Refinery Limited (PARCO)
- National Refinery Limited (NRL)

Social & Public Institutions

- Educational Institutions (Schools, Colleges, Academies, University Campuses)
- Healthcare Facilities (Clinics, Hospitals, Diagnostic Centers, Pharmacies)

- Religious Institutions (Mosques, Prayer Areas, Madaris including Madrassa Darul Aloom Karachi)
- Community Network Groups and NGOs (Saylani Welfare Trust, Chipa and others)

Commercial Service Providers

- Banks
- Fueling Stations
- Marriage Halls
- Restaurants
- Auto Showrooms
- Factory Outlets
- Franchises

Transport & Infrastructure Related Bodies

- Karachi Rikshaw Drivers
- Karachi Transport Ittehad / transport unions
- Quinchi Service Providers
- Private bus and minibus operators
- Ride-hailing companies (Yango, inDrive etc.)
- Karachi Urban Transport Companies

Development Partners & Oversight Consultants

- World Bank
- Third-Party Monitoring Agency (EMC)
- Engineering Design and Supervision Consultant (DAR-NESPAK JV)
- Project Management Consultant (Osmani-SMEC JV)
- Gender Consultant (ROZAN)

5.5.3 Consultations with Stakeholders

The stakeholder consultations were conducted during preparation and updating the C&LRP. Details of secondary stakeholders contacted are given in **Table 5.2**.

Table 5.2: List of Secondary Stakeholders Consulted

Sr. No.	Date	Designation	Name of Department/ Office
1	During preparation of the C&LRP	Senior superintendent of police (SSP)	Police Department (SSP Office Korangi Districts)
2		Assistant Sub Inspector	Police Department (Women Children Protection Cell)
3		Eye Specialist	Al-Shifa Eye Clinic
4		Joint Director	Urban Source Center
5		Deputy Director-EIA	Sindh Environmental

Sr. No.	Date	Designation	Name of Department/ Office
			Protection Agency (SEPA)
6		Chief Coordinator / Executive Member (LATI) / CEO LITE-DMC & Executive Member (LATI) / Director LITE-DMC	Landhi Association of Trade & Industry (LATI)
7		Vice Chancellor Faculty Members	Dewan University
8		Chairman & CEO KATI Vice President KATI and other members of KATI	Korangi Association of trade and Industry (KATI)
9		Deputy Manager Public Affairs & Government Relations	K-Electric
10		GM Pipeline & Chief Engineer Pipeline	Pak Arab Refinery Company (PARCO)
11		CE(P&D)-Dist.-South Azad Trade Centre & Sr. Engr. P&D- South	Sui Southern Gas Company (SSGC)
12		Superintendent Engineer & Chief Engineer water Distribution	Karachi Water & Sewerage Board (KWSC)
13		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-X**.

Table 5.3: Concern and Reponses of Consultations with Departments

Sr. No.	Department/ Organization	Stakeholder Views/Concerns	Responses
1.	Sindh Environmental Protection Agency (SEPA)	- 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; therefore, the design, implementation and operation of the project, local conditions must be kept in mind; - 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.	Noted!
2.	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;	Due to traffic congestion at these roundabouts, flyover for BRT and for mix traffic are proposed to alleviate traffic congestion at the roundabouts.

Sr. No.	Department/ Organization	Stakeholder Views/Concerns	Responses
		- It was made very clear by KATI that reducing the size of lanes to install BRT will ruin the traffic management; - KATI also suggested to avoid underpasses and proposed Flyover at all roundabouts to keep the running of BRT smoothly.	
3.	Landhi Association of Trade & Industry (LATI)	- 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. 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 to be contacted during the necessary 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;	- The BRT project will utilize Facade to Façade ROW. - 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.

Sr. No.	Department/ Organization	Stakeholder Views/Concerns	Responses
		- 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.	
4.	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; - 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.	Several bus shelters are proposed to be constructed along the off-corridor routes.
5.	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 media;	A GRM has been established within SMTA where 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.

Sr. No.	Department/ Organization	Stakeholder Views/Concerns	Responses
		- To launch the complaints against women violence and crimes contact numbers services providers, helplines and websites should be displaced at Yellow Line BRT stations and even in the buses; and - CCTV cameras should be installed at Yellow Line BRT stations and live monitoring cell should be established.	
6.	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.
7.	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.
8.	Utilities and Services Departments (SSGC, K-Electric, PTCL, PARCO, NTC, KWSC, 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	- 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 minimize the impacts of utility relocations.

Sr. No.	Department/ Organization	Stakeholder Views/Concerns	Responses
		has also been 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 R.O.W permission shall be the responsibility of the SMTA; • At the construction phase, close coordination between contractor, consultant and all utilities stakeholders is 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.	• Utility crossings have been proposed for various utilities at the intersections.

5.5.4 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.

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. A 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 4.5 depicts the summary of concerns, suggestions and actions. The concerns raised by male participants along with the respective responses and measures are provided in **Table 5.5**.

Table 5.4: 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.	Disturbance of the business should be avoided. Fair of the proposed bus should be less than the public transport being operated in the city	The C&LRP will be prepared to compensate the loss of business. A fair policy regarding fare of the bus should be developed	All compensations should be covered in the C&LRP. Local communities should receive tangible benefits from travelers."
2.	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.
3.	Different types of utilities will be affected during the implementation of the	Civic facilities should be restored during the construction period and after completion of the civil work	The EA will be responsible to restore the public utilities

Sr. No.	Concerns/suggestions by the Participants	Mitigation Proposed by the Participants	Action to be taken by the Project IA
	project and local residents will face interruption of these facilities.	Arrangements should be made to minimize the disruption of public utilities or they may be rehabilitated on priority basis to reduce the impacts;	before execution of the project so that uninterrupted services of these public utilities remain continue.
4.	Job and labour 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.
5.	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.
6.	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.
7.	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.
8.	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.
9.	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.
10.	The project should proceed on the fast track.	Transportation is a very big issue for the resident of Karachi city.	Appropriate steps will be taken to complete

Sr. No.	Concerns/suggestions by the Participants	Mitigation Proposed by the Participants	Action to be taken by the Project IA
		The Project should proceed on the fast track so that people become able to get proper transportation facility.	the project at the earliest.
11.	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.
12.	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.
13.	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.
14.	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.
15.	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.
16.	There will be impact on livelihood of the small business operator	Alternate space should be proved to moveable business operators to continue their earning	Livelihood disturbance allowance will be provided to PAP for the period of three months to re-start their business at new place.
17.	There will be issue of parking for the employees working in the different industries.	Construction activities should have restricted to the both sides of the footpath to avoid the livelihood disturbance and parking issues.	The adverse impacts of design project should be minimized.

Sr. No.	Concerns/suggestions by the Participants	Mitigation Proposed by the Participants	Action to be taken by the Project IA
18.	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.

5.6 CONSULTATIONS WITH WOMEN

Keeping in view the important role of the female in the household as well as in the society, overall five women consultations were also conducted at different locations to record views of the females and issues faced by them related to the project implementation. There was 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 5.5: Locations and Number of Participants for Women Consultations

Sr. No.	Venue	Date	Participants
1	Karachi University	During the preparation of C&LRP	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-VI Photolog**.

Table 5.6: Women Concerns and Their Responses

Sr. No.	Concerns/Suggestions	Response
1	The quality of the current transport is substandard as the buses are very old. Availability issues and high fares of the buses.	The improved travelling facilities will be provided with a low fair through the Yellow Line BRT Project.
2	There should be a separate section in the Yellow YBRT 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 YBRT Project during construction and operational phase.	Jobs opportunities will be provided to the locals.

Sr. No.	Concerns/Suggestions	Response
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.
6	To safely cross the roads, pedestrian bridges should be constructed.	Such facilities are already have been included in YBRTTP.
7	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.

The detail of consultations is presented in **Annex-X**.

5.7 CONSULTATIONS WITH PRIVATE BUS OPERATORS

Consultations were held with bus operators including owners, drivers, conductors, and terminal managers on potential YL - BRT impacts on their businesses. They were concerned that due to YL - BRT 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 YL - BRT Project.

5.8 CONSULTATIONS 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 YBRT should be provided. They should be hired in staff of the YBRT during operation phase.

5.9 CONSULTATIONS WITH FACTORY BUSINESS OPERATORS AND INDUSTRIAL ASSOCIATIONS.

Considering the importance of business operators and industrial activities along the corridor for the implementation of the Project, consultations were conducted with representatives of the factory and business operators whose parking area will be affected, and the details are provided below. The detail has been provided in the **Table 5.9**.

Table 5.9: Consultations with Factory Business Operates

Sr. No.	Date	Name of Person	Designation	Name of factory/ enterprise
1	August 2023	Rana Nasir	Manager Admin	Artistic Milliners Industry
2		Zia Ahmed	Manager	Rajby Industry
3		Farooq Ahmed	Manager Admin	EK textile Industry
4	November 2025	Mr. Muhammad Ilyas 90321-9227025)	General Manager	Sattar industry
5		Mr. Sheikh Awaiz Iqbal (0336-2418302)	Manager	Rajby Industry
6		Zai –ul- Rehman Sadique (0345-2789878)	Manager	Shell petrol Pump
7		Bilal (0311-2153306)	Manager	Sona Weighing Station
8		Syed Yasir Shah (0332-7906078)	Caretaker	Saylani Welfare.
9		Mr. Amir	CO	Avient industry
10	April 2026	Mr. Brig. (R) Waseem	General Manager (Security)	Soorty Enterprises

Participants were briefed on the route and the required Right-of-Way (ROW) for the YBRT construction activities. They suggested that the construction activities should be confined within the limits of the service lanes on both sides, as any work beyond the service lanes would create disturbances for the business operators.

In addition to individual consultations with factory owners and business operators, the relevant factory associations were engaged to ensure the smooth implementation of the Project.

5.9.1 Consultations with Landhi Association of Trade & Industry (LATI)

Different rounds of consultations were held with representatives of the Landhi Association of Trade and Industry (LATI) and industrial stakeholders to discuss the proposed project and its potential impacts on industrial and commercial establishments located along the corridor. A consultation was held on 27th November 2025 with LATI, KATI, and other stakeholders to discuss the project and its anticipated impacts. Subsequently, a meeting was conducted on 9th January 2026 with LATI representatives and industrial stakeholders associated with LATI to discuss project design, ROW requirements, and anticipated impacts. A joint site visit was also undertaken on 14 January 2026 with LATI representatives and industrial stakeholders,

including Adil Paper Mill, GSK, and AGI Denim, to review site conditions and facilitate understanding of potential project-related impacts including removal or shifting of parking facilities, boundary walls, and other extended ancillary structures.

Overall, LATI representatives and participating industrial stakeholders provided a positive response to the project and extended their full cooperation, assuring support for smooth project implementation and continued engagement throughout the implementation process.

5.9.2 Consultations with Korangi Association of Trade & Industry (KATI)

Consultations were held with representatives of the Korangi Association of Trade and Industry (KATI) to discuss the potential impacts of the proposed project along the corridor and to obtain their feedback on project-related concerns. These impacts particularly included effects on KATI-associated industrial units and their extended and ancillary structures located outside the main boundary wall, such as parking facilities, prayer areas, boundary walls, and other support structures within the Right of Way (ROW) corridor.

A meeting was held on 27th November 2025 with KATI, LATI, and other stakeholders to discuss the potential impacts on industries located along the proposed corridor. Subsequently, a meeting was conducted on 19th January 2026 with KATI representatives at the DC Korangi Office to discuss project-related concerns, including potential impacts on industrial units along the corridor, access issues, and ROW availability. Further, a meeting was held on 17th February 2026 with KATI representatives at the Chairman P&D Office to discuss project implementation arrangements, ROW clearance requirements, and concerns raised by industrial stakeholders regarding project execution and associated impacts.

In addition to these formal consultations, continuous engagement is being maintained with KATI and its associated industrial units. As part of this ongoing consultation process, a meeting was held with Soorti Enterprises on 14th April 2026 to discuss potential project impacts, access requirements, alternate parking areas, and ROW-related issues affecting the industrial facility. Similar consultations with KATI-affiliated industries and other relevant stakeholders are ongoing and will continue throughout the project cycle to ensure that stakeholder concerns are adequately considered and incorporated into project implementation planning and impact mitigation measures.

Minutes of Meeting (KATI & LATI) are attached as **Appendix-VI**.

5.10 CONSULTATIONS WITH MANAGEMENT OF PRAYER PLACES / MOSQUES

The ownership and status of the prayer areas have been verified, and it was confirmed that out of the eleven (11) prayer places, five (5) have been established by industrialists to facilitate workers in offering their prayers. Two (2) have been constructed by nearby communities, while one (1) has been established by Saylani Welfare. In addition, one (1) small prayer place has been set up by a hotel operator, one (1) prayer area has been extended from the main mosque at Korangi Fire Station, and one (1) prayer place has been constructed on the footpath to facilitate people in offering prayers.

Consultations were conducted with the management of the mosques as well as representatives of the Korangi Association of Trade and Industry (KATI) and the Landhi Association of Trade and Industry (LATI). During these consultations, the mosque management and the associations were informed that the affected prayer places located within the project Right-of-Way (ROW) would need to be relocated within their respective industrial premises. They were requested to coordinate with the concerned stakeholders to facilitate the relocation and ensure the continued availability of prayer facilities for workers and the surrounding community. Moreover, impacts will be minimized considering the construction limits near the religious places and compensation for the affected structures has been provided in accordance with the provisions of the C&LRP. Consultations will continue throughout the implementation of the C&LRP to ensure effective stakeholder engagement, address emerging concerns, and facilitate the smooth implementation of project activities. The detail of the consultations has been provided in the **Table 5.10**.

Table 5.10: Consultations with Management of Prayer Places/ Mosques

Sr. No.	Date	Name of Person	Designation	Concerns / Suggestions	Remarks
1	November 2025	Muhammad Ilyas	General Manager (Sattar Industry)	The manager informed that sufficient space is available within the existing premises of industry, and alternative arrangements for accommodating additional worshippers can be made within the boundary wall following the removal of the affected structure.	The prayer area is managed by Sattar Industry which is associated with KATI.
2		Syed Muhammad Yasir	Branch Incharge (Saylani)	Management confirmed that any compensation related to the prayer facility should be paid directly to Saylani Welfare Trust.	Full prayer area will be affected due to the removal of a floor. The affected floor is being used as a prayer area and for food distribution activities by Saylani Welfare.
3		Sadeeq Saeqi	Supervisor (Darul Uloom)	The supervisor agreed to the removal of the extended structures; however, requested prior consultation with higher management	The vehicle parking area and security check posts associated with Jamia Darul Uloom Karachi extend into the service road and fall within the

Sr. No.	Date	Name of Person	Designation	Concerns / Suggestions	Remarks
				before the commencement of construction works.	project ROW.
4		Muhammad Ibrar	Manager (Sona Kanta)	Manager stated that the prayer area is managed by the Sona Kanta, which is affiliated with KATI.	The prayer place serves as a common worship facility for workers and visitors within the industrial area and is managed and maintained by Sona Kanta, which is affiliated with KATI.
5		Zafar Khan	Station Officer (Korangi Fire Station)	The affected extended courtyard is mainly used for Friday (Jummah) prayers. However, prayer arrangements for Jummah will be accommodated within the existing mosque premises.	Partially affected due to the removal of extended courtyard of the mosque that includes a wall, net shed, and tuff-tiled floor area. The main mosque structure will remain unaffected.
6		Sheikh Awais	Manager Security (Rajby Industry)	The mosque is managed by the Rajby industry, which is affiliated with KATI and compensation should be given to industry.	Partially affected due to the removal of extended structures including a boundary wall, covered platform, and iron shed belonging to Rajby Industries.
7		Qari Muhammad Tanweer Saeedi	Imam and Khateeb (Jamia Mosque Muhammadi Yā Rasūl Allāh	Any compensation payable for the affected mosque structure should be processed through the mosque management committee.	The mosque is managed by a local committee headed by a chairman. An initial consultation was conducted during the preparation of the C&LRP with the mosque committee, and further consultations will

Sr. No.	Date	Name of Person	Designation	Concerns / Suggestions	Remarks
					be carried out prior to implementation, as required.

5.11 PROPOSED CONSULTATIONS PROGRAM DURING IMPLEMENTATION OF C&LRP

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 - BRT/SMTA through 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 5.11**.

Table 5.11: Proposed Consultations Framework

Description	Target Stakeholders	Timing	Responsibility
- Awareness campaigns/ information sharing sessions to share the RP with the PAPs, communities and other stakeholders. - Location: various places in project area	- Project Affected Persons (PAPs). - Communities around the alignment, general public; and line departments/ agencies.	At the start of the C&LRP implementation	KMP-SMTA / Supervision Consultants (SC)
- Establishment of GRM and Grievance Redress Committees (GRCs) - Location: various places in project area	- PAPs. - Communities at/around project area	Has been Established before the start of C&LRP implementation.	KMP-SMTA / SC
- Consultations with the PAPs and communities during C&LRP implementation - Location: various places in project area	- PAPs, - Communities at/around project area	During C&LRP implementation	KMP-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	KMP-SMTA and SC
- Informal consultations and discussions. - Location: various places in project area	PAPs and Communities at/around project area	C&LRP and Project implementation Stage	KMP-SMTA and SC; Contractor
- Consultations with the PAPs and communities during internal monitoring - Location: various places in project area	PAPs and Communities at/around project area	C&LRP implementation and Construction Stage	KMP-SMTA and SC
- Consultations with the PAPs Communities during the Independent Monitoring - Location: various places in project area	PAPs, and Communities at/around project area	C&LRP implementation and Construction Stage	KMP-SMTA and SC
- Consultations with the PAPs communities during the site visits by the World Bank Review Missions. - Location: various places in project area.	PAPs, SMTA and Communities at/around project area	Construction Stage	KMP-SMTA; WB Mission

5.12 INFORMATION DISCLOSURE PLAN

This C&LRP and Urdu translation of its executive summary will be disclosed at the KMP-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 KMP-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 affected persons 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 project. 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 Rs 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 the 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.

6.4 DISCLOSURE OF GRM

The final approved GRM with detail process has been disclosed at SMTA website and will be disclosed at SMTA head office, and sites of contractor's camps of concerned packages.

6.5 STRUCTURE OF GRIEVANCE REDRESS MECHANISM

The GRM has been 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. The notification of the revised GRCs has been provided in **Appendix-III**.

6.5.1 Tier-1: Field level

A six (6) -person committee has been notified headed by the Social Development Specialist and the composition of the committee has been provided below:

Field Grievance Redressal Committee

Sr. No.	Composition	Designation
1	Social Development Specialist (PMT)	Focal Person
2	Concerned PMT Specialist (Environment, Gender Technical etc.)	Member
3	Social Safeguard Specialist (Supervision Consultant)	Member
4	Representative from the Resident Engineer from Design & Supervision Consultants	Member
5	Social Development Specialist from the Contractor of the relevant Package	Member
6	Representative from Community	Member

The committee will carry out its business as detailed in Compensation and livelihood Resettlement Plan and shall facilitate the Project Management Team and Project Affected People (PAPs)/ / to redress grievances (if any) during implementation of Karachi Mobility

Project- Yellow Line (BRT). The field level committee will address the grievances according to the following process:

- 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 complaints.
- The GRC may request the project technical staff and officers working at head office, field level, and facility level to attend the meetings and provide information.
- The GRC will ensure that objective and fair decisions are taken and agreement made in the best interest of the Project. The procedures include verifying document, conducting field inspection to verify the grievance's authenticity and eligibility, listening to the different parties involved, referring cases to independent agencies for technical assessment.

6.5.2 Tier-2: Project Management Team (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.

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 grievances within three weeks (21 days) of receiving the complaint.

Another **GRC** for special cases is notified at the Project level through an official notification issued by the Project Director Karachi Mobility Project (KMP). A seven (7) -person committee has been notified headed by the Social Development Specialist and the composition of the committee has been provided below.

Project Management Team (PMT) Level Grievance Redressal Committee

Sr. No.	Designation / Role	Status / Position
1	Social Development Specialist – Focal Person, GRC	Focal Person / Secretary
2	Concerned PMT Staff (Technical, Procurement, Environment, Gender, Resettlement, etc.)	Member
3	Legal Advisor, Karachi Mobility Project	Member
4	Representative from Transport & Mass Transit Department (TMTD) (Not Below the Grade of 17)	Member

5	Representative from Third Party Monitoring Agent (TPMA)	Member
6	Representative from Project Management Consultant (PMC)	Member
7	Any other Co-opted Member	Member

The Grievance Redress Committee (GRC) shall be responsible for ensuring the fair, transparent, and timely resolution of project-related grievances arising during the design, construction, and implementation phases of the project. The Committee shall receive, register, and review complaints submitted by stakeholders, conduct hearings or consultations as required, and assess each grievance in an impartial manner. Based on its review, the Committee shall recommend appropriate corrective actions to the Project Director and ensure that decisions are clearly communicated to the concerned parties. The GRC shall maintain proper records of all proceedings, including complaints received, deliberations held, decisions taken, and follow-up actions, and shall monitor the timely implementation of its recommendations. The Committee shall meet at least quarterly or as required, with a quorum of no fewer than four members, including the designated Focal Person. The GRC shall remain functional throughout the project period or until it is reconstituted by order of the Project Director. 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 Social Development Specialist 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;
- Facilitate arrangements for field inspections;
- Handle all payments and expenses related to GRC operations; and
- Provide feedback to PAPs.

6.5.4 GBV/SEA 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/SH, 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, SH, 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.

6.5.5 Lodging of Complaint

The grievances will be received through the following channels:

- i. At the Project Site;
- 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 Phone call: Toll-Free KMP 080027777 and WhatsApp 03007881128;
- iv. By email: complaint.grm@kmp.gos.pk and website: smta.gos.pk;
- v. By Post: Plot-No. C 44, Lane 7, Shahra-e-Ghalib, Block 2, Clifton, (75600) Karachi
- vi. In-person: The Grievance Focal Person: C 44, Lane 7, Shahra-e-Ghalib, Block 2, Clifton, Karachi; and
- vii. Complaints/suggestion box which will be placed along the BRT routes and contractor camp sites.

6.5.6 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., 2024- 01, 2024-02, 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.

6.5.7 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

6.5.8 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 APs' 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 effected 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 Commercial and Other Structures

For the full loss of a commercial, public and community structures, 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 activities will impact or affect the structures under Package-3 is 119, including (8 hotels, 111 moveable. Moreover, the removal costs of 186 miscellaneous structures have also been included in the C&LRP budget.

Public utilities will be fully restored 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 (119 PAPs) facing temporary) impact of restricted access to their businesses due to the construction activities will be paid a livelihood disturbance allowance for affected PAPs three (3) months temporary loss based on tax record of last year, or in its absence, equal to the minimum wage rate fixed by the Government of Sindh in the financial budget for the year 2025-2026 and as agreed during the consultation meetings with the PAPs.

7.4.3 Transport Allowance

Transport allowance will be given to the 119 commercial 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, shop 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 PAPs. The transportation allowances for lost commercial structures will be PKR 25,000 for permanent and for moveable commercial structures PKR 10,000. The PAPs facing loss to their commercial assets/structures and income will be entitled to transportation allowance in addition to other entitlements.

7.4.4 Severity Allowance

The PAPs losing 10% or more of productive assets (commercial 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 the unavailability of tax record or comparable rates of registered business to determine lost income, the officially designated minimum wage rate for the year 2025-2026 is adopted as basis for calculating the severe impact allowance for eight (8) PAPs commercial assets an owner's a under this C&LRP. The officially designated minimum wage rate of Sindh province for year 2025-2026 is PKR 40,000 /month and on the basis of that severe impact allowance for 03 months of lost income is calculated as (PKR 40,000 x 03= PKR 120,000/).

7.4.5 Employment Loss

Workers and employees (8 PAPs) will be compensated for lost wages during the period of business interruption, up to a maximum of three (03) months based on tax payment record of last year, or in its absence, equal to the minimum wage rate fixed by the Government of Sindh in the financial budget for the year 2025-26 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, 59 vulnerable PAPs were identified out of 127 PAPs who losing the livelihood. These PAPs will be eligible for the vulnerability allowance. All vulnerable belong to the low-income minimum wages fixed by the Government of Sindh for the year 2025-2026.

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 and community	Partial Loss of structure	Owner (including encroachers)	- 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, labour, 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.

Type of Loss	Specification	Eligibility	Entitlements
		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 (labour, 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 (labour, 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 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 business premises and residences of persons in the project area will be ensured in consultation with the PAPs.

Type of Loss	Specification	Eligibility	Entitlements
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 of last year or in absence of such documents equal to 03 months' minimum wage rate of PKR 40,000 announced by the Government of Sindh in the budget for the financial year 2026-26 i.e., PKR 40,000 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 payment record of last year 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	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.

Type of Loss	Specification	Eligibility	Entitlements
	stations		
5. SPECIAL PROVISIONS			
Vulnerable PAPs	Livelihood improvement	All those vulnerable PAPs who are living below the poverty line.	- 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

To compensate for the affected structures of different types and dimensions, the updated construction rates have been collected from the markets in the Project area during validation survey of impacts conducted in November 2025. 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 and **Appendix-V**.

Table 7.2: Unit Rates of Non-Land Assets

Sr. No.	Description	Unit	Rate (PKR)
1	Pacca Construction	Ft. ²	2,200
2	Semi Pacca	Ft. ²	1,700
3	Katcha	Ft. ²	1,100
4	Hutt (Straw)	Ft. ²	150
6	Floor Pacca	Ft. ²	128
7	Floor Tuff tile	Ft. ²	200
8	Boundary Wall Pacca	Rft	500
9	Iron Shed Removing and Refaxing	Ft. ²	50
10	Iron Fence Removing and Refaxing	Rft	50
11	Patio	Ft. ²	150
12	Water Tank , Counter and Ablution Area	Qft	300
13	Net shed	Ft. ²	200
14	Removal of Price totem and fuel machine	Number	10,0000

Based on current market rates (November 2025)

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

The total estimated replacement cost of the affected commercial (permanent and temporary) structures and damage cost of moveable structures is **PKR 1,394,700 (1.39 million)**, which will be paid to **119 PAPs** whose livelihoods will be affected. **Annex-III, II & XI).**

An additional **PKR 7,552,283 (7.55 million)** will be paid removal cost to those **186 PAPs** whose miscellaneous extend structures will be affected only. The assessment is provided in **Annex-V-XI.**

8.2 COMPENSATION OF RELEGIOUS STRUCTURES

The project will affect eleven (11) different religious structures prayer places and mosques. The estimated compensation for the affected religious structures will be **PK. 5,437,732 (5.44 million)**. The detail of assessment is provided in **Annex-XII.**

8.3 INCOME /LIVELIHOOD DISTURBANCE ALLOWANCE

The EM describes the income restoration and rehabilitation assistance to be paid to a total of 119 PAPs. All PAP will be entitled for a one-time compensation of PKR 120,000 against loss of temporary livelihood disturbance. The total amount of the income restoration and rehabilitation assistance has been estimated to be **PKR 1,428,000 14.28 million)**

8.4 SEVERITY ALLOWANCE

The PAPs losing 10% or more of productive assets (commercial, structure) are entitled for severe impact allowance to offset accrued income losses due to loss of productive assets. The total amount for eight (8) PAPs is given in the budget as **PKR. 960,000 (0.96 million).**

8.5 TRANSPORT ALLOWANCE

Transport allowance has been provided at the rate of **PKR 25,000** for permanent commercial structures, while **PKR 10,000** has been allocated for movable structures. The total amount for transport allowance is given in the budget as **PKR. 1310, 000 (1.31 million)**

8.6 COMPENSATION FOR LOSS OF EMPLOYMENT

Compensation for the loss of employment for Eight (8) PAPs has been provided in the budget, amounting to **PKR. 960,000 (0.96 million).**

8.7 VULNERABILITY ALLOWANCE

A total of 59 PAPs have been identified as being vulnerable, based upon their income being below the poverty line. As described in EM, additional one-time assistance of **PKR 7,080,000 (7.08 million)** will be provided to each vulnerable PAP, in addition to the livelihood/income disturbance allowance.

8.8 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 1,948,736 (1.95 million)** equivalents to 5 percent of the total compensation cost has been allocated.

8.9 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 3837472 (3.90 million)** has nonetheless been allocated for administration and other related support during the C&LRP implementation.

8.10 CONTINGENCIES

A 10% contingency has been added to adjust any cost escalation during C&LRP and project implementation. An amount of **PKR 3,897,472 (3.90 million)** has been estimated for this purpose and added to the overall resettlement budget for the proposed project.

8.11 COST FOR UNSEEN IMPACTS

A 15% cost has been added for Unseen Impact during C&LRP implementation. An amount of **PKR 5,846,207 (5.85 million)** has been estimated for this purpose and added to the overall resettlement budget for the proposed project.

8.12 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 54,564,602 (54.56 million)** as given in Table 8.1.

8.13 RESETTLEMENT FUNDING/FINANCING PLAN

The Project Director (PD) of YL - BRT Project will be responsible for ensuring the prompt provision and efficient flow of the funds for C&LRP implementation. 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.

Table 8.1: C&LRP Budget

RESETTLEMENT BUDGET OF YL-BRT PROJECT						
Sr. No.	Description	Package	Unit	Impact Magnitude	Amount (PKR)	Amount in Million (PKR)
Commercial Structures ()						
A	Hotels	3B	Number	4	307,050	0.31
		3A	Number	4	532,650	0.53
	Sub Total		Number	8	839,700	0.84
	Moveable Structures	3B	Number	37	185,000	0.19
		3A	Number	74	370,000	0.37
	Sub Total			111	555,000	0.56
	Total (a)			119	1,394,700	1.39
B	Commercial Structures no Impact Livelihood					
	Miscellaneous Structures	3B	Number	176	5,575,617	5.58
		3A	Number	10	1,976,666	1.98
	Total (b)		Number	186	7,552,283	7.55
C	Religious Structures Prayer places and Mosques	3B	Number	3	299,020	0.30
		3A	Number	8	5,138,712	5.14
	Total (c)			11	5,437,732	5.44
D	Total (a+b+c)			316	14,384,715	14.38
E	Resettlement Allowances					
	Business Loss permanent	3B	Number	4	480,000	0.48
		3A	Number	4	480,000	0.48
	Sub Total		Number	8	960,000	0.96
	Business Loss Movable	3B	Number	37	4,440,000	4.44
		3A	Number	74	8,880,000	8.88
	Sub Total		Number	111	13,320,000	13.32
	Total			119	14,280,000	14.28

RESETTLEMENT BUDGET OF YL-BRT PROJECT						
Sr. No.	Description	Package	Unit	Impact Magnitude	Amount (PKR)	Amount in Million (PKR)
	Transport					-
	Permanent Business Structures	3B	Number	4	100,000	0.10
		3A	Number	4	100,000	0.10
	Sub Total			8	200,000	0.20
	Moveable Business Structures	3B	Number	37	370,000	0.37
		3A	Number	74	740,000	0.74
	Sub Total			111	1,110,000	1.11
	Sub Total			119	1,310,000	1.31
	Severity Allowance Permanent Business Structures	3B	Number	4	480,000	0.48
		3A	Number	4	480,000	0.48
	Sub Total			8	960,000	0.96
	Loss of Employment	3B	Number	5	600,000	0.60
		3A	Number	3	360,000	0.36
	Sub Total			8	960,000	0.96
	Vulnerable Allowance	3B	Number	24	2,880,000	2.88
		3A	Number	35	4,200,000	4.2
	Sub Total			59	7,080,000	7.08
	Sub Total (e)				24,590,000	24.59
F	Sub Total d+e)				38,974,715	38.97
G	Other Costs					
	Monitoring & Evaluation Cost		5 % of (f)		1,948,736	1.95
	Administration Cost		10 % of (f)		3,897,472	3.90

RESETTLEMENT BUDGET OF YL-BRT PROJECT						
Sr. No.	Description	Package	Unit	Impact Magnitude	Amount (PKR)	Amount in Million (PKR)
	Contingencies		10%		3,897,472	3.90
	Cost for Unseen Impacts		15%		5,846,207	5.85
	Sub-total g)				15,589,887	15.59
H	Grand Total (g+f)				54,564,602	54.56

9 INSTITUTIONAL ARRANGEMENTS

This Chapter describes the institutional arrangements, 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)
- Environmental and Social Safeguard Team (ESST)
- Grievance Redress Committees (GRCs)
- Supervision Consultants (SC)
- Contractor
- Third Party Monitoring Agent

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

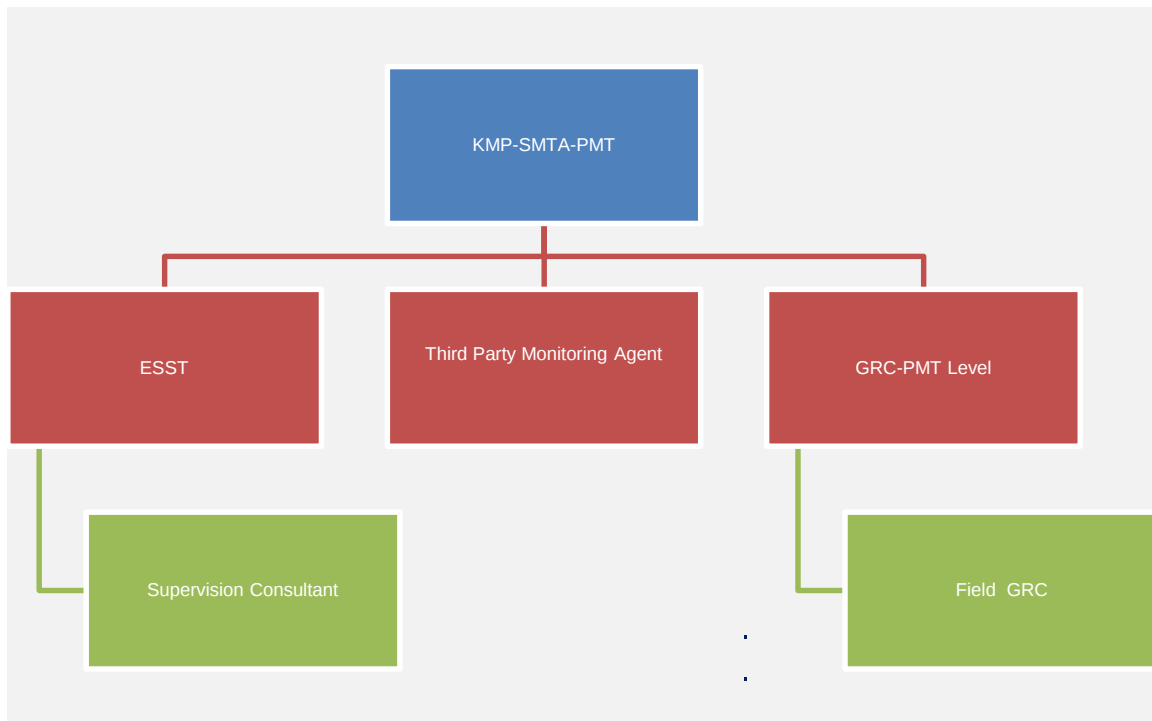


Figure 9-1: Institutional Setup for C&LRP Implementation

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 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. PMT 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 PMT 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.

The Role and Responsibilities of the Social Development Specialist in ESST relevant to social safeguard activities under the Project will be as following.

- Ensure that the supervisory consultants carry out their work consistently particularly for Social mainstreaming in terms of process and outputs;
- Provide general oversight of the project activities to ensure compliance with the C&LRP (and other Social instruments);
- Ensure implementation of C&LRP;
- Function as grievance redress office on Social 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, 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;
- Prepare sector-specific checklists, guidelines, reporting formats, and reports;
- Monitoring and evaluation of the implementation of the Social Plans, Surveys or Studies;
- Develop, organize, and deliver Social 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 Social progress and performance reports with support from Supervision Consultants;
- Keep the C&LRPs document (s) (and other E&S instruments) updated, based on the project's operational experience.

9.2 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. The social team of the SC will perform the following main activities.

- The Consultant will support in ensuring and confirming the compliance of and CL&RP through supervision, monitoring, and implementing;
- Play an effective role in implementing the grievance redress mechanism (GRM), as described in the social safeguard documents, to receive and facilitate resolution of displaced persons' concerns, complaints and grievances about the CL&RP implementation and the projects overall social performance;
- Monitor and confirm that the contractor(s) has put in place the required organizational set-up and is applying relevant safeguard management tools and applying noncompliance remedies effectively;
- Monitor and ensure that in case of sub-contracting, the relevant contractor is adhering to and complying with all its contractual commitments with regards to safeguard compliance;
- Support and confirm in conducting capacity building activities (trainings, awareness sessions, exposure visits etc.) as identified and outlined in the safeguard documents for key project staff and implementing partners/stakeholders.

9.3 THIRD PARTY MONITORING AGENT (TPMA)

The regular monitoring of project will be key to its successful execution. SMTA has engaged a firm for the external monitoring and evaluation of the entire YL - BRT Project including the proposed project. The firm will have the environment, social, resettlement and gender experts as well. The TPMA 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.

9.4 GRIEVANCE REDRESS COMMITTEES

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

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 has been paid for the project and rehabilitation measures are in place.

10.2 C&LRP IMPLEMENTATION SCHEDULE

The C&LRP for Package-3, as a whole document, will be approved by World Bank prior to the commencement of implementation activities. The C&LRP implementation schedule including various sub-tasks and timelines matching with the civil work schedule. Package-3 has further been divided into two sub-contract packages, 3A and 3B. Since Package-3B is prioritized for early commencement of civil works, its C&LRP implementation schedule has been prepared and sequenced separately to ensure timely completion of all compensation, relocation, and compliance requirements. The consolidated and sub-package-wise (3B & 3A) implementation schedules are presented in **Tables 10.1 and 10.2**, respectively. Moreover, the Grievance Redressal Committees (GRCs) have already been approved by the competent authorities to receive and resolve grievances.

The contractor for Sub-Package 3B is expected to mobilize on-site by the end of October 2026.

Table 10.1: Implementation Schedule for Sub Contact Package-3B

Activities/ Milestones	Responsibility	Implementation Implementation Schedule											
		2026											
		July	August	September	October								
Sub-PKG: 3B													
Approval of C&LRP	World Bank												
Urdu Translation Summary of C&LRP	KMP-SMTA, SC												
Consultation with PAPs, management of mosques and Disclosure to PAPs regarding their compensation and Open/verify bank accounts	KMP-SMTA, SC												
Issuance of Notice Regarding Compensation	KMP-SMTA												
Submission of documents for review and validation and opening/verification of bank accounts	KMP-SMTA												
Meeting of Disbursement Committee	KMP-SMTA												
Payment for prayer places before demolishing	KMP-SMTA												
Disbursement of Payment of loss of assets, Business/ livelihood allowance to the PAPs	KMP-SMTA												
Consultations and grievances recorded and resolved.	KMP-SMTA- GRC												
Internal C&LRP Implementation Completion Report	KMP-SMTA												
Submission of Third Part Monitoring Report	TPMA												
WB's Approval of Compliance Report submitted by Third Party Monitoring Agent	WB												
Mobilization of Contractor	KMP-SMTA												

For Package 3, World Bank approval is anticipated in July 2026. The mobilization of the contractor for Sub-Package 3A is expected by the end of November 2026. Accordingly, the implementation period of the C&LRP for Package 3A has been extended. The schedule for the implementation activities is provided in the table below.

Table 10.2: Implementation Schedule for Sub Contact Package-3A

Activities/ Milestones	Responsibility	Implementation Implementation Schedule												
		2026												
		August	September	October	November									
Sub-PKG: 3A														
Approval of C&LRP	World Bank	First Week of July 2026												
Urdu Translation Summary of C&LRP	KMP-SMTA, SC													
Consultation with PAPs, management of mosques and Disclosure to PAPs regarding their compensation and Open/verify bank accounts	KMP-SMTA, SC													
Issuance of Notice Rgarding Compensation	KMP-SMTA													
Submission of documents for review and validation and opening/verification of bank accounts	KMP-SMTA													
Meeting of Disbursement Committee	KMP-SMTA													
Payment for prayer places before demolishing	KMP-SMTA													
Disbursement of Payment of loss of assets, Business/ livelihood allowance to the PAPs	KMP-SMTA													
Consultations and grievances recorded and resolved.	KMP-SMTA- GRC													
Internal C&LRP Implementation Completion Report	KMP-SMTA													
Submission of Monitoring Report by TPMA	TPMA													
WB's Approval of Compliance Report submitted by Third Party Monitoring Agent	WB													
Mobilization of Contractor	KMP-SMTA													

The Grievance Redress Committee (GRC) has already been notified and assigned the responsibility to collect, review, and resolve any issues or grievances that may arise during the implementation of the C&LRP.

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 KMP-SMTA through the Project Management Team (PMT); while for external monitoring the Third Party Monitoring Agent (TPMA) has been hired.

Monitoring will be done both internally and externally for collecting and analyzing information on C&LRP implementation process in a systematic and continuous manner and identify the shortcomings and limitations of the process. Internal 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.

Second, independent third-party monitoring agent has been hired by SMTA. Independent External monitoring will be carried out quarterly for review and assessment of resettlement implementation, verification of the results of internal monitoring in the field and recommending adjustment in delivery mechanisms and procedures, as necessary. Their report will be submitted prepared to SMTA according to indicators term and conditions

11.2 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 YL-BRT Project and will be 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 Livelihood and Rehabilitation Plan (C&LRP 2019)
- Social Impact Assessment Report (2019)
- Draft Resettlement Plan (2018)
- Draft ESIA-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
- Karachi: Rapid Environmental Diagnostic Report 24- EIA Green Line
- IEE Report of Yellow BRT
- Feasibility Study Report Yellow BRT
- Emergency Action Plan (Field), Ghilloti Construction Company
- <https://www.pbs.gov.pk/>
- Design Report

ANNEX I - A: DATA COLLECTION TOOLS

ANNEX I

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/Marla 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.				

ANNEX I

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)	

ANNEX I

4.7 Cattle, Structure, Specify Category of Structure

Structure	Type of Construction *	Nos. and size of Structure			% Affected
		Nos	Type of Roof	Size (sft-rft)	
Room					
Shed					
Boundary Wall					
Hand Pump/Electric 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				

ANNEX I

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			

4. 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) _____

5. 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: _____

ANNEX I

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? _____
7. Marital Status: a. Married b. Unmarried c. Widow/Widower
d. Divorcee
8. What is your caste /ethnic group? _____
9. What is your mother tongue? _____
10. What is your education?
a. Illiterate b. Primary c. Middle d. Metric
e. Intermediate f. Graduation g. Above Graduation h. Other
11. What is the type of your family system? 1. Joint 2. Nuclear
12. Total number of family members? 1. Male _____ 2. Female _____
Total _____
13. 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

14. How many family Members are earning?
Male _____ Female _____ Total _____
15. What is your average family monthly income (Rs)?

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

17. 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			

18. Number of years since you are staying here: _____

ANNEX I

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

1. Self-Owned 2. Rented 3. Encroachers/Squatters

20. What is type of construction of your residential structure?

1. Pacca 2. Semi-pacca 3. Kacha 4. Hut

21. 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)

22. Are you satisfied with the water quality?

1. Yes 2. No

If no, please specify reasons: _____

23. Any prevalent diseases in the area? _____

24. Principle mode of transport from this locality to major urban centers?

1. Public 2. Private 3. Both

25. Do you know about the Project? Yes: _____ No: _____

26. **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				
9-Masjid	1-Yes	2-No	1	2

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

28. 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: _____

29. (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? _____

ANNEX I

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: _____

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

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

If yes, please give details _____

32. 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	

33. 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	

ANNEX I

7. Loss of Structures		7. Any other	
8. Employment Opportunities			
9. Any other		8. No response	
10. No response			

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

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

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

36. Observation of the interviewer:

Signature of Interviewer

ANNEX I

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:

ANNEX I

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:

ANNEX I

List of Participants

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

Conducted by:

Name: _____ Signature _____

**ANNEX I-B: CHAINAGE WISE
EXISTING ROW, CROSS-SECTIONS
AND LAYOUT**

CROSS-SECTIONS
PACKAGE 3A & 3B CHAINAGE WISE EXISTING ROW

Sr. No.	Chainage	ROW (m)
1	0+000	66.34
2	0+100	109.91
3	0+200	109.01
4	0+260	105.94
5	0+400	108.86
6	0+500	94.39
7	0+600	90.12
8	0+700	90.20
9	0+800	90.73
10	0+900	91.15
11	1+000	90.81
12	1+100	91.46
13	1+200	88.10
14	1+300	90.29
15	1+400	91.11
16	1+500	90.97
17	1+600	89.96
18	1+700	90.52
19	1+800	81.43
20	1+900	90.90
21	2+000	77.17
22	2+100	76.47
23	2+200	91.49
24	2+300	98.45
25	2+400	90.75
26	2+475	98.77
27	2+600	95.40
28	2+700	91.67
29	2+800	91.16
30	2+900	90.44
31	3+000	90.50
32	3+100	90.39
33	3+200	90.29
34	3+300	89.94
35	3+400	90.71
36	3+500	91.00
37	3+600	91.65
38	3+700	94.95
39	3+800	91.03
40	3+920	96.30
41	4+000	92.28

Sr. No.	Chainage	ROW (m)
42	4+100	94.84
43	4+200	90.92
44	4+300	82.02
45	4+400	99.30
46	4+500	92.23
47	4+600	102.62
48	4+700	95.62
49	4+800	99.46
50	4+900	77.33
51	5+000	89.46
52	5+100	91.53
53	5+200	90.35
54	5+300	90.96
55	5+400	91.14
56	5+500	91.82
57	5+600	98.61
58	5+700	91.30
59	5+800	90.94
60	5+900	90.36
61	6+000	90.89
62	6+100	93.65
63	6+200	91.09
64	6+300	89.23
65	6+400	91.28
66	6+500	90.10
67	6+600	92.43
68	6+700	94.27
69	6+800	83.39
70	6+900	92.48
71	7+000	91.77
72	7+100	96.99
73	7+200	96.18
74	7+300	90.10
75	7+400	70.13
76	7+500	73.94
77	7+600	90.83
78	7+700	99.65
79	7+800	106.19
80	7+900	91.74
81	8+000	90.78
82	8+100	107.91

Sr. No.	Chainage	ROW (m)
83	8+200	90.04
84	8+300	94.92
85	8+400	77.75
86	8+500	91.01
87	8+600	99.48
88	8+700	77.57
89	8+800	114.58
90	8+900	92.97
91	9+000	100.37
92	9+100	91.41
93	9+200	85.50
94	9+300	76.58
95	9+400	103.67
96	9+500	91.11
97	9+600	92.08
98	9+700	70.33
99	9+800	73.22
100	9+900	70.41
101	10+000	90.63
102	10+100	70.17
103	10+200	65.47
104	10+300	74.63
105	10+400	75.97
106	10+500	73.75
107	10+600	62.18
108	10+700	41.27
109	10+800	41.12
110	10+900	34.80
111	11+000	30.66
112	11+100	30.60
113	11+200	27.47
114	11+300	25.06
115	11+400	24.83
116	11+500	24.08
117	11+600	31.37
118	11+680	94.11
119	11+800	31.11
120	11+900	27.78
121	12+000	29.22



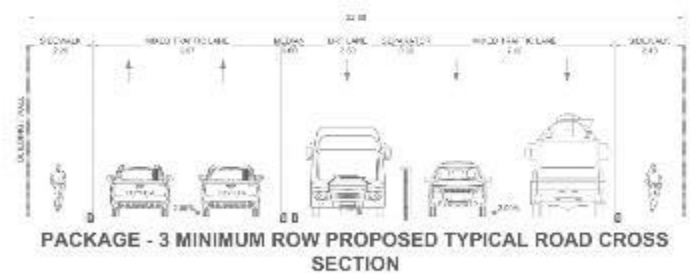
PAGE 0001 - 3 LANE ROAD WITH MEDIAN TYPICAL ROAD CROSS SECTION



PAGE 0002 - 3 LANE ROAD WITH MEDIAN TYPICAL ROAD CROSS SECTION

TENDER DESIGN
SECTION 0101

CLIENT: THE WORLD BANK PROJECT: THE WORLD BANK	DATE: 01/01/2011 DESIGNER: dar	SECTION: 0101 SECTION: 0101	SECTION: 0101 SECTION: 0101	SECTION: 0101 SECTION: 0101	SECTION: 0101 SECTION: 0101	SECTION: 0101 SECTION: 0101	SECTION: 0101 SECTION: 0101	SECTION: 0101 SECTION: 0101	SECTION: 0101 SECTION: 0101	SECTION: 0101 SECTION: 0101
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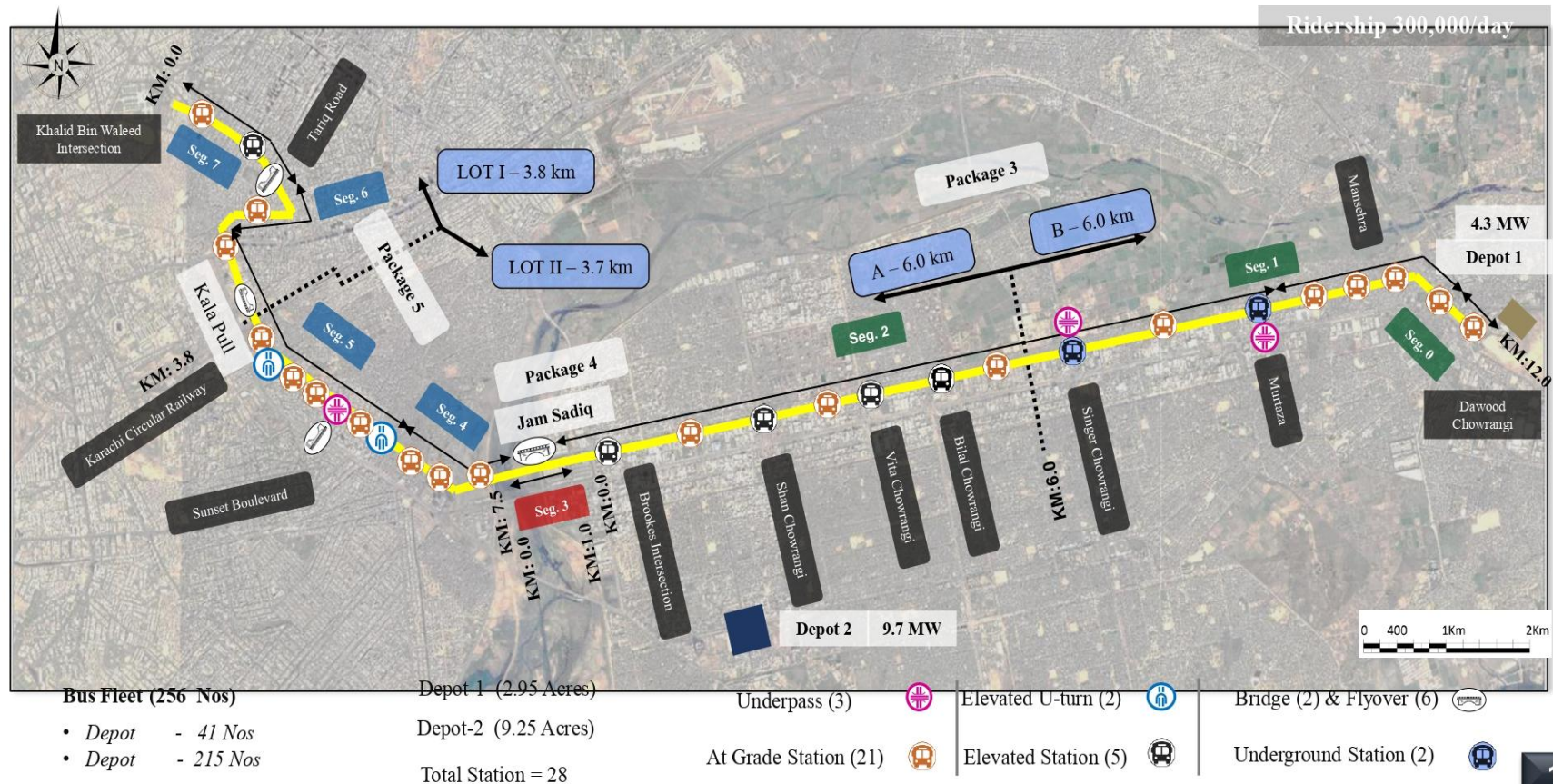


Layout - Yellow Line Main Corridor

Project Components

Depots, Structures and BRT Stations

Total BRT Corridor Length: **21 km**



ANNEX-II: LIST OF HOTEL OPERATOR

ANNEX II

ANNEX-II: -LIST OF HOTEL OPERATOR WITH IMPACT ON LIVELIHOOD																							
PACKAGE-3																							
Package 3B																							
Sr. No.	Lot No .	RD	Side of the Road	Location	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Mobile No.	Kind of Goods Sale/service s	Type of Structure	Type	Length	Width	Size (SQ-FT)	Rate (Rs.)	Compensation Structure	Transport Allowance (Rs.)	Business Loss Allowance (Rs.)	Severity Allowance	Vulnerability Allowance (Rs.)	Grand Total (Rs.)
					Latitude	Longitude																	
1	3B	9+300	Right	Haji Gul .M Goth,	24°51'05.0" N	67°11'08.2" E	Muhammad Ilyas	Muhammad Ali		0341-2753042	Hotel	Shed	Straw	25	15	375	150	56250	25000	120000	120000		321250
2	3B	9+400	Right	Haji Gul .M Goth,	24°51'05.0" N	67°11'07.5" E	Muhammad Abbas (Tenant)	Dost Muhammad		0305-2552813	Hotel	Shed	Straw	-	-	-	-	-	25000	120000	120000		265000
							Lal Muhammad (Owner)	Dad Muhammad		0300-2206762				24	15	360	150	54000	-	-	-		54000
3	3B	9+350	Right	Haji Gul .M Goth,	24°51'05.8" N	67°11'10.9" E	Long /Hashim	Dost Muhammad		0313-2116031	Hotel	Shed	Straw	26	12	312	150	46800	25000	120000	120000		311800
4	3B	7+800	Right		24.84848	67.17154	Muhammad Fiaz	Muhammad Aslam			Hotel	Shed	Straw	40	25	1000	150	150000	25000	120000	120000		415000
Package 3A																							
1	3A	5+700	Left	Indus Chorangi	24°50'42.5" N	67°09'05.5" E	Dilawar	Sudad	12102-1342174-5	0332-3497095	Hotel	Shed	Straw	45	20	900	150	135000	25000	120000	120000		400000
2	3A	6+400	Right	Sector 27 KIA	24.845836,	67.158372	Naimat Ullah	Abdul latif		0333 3975669	Hotel	Shed	Straw	37	23	851	150	127650	25000	120000	120000		392650
3	3A	5+700	Right	Indus Chorangi	24.84457	67.15132	Muhammad Lajmir Khan	Ghulam Shabir Khan	12102-0593340-9	0333-2225054	Hotel	Shed	Straw	24	15	360	150	54000	25000	120000	120000		319000
4	3A	0+900	Left	Sector 15 Mehran Town, Korangi	24.83577	67.10434	Mehrban	Muhammad Ramzan	22301-0534828-7	0345-3445098	Hotel	Shed	Straw	40	36	1440	150	216000	25000	120000	120000		481000

ANNEX-III: LIST OF MOVEABLE BUSINESS STRUCTURES

PACKAGE-3

ANNEX: MOVEABLE STRUCTURES

Sr. No.	Side of the Road	Location	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Mobile No.	Kind of Goods Sale/services	Type of Structure	Livelihood Loss Allowance (Rs.)	Damages of Movable Structures (Rs.)	Transport Allowance (Rs.)	Vulnerability Allowance (Rs.)	Grand Total (Rs.)
			Latitude	Longitude											
Package-3A															
1	L	Brooks Chowrangi	24°50'05"N	67°06'01"E	Saad Baloch	Lutuf Ali	—	0319-6683605	Sugercane Juice seller	Wooden Cart	120000	5000	10000		135000
2	L	Brooks Chorangi	24°50'07"N	67°06'12"E	M, Ramzan	Abdul Rasheed	32103-3703051-9	0342-6027695	Kirayana Cabin	Wooden Cart	120000	5000	10000		135000
3	L	Near Brookes Chowrangi	24°50'08"N	67°06'16"E	Abdul Waheed	Abdul Rasheed	—	0343-2417764	Kirayana Cabin	wooden cabin	120000	5000	10000		135000
4	R	Near Brookes Chowrangi	24°50'08"N	67°06'22"E	Naseeb	Hameed		0344-0739768	Tea Stall	Wooden Cart	120000	5000	10000		135000
5	L	Near Brookes Chowrangi	24°50'11"N	67°06'29"E	Jamshed	Naimat Khan		0345-8001340	Kirayana Cabin	Wooden Cabin	120000	5000	10000		135000
6	R	Near Brookes Chowrangi	24°50'10"N	67°06'29"E	Haneef	Abdul aziz		0310-2740634	Kirayana Cabin	Wooden Cart	120000	5000	10000	120000	255000
7	L	Near Soorty 14 Textile Mills	24°50'13"N	67°06'38"E	M. Afzaal	Javed Iqbal	42301-5233723-7	0319-3088771	Tyre Puncture Shop	Wooden cart+ Steel Cart	120000	5000	10000	120000	255000
8	L	Soorty 14 Textile Mills	24°50'13"N	67°06'38"E	Wahab			0345-8001340	Pan Shop	Wooden Cabin	120000	5000	10000		135000
9	R	Soorty 14 Textile Mills	24°50'15"N	67°06'48"E	Mira Khan	Atta Muhammad	12101-5872028-1	0331-2041965	Kirayana Cabin	wooden cabin	120000	5000	10000		135000
10	L	Soorty 14 Textile Mills	24°50'17"N	67°06'55"E	M. Iqbal	Noor Muhammad	32301-3860683-5	0308-2879262	Fresh Juice Stall	Wooden Cart	120000	5000	10000		135000
11	R	Soorty 14 Textile Mills	24°50'17"N	67°06'55"E	M. Akhter	Abdul Shakoor	36603-9373395-3	0300-9297258	Tea Stall	Wooden Cart	120000	5000	10000		135000
12	R	Soorty 14 Textile Mills	24°50'17"N	67°06'55"E	Bilal			0341-5593630	Kirayana Cabin	wooden cabin	120000	5000	10000	120000	255000
13	L	Near Shan Chorangi	24°50'55"N	67°06'57" E	Qari Hassan			0302-2650361	Samosa stall	Wooden Cart	120000	5000	10000		135000
14	L	Near Shan Chorangi	24°50'55"N	67°06'57" E	Walait			0345-2871998	Pan Shop	Wooden cart	120000	5000	10000	120000	255000
15	R	Near Shan Chorangi	24°50'55"N	67°06'57" E	Rasool Dad	Karim Bux		0344-2730178	Kirayana Cabin	Wooden Cart	120000	5000	10000	120000	255000
16	L	Shan Chorangi	24°50'19 "N	67°07'12 E	Abdul Latif	Noor Muhammad		0312-1275424	Fruit Chat stall	Wooden Cart	120000	5000	10000		135000
17	L	Shan Chorangi	24°50'29"N	67°07'10"E	Usman	Anwar		0305-2704287	Sugarcane Juice seller	Cart+ sugarcane juice machine	120000	5000	10000	120000	255000
18	L	Shan Chorangi	24°50'18"N	67°07'11"E	Shabeer Shah	Ameer Husssain		0308-2087344	Sugarcane Juice seller	Cart+ sugarcane juice machine	120000	5000	10000	120000	255000
19	L	Shan Chorangi	24°50'18"N	67°07'11"E	Kashif Ali			0300-2585581	Tyre Puncture Shop	Wooden Stall	120000	5000	10000		135000
20	R	Shan Chorangi	24°50'18"N	67°07'12"E	Amir			0314-7451200	Tyre Puncture Shop	Wooden Stall	120000	5000	10000		135000
21	L	Shan Chorangi	24°50'18"N	67°07'12"E	Mudassir	Fazal Haq		0331-7525326	Kirayana Cabin	Wooden Cabin	120000	5000	10000		135000

22	L	Shan Chorangi	24°50'18"N	67°07'12"E	Zahid	Amal Khan		0343-2833515	Kirayana Cabin	Wooden Cabin	120000	5000	10000		135000
23	L	Shan Chorangi	24°50'18"N	67°07'12"E	Ismail			0327-2536855	Lemon Juice Stall	Wooden Cart	120000	5000	10000	120000	255000
24	R	Shan Chorangi	24°50'18"N	67°07'12"E	Adil			0308-2861534	Tyre Puncture Shop	Wooden Cart	120000	5000	10000		135000
25	R	Shan Chorangi	24°50'17"N	67°07'14"E	Shafqat Ali	M. Shafi	36602-8595813-1	0316-2252279	Tyre Puncture Shop	Wooden Stall	120000	5000	10000		135000
26	R	Shan Chorangi	24°50'17"N	67°07'15"E	Nasir	Hashim		0345-3064839	Sugar cane Juice seller	Tin Cart	120000	5000	10000		135000
27	R	Shan Chorangi	24°50'17"N	67°07'15"E	Mir Muhammad			0303-2879533	Food Business	Wooden Cart	120000	5000	10000	120000	255000
28	R	Shan Chorangi	24°50'17"N	67°07'15"E	Abdul Malik	Dilawar Hussain		0313-2387051	Sugar cane Juice seller	Tin Cart	120000	5000	10000	120000	255000
29	R	Shan Chorangi	24°50'17"N	67°07'15"E	M. Raheel	Yousuf	42501-1414511-7	0314-2251425	Biryani Seller	Wooden Cart	120000	5000	10000	120000	255000
30	R	Shan Chorangi	24°50'17"N	67°07'15"E	M. Haleem	Nawazuddin		0307-2869969	Food Business	Wooden Cart	120000	5000	10000	120000	255000
31	R	Shan Chorangi	24°50'17"N	67°07'15"E	Azmat			0313-522116	mobile accessories	Wooden Stall	120000	5000	10000		135000
32	R	Shan Chorangi	24°50'17"N	67°07'15"E	Ejaz	Waleed		0322-2662346	Kirayana Cabin	wooden cabin	120000	5000	10000		135000
33	R	Shan Chorangi	24°50'17"N	67°07'15"E	Rashid Ali	Mir Muhammad		0303-2879533	Fresh Juice Stall	Wooden Stall	120000	5000	10000	120000	255000
34	R	Shan Chorangi	24°50'17"N	67°07'15"E	Ibrahim	Jan Muhammad			Kirayana Cabin	Wooden Cabin	120000	5000	10000		135000
35	R	Shan Chorangi	24°50'17"N	67°07'15"E	Waqar Ali	Fazal Rehman	42201-0806607	0345-2424719	Sugar cane Juice seller	Wooden Stall+ Machine	120000	5000	10000		135000
36	R	Shan Chorangi	24°50'17"N	67°07'15"E	Yar Muhammad	Fazal ur Rehman			Tuck Shop	Iron Cabin	120000	5000	10000		135000
37	R	Shan Chorangi	24°50'17"N	67°07'15"E	Farooq	Muhammad Shah		0344-9097043	Kirayana Cabin	wooden cabin	120000	5000	10000		135000
38	R	Shan Chorangi	24°50'17"N	67°07'15"E	Abbas	Asif		0316-2245345	Tire Puncture Shop	wooden stall	120000	5000	10000		135000
39	R	Shan Chorangi	24°50'18"N	67°07'17"E	M. Zaman	Abdul Wahab	43105-3040836-3	0300-2263993	Tire Puncture Shop	Wooden Cart	120000	5000	10000		135000
40	R	Vita Chorangi	24°50'27"N	67°07'59"E	Adnan	Zaman		0335-3449014	Kirayana Cabin	Wooden Cabin	120000	5000	10000		135000
41	R	Vita Chorangi	24°50'27"N	67°07'59"E	M. Razaque	Talib Hussain		0324-2479735	Sugar cane Juice seller	Steel Cart+ machine	120000	5000	10000	120000	255000
42	R	Vita Chorangi	24.8409 N	67.1337 E	Kashif Qureshi			0316-1262946	Food Business	Wooden Cart	120000	5000	10000	120000	255000
43	R	Vita Chorangi	24.8410 N	67.1337 E	Suleman	Khan Muhammad		0335-6144723	mobile accessories	Stall	120000	5000	10000	120000	255000
44	R	Vita Chorangi	24.8410 N	67.1337 E	Khalid			0335-6144723	mobile accessories	Stall	120000	5000	10000		135000
45	R	Vita Chorangi	24.8410 N	67.1337 E	Daood Khan	Zaman Khan		0344-2385715	Kirayana Cabin	Wooden Cabin	120000	5000	10000	120000	255000
46	R	Vita Chorangi	24.5028 N	67.0801 E	Shahab ud Din			0342-5626903	Kirayana Cabin	Wooden Cabin	120000	5000	10000	120000	255000

47	R	Vita Chorangi	24.5028 N	67.0801 E	Shamman ud Din			0314- 2106054	Sugar cane Juice seller	Steel Cart+ machine	120000	5000	10000	120000	255000
48	R	Vita Chorangi	24°50'29"N	67°08'07"E	Abdul Ghafoor	Alam Khan		0346- 3485152	Kirayana Cabin	wooden cabin	120000	5000	10000	120000	255000
49	R	Near Vita Chorangi	24°50'44"N	67°08'22"E	Munir Khan	Zaman Khan		0334- 3675627	Tea Stall	Wooden cart	120000	5000	10000	120000	255000
50	R	Near Vita Chorangi	24°50'44"N	67°08'22"E	Noor ud Din	Siraj ud Dola		0334- 3675627	Kirayana Cabin	Wooden Cabin	120000	5000	10000		135000
51	R	Bilal Chorangi	24°50'31"N	67°08'23"E	Aziz	Habib		0332- 2246494	Kirayana Cabin	wooden cabin	120000	5000	10000		135000
52	R	Bilal Chorangi	24°50'31"N	67°08'23"E	M. hanif	M.Zafar	36301- 0980632-9	0325- 7037435	Chole chat seller	Wooden Cart	120000	5000	10000		135000
53	R	Bilal Chorangi	24°50'31"N	67°08'23"E	Sajid Ali	Abdul Sattar		0310- 1089445	Lemon Juice Stall	Wooden Cart	120000	5000	10000	120000	255000
54	R	Bilal Chorangi	24°50'31"N	67°08'23"E	Naqeeb Ullah	Saad Ulla			Food Business	Wooden Cart	120000	5000	10000	120000	255000
55	R	Bilal Chorangi	24°50'31"N	67°08'23"E	Haroon	Khan Muhammad		0335- 6144723	mobile accessories	Stall	120000	5000	10000	120000	255000
56	R	Bilal Chorangi	24°50'31"N	67°08'23"E	Abdul Rehman	Mena		0331- 0392254	Kirayana Cabin	wooden cabin	120000	5000	10000		135000
57	R	Bilal Chorangi	24°50'31"N	67°08'23"E	Raheel			0317- 1215709	Food Business	Wooden Cart	120000	5000	10000	120000	255000
58	R	Bilal Chorangi	24°50'31"N	67°08'23"E	Sunny			0318- 0659977	Fresh Juice Stall	Wooden Stall	120000	5000	10000	120000	255000
59	L	Bilal Chorangi	24°50'31"N	67°08'23"E	Javed			0309- 6141838	Fruit Chat stall	Wooden Cart	120000	5000	10000	120000	255000
60	L	Bilal Chorangi	24°50'31"N	67°08'23"E	Meraj			0332- 8379422	Pan Shop	Wooden Cart	120000	5000	10000	120000	255000
61	L	Bilal Chorangi	24°50'31"N	67°08'23"E	M. Ghayas	Habib ur Rehman		0346- 3539805	Samosa stall	Wooden Cart	120000	5000	10000		135000
62	R	Bilal Chorangi	24.5034 N	67°08'31"E	Atta Ulla	Qudrat Ullah		0312- 2747828	Kirayana Cabin	wooden cabin	120000	5000	10000		135000
63	R	Bilal Chorangi	24°50'32"N	67°08'28"E	Amir Shah			0346- 2876583	Kirayana Cabin	wooden cabin	120000	5000	10000		135000
64	R	Bilal Chorangi	24°50'33"N	67°08'28"E	Yousuf	Hafiz Allah Dar	43105- 8953456-3	0307- 2487521	Tyre Puncture Shop	Wooden Cart+ Stall	120000	5000	10000	120000	255000
65	R	Bilal Chorangi	24°50'33"N	67°08'28"E	M.Ibrahim	Niaz Muhammad	21106- 6807583-9	0302- 5918836	Helmet Seller	Wooden Cart	120000	5000	10000		135000
66	R	Bilal Chorangi	24°50'33"N	67°08'28"E	Aman Ullah			0332- 6420822	Kirayana Cabin	wooden cabin	120000	5000	10000	120000	255000
67	L	Bilal Chorangi	24°50'42"N	67°09'05"E	Saif ur Rehman	Habib Ullah Khan		0332- 2121569	Kirayana Cabin	Wooden Cabin	120000	5000	10000		135000
68	R	Bilal Chorangi	24°50,32"N	67°08'30"E	Naveed	Manzoor Ahmed		0327- 2461435	Tyre Puncture Shop	Wooden Stall	120000	5000	10000		135000
69	R	Bilal Chorangi	24°50,32"N	67°08'30"E	Hassan	Atta Muhammad		0310- 1124104	Tyre Puncture Shop	Wooden Stall	120000	5000	10000		135000
70	L	Bilal Chorangi	24°50,32"N	67°08'30"E	Farooq Khan	Noor Muhammad		0330- 3924652	Kirayana Cabin	Wooden Cabin	120000	5000	10000		135000
71	R	bilal chowrangi	24°50,32"N	67°08'30"E	Noor Muhammad			0319- 0345353	Fresh Juice Stall	wooden cart	120000	5000	10000	120000	255000

72	L	bilal chowrangi	24°50,32"N	67°08'30"E	Sajid			0312-2081335	Fresh Juice Stall	Wooden Cart	120000	5000	10000	120000	255000
73	R	bilal chowrangi	24°50;35"N	67°08'37"E	M. Ibrahim	Lal Zada	21104-1676594-9	0345-2034321	Helmet Seller	Wooden Cart	120000	5000	10000	120000	255000
74	R	bilal chowrangi	24°50;35"N	67°08'37"E	M. Faraz	Shahzad		0341-3416327	Sugercane Juice seller	Wooden Cart + Machine	120000	5000	10000		135000
Package-3B															
1	L	Indus Chorangi	24.8466 N	67.1587 E	Shamraiz			0308-2615306	Tea Stall	Wooden Cart	120000	5000	10000		135000
2	L	Indus Chorangi	24.8481 N	67.1673 E	Abdul Aziz	Sher Muhammad		0346-3322412	Mechanic Stall	Wooden Structure	120000	5000	10000		135000
3	L	Indus Chorangi	24°50'46"N	67°09'34"E	Ahsan	Sheraz		0341-2942919	mobile accessories	Cart and Ca	120000	5000	10000		135000
4	L	Indus Chorangi	24°50'46"N	67°09'34"E	M. Inam Rashid			0349-2452017	Kirayana Cabin	Wooden Cart	120000	5000	10000	120000	255000
5	R	Indus Chorangi	24°50'46"N	67°09'34"E	Haq Nawaz	Rab Nawaz		0321-3445211	Kirayana Cabin	Wooden Cart	120000	5000	10000		135000
6	R	Indus Chorangi	24°50'46"N	67°09'34"E	Yousuf Khan	Mashang Mola	21104-3825250-5	0308-2400805	Helmet Seller	Wooden Cart	120000	5000	10000	120000	255000
7	L	Al Hasan Stop	24.8450 N	67.1509 E	M. Ismail			0314-4771968	Tyre Puncture Shop	Wooden setup	120000	5000	10000	120000	255000
8	L	Opposite Dar ul Uloom	24.8481 N	67.1691 E	Amir			0316-2535017	Fresh Juice Stall	Wooden Cart	120000	5000	10000	120000	255000
9	R	Dar ul Uloom Basti	24°8480 N	67.1668 E	Yar Muhammad	Shahid Khan		0321-8983907	Mechanic Stall	Wooden Cabin	120000	5000	10000		
10	L	Shrafi Goth	24°8480 N	67.1668 E	Ameer				Tyre Puncture Shop	Hut Kacha structure	120000	5000	10000	120000	255000
11	R	Near Murtaza Chorangi	24.8477 N	67.1668 E	Anwar	Muslim Khan		0314-8484083	Tyre Puncture Shop	Wooden Stall	120000	5000	10000		135000
12	L	Pir Bux Goth	24.8507 N	67.1785 E	Gulzar Ahmed			0323-2029752	Pan Shop	Wooden Cabin	120000	5000	10000		135000
13	R	Murtaza Chorangi	24.8502 N	67.1812 E	Sami				Pan Shop	Wooden Cabin	120000	5000	10000	120000	255000
14	L	Murtaza Chorangi	24°51'04"N	67°10'53"E	Zia ud Din	Hazrat Wali		0348-3218452	Fresh Juice Stall	Wooden Cart	120000	5000	10000	120000	255000
15	R	Murtaza Chorangi	24°51'04"N	67°10'53"E	M. Ali	Khair Muhammad		0315-8477939	Mechanic Stall	Wooden cart	120000	5000	10000	120000	255000
16	R	Murtaza Chorangi	24°51'04"N	67°10'57"E	Zahid Khan	Muhammad Khan		0302-4753037	Helmet Seller	Wooden Cart	120000	5000	10000	120000	255000
17	R	Murtaza Chorangi	24°51'04"N	67°11'08"E	Salman	Muhammad Raees		0310-1078137	Kirayana Cabin	Wooden Cabin	120000	5000	10000	120000	255000
18	R	Haji Gul Muhammad Goth, Opposite Babar Weigh	24°51'04"N	67°11'08"E	Naveed Ahmed	Ghulam Abbas	45205-6493205-1	0302-8315235	Barber Setup	Wooden Tables & Chairs	120000	5000	10000	120000	255000
19	R	Haji Gul Muhammad	24°51'05"N	67°11'10"E	M. Nasir	M. Anwar	42201-3154856-5	0316-2323925	Tire Puncture Shop	Wooden setup	120000	5000	10000		255000

		Goth, Opposite Babar Weigh													
20	R	Haji Gul Muhammad Goth, Opposite Babar Weigh	24°51'05"N	67°11'10"E	Shahmir Malik	Malik Basheer		0306-3184803	Kirayana Cabin	Wooden Cabin	120000	5000	10000		135000
21	R	Haji Gul Muhammad Goth, Opposite Babar Weigh	24°51'05"N	67°11'10"E	Haji Munir	M. Shabbir		0304-2659199	Barber Setup	Wooden drawers+chairs	120000	5000	10000	120000	255000
22	R	Haji Gul Muhammad Goth, Opposite Babar Weigh	24°51'05"N	67°11'10"E	Waseem	M. Shafee		0315-2153239	Kirayana Cabin	Wooden Cabin	120000	5000	10000	120000	255000
23	R	Haji Gul Muhammad Goth, Opposite Babar Weigh	24°51'05"N	67°11'10"E	Nazeer Ali	Haneef		0315-5935227	Kirayana Cabin	Wooden Cabin	120000	5000	10000	120000	255000
24	L	Babar Weigh	24°51'08"N	67°11'13"E	Rustam Khan	Sher Bahadur		0345-2901133	Sugar cane Juice seller	Steel Cart+ machine	120000	5000	10000	120000	255000
25	L	Babar Weigh	24.8520 N	67.1870 E	Akhter	وؤ		0312-1171411	Tire Puncture Shop	Wooden Cart	120000	5000	10000	120000	255000
26	R	Future Colony	24.8534 N	67.1964 E	Abdul Wahid	Hafiz Gul Muhammad		0310-2575035	Food Business	Wooden Stall	120000	5000	10000	120000	255000
27	R	Future Colony	24.8545N	67.2000 E	Anjum	Sana Ullah		0313-0256058	Kirayana Cabin	Wooden Cabin	120000	5000	10000		135000
28	L	Future Colony	24.8543N	67.2000 E	Aamir	Nazeer Hussain		0318-1170406	Fruit Seller	Wooden Cart	120000	5000	10000		135000
29	L	Dawood Chorangi	24°51'03"N	67°12'27"E	Jan Muhammad	Nazeer Khan		0333-36035461	Fruit Seller	Wooden Cart	120000	5000	10000		135000
30	L	Dawood Chorangi	24°51'03"N	67°12'27"E	Moin Khan	Gul Ahmed		0303-1322646	Fruit Seller	Wooden Cart	120000	5000	10000	120000	255000
31	L	Dawood Chorangi	24°51'03"N	67°12'27"E	Dilawar	Saeed Ullah		0310-3662470	Fruit Seller	Wooden Cart	120000	5000	10000		135000
32	L	Dawood Chorangi	24°51'03"N	67°12'27"E	Shabbir Khan	Khalique		0340-2325431	Fruit Seller	Wooden Cart	120000	5000	10000		135000
33	L	Dawood Chorangi	24°51'03"N	67°12'27"E	Shehzado		42101-5649211-1	0317-3317053	Fruit Seller	Wooden Cart	120000	5000	10000	120000	255000
34	L	Dawood Chorangi	24°51'03"N	67°12'27"E	M. Ameen			0332-3365575	Fruit Seller	Wooden Cart	120000	5000	10000	120000	255000
35	L	Dawood Chorangi	24°51'03"N	67°12'27"E	Suleman			0314-2323103	Fruit Seller	Wooden Cart	120000	5000	10000	120000	255000
36	L	Dawood Chorangi	24°51'03"N	67°12'27"E	Aman Khan				Fruit Seller	Wooden Cart	120000	5000	10000	120000	255000
37	L	Dawood Chorangi	24°51'03"N	67°12'27"E	M. Tahir	Haji Noor Shah		0305-7034109	Fruit Seller	Wooden Cart	120000	5000	10000	120000	255000

ANNEX-IV: LIST OF EMPLOYEES

ANNEX IV

ANNEX-IV: LIST OF HOTEL EMPLOYEES

ANNEX-6 LIST OF EMPLOYEES													
Package-3													
RD	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											
PKG-3A													
06+300	24.8457	67.1516	Rasheed	Khuda Bakhsh	12102-2155287-5	Stay at Workplace		0308 2739125	Servant at Lajmir Hotel	Daily Wager	120000	120000	240000
05+600	24.84595	67.15849	Karamat Ullah	Abdul Latif	42201-0168213-1	Stay at Workplace		0333 3925958	Servant at Naimat Hotel	Daily Wager	120000	120000	240000
6+400	24.845836,	67.158372	Gullbaz	Muhammd Iqbal				0436-2182708	Servant at Naimat Hotel	Daily Wager	120000		120000
PKG-3B													
02+700	24.5105	67.111	Fiyaz Ahmad	Suhaway Hussain		Stay at Workplace			Servant at Long Hotel	Daily Wager	120000	120000	240000
9+300	24°51'05.0"N	67°11'08.2"E	Muhammad Bashir	M. Pullu		Stay at Workplace		0300-2938086	Servant At M. Ilyas Hotel	Daily Wager	120000		120000
9+300	24°51'05.0"N	67°11'08.2"E	Mushtaq	M. Mukhsh				0301-8777982	Servant At M. Ilyas Hotel	Daily Wager	120000		120000
9+300	24°51'05.0"N	67°11'08.2"E	Nadir	M. Ashiq				0308-0007154	Servant At M. Ilyas Hotel	Daily Wager	120000		120000
7+800	24.84848	67.17154	Muhammad Iqbal	Punnu Khan				0346-5134425	Servant At Fyaz Hotel	Daily Wager	120000		120000

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

													Size and Compensation (Removal and Damaged Cost)						
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
PKG 3B																			
1	11+700	left	3 B	24.850380	67.206830	Abul Rauf			Dawood Chorangi		Chipa Shed	Shed	Iron	8	6	48	50	2400	2400
2	11+700	Right	3 B	24.850570	67.206790	hayat			dawood chowrangi	3132853076	Hayat silayi machine	Shed	Iron	8	10	80	50	4000	4000
3	11+700	Right	3 B	24.850580	67.206850	haji zahidullah	azeem ullah		dawood chowrangi	3453412276	Peshawri Ice-cream	Shed	Iron	8	10	80	50	4000	23200
												Floor	Pacca	10	15	150	128	19200	
4	11+700	Right	3 B	24.850490	67.206730	Aurangzaib			Dawood Chorangi		Shriyar Nimco	Shed	Iron	16	7	112	50	5600	10900
												Shed	Iron	6	7	42	50	2100	
												Shed	Iron	16	4	64	50	3200	
5	11+650	Left	3 B	24.850990	67.206810	faiz alam	Gul		Dawood Chorangi	3482455289	faiz alam crockery	Shed	Iron	12.5	14	175	50	8750	8750
6	11+650	Right	3 B	24.850630	67.206730	Aqiq Shah	Shah Sahab		Dawood Chorangi	3172715400	Gas Hardware shop	Shed	Iron	10	10	100	50	5000	5000
7	11+650	Left	3 B	24.850960	67.206860	Haji Muhammad			Dawood Chorangi		Bismillah Hotel	Shed	Iron	12	12	144	50	7200	7200
8	11+620	Left	3 B	24.850990	67.206900	Gulzar			Dawood Chorangi	3193046247	Hardware	Shed	Iron	13	11	143	50	7150	7150

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
9	11+600	Left	3 B	24.850970	67.206860	Shahzad			Dawood Chorangi		Chiken shop	Shed	Iron	18	12	216	50	10800	10800
10	11+600	Right	3 B	24.881080	67.206460	waqas			Dawood Chorangi	3213233634		Shed	Iron	7	18	126	50	6300	6300
11	11+600	Right	3 B	24.851170	67.206180	Waqas			Dawood Chorangi		Chicken Shop	Shed	Iron	10	11	110	50	5500	5500
12	11+600	Left	3 B	24.851010	67.206720	Aqib Arslan	Ghulam Bari	32304-6348833-7	Dawood Chorangi	03006626197	Chicken Shop	Shed	Iron	10	8	80	50	4000	4000
13	11+600	Left	3 B	24.851010	67.206720	Waqar			Dawood Chorangi	03171264215	Chicken Shop	Shed	Iron	10	8	80	50	4000	4000
14	11+600	Right	3 B	24.851070	67.206380	shamsuddin				0300-2099909	Cafe Rizwan Hotel	Shed	Iron	28	11	308	50	15400	51240
												Floor	Pacca	28	10	280	128	35840	
15	11+570	Right	3 B	24.851110	67.206270	M. Yonis	Anwar shah		Dawood Chowrangi	0328-2409471	Shani Hotel	Shed	Iron	22	8.5	187	50	9350	37510
												Floor	Pacca	22	10	220	128	28160	
16	11+550	Right	3 B	24.851270	67.206160	hameedullah	shazullah	42501-1393419-9	Dawood Chowrangi	3002052122		Shed	Iron	32	11	352	50	17600	58560
												Floor	Pacca	32	10	320	128	40960	
17	11+500	Left	3 B	24.852340	67.205180	Jan			Moeen-a-abad		Farooq Jan Gernal	Shed	Iron	4	13	52	50	2600	2600

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
18	11+500	Left	3 B	24.852210	67.205390	ajmal khan swati	akber badshah	42501-471539-7	Moinabad No. 01	3142470241	zahir karyana store	Shed	Iron	16	8	128	50	6400	8480
												Floor	Pacca	6.5	2.5	16.25	128	2080	
19	11+500	Right	3 B	24.852540	67.204720	noor ahemd khan	meer khushal	42501-8886950-3	Dawood Chowranghi	3451971513	General store	Shed	Iron	25	6	150	50	7500	26700
												Floor	Pacca	30	5	150	128	19200	
20	11+400	Left	3 B	24.852350	67.205120	Abdullah			Moeen-a-abad			Shed	Iron	10	6	60	50	3000	3000
21	11+350	Right	3 B	24.852600	67.204750	khurram shehzad	M Azam		Dawood Chowranghi	3172673728	Azam bhai chaney wala	Shed	Iron	20	8	160	50	8000	28480
												Floor	Pacca	20	8	160	128	20480	
22	11+350	Left	3 B	24.852600	67.204890	M.zohaib			Moinabad No. 01	0316-8922076	Zohaib meat shop	Shed	Iron	9	9	81	50	4050	9234
												Floor	Pacca	9	4.5	40.5	128	5184	
23	11+350	Left	3 B	24.852560	67.205020	Ubaid ali	Anwar ali		Moinabad No. 01	0319-0285761	Sohail Shoes	Shed	Iron	10	10	100	50	5000	5000
24	11+350	Left	3 B	24.852510	67.205000	Amir jamshed	Jamshed		Moinabad No. 01	0311-0013941	Jamshed Brothers Tyre house	Shed	Iron	32	7	224	50	11200	25024
												Floor	Pacca	18	6	108	128	13824	

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
25	11+350	Left	3 B	24.852240	67.205330	sher jan	akhter mohammad	42501-3226072-1	Moinabad No. 01	3193534008	Noori Electronics	Shed	Iron	30	7	210	50	10500	33540
												Floor	Pacca	30	6	180	128	23040	
26	11+350	Left	3 B	24.852310	67.205250	Ab:Wahab			Moinabad		Abdul Wahab House	Shed	Iron	5	14	70	50	3500	3500
27	11+300	Left	3 B	24.803853	67.204430			Lock	Moinabad		Arbaz	Shed	Iron	7	7	49	50	2450	2450
28	11+330	Left	3 B	24.852710	67.204710	Bilal			Moinabad	3442498844	Bilal Vegatable shop	Shed	Iron	8	8	64	50	3200	3200
29	11+300	Left	3 B	24.852760	67.204660	Fareed			Moinabad	3212154573	Yad gar seekh booti	Shed	Iron	8	9	72	50	3600	3600
30	11+350	Right	3 B	24.852610	67.204670	M:Yaseen	Abaseen khan	42501-7428234-1	Moinabad	3152125914		Shed	Iron	27	5	135	50	6750	6750
31	11+300	Right	3 B	24.852960	67.204550	Zeeshan			Moinabad	3002243237	Biryani Shop	Shed	Iron	16	6	96	50	4800	4800
32	11+300	Right	3 B	24.853042	67.204290	Tanveer			Moinabad	3092366960	Battery shop	Shed	Iron	10	13	130	50	6500	6500
33	11+300	Right	3 B	24.853117	67.204291	Muneer			Moinabad	3154842903	Quetta Hotel	Shed	Iron	10	16	160	50	8000	8000
34	11+300	Right	3 B	24.853027	67.204191	Shah Faisal			Moinabad	3102922432	Al-Awan Decoration	Shed	Iron	9	14	126	50	6300	6300
35	11+300	Right	3 B	24.853068	67.204208	Ab:Rehman			Moinabad	3486813886	tandoor Shop	Shed	Iron	8	10	80	50	4000	4000

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
36	11+300	Right	3 B	24.853200	67.402082	Tanveer			Moinabad	3092366960	Swat hair saloon	Shed	Iron	13	2	26	50	1300	1300
37	11+300	Right	3 B	24.853171	67.204062		Mir Gullam		Moinabad	3428632363	Hotel	Shed	Iron	12	14	168	50	8400	8400
38	11+300	Left	3 B	24.853090	67.204220	Muhammad Mushtaq	Muhammad Irfan	42501-1295866-1	Moinabad No. 01	0312-8378036	S.M Brothers Karyana Store	Shed	Iron	31	8	248	50	12400	12400
39	11+300	Left	3 B	24.852960	67.204550	Hussain Ahmed	Abdul Hameed	42501-3533875-1	Moinabad No. 01	0313-3961406	Hussain Plastic	Shed	Iron	6	18	108	50	5400	5400
40	11+300	Left	3 B	24.852910	67.204620	Muhammd Tariq	Shahabuddin		Moinabad No. 01	0311-8419484	Saltanat Foods	Shed	Fiber	30	7	210	50	10500	48900
												Floor	Pacca	30	10	300	128	38400	
41	11+300	Left	3 B	24.852850	67.204680	Muhammd Umer			Moinabad No. 01	0306-2401056	quetta bilal hotel	Shed	Iron	28	10	280	50	14000	42672
												Floor	Pacca	28	8	224	128	28672	
42	11+300	Right	3 B	24.852920	67.204370	m yousuf	meraj muhammad	42501-6619835-3	Moeenabad no. 2	346230679	peer master	Shed	Iron	26	12	312	50	15600	55536
												Floor	Pacca	26	12	312	128	39936	
43	11+250	Right	3 B	24.853121	67.204062	Qari M:Ali			Moeen-a-abad		Stairs	stairs	Iron	12	15	180	50	9000	9000
44	11+250	Right	3 B	24.853336	67.203964	Aziz Khan			Moeen-a-abad		Stairs	stairs	Iron	10	5	50	50	2500	2500

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
45	11+200	Left	3 B	24.853219	67.204006	Hajra		Lock	Mooen-a-Abad	3102229737	Iron Shed & Bricks wall	Shed	Iron	11	13	143	50	7150	9100
												Wall	Pacca	3.5	3	6.5	300	1950	
46	11+200	left	3 B	24.853530	67.203680	Al Rehman		42201-5240559-1	Future colony Landhi Town	0306-2463384	Milk Shop	Shed	Iron	15	5	75	50	3750	3750
47	11+200	L	3 B	24.853620	67.203750	Sama	M.Rafiq	42101-1465465-4	Future Mord	3415933509	Shop	Shed	Iron	16	6	96	50	4800	17088
												Floor	Pacca	16	6	96	128	12288	
48	11+100	L	3 B	24.855200	67.201780	Abdullah Jafar	Abdul Qadir		Future Colony		Abu Bakar Kiryana Shop	Shed	Iron	27	5	135	50	6750	6750
49	11+000	Left	3 B	24.854780	67.202560	Sanaullah	Azad Khan	42501-4878148-1	Future Chowk	0310-1068020	Azad Electronics	Shed	Iron	20	6	120	50	6000	6000
50	11+000	Left	3 B	24.854680	67.202790	Saqib Jan	Wazir Khan	42401-5235874-7	Future Chowk	0300-2806361	Saqib Jan Electronics	Shed	Iron	35	7	245	50	12250	12250
51	11+000	Left	3 B	24.854450	67.202930	Muhammad Shafiq Sayal	Allah Diwaya	42501-1404829-1	Future Chowk	0345-2144146	Sayal Crockery & Toys shop	Shed	Iron	24	9	216	50	10800	38448
												Floor	Pacca	24	9	216	128	27648	
52	11+020	L	3 B	24.854760	67.202570	Zahid Shah	M:Zaman		Future Colony	3322199571	Jadoon Chemicals	Shed	Iron	24	5	120	50	6000	6000
53	10+950	L	3 B	24.855300	67.201880	Waseem Ahmed	Late-no info about father		Future Colony	0300-3614252	Mere Maa Smoking Cabin	Shed	Iron	8	12	96	50	4800	4800

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
54	10+950	left	3 B	24.854840	67.201710	Khuram			Moinabad near Future Mor		Khuram Dental Clinics	Shed	Iron	12	6	72	50	3600	15888
												Floor	Pacca	12	8	96	128	12288	
55	10+930	L	3 B	24.855170	67.201850	Haji Dost Muhammad Awan (Owner)	Late-no info about father		Future Colony	0301-2751143	New Quetta Qhusai Hotel	Shed	Iron	16	11	176	50	8800	8800
56	10+910	L	3 B	24.855050	67.201290	Qaseer Khan (Owner)	Meer Aslam Khan		Future Colony	0333-2252706	Raza Chemicals	Shed	Iron	24	3	72	50	3600	10200
												Wall	Pacca	12	10	22	300	6600	
57	10+900	Right	3 B	24.854882	67.201745	Hamid			Future Colony		Iron Shed	Shed	Iron	20	7	140	50	7000	7000
58	10+900	Right	3 B	24.855007	67.201882				Moeen-a-abad	3232931576	Lucky Autoes	Shed	Iron	8	10	80	50	4000	4000
59	10+900	Right	3 B	24.854837	67.201631				Moeen-a-abad		Dental Clinc	Shed	Iron	11	8	88	50	4400	4400
60	10+900	L	3 B	24.855000	67.201290	Usaman	Nasir khan		Future Colony	3490339508	Net Shed	Shed	Net	8	13	104	50	5200	5200
61	10+900	L	3 B	24.854910	67.201480	Raza			Future Colony	3154187007	Raza Property	Floor	Pacca	16	7	112	128	14336	14336
62	10+900	L	3 B	24.855030	67.202350	Farman	Habibullah		Future Colony		Ayan Communication	Shed	Iron	11	6	66	50	3300	13300
												Cabin	Semi pacca			1	10000	10000	

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
63	10+900	L	3 B	24.854890	67.202470	Shahid	Abdul Hameed		Future Colony	3002410818	Mughal Engineering	Shed	Iron	9	7	63	50	3150	3150
64	10+900	L	3 B	24.855010	67.202370	Zahid	Parvez		Future Colony		Panchar shop	Shed	Iron	7	7	49	50	2450	2450
65	10+900	L	3 B	24.854540	67.201410	Shams	Abdul salam				Razzak autos	Shed	Iron	10	25	250	50	12500	12500
66	10+900	L	3 B	24.854810	67.201130				Future colony	3121303094	Bismillah auto	Shed	Iron	17	11	187	50	9350	9350
67	10+900	L	3 B	24.854640	67.202680	Junaid			Future Colony	3183363470	Iron Shed	Shed	Iron	4.5	5	22.5	50	1125	1125
68	10+900	Left	3 B	24.855310	67.201980	Gul Khan	Shabbir Khan		Future Chowk	0317-2195989	Farhan Pan shop	Shed	Iron	8	3	24	50	1200	7200
												Counter	Semi Pacca	5	4	20	300	6000	
69	10+900	Left	3 B	24.854960	67.202450	Yasir Shah	Altaf Shah		Future Chowk	0333-2121316	Muslim Motor Training School	Shed	Iron	9	9	81	50	4050	4050
70	10+900	Left	3 B	24.854900	67.202510	Khan Muhammad	Hakeem Khan	42201-0356365-3	Future Chowk	0316-0262471	Hashim Electronics	Shed	Iron	17	7	119	50	5950	21182
												Raised Floor	Pacca	17	7	119	128	15232	
71	10+899	L	3 B	24.854690	67.201560	Aaman			Future Colony	30518855130	Net Shed & Floor	Shed	Net	13	14	182	50	9100	32396
												Floor	Pacca	13	14	182	128	23296	

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
72	10+8 90	R	3 B	24.854 780	67.201 760	Abdul Shakoor (Owner)	Niyamat Ali		Future Colony	0333-2405732	Abdul Shakoor Engineering Works	Shed	Iron	20	1 2	240	50	12000	12000
73	10+8 91	Left	3 B	24.855 230	67.201 830	Maqbool Ahmed			Future Chowk	0331-3195580	Sada Bahar Chicken Biryani	Shed	Iron	15	1 3	195	50	9750	9750
74	10+8 85	L	3 B	24.854 790	67.202 540	Aqeel	Gullam		Future Colony		Aqeel electronic	Shed	Iron	9	6	54	50	2700	9612
												Floor	Pacca	9	6	54	128	6912	
75	10+8 80	Left	3 B	24.855 130	67.201 720	Muzammil			Future Chowk	0344-3895401	Geo Khola Sweets Bakery	Shed	Iron	18	1 1	198	50	9900	9900
76	10+8 80	L	3 B	24.855 240	67.202 020	Ibad Ali			Future Colony		Shah G Hardware	Shed	Net	17	1 3	221	50	11050	11050
77	10+8 70	L	3 B	24.854 830	67.200 910	Ajar Khan	Bahadur Khan		Future Colony		Ameer Muavia	Shed	Iron	30	8 5	255	50	12750	19350
												Wall	Pacca	3	8	11	300	3300	
												Wall	Pacca	3	8	11	300	3300	
78	10+8 50	Right	3 B	24.854 539	67.200 999	Haji Gullam			Moeen-a-abad	34233858 93	Leth Machine shop	Shed	Iron	11	7	77	50	3850	3850
79	10+8 50	Left	3 B	24.854 770	67.200 820	Muhammad Nafees			Future Colony	0344-3133642	Spare Parts & Motor cycle autos	Shed	Iron	9	1 0	90	50	4500	4500
80	10+8 50	Right	3 B	24.854 553	67.201 051	Bashir			Moeen-a-abad	34423878 81	Tanoli Iron shed	Shed	Iron	13	1 3	169	50	8450	8450

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
81	10+8 50	Right	3 B	24.854 614	67.201 286	Shoaib			Moeen-a-abad		Al-fajar biryani	Shed	Iron	10	1 5	150	50	7500	7500
82	10+8 50	Right	3 B	24.854 560	67.201 060				Moinabad near Future Mor		House	Counter	Pacca	10	1 2	22	300	6600	6600
83	10+8 25	Left	3 B	24.854 690	67.200 820	Zeeshan	Shafiullah		Future Colony	0333-2173721	Usama Estate Agenct and Autos	Shed	Iron	26	1 2	312	50	15600	15600
84	10+8 20	Left	3 B	24.853 550	67.194 670	Shafi Khan	Bakht Jawan	15304-4454930-3	Allahdad Goth	0300-3496225	Al-Saadat Cell	Shed	Iron	16	1 6	256	50	12800	12800
85	10+8 20	Left	3 B	24.853 800	67.196 060	Abdul Khaliq	Ibrahim		Allahdad Goth	0349-2208299	Swat Autos	Shed	Iron	5	8	40	50	2000	5000
												Shed	Iron	10	6	60	50	3000	
86	10+8 20	Left	3 B	24.853 810	67.196 130	M.Sajjad	Saeed Alam	42501-331424-9	Allahdad Goth	0300-2496372	Sajid Autos	Shed	Iron	15	1 0	150	50	7500	21000
												Shed	Iron	15	1 8	270	50	13500	
87	10+8 20	Left	3 B			Abdul Razzaq	Muhammad Umer		Allahdad Goth	0300-2191659	Delux Battery Traders & Gul Oil traders	Shed	Iron	5	8	40	50	2000	2000
88	10+8 20	Left	3 B	24.854 110	67.197 390	Ali Muhammad	Yar Muhammad	54202-9071569-1	Hashim Goth	0300-2084740	Irshad Autos	Shed	Iron	20	1 3	260	50	13000	13000
89	10+8 20	Left	3 B	24.854 180	67.197 720	Abdul salam	M.Ramzan		Hashim Goth	0331-3720513	Umer Karyana Store	Shed	Iron	8	8	64	50	3200	3200
90	10+8 20	Left	3 B	24.854 250	67.198 580	Umer Rehman	Durrani Khan		Hashim Goth	0300-2410710	Al-Makkah Autos	Shed	Iron	24	1 1	264	50	13200	13200

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
91	10+8 16	Left	3 B	24.853 520	67.194 100	Nadir Marwat	Qadir dad		Allahdad Goth	0335- 3749769	Marwat Oil & Tyre Dealer	Shed	Iron	37	5	185	50	9250	29250
												Shed	Iron	20	2 0	400	50	20000	
92	10+8 16	Left	3 B	24.853 480	67.194 120	M.Idrees	Khalid Saleem	40114- 3036545-1	Allahdad Goth	0306- 3929853	Auto Electrician	Shed	Straw	20	1 1	220	150	33000	33000
93	10+8 05	Left	3 B	24.854 790	67.200 640	M.Maruf (Owner)	late-No info. About father		Future Colony	0345- 3095016	Hamza Tareen Autos	Shed	Iron	23	2 0	460	50	23000	23000
94	10+8 00	Right	3 B	24.854 526	67.200 979	M:Asim			Moeen-a-abad	31528818 19	Awan Shop	Shed	Iron	10	1 0	100	50	5000	5000
95	10+8 00	Left side	3 B	24.854 704	67.200 148		M iqbal	—	Future colony	33323045 15	Shop	Shed	Iron	20	1 6	320	50	16000	16000
96	10+8 00	Left side	3 B	24.854 568	67.200 628		Asor	—	Future colony	34115459 36	Ayan Autos	Shed	Iron	20	1 3	260	50	13000	13000
97	10+8 00	Left side	3 B	24.854 568	67.200 628		Mahroof babo		Future colony	34530950 16	Rackshaw macachine	Shed	Iron	11	1 6	176	50	8800	8800
98	10+8 00	Left side	3 B	24.854 661	67.200 725		—		Future colony		Shop	Shed	Iron	27	2 0	540	50	27000	27000
99	10+8 00	Left side	3 B	24.854 661	67.200 725				Future colony		New Quetta Madina Hotel	Wall	Pacca	10	1 0	20	300	6000	6000
10 0	10+8 00	Left side	3 B	24.854 690	67.200 600				Future colony	32127080 58	Khan jee Estate Agency	Shed	Iron	7	1 0	70	50	3500	3500
10 1	10+8 00	Left side	3 B	24.854 690	67.200 520		Sharafat		Future colony		Shop	Shed	Iron	17	1 0	170	50	8500	8500

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
10 2	10+8 00	Left side	3 B	24.854 740	67.200 780	Asad ali	Muhammad ali	4310250124 25-5	Future colony	31195296 02		Shed	Iron	10	1 7	170	50	8500	8500
10 3	10+8 00	Right	3 B	24.854 460	67.200 750	Dildar khan			Future Mord	34430549 07	Oil Tube Service	Shed	Iron	16	1 0	160	50	8000	8000
10 4	10+8 00	Right	3 B	24.854 460	67.200 750	Hashim			Future Mord	31224890 84	Bike Life Autoes	Shed	Iron	10	9	90	50	4500	4500
10 5	10+8 00	Right	3 B	24.854 430	67.200 620				Future Mord	30035820 80	Muhammad Ramzan	Shed	Iron	8	1 1	88	50	4400	9800
												Wall	Pacca	8	1 0	18	300	5400	
10 6	10+8 00	Right	3 B	24.854 672	67.200 637				Future mor	32899980 0	Tahir Solar product	Shed	Iron	11	1 0	110	50	5500	19580
												Floor	Pacca	11	1 0	110	128	14080	
10 7	10+7 50	Right	3 B	24.854 420	67.200 430	jaleel ahmed	ahmedullah	54303-2836524-5	Moeenabad	31280606 92	Quetta Mama hotel	Shed	Iron	27	2 5	675	50	33750	12015 0
												Floor	Pacca	27	2 5	675	128	86400	
10 8	10+7 50	Right	3 B	24.854 290	67.199 130	Mirza			Manshera Colony	32341880 23	Mirza Shed	Shed	Iron	30	1 0	300	50	15000	15000
10 9	10+7 00	Right	3 B	24.854 410	67.200 250	saleem	rehan zaib		Moinabad	34181970 05	Badshah khan	Shed	Iron	20	5	100	50	5000	5000
11 0	10+7 00	Left side	3 B	24.854 623	67.199 629				Future Colony	31682804 92	Queta Qadria Hotel	Shed	Iron	17	1 3	221	50	11050	11050

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
11 1	10+7 00	Left side	3 B	24.854 704	67.200 012	zafar ali	Habib ullah		Future Colony	34623423 16	Bukhari pan Shop	Shed	Iron	10	6	60	50	3000	3000
11 2	10+6 30	left	3 B	24.854 320	67.199 080				Mansehra Colony Landhi		Al-Tawakal Swati Hotel	Shed	Iron	15	3 0	450	50	22500	10410 0
												Floor	Pacca	30	2 0	600	128	76800	
												Wall	Pacca	10	6	16	300	4800	
11 3	10+6 10	Left	3 B	24.854 240	67.198 740	Muhammad Ishaq	Moza Khan	13202-7797738-7	Hashim Goth	0304-0020233	Bismillah Motor Workshop	Shed	Iron	11	1 2	132	50	6600	6600
11 4	10+6 00	Left side	3 B	24.854 220	67.198 170	Nooruddin shah			Future Colony		Center	Shed	Iron	12	1 5	180	50	9000	9000
11 5	10+6 00	Left side	3 B	24.854 727	67.199 541		Anwar		Future Colony	30424772 6	—	Shed	Iron	26	9	234	50	11700	11700
11 6	10+6 00	Left side	3 B	24.854 550	67.199 640	Anwar			Future Colony		Hotel	Shed	Iron	34	9	306	50	15300	15300
11 7	10+5 50	left side	3 B	24.853 810	67.198 470				Future Colony			Shed	Iron	30	8	240	50	12000	12000
11 8	10+5 20	Left	3 B	24.854 160	67.197 960	Jannat Gul	Malang Khan		Hashim Goth	0343-9137391	Quetta Gulistan Hotel	Shed	Iron	18	1 1	198	50	9900	9900
11 9	10+5 00	Left side	3 B	24.854 080	67.197 320		Qamar Khan	—	Hashim Goth	34036297 70	kamal saleem Dairy	Shed	Iron	11	1 1	121	50	6050	6050
12 0	10+5 00	Left side	3 B	24.854 070	67.197 470	M Nadeem	Rasool Bakhsh		Hashim Goth	—		Cabon	Iron			1	1000 0	10000	10000

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
12 1	10+5 00	Left side	3 B	24.854 190	67.197 620	Altaf Khanullah			Hashim Goth	31287505 62	Rental	Shed	Iron	13	1 0	130	50	6500	6500
12 2	10+5 00	Left side	3 B	—	—	Abdul sattar	—		Hashim Goth	—	Shop	Floor	Pacca	3	1 0	30	128	3840	3840
12 3	10+5 00	Left side	3 B	24.854 110	67.197 620	Abdul sallam			Hashim Goth		Cabin	Shed	Iron	6	7	42	50	2100	2100
12 4	10+5 00	Left side	3 B	24.854 220	67.198 170				Allahdad		Albasit Medical Store	Floor	Pacca	6	1 2	72	128	9216	9216
12 5	10+5 00	Right side	3 B	24.853 540	67.197 260				Future Morr			Floor	Pacca	41	4 1	168 1	128	21516 8	21516 8
12 6	10+5 00	Left	3 B	24.854 130	67.197 530	M.Arshad Saloon	Khadim Hussain		Hashim Goth	0307-7897375	Arshad Saloon	Shed	Iron	7	1 1	77	50	3850	3850
12 7	10+4 80	Left	3 B	24.854 130	67.197 530	Abdul Sattar	Muhammad Ayub		Hashim Goth	0312-3318909	B Engineer Workers	Shed	Iron	7	1 1	77	50	3850	3850
12 8	10+3 00	Left side	3 B	24.853 770	67.195 340	Muhannad altaf	Malik khurram	Malik brothers engineer service	Allahdad	30034648 32	Work shop	Shed	Iron	28	1 5	420	50	21000	21000
12 9	10+3 00	Left side	3 B	24.853 770	67.195 340	Muhammad Arslan	Abdul Majeed	4250174124 1-5	Allahdad	30327013 76	Shop	Shed	Iron	17	1 6	272	50	13600	13600
13 0	10+3 00	Left side	3 B	24.853 780	67.196 000	—	—	—	Allahdad		Dubai Auto Workshop	Shed	Iron	8	8	64	50	3200	3200
13 1	10+2 00	Left side	3 B	24.853 610	67.195 010	Asif khan	Abdul hanan	4250117515 9	Allahdad	31589980 60	Shop	Shed	Iron	10	1 4	140	50	7000	7000
13 2	10+2 00	Left	3 B	24.853 800	67.203 710	Abdul Rehman			Moinabad No. 01	0316-0816965	Rehman Biryani	Shed	Iron	10	6	60	50	3000	3000

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
133	10+200	Left side	3B	24.853770	67.195170	M.shafi	—	—	Allahdad	faizan son rent	Shop	Shed	Iron	24	18	432	50	21600	21600
134	10+130	Left side	3B	24.853370	67.189330	Mamo Rediator			Jamal goth	3132999539	Work shop	Shed	Iron	9	10	90	50	4500	4500
135	10+100	Left	3B	24.854350	67.203040	Salman Sayal	Muneer Ahmed	42501-1492606-7	Moinabad No. 01	0321-2691920	Salman Sayal Store	Shed	Iron	9	9	81	50	4050	4050
136	10+100	Left	3B	24.854050	67.203450	Muhammad Imran	Muhammad Nasir		Moinabad No. 01	0313-9255660	Spare Parts	Shed	Iron	9	8	72	50	3600	3600
137	10+100	Left	3B	24.853770	67.203590	Muhammad Shahid	Gulzar Ahmed	42101-2976895-5	Moinabad No. 01	0333-3952896	Mortuary	Shed	Iron	21	9	189	50	9450	33642
												Floor	Pacca	21	9	189	128	24192	
138	10+100	Left	3B	24.853840	67.203610	Muhammad Usman	Muhammad Nasir	42501-6528878-3	Moinabad No. 01	0313-2639285	Usman Workshop	Shed	Iron	21	10	210	50	10500	10500
139	10+100	L	3B	24.854440	67.202666	Naseab Khan	Khan		Future Morr	3168654660	iron Shed	Shed	Iron	10	10	100	50	5000	5000
140	10+100	L	3B	24.854160	67.203290	Mushtaq			Future Morr		Ramp	Floor	Pacca	20	16	320	128	40960	40960
141	10+100	L	3B	24.855190	67.201790	Abdul Lateef			Future Morr	3152575403		Floor	Pacca	20	6	120	128	15360	15360
142	10+070	Left side	3B	24.853500	67.193400		Shahzada		Jamal Goth		New quetta bismillah hotel	Shed	Iron	14	15	210	50	10500	10500
143	10+059	Right side	3B	24.853258	67.193195		bilal khan		Jamal Goth	3172714843	Tyre Rim	Shed	Iron	16	10	160	50	8000	8000

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
14 4	10+0 59	Right side	3 B	24.853 130	67.193 300				Jamal Goth		Auto Electronic	Shed	Iron	11	1 4	24	50	1200	1200
14 5	10+0 50	Left side	3 B	24.853 370	67.193 390	Tanveer shah	Qutab shah		Jamal Goth	30224923 30	Shah G	Shed	Iron	14	9	126	50	6300	6300
14 6	10+0 30	left side	3 B	24.853 180	67.192 410	M.arshad	Ghulam muhammad	4250180208 53-7	Jamal Goth	30025284 34	Spare parts	Shed	Iron	9	9	81	50	4050	4050
14 7	10+0 30	Left side	3 B	24.853 510	67.192 810	Dilawar khan	Ahmed		Jamal Goth	33431584 05	Dua mazhar auto shop	Shed	Iron	10	8	80	50	4000	4000
14 8	10+0 00	left side	3 B	24.852 990	67.191 650				Mumtaz chowrangi		Football academi	Wall	Pacca	35 0	1	350	300	10500 0	10500 0
14 9	10+0 00	Left side	3 B	24.853 280	67.192 860	M.tariq	Ghulam sarwar		Jamal goth	34395619 07	Tariq autos	Shed	Iron	9	9	81	50	4050	4050
15 0	9+99 0	Left side	3 B	24.853 360	67.192 550	lal buksh	Abdul hameed	4250161029 64-7	Jamal goth	31225033 61	Queta bolan diesel service	Shed	Iron	27	1 4	378	50	18900	18900
15 1	9+98 0	Left side	3 B	24.853 230	67.192 690	Irshad			Jamal goth	34430046 82	Irshad autos	Shed	Iron	27	1 4	378	50	18900	18900
15 2	9+96 0	Left side	3 B	24.853 200	67.192 430	Bakht syed	Muhammad sahab	4250109215 70-1	Jamal goth	31326231 00	Scrap shop	Shed	Iron	9	6	54	50	2700	2700
15 3	9+95 0	Left side	3 B	24.853 210	67.192 530				Jamal goth		Al madina tyre shop	Shed	Iron	7	7	49	50	2450	2450
15 4	9+95 0	Right	3 B	24.852 870	67.202 540	zubair khan	saif ur rehman	42501- 2312784-9	mansehra stop	34594645 47	al tawakkal swati hotel	Shed	Iron	25	1 5	375	50	18750	66750
												Floor	Pacca	25	1 5	375	128	48000	

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
155	9+900	Right	3B	24.852753	67.192380	Muzafar ali			Manshera Colony	3122898399	Hotel	Shed	Iron	29	15	435	50	21750	21750
156	9+750	Right	3B	24.852460	67.190710	Haji Abdullah			Sector 29-Landhi	0346-0090066	MashaAllah Quetta Hotel	Shed	Iron	30	15	450	50	22500	110400
												Floor	Pacca	20	30	600	128	76800	
												Wall	Pacca	12	25	37	300	11100	
157	9+425	Left	3B	24.852250	67.187280				Jamal Goth		Quetta Biryani Pulao	Shed	Iron	70	10	700	50	35000	175000
												Floor	Tuff Tiles	70	10	700	200	140000	
158	9+250	Right side	3B	24.851370	67.185500	Haji imdad		425013827716-7	Haji gul goth	3153345219	New punjab dry cleaner	Shed	Iron	15	10	150	50	7500	7500
159	9+250	Right side	3B	24.851440	67.185530	Aziz malik			Haji gul goth	3038696785	Mashallah seraiki hotel	Shed	Iron	30	40	1200	50	60000	60000
160	8+950	Left	3B	24.851320	67.182630				Sector 21 Landhi Town		PSO Petrol Pump	Price Totem	Removal	1	1	1	100000	100000	100000
161	8+800	Left	3B	24.851320	67.181440				Murtaza Chowrangi		Ayub Meezan Filling Station	Shed	Iron	30	90	1800	50	90000	177000
												Floor	Tuff Tiles	120	70	8400	200	168000	
162	8+780	Right side	3B	24.851150	67.180810	Kausar Mehmood	Liaqat	42101-1750729-1	Murtaza Chowrangi	03212144318	Data darbar hotel	Shed	Iron	20	25	500	50	25000	25000

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
163	8+600	L	3B	24.840530	67.179350				Indus Chowrangi		Govt. Boys Sec. School	Fence	Iron	150	1	151	50	7550	7550
164	8+600	left side	3B	24.850570	67.179090				Indus Chowrangi		Allama Iqbal Open University Korangi Exam Centre / Gov.School	Shed	Iron	150	35	5250	50	262500	262500
165	8+500	Right side	3B	24.850320	67.180950				Haji gul goth		Cafe malta resturant	Shed	Iron	40	10	400	50	20000	20000
166	8+380	Right side	3B	24.849650	67.177170	Muhammad kashif	Ahmad ali		Sharafi goth		Mashallah Hotal	Shed	Iron	35	6	210	50	10500	10500
167	8+340	Right side	3B	24.849570	67.176620	M.Waqar				3138669270	Work shop	Shed	Iron	8	6	48	50	2400	2400
168	8+320	Right side	3B	24.849570	67.176620	M. Abu Bakar				300282012	reham machine center	shed	Iron	15	8	120	50	6000	6000
169	7+950	Right	3B	24.848563	67.171917	Awar Khan	Muslim Khan			03142866860	Scrap Shop	Shed	Iron	20	40	800	50	40000	40000
170	7+480	Right side	3B	24.848000	68.168590	Iftikhar	doda khan	42506775215-7		3413183112		Shed	Iron	30	25	750	50	37500	37500
171	7+430	Right	3B	24.847957	67.168612	Muhammad Yousaf	kule Mian	41307-3747539-5	Sector-28 korangi road	03452757658	Quetta Agha Hotel	Shed	Iron	20	10	200	50	10000	50000
												Floor	Tile	20	10	200	200	40000	
172	7+275	Left side	3B	24.848203	67.166598				Indus chorangi		Cabin	Shed	Iron	8	8	64	50	3200	3200

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
173	7+265	Left side	3 B	24.848185	67.166493	Not Available			Indus chorangi	3452145170	Service station	Ramp	-	27	26	702	50	35100	35100
174	7+260	Left	3 B	24.848190	67.166980	Naeem Ahmad	Malook Ahmad	3404269654	125 road opposite to Dar- ul- Ullom		Hotel	Shed	Straw	54	8	432	150	64800	193500
												Shed	Straw	22	39	858	150	128700	
175	7+250	Left	3 B	24.848150	67.166450	Khair Muhammad			sector 0 korangi industrial area		Cattle shed	Shed	Straw	15	30	450	150	67500	119250
												Shed	Straw	23	15	345	150	51750	
176	7+120	Right	3 B	24.847390	67.165040				sector 28 korangi industrial area		Jamia Darul Uloom Karachi	Shed	Iron	52	40	2080	50	104000	179000
												Shed	Iron	50	30	1500	50	75000	
PKG 3A																			
1	5+900	Right	3 A	24.845030	67.153360	Faraz Zia	Zia o Din Sadique	42201-0528084-1	Sector 27	0345-2789878	Asian Petroleum Service - Shell Petrol Pump	Price Totem	Removal				100000	100000	100000
2	5+000		3 A	24.84307	67.14437	Yasir Gulzar+ Faraz Shafqat			Sector 27	03218263450	Caltex Petrol pump	Price totem	Removal				100000	100000	200000
												Fuel machine	Removal				100000	100000	
3	3+800	Left	3 A	24.841471	67.132585	Asad Petroleum			Sector 16		Pso Petrol Pump	Price Totem	Removal				100000	100000	200000

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
												Fuel machine	Removal				100000	100000	
4	3+100	Right	3A	24.839680	67.126430				Sector 24, KIA		Saylani Welfare	shed	iron	40	15	600	50	30000	565736
												floor	Pacca	58	64	3712	128	475136	
												Pump	Electric			1	L/S	45000	
												Wall	Pacca	52	1	52	300	15600	
5	2+500	Left	3A	24.839010	67.120240	Muhammad Omer			Shan Chowragi	0315-2721748	Mechanic Shop	Shed	Iron	20	21	420	50	21000	21000
6	2+450	Right	3A	24.838132	67.119701	imran Sheikh			Sector 23	111-666-111	Kbab ji fried chicken	shed	Iron	29	7	203	50	10150	30450
												shed	Iron	14	29	406	50	20300	
7	0+720	Left	3A	24.83559	67.10280				Brooks Chowrangi		Tyre Shop	Shed	Iron	20	15	300	50	15000	15000
8	0+520	Left	3A	24.835330	67.101350	Adnan			Brookes chowrangi KIA	0300-8282980	Shop	Shed	Iron	44	19	836	50	41800	41800
9	0+520	Left	3A	24.83533	67.10135				Sector 15		Al Rehman Biryani	Floor	Tuff tiles	30	65	1950	200	390000	397680
												Block	Pacca	30	2	60	128	7680	

ANNEX-V: COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD

														Size and Compensation (Removal and Damaged Cost)					
ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ 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
				Latitude	Longitude														
10	0+400	Left	3 A	24.834990	67.099970				Brookes chowrang KIA		Total parco Petrol pump	Fence	Iron	36	10	360	50	18000	405000
												Fuel machine	Removal			1	100000	100000	
												Floor	Tuff Tiles	40	35	1400	200	280000	
												Wall	Pacca	15	1	15	300	4500	
												Shed	Iron	5	10	50	50	2500	

ANNEX-VI- LIST OF RELIGIOUS STRUCTURES

ANNEX: LIST OF RELIGIOUS STRUCTURES

ID	RD	Side of the Road	Package	Coordinates		Respondent Name	Father's Name	Respondent NIC No.	Location	Mobile No.	Category/ Type of Structure	Affected Structure	Structure Type	Length	Width/ Height	Area (sq. Ft & Rft)/ Unit	Structure Rates (Rs)	Total (removing and Replacement Cost	Grand Total (Rs.) Structure	Remarks
PKG 3B																				
1	9+800	Right	3B	24.85255	67.19115				Sector 29-Landhi		Al Madeena Jamia Masjid	Wall	Pacca	10		10	500	5000	5000	Partially Affected
2	7+800	Right	3B	24.84847	67.171540	Muhammad Fiaz	Muhammad Aslam		Korangi Industrial Area	0333 3475161	Praye Place (at Achari hotel)	Floor	Pacca	10	10	100	128	12800	25300	Fully Affected
												Wall	Pacca	25		25	500	12500		
3	7+300	Left	3B	24.84820	67.16702				125 Road opposite to Dar-ul- Ullom		Prayer Place	Shed	Iron	38	22	836	50	41800	268720	fully Affected
												Floor	Pacca	38	30	1140	128	145920		
												Water tank	Pacca	13	15	195	300	58500		
												Ablution Area	Pacca	15	5	75	300	22500		
PKG 3A																				
1	6+470	Right	3A	24.84598	67.15883				Sector 27 Landhi town		Mosque (By Pearl Fabrics)	Shed	Iron	15	24	360	50	18000	984080	Fully Affected
												Shed	Net	15	24	360	200	72000		
												Covered Area	Semi Pacca	21	23	483	1700	821100		
												Ablution area	Pacca	7	25	175	300	52500		
												Floor	Pacca	8	20	160	128	20480		
2	5+430	Left	3A	24.84400	67.14897	sheikh Awish iqbal	Mujeeb Ur Rehman		Sector 20 Landhi Town	0336-2418302	Mosque Rajby Industries)	Covered Area	Semi Pacca	38	13	494	1700	839800	860100	Partially Affected
												Wall	Pacca	25		25	500	12500		

												Shed	iron	13	12	156	50	7800		
3	4+90 0	Righ t	3A	24.8430 0	67.14382	Muhamma d Mohsin	Zafar Khan		Korangi Fire Brigade Station	0315- 826893 2	Prayer Place	Shed	Net	17	24	408	200	81600	436152	Partially Affected (Only Shed)
												Wall	Pacca	15 0		150	500	75000		
												Floor	Tuff Tiles	52	42	218 4	128	27955 2		
4	4+53 0	Righ t	3A	24.8422 2	67.13987	Arshad Kamal Kiyani	Kamal Kiyani		25 Sector Korangi industrial area	0324- 986933 5	Prayer place(Korang i fire Station)	Floor	Pacca	24	9	216	128	27648	60048	Fully Affected
												shed	Straw	24	9	216	150	32400		
5	4+30 0	Righ t	3A	24.8424 2	67.13739	Muhamma d ilyas (GM)	Abdul Sattar		Sector 17 korangi industrial area	0321- 922702 5	Prayer place Sattar industry	shed	Iron	38	14	532	50	26600	94696	Partially Affected
												Floor	pacca	38	14	532	128	68096		
6	3+10 0	Righ t	3A	24.8396 8	67.12643				Saylani Welfare		Prayer Area	Floor	Pacca	13	24	312	128	39936	39936	Fully Affected
7	2+10 0	Righ t	3A	24.8375 9	67.11652				korangi Industria l Area		Prayer Place	Shed	Iron	10 0	45	450 0	50	22500 0	946000	Fully Affected
												Floor	Pacca	10 0	45	450 0	128	57600 0		
												Wall	Pacca	29 0		290	500	14500 0		
8	2+00 0	Righ t	3A	24.8379 1	67.11547				korangi industrial Area		Mosque / Jamia Masjid Muhammadi	Caben	Pacca	23		23	300	6900	171770 0	Fully Affected
												Ablution Area	Pacca	12	3	36	300	10800		
												Cove red Aarea	Semi Pacca	45	20	900	1700	15300 00		
												Shed	Net	25	34	850	200	17000 0		

ANNEX-VII- LIST OF UTILITIES

List of Utilities-Package-3-A

ID	RD	Side of the Road							Package	Coordinates			Owner
										Latitude		Longitude	
1		8+950	Right	3A			Sector 27 KIA			24.502200		67.073200	KWSC Pump

Item	NHA Ref	Description	Qty	Unit	Rate PKR	Amount PKR
<u>NON-SCHEDULE ITEMS</u>						
A <u>UTILITIES RELOCATION (BY CONTRACTOR)</u> Ref. Spec. No. 5910						
1	NS	Karachi Electric (K.Electric)		P/SUM		
		<i>Unit Rate in words</i>				
2	NS	Sui Southern Gas Company (SSGC)		P/SUM		
		<i>Unit Rate in words</i>				
3	NS	Pakistan Telecom-munication Company Ltd. (PTCL)		P/SUM		
		<i>Unit Rate in words</i>				
4	NS	Pakistan Refinery Limited (PRL)		P/SUM		
		<i>Unit Rate in words</i>				
5	NS	National Refinery Limited (NRL)		P/SUM		
		<i>Unit Rate in words</i>				
6	NS	National Telecommunication Corporation (NTC)		P/SUM		
		<i>Unit Rate in words</i>				
7	NS	Karachi Metropolitan Corporation (KMC)		P/SUM		
		<i>Unit Rate in words</i>				
8	NS	Any Other / Unforeseen Utilities		P/SUM		
		<i>Unit Rate in words</i>				
B <u>Provisional Sums for the Employer's portion of DAAB costs</u>				P/SUM		
<u>UTILITIES</u>						
To Summary					PKR	

Item	NHA Ref	Description	Qty	Unit	Rate PKR	Amount PKR
I		<u>UTILITIES RELOCATION (BY CONTRACTOR)</u> Ref. Spec. No. 5910				
I.1	NS	Karachi Electric (K.Electric)		P/SUM		
I.2	NS	Sui Southern Gas Company (SSGC)		P/SUM		
I.3	NS	Pakistan Telecom-munication Company Ltd. (PTCL)		P/SUM		
I.4	NS	Pak Arab Refinery Company Limited (PARCO)		P/SUM		
I.5	NS	National Telecommunication Corporation (NTC)		P/SUM		
I.6	NS	Karachi Metropolitan Corporation (KMC)		P/SUM		
I.7	NS	Any other / Unforeseen Utilities		P/SUM		

UTILITIES
To Summary

PKR -

ANNEX - VIII - LIST OF SECURITY CHECKPOSTS

LIST OF SECURITY POSTS							
ID	RD	Side of the Road	Package	Coordinates		Description	Location
				Latitude	Longitude		
PKG-3B							
1	00+300	Left	3B	24.850100	67.203240	Traffic Police check post	Dawood chowrangi
2	03+780	Median	3B	24.849580	67.173830	Pakistan Ranger Check Post	Sector-20 Landhi
3	5+400	Right side	3B	24.504700	67.093700	Pakistan Ranger Check Post	Indus Chowrangi
PKG-3A							
1	6+870	Left	3A	24.848020	67.146010	Pakistan Ranger Check Post	Korangi industrial Area
2	7+650	Left	3A	24.842580	67.138400	Pakistan Ranger Check Post	Sector 17 korangi industrial area

ANNEX - IX – LETTER OF ANTI- ENCROACHEMENT DRIVE



KARACHI MOBILITY PROJECT
BRT YELLOW LINE

TRANSPORT & MASS TRANSIT DEPARTMENT
GOVERNMENT OF SINDH



No. PD/KMP/AED-KMC/2025/1848

Date: May 05, 2025

To,

The Senior Director
Anti-Encroachment Department
Karachi Metropolitan Corporation
Government of Sindh

SUBJECT: REQUEST TO REFRAIN FROM ANTI-ENCROACHMENT DRIVES ALONG THE KARACHI MOBILITY PROJECT CORRIDOR

This is to inform you that the Karachi Mobility Project, funded by the World Bank, is currently under implementation and spans from Dawood Chowrangi till Numaish (21 KM patch), all the way from Korangi Industrial area and off-corridor from Indus Hospital (Depot – II) via Shawn Chorangi to be connected with main corridor. The project is being executed in accordance with the World Bank's Environment and Social Safeguards.

2. In line with these International Safeguards and as part of the Compensation and Livelihood Rehabilitation Plan (C&LRP) developed for the project, it is required that "NO" Anti-Encroachment operations be carried out within the project corridor, please.

3. Thanking You.


(PROJECT DIRECTOR)
Karachi Mobility Project

A copy is forwarded for information to:

1. Secretary, Transport and Mass Transit Department
2. Director Technical, KMP
3. Project Manager, JV Consultant (Dar-al-Handasah / NESPAK)
4. Chief Resident Engineer, JV Consultant (Dar-al-Handasah / NESPAK)
5. PS to Project Director, Karachi Mobility Project – Yellow Line
6. Office File

Address: Plot No.C-44, Lane 7, Shahrah-e-Ghalib, Block 2, Clifton, near Bilawal Chowrangi, Karachi,
Tel: 021-35373001, 021-35769983, 021-35304396 email: info@kmp.gos.pk



KARACHI METROPOLITAN CORPORATION

OFFICE OF THE SENIOR DIRECTOR (ANTI-ENCROACHMENT)

Room No: 08, 2nd Floor, Annex Building M.A Jinnah Road

Telephone No: 99216326 & 021-99215799

No: KMC/SD/AE/332 /2025

Dated: 07/05 /2025

To,
The Project Director,
Karachi Mobility Project,
Karachi.

SUBJECT: NO ENCROACHMENT DRIVE CERTIFICATE

Ref: PD/KMP/SMTA/DEPOT-1/2024/630 dated: 20/12/2024

With reference to the above referred letter, it is to certify that no any encroachment drive has been conducted on Karachi Mobility Project from Dawood Chowrangi till Numaish (21 KM patch)/Indus Hospital Korangi via Shawn chorangi.

This is for your kind information.

Senior Director
Anti-Encroachment, KMC

ANNEX - X – COMMUNITY CONSULTATION



NATIONAL ENGINEERING SERVICES OF PAKISTAN (PVT) LIMITED

Project: YBRT - Package-3
PUBLIC CONSULTATION

1- Identification:

Date 18-11-25

Settlement: Future Morr, Moinabad.

Tehsil: _____ District: Landhi UC: _____

Location of Meeting: Future Morr Resource Person Ahmad Zaman

Contact No. _____ Al-Jannah Pakistan Centre

2- Introduction of the Project:

late briefed the public and participants about the project

3- Question & Response

Question	Response
Inquired about route of bus?	Explained about the route of YBRT route.
Showed concerns about high fair?	To facilitate public at large, fair will be kept low.
As this is factory area any special discount for in fair here?	The govt of sindh understand hardships of factories laborers, so, the fair will be minimum to accommodate public.

4- General Remarks & Suggestion of the Participants:

Overall, This project will facilitate public.

5- General Observations:

Generally, public were motivated and happy for this project.



NATIONAL ENGINEERING SERVICES OF PAKISTAN (PVT) LIMITED

List of Participants

Sr. No.	Name/Father Name	Occupation	Signature/ Thumb
1	Muhammad Wagar	hotel staff	محمد وگار
2	Muhammad Khalid	hotel staff	محمد خالد
3	Adeel Ali	hotel chef	آدیل علی
4	Muhammad Awan	hotel chef	محمد اوان
5	Mazeem	Local citizen	مازیم
6	Abdullah	hotel staff	عبدالله
7	Asif Khan	Local citizen	آصف خان
8	Khalid Usaid	hotel chef	محمد خالد
9	Taimoor	Local citizen	تیمور
10	Shahid bhai	hotel staff	شاہد بھائی
11	Ahmed Zaman	hotel staff	احمد زمان

Conducted by: Name: Naveed Tariq Jhaheem Signature: Naveed Tariq



NATIONAL ENGINEERING SERVICES OF PAKISTAN (PVT) LIMITED

Project: YBRT - Package-3
PUBLIC CONSULTATION

1- Identification:

Date 18-11-2025

Settlement: Future Morry, Moinabad

Tehsil: _____ District: Landhi UC _____

Location of Meeting Future Morry Resource Person Zahid Shah

Contact No. _____

2- Introduction of the Project:

Project was introduced to the participants, motivated them to ask questions and give any recommendations.

3- Question & Response

Question	Response
What will be the fair of these buses?	The fair will be as low as possible considering govt limitations.
What about footpaths?	This footpath will be decided as per bus route design.
Is there any alternate to drainage?	The designer has considered all possible options and made best.

4- General Remarks & Suggestion of the Participants:

No remarks

5- General Observations:

Participants were delighted to listen about the project. As they are facing air pollution and less public transport.



NATIONAL ENGINEERING SERVICES OF PAKISTAN (PVT) LIMITED

List of Participants

Sr. No.	Name/Father Name	Occupation	Signature/ Thumb
1	Adil Khan	local ^{Citizen.} staff	
2	Muhammad Waleed	Shop employee	
3	Haider Ali	local Citizen	
4	Shafe Khan.	Shop employee	
5	Zahid Shah	Shop owner	
6	Raaz Muhammad	Shop employee	

Conducted by: Name: Nawab Tariq Thameem Signature: Nawab Tariq



NATIONAL ENGINEERING SERVICES OF PAKISTAN (PVT) LIMITED

Project: YBRT - Package 3
PUBLIC CONSULTATION

1- Identification:

Date 17-11-2025

Settlement: Jamrud Goth, Mansuhra Colony

Tehsil: _____ District: Landhi UC: _____

Location of Meeting: Jamrud Goth Resource Person Muhammad Iqbal

Contact No. _____

2- Introduction of the Project:

Briefed the participants about the project including its route, track, facilities in buses etc.

3- Question & Response

Question	Response
What could be the route of YBRT?	It will be from depot-1, Dawood Chowringi to Norami Kabab Chowringi
What about bus fair?	It will be kept as per public suggestions and govt understanding to accommodate less privilege people.
Bus timings?	It will be strict and standardised.

4- General Remarks & Suggestion of the Participants:

It is highly needed project and should be completed as early as possible.

5- General Observations:

Generally public accepts it with warm and acknowledge the need for this project.



NATIONAL ENGINEERING SERVICES OF PAKISTAN (PVT) LIMITED

List of Participants

Sr. No.	Name/Father Name	Occupation	Signature/ Thumb
1/	Akbar	local Citizen	اکبر
2/	Shafiqullah	local Citizen	شفیق
3/	Zohaib	shop worker	Zohaib
4/	Awaris	shop worker	اویس
5/	Muhammad Iqbal	Shop owner	محمد
6/	Muhammad Shoaib	shop worker	اقبال
7/	Haji Ashraf Khan.	shop worker	حاجی اشرف
8/	Bilawal.	shop worker	بیلوال

Conducted by: Name: Nawab Jamil Shahzad Signature: Nawab Jamil



NATIONAL ENGINEERING SERVICES PAKISTAN (PVT) LIMITED (NESPAK)

Community/Public Consultation

1- Identification:

Date 19/08/2023Main Corridor
Package 103

Settlement:

Near Singol Chorangi Main Korangi Road

UC:

Tehsil:

District:

Korangi

Location of Meeting

Resource Person

M. Hanis

Contact No.

2. What types of impacts do you expect due to implementation of project in the area?

① Livelihood of movable business factors will be affected due to closing of Road② Employees will also face issues of parking during early construction and operational phase of the project

3. Questions & Response

Question	Response
When construction works will start?	After completion of design and other part the construction works will start
Why survey of people is being conducted and how is being conducted?	The survey is being conducted to assess the impacts on livelihood of people and related issues. The issues should be mitigated before initiation of the project.

consultation i.e. being conducted to get suggestion from people of the area

How much area is needed for construction activities of the project	This is the main corridor will avoid Rott of the road.
What is the optimal end point of the bus	Participant were better about the end point map.
Particip area has been paid by the govt to the individuals. The will be possible if we make toll will be closed	Will be discussed with design and related changes

4. General Remarks and suggestions of the participants:

- ① Govt should spend money to reduce poverty instead of provide bus service
- ② Alternative space should be provided to the ^{movements should be better}

5. General Observations of Interviewer:

- ① The owner of small business gave more time. And income is more for projects

List of Participants

Sr. No.	Name	Occupation	Signature/ Thumb (NIC)
1	M. Haris	Teacher	
2	M. Aslam	Labour	
3	Salman	Labour	
4	Zahid	Labour	
5	Rehman	Labour	
6	Asghar	Labour	
7	Arif	Labour	
8	Rehman	Labour	
9	Kashif	Labour	
10	Umar	Labour	
11	Nasir	Labour	
12	M. Ali	Labour	
13	Sajid	Labour	
14	Ali	Labour	
15	Lal Rehman	Labour	

Handwritten notes in the right margin:

- Handwritten signature/initials
- Handwritten text: "Labour" and "Arif"



NATIONAL ENGINEERING SERVICES PAKISTAN (PVT) LIMITED (NESPAK)

Community/Public Consultation

1- Identification:

Date 19/08/2023Main Corridor
Package-03

Settlement:

Near Indus Chorangi

UC:

Tehsil:

District:

Korangi

Location of Meeting

Resource Person

Moula Bax

Contact No.

2. What types of impacts do you expect due to implementation of project in the area?

① Small business efforts where do
more business etc. to sell the small
joints at eating thing.

3. Questions & Response

Question	Response
What is the extent of YBRT?	Participants were briefed about the route of the project with maps.
Duration of the joint has been capped and project will also stop	It is approved project will be a full and is not hinder with joint

The project activities should be careful from palm to Footpath to reduce land minimize the input	As per street account the DPM mixed to channel
High survival condition are being achieved with more trees in canals	Assessing the adverse impact on livestock for restoration of their livelihood cooperation will be popular all livestock not to disturb canals will be given to the Affected people as per PIB suggested policy

4. General Remarks and suggestions of the participants:

- ① Overhead bridges should be changed to cover the road.
- ② Small canal not passing at the inlets should not be altered

5. General Observations of Interviewer:

Participant more in the green colour
Rain water be cleared instead of
wall to wall

List of Participants

Sr. No.	Name	Occupation	Signature/ Thumb (NIC)
1	Maola Box.	Labour	
2	Salman.	Driver	→ Consultant Hossein
3	M. Ashfaq.	Labour	
4	Salman	Labour	
5	Haji	Labour	
6	Asif	Labour	
7	Ramzan	Labour	
8	Faizan	Labour	
9	Rehman	Labour	
10	Farooq	Businessman Chef	
11	Ali. Mohammad	Labour	
12	Tojaal	Student	
13	Gul	Driver/Helper	
14	Bhar	Driver	
15	Rauf	Helper	
	Waqas	Labour	

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: Banars District: Landhi
- Location of Meeting: near Quetta of 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 Numeish Chowranji
- 3- Transport Problems Faced by the Local Communities in the City: lack of transport, waste of time, misbehave 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 destroyed?	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 for conditioned.
Is this project dangerous or accident 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.



Dar Al-Handasah Consultants
(Shar and Partners)

National Engineering Services
Pakistan (Pvt.) Limited

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.	Jawad Sajjad	Barber	

Conducted by:

Name: Shafiqul Hassan Signature:



dar Al-Handasa Consultants
(Shar and Partners)

海証監 National Engineering Services
伊爾監 Pakistan IPvt. Limited

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

- 1- Identification: Date 18/2/20
Location/Settlement: Future Mass
Tehsil: _____ District: Landhi
Location of Meeting Makka Ah 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,
Lack chances of accidents.
- Negative Impacts:
Early destruction of roads and
traffic jams before project completion.

V. der

Dar H. Haidaseh Consultants
(Share and Partners)National Engineering Services
Pakistani (Pvt.) Limited

List of Participants

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

Conducted by:

Name: Shafique Hassan Signature: Shafique



Dar Al-Handasah Consultants
(Shar and Partners)

附証 5 National Engineering Services
伊興歐 Pakistan (Pvt.) Limited

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 Alori Paan Shop Resource Person Amman
 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 Indus.
- 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 destruc- tion of public business sector?	No, nothing will be messed 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.
limitation 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.
safety of their 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 paint shop Shopkeeper	03165474217
6	Shabeer Ahmed	Helper	(Signature)
7	Aslam Khan	Helper	(Signature)
8	Arslan	Helper	(A.)
9	Arshad Khan	Helper	(Signature)

Conducted by:

Name: Shafique Hassan Signature: (Signature)

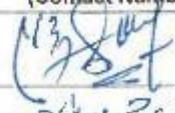
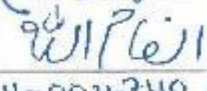
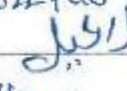
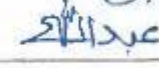


Dar Al-Handasah Consultants
(Sole and Partners)

NEES National Engineering Services
PES Pakistan (Pvt.) Limited

Defence Parks - 1-2

List of Participants

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
1/	Kashif	Shopkeeper	
2/	Inamullah	Shopkeeper	
3/	Raheel	Shopkeeper	0311-0022740 
4/	Abdullah Khan	Helper	
5/	Umer	Helper	
6/	Khalil	Shopkeeper	
7/	Sheikh Saad	Shopkeeper	
8/	Hamza Ali	Shopkeeper	
9/	Qaisar Khan	Helper	

Conducted by:

Name: Shafique Hassan Signature: 



Dar Al-Handasah Consultants
(Shah and Partners)

附註: National Engineering Services
伊興: Pakistan (Pvt.) Limited

List of Participants

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

Conducted by:

Name: Asif Ali Signature: [Signature]

Kosong Industrial Area

List of Participants

24-25-22

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
	Zahaid Ali	Engineer	
	Shazaib	"	
	Tanveer	"	
	Saeed Cadiq	"	
	Shah	"	
	Altaf Hussain	"	
	Aasim Ali	"	
	Syed Shafiq-ur-Rahman	"	
	Safdar Hussain	"	
	Abubakar Rajid	"	
	Ali Asghar		
	Nisar Ahmed		
	Sultan Masood		
	M. Ayyaz		
	Mujeeb Rehman		
	Samir		

Conducted by:

Name: _____ Signature: _____

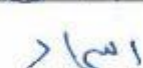
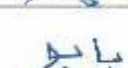
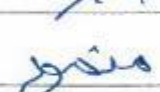
List of Participants *Bht - Chosagi - 19-2-2022*

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 Gijjar	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>	Mogeen Khan	Helper	<i>[Signature]</i>

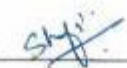
Conducted by:

Name: Shafiqe Nasseem Signature: *[Signature]*

List of Participants Mustafa Chohanji - 18-2-22

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

Conducted by:

Name: Shafique Hassan Signature: 

List of Participants

vita chutaji - 18-2-22

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
01	Mohamed	Shopkeeper	MC
02	Asghar	Helper	0304-2432573
03	Nadir Shah	Helper	0304-208570
04	M. Ishagjue	Helper	0309-2099322
05	Allhaji Asha ^{Khan} Saeed	Manager	
06	Ag Hikmet ^{Khil} Jani	Cooker	
07	Dr. Inayat ^{Sadhuza} Ullah	Manager	
08	Zaakir Khan	Helper	
09	Jamsher	Helper	

Conducted by:

Name: Shafique Hassan Signature: Shafique

List of Participants *Atleh intake Polymers Khelach*

Sr. No.	Name	Occupation	Signature/ Thumb (Contact Number)
01	Usama Baloch	Manager	<i>Usama</i> 03112517257
02	Yar Muhammad	waiter	<i>Yar</i>
03	Ganin Baloch	waiter	<i>Ganin</i>
4	Mazhar Ali	waiter	<i>Mazhar</i>
5	Asad	waiter	<i>Asad</i>
6	Barkat Khan	waiter	<i>Barkat</i>
7	Shadab Khan	waiter	<i>Shadab</i>
8	Badama Khan	waiter	<i>Badama</i>

Conducted by:

Name: *Shafique Hassan* Signature: *Shafique*

List of Participants

Kalori Pull = 22-2-22

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

Conducted by:

Name: Reem Siddique Signature: Muhammad Sajjad



Dar Al-Hondasah Consultants
(Shar and Partners)

NEPS National Engineering Services
Pakistan (Pvt.) Limited

18-2-22

List of Participants

Participants of C-Block

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

Conducted by:

Name: Shafique Hassan Signature:

GENDER CONSULTATION

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	Mariyam	Student	Mariyam
4	Alvina Rasid	Teacher	Alvina
5	Amna Rasool	Teacher	Amna
6	Ghosa Basharat	Teacher	Ghosa
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

Shah Faisal Colony

List of Participants

2020

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

Conducted by:

Name: Ramsha Siddiqui Signature

Ramsha

Rabiea. - Student

Syedra Rida Zehra Jafri-stu

Rida HASSAN KHAN

Umm e Aiba

Umm e Hadia

Nehmah Yousfi

Rehma Afiaz.

Samra Asim

Sameen Mohiuddin

Tooba Nasir

Rimsha Tabiri

Noor-ul-Din

Samaira Saifraz

Dabiea
Rida
Hadia
Umm e Aiba
Umm e Hadia
Nehmah
Rehma
Samra
Sameen
Tooba
Rimsha
Noor-ul-Din
Samaira

24/02/22

FABTEX APPAREL

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

Name :- Ramsha Siddiqui

Ramsha

ANNEX - XI – ASSESMENT OF COMMERCIAL STRUCTURES

**TENTATIVE BUDGET OF STRUCTURES OF PACKAGE-3 YBRT CORRIDOR
CONSIDERING ROW WALL TO WALL**

ASSESSMENT OF HOTEL STRUCTURES

Sr. No.	Number of PAPs	Category	Area	Amount
1	8	Straw	5598	839700

COMMERCIAL STRUCTURES NO IMPACT ON LIVELIHOOD.

Package- 3A

Sr.	Affected Family (Nos.)	Structure Category	Construction type	Affected Structures (Nos.)	Area (sq.ft & Rft)/ UNit	Amount
1	10	Block	Pacca	1	60	7680
2		Fence	Iron	1	360	18000
3		floor	Pacca	1	3712	475136
4		Floor	Tuff tiles	2	3350	670000
5		Fuel machine	Removal	3	3	300000
6		Price Totem	Removal	3	3	300000
7		Pump	Electric	1	1	45000
8		shed	Iron	7	2815	140750
9		Wall	Pacca	2	67	20100
		Total		21	10371	1976666

Package- 3B

Sr.	Affected Family (Nos.)	Structure Category	Construction type	Affected Structures (Nos.)	Area (sq.ft & Rft)/ UNit	Amount
1	176	Cabin	Semi pacca	1	1	10000
2		Cabin	Iron	1	1	10000
3		Counter	Semi Pacca	1	20	6000
4		Fence	Iron	1	151	7550
5		Floor	Pacca	30	7988.75	1022560
6		Floor	Tuff Tiles	3	9300	1860000
7		Price Totem	Removal	1	1	100000
8		Raised Floor	Pacca	1	119	15232
9		Ramp	Iron	1	702	35100
10		Shed	Fiber	1	210	10500
11		Shed	Iron	160	39240.5	1962025
12		Shed	Net	3	507	25350
13		Shed	Straw	5	2305	345750
14		stairs	Iron	2	230	11500
15		Wall	Pacca	10	513.5	154050
				221	61289.75	5575617

ANNEX - XII – ASSESSMENT OF RELIGIOUS STRUCTURES

ASSESSMENT OF RELIGIOUS STRUCTURES

Package- 3A						
Sr.	Affected Structures (Nos.)	Structure Category	Construction type	Affected Structures (Nos.)	Area (sq. ft & Rft)/ Unit	Amount
1	8	Ablution area	Pacca	2	211	63300
2		Cabin	Pacca	1	23	6900
3		Covered Area	Semi Pacca	3	1877	3190900
4		Floor	Pacca	5	5720	732160
5		Floor	Tuff Tiles	1	2184	279552
6		Shed	Iron	4	5548	277400
7		Shed	Net	3	1618	323600
8		Shed	Straw	1	216	32400
9		Wall	Pacca	3	465	232500
		Total	23			5138712
Package- 3B						
Sr.	Affected Structures (Nos.)	Structure Category	Construction type	Affected Structures (Nos.)	Area (sq. ft & Rft) / Unit	Amount
1	3	Ablution area	Pacca	1	75	22500
4		Floor	Pacca	2	1240	158720
6		Shed	Iron	1	836	41800
4		Water tank	Pacca	1	195	58500
5		Wall	Pacca	2	35	17500
		Total	7			299020

ANNEX -XIII - PHOTOLOG

PUBLIC CONSULTATION



Stakeholders Meeting



Stakeholders Meeting



Community Consultation



Meeting with Representative of Avient Company



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



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



Consultation with Local Community at Shaheed-e-Millat Road



Consultation with APs at Taj Haider 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 CONSULTATION



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



Consultation With Imam Of Mosque



Consultation With LATI

LIST OF APPENDIX

APPENDIX –1: LETTER REGARDING OWNERSHIP OF ROW



KARACHI DEVELOPMENT AUTHORITY
OFFICE OF THE SECRETARY

No. PA/Secy/KDA/2025/ 372

December 24, 2025

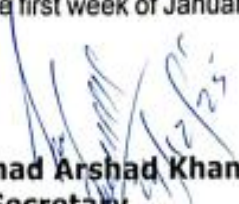
The Project Director,
Karachi Mobility Project,
Transport & Mass Transit Department,
Government of Sindh
Karachi

Subject: REQUEST FOR PROVISION OF DATA AND STUDIES FOR TRANSIT-ORIENTED DEVELOPMENT (TOD) COMPETENT OF THE BRT YELLOW LINE UNDER KARACHI MOBILITY PROJECT

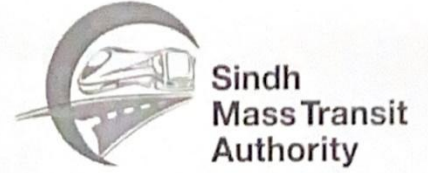
Please refer to your letter bearing No. PD/KMP/2025/2496 and No. PD/KMP/2025/2498, dated 08.12.2025 on the captioned subject and also to the visit of a team of Karachi Mobility Project to the Karachi Development Authority on 23.12.2025.

In this regard, it is stated that the Right of Way from Dawood Chowrangi upto KPT Flyover (Imtiaz Store) falls within the jurisdictions of KDA Scheme Korangi and Landhi. Hence, the copy of the original layout plans of both the KDA Schemes are enclosed herewith, as required.

It is requested that a presentation about the subject project may kindly be arranged in the Civic Centre Building, preferably in the first week of January, 2026, to proceed further in the matter.


[Muhammad Arshad Khan]
Secretary
Karachi Development Authority

Encl: As above



TRANSPORT & MASS TRANSIT DEPARTMENT
GOVERNMENT OF SINDH

Karachi, dated: 20th December, 2024

To,

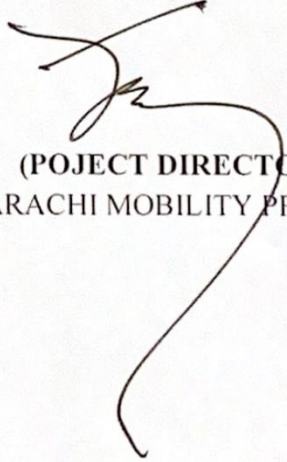
The Secretary
Transport and Mass Transit Department
Government of Sindh
Karachi.

PROJECT: KARACHI MOBILITY PROJECT (KMP) - YELLOW LINE BUS RAPID TRANSIT

SUBJECT: REQUEST FOR LAND OWNERSHIP STATUS OF ROW FOR KARACHI MOBILITY PROJECT (YELLOW LINE BRT)

As per the requirement of financier, court and utility services, the Karachi Mobility Project (KMP) - BRT Yellow Line starting from Dawood Chorangi till Numaish Chorangi (21 KM patch), all the way from Korangi Industrial area and off-corridor from Indus Hospital (Depot-II) via Shawn Chorangi to be connected with main corridor, the title of ownership of properties held in the name of Transport Department, Government of Sindh is required, which is requested to be provided.

2. The title documents must show structure wise ownership registration, mutation and possession. Encroachment, if any, be also clearly mentioned.
3. Direction to concerned officers may kindly be passed to liaise with Ms. Asma Butt, Social Development Specialist at KMP, for coordination, please.


(PROJECT DIRECTOR)
KARACHI MOBILITY PROJECT

No. PD/KMP/SMTA/DEPOT-1/2024/ **631**

A copy is forwarded for information to: -

1. Director Technical, KMP
2. JV Consultant (Dar-al-Handasah / NESPAK)
3. Master File.



TRANSPORT & MASS TRANSIT DEPARTMENT
GOVERNMENT OF SINDH



NO. DDL/HQ/502/2025
Date: 22-04-2025
S. I. C Land Department

No. PD/KMP/KMC/2025/1786

Date: March 07, 2025

To,

The Municipal Commissioner,
Karachi Metropolitan Corporation,
Karachi



SUBJECT: REMINDER: REQUEST FOR LAND OWNERSHIP STATUS OF ROW FOR
KARACHI MOBILITY PROJECT (YELLOW LINE BRT)

Reference: Letter No. SO (DEV)/TMTD/6/2023-24, dated 7th February 2025.

2. In view of the above, the reply is still awaited. Therefore, you are kindly requested to expedite the response because matter is being inordinately delayed and checked by Foreign Donor on daily basis.

(PROJECT DIRECTOR)
Karachi Mobility Project

A copy is forwarded for information to:

1. PS to Secretary, Transport and Mass Transit Department
2. PS to Project Director, Karachi Mobility Project – Yellow Line
3. Director Technical, Karachi Mobility Project – Yellow Line
4. Project Manager, JV Consultant (Dar-ul-Handasah / NESPAK)
5. Office File

DD HQ

The subject matter
regarding land
pertaining to
S. I. C Land Line
21/4/25

21/4/25
Du M.T.
7 n/a.



Ph: 021 - 99211015

NO.SO(Dev)/TMTD/6/2023-24

**Government of Sindh
Transport & Mass Transit
Department**

Karachi, dated the 7th of February 2025

To,

✓ The Municipal Commissioner,
Karachi Metropolitan Corporation,
Karachi.

**SUBJECT: REQUEST FOR LAND OWNERSHIP STATUS OF ROW FOR KARACHI
MOBILITY PROJECT (YELLOW LINE BRT).**

I am directed to refer to the subject noted above and to forward herewith letter No. PD/KMP/SMTA/DEPOT-1/2024/631 dated 20th December, 2024 received from Project Director, Karachi Mobility Project, SMTA, Transport & Mass Transit Department, requesting therein for Right of Way (RoW) for construction of BRT Yellow Line starting from Dawood Chorangi till Numaish Chorangi (21 KM patch), all the way from Korangi Industrial area and off-corridor from Indus Hospital (Depot-II) via Shawn Chorangi to be connected with main corridor (copy enclosed).

2. In view of above, it is requested to take further necessary action in the matter regarding RoW in the name of Project Director, BRT Yellow Line, Transport & Mass Transit Department, Government of Sindh.

SECTION OFFICER (DEV)
For Secretary to Government of Sindh

No: SO (Dev)/TMTD/6/2023-24

Karachi, dated the 7th of February 2025

A copy is forwarded for information to: -

1. The Mayor, Municipal Corporation, Karachi.
2. The Commissioner, Karachi Division, Karachi.
3. The Managing Director, Sindh Mass Transit Authority, Transport & Mass Transit Department, Government of Sindh.
4. The Deputy Secretary (Staff) to Chief Secretary, Sindh, Karachi.
5. The PS to Senior Minister, Transport & Mass Transit Department, Govt. of Sindh, Karachi.
6. The P.S to Secretary, Transport & Mass Transit Department, Government of Sindh.
7. Master File.



SECTION OFFICER (DEV)



KARACHI METROPOLITAN CORPORATION ENGINEERING DEPARTMENT

Chief Engineer
Karachi Metropolitan Corporation

Behind Dawood University New M.A. Jinnah Road, KHI
Phone-99230951

No.CE/E.D/KMC/.412/2025

Dated: 21/11/2025

MEETING

Subject: REQUEST FOR THE LAND OWNERSHIP STATUS OF ROW FOR KARACHI MOBILITY PROJECT (YELLOW LINE BRT)

Reference: SO(DEV)/TMTD/6/2023/2023-24 Dated: 7th February, 2025.

A meeting regarding the subjected matter is being held in the office of Mayor, Karachi on Tuesday 25-11-2025 at 11:00 A.M. you are requested to attend the same please.

1. MD SMTA Authority Government of Sindh
2. Section Officer (Dev.) for Secretary to Government of Sindh Transport and Mass Transit Department.

3. Mrs. Zamir Abbas P.D (Yellow Line)

Chief Engineer
Engineering Department, KMC

Copy to the:

1. Senior Director (E.S) Engineering Department, KMC
2. Office Copy

APPENDIX –II: NOTIFICATION REGARDING MINIMUM WAGES OF SINDH PROVINCE



GOVERNMENT OF SINDH
LABOUR &
HUMAN RESOURCES DEPARTMENT
Karachi dated 28th July, 2025

Notification

No. L-II-13-3/2016-I: In accordance with Section 4(1) of the Sindh Minimum Wages Act, 2015, and in exercise of the powers granted under Section 6(1) (a) of the same Act, the Government of Sindh is pleased to fix the minimum monthly wage at **Rs. 40,000/-** for unskilled adult and adolescent workers employed in all industrial and commercial establishments across the province. This will take effect from **1st July, 2025**, subject to the following conditions:

1. These revised minimum wages will apply to all unskilled adult and adolescent workers working in any industrial or commercial establishment, whether registered or unregistered, throughout Sindh.
2. This minimum wage shall be uniformly applicable across the entire province and will come into force from **01.07.2025**, as per the provisions of the Sindh Minimum Wages Act, 2015.
3. Male and female workers in this category shall receive equal pay.
4. Working hours, overtime rules, rest days, and paid holiday provisions for these workers shall be governed by the Sindh Factories Act, 2015, the Payment of Wages Act, 2015, and other applicable labor laws.
5. The wages for skilled and semi-skilled workers in any industry must not be lower than the minimum wage fixed for unskilled workers.
6. All employers, regardless of whether their establishment is registered or unregistered, must pay their unskilled and adolescent workers not less than **Rs. 40,000/- per month**, as stated in the attached schedule.
7. "Wages" shall be interpreted according to the definition provided in Section 2(xix) of the Sindh Minimum Wages Act, 2015.
8. Employers must revise the rates for piece-rated workers to ensure that such workers earn at least **Rs. 192** per hour on any working day.
9. The new minimum wage is not to be considered the maximum. Any current wages higher than the new minimum must not be reduced. Employers are encouraged to




offer higher wages either voluntarily or through collective agreements based on experience, local living costs, or other relevant factors.

10. The revised wage rates shall apply to all time-rated and full-time workers, including those employed on a temporary or piece-rate basis, effective from the date specified in the official notification issued by the Labour & Human Resources Department under Section 6 of the Sindh Minimum Wages Act, 2015 i.e. 1st July, 2025.
11. Existing benefits such as free accommodation/house rent, utilities (water/electricity), transport, medical care, gratuity, pension, bonus, insurance, provident fund, food (free/subsidized), education, recreation, paid holidays/leave, and attendance bonuses must continue to be provided by the employer. These cannot be counted toward meeting the minimum wage requirement.
12. Variable allowances, incentives, and the value of welfare facilities mentioned above shall not be used to offset the minimum wage.
13. All Government, semi-government and private institutions that hire manpower for different services through contractors must ensure that no tender is accepted where the proposed wage rate is below the minimum of Rs. 40,000 per month.
14. A detailed schedule of the minimum wages for unskilled adult and adolescent workers is provided below:

Category of Worker	Recommended Minimum Rates of Wages		
	Per Hours	Per Day	Per Month
Unskilled Adult & Adolescent Workers employed in all industrial & commercial establishments of Sindh Province	Rs.192	Rs.1538	Rs.40,000



Muhammad Rafique Qureshi
Secretary

No. L-II-13-3/2016-I:



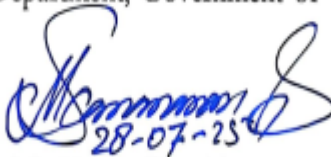
Karachi, dated, the 28th July 2025

II/III

A copy is forwarded for information to:

1. The Secretary, Ministry of Overseas Pakistanis and Human Resource Development, Government of Pakistan, Islamabad.
2. The Chairman, Planning & Development Board, Government of Sindh, Karachi
3. The Senior Member, Board of Revenue, Sindh, Karachi. 3.
4. The Principal Secretary to Governor Sindh, Karachi.
5. The Principal Secretary to Chief Minister Sindh, Karachi.
6. The Secretary to Government of Sindh (All)
7. The Deputy Secretary (Staff) to Chief Secretary Sindh, Karachi.
8. The Director General, Directorate of Labour, Sindh, Karachi.
9. The Commissioner, Sindh Employees Social Security Institution, Karachi.
10. The Secretary, Sindh Workers Welfare Board, Karachi.
11. The Chairman, Sindh Minimum Wages Board, Karachi.
12. The Commissioner, Mines Labour Welfare Organization, Sindh, Karachi.
13. The Superintendent, Sindh Government Printing Press, Karachi, for the next issue of Sindh Government Gazette publication in.
14. The President, Employers Federation of Pakistan, 2nd Floor, State Life Building No.02, Wallace Road, off. I.I Chundrigar Road, Karachi.
15. The Presidents, Association of Trade and Industries, KATI, SITE, Landhi, Bin Qasim, SITE Super Highway, F.B. Area, North Karachi, Nooriabad, Kotri, Hyderabad and Sukkur.
16. The Presidents, Chamber of Commerce and Industries (Karachi, Hyderabad, Sukkur, Larkana & Mirpurkhas).
17. The (All) Workers Federations in Sindh.
18. The PS to Minister Labour & Human Resources Sindh, Karachi.
19. The PS to Secretary Labour & Human Resources Department, Government of Sindh, Karachi.
20. Office Master file.




28-07-25
Mir Hassan Bhanbhro
Section Officer (Labour-II)

APPENDIX –III: NOTIFICATION REGARDING GRC AND REVISED GRC



No. SMTA/PD-KMP/GRM-GCF/2024/L-1600

Karachi Dated: 11th December, 2024

NOTIFICATION OF GRIEVANCE REDRESSAL COMMITTEE- FIELD LEVEL

In compliance to the institutional requirement as required by the World Bank for Karachi Mobility Project and subsequently for Yellow Line Corridor, Grievance Redress Committee at field level is hereby constituted as under. The Committee will carry out its business as detailed in Compensation and Livelihood Resettlement Plan and shall facilitate the Project Management Team and Project Affected People (PAPs)/GBV/Labor to redress grievances (if any) during the implementation of Karachi Mobility Project- Yellow Line (BRT).

1	Social Development Specialist	Focal Person
2	Concerned PMT Specialist (Environment, Gender, Technical etc.)	Member
3	Social Safeguard Specialist (Supervision Consultant)	Member
4	Representative from the Resident Engineer from Design & Supervision Consultants	Member
5	Social Development Specialist from the Contractor of the relevant Package.	Member
6	Representative from Community	Member

ToRs of GRC:

- 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.
- The GRC may 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 in the best interest of the project. 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.


(PROJECT DIRECTOR)
KARACHI MOBILITY PROJECT

A copy is forwarded for information to:

1. PS to the Project Director, Sindh Mass Transit Authority, GoS.
2. Dar ul Handasah JV Nespak Engineering Services Pakistan (Pvt) Ltd.
3. All Contractors
4. Master File.

Plot No. D-43 & D-43/1, Shahra-e-Ghalib, Block -2, Clifton, Karachi-Ph # 021-99332207-8



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**TRANSPORT & MASS TRANSIT
DEPARTMENT
GOVERNMENT OF SINDH**
Karachi Dated 25th August, 2021

NOTIFICATION

NO.SO(Gen.)/Yellow.Line/BRT/2019/20: In compliance to the institutional requirement as required by the World Bank for Karachi Mobility Project and subsequently for Yellow Line Corridor, Grievance Redressal Committee is hereby constituted as under. The Grievance Redressal Committee will carry out its business as detailed in Compensation and Livelihood Resettlement Plan and shall facilitate the Project Management Team and Project Affected People (PAPs)/GBV to redress grievances (if any) during the implementation of Yellow Line Bus Rapid Transit (BRT).

1	Secretary, Transport and Mass Transit Department Sindh	Convener
2	Managing Director, Sindh Mass Transit Authority	Member
3	Representative from Commissioner Karachi Division	Member

Terms of References (TORs):-

- 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.
- The GRC may 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 in the best interest of the project. 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.



SECRETARY TO GOVERNMENT OF SINDH

NO.SO(Gen.)/Yellow.Line/BRT/2019/20

Karachi, dated the 25th August, 2021

1. The Chairperson (Planning & Development Board), Government of Sindh, Karachi.
2. The Secretary Finance Department, Government of Sindh, Karachi.
3. The Commissioner, Karachi Division.
4. The Additional Inspector General of Police, Karachi.
5. The Managing Director, SMTA, Government of Sindh, Karachi.
6. Notification File.

SECTION OFFICER (General)
For Secretary to Government of Sindh

GOVERNMENT OF SINDH
SINDH MASS TRANSIT AUTHORITY
NOTE SHEET

SUBJECT: NOMINATION OF REPRESENTATION FOR RECONSTITUTION OF PROJECT MANAGEMENT TEAM – GRIEVANCE REDRESS COMMITTEE (GRC) FOR KARACHI MOBILITY PROJECT – BRT YELLOW LINE CORRIDOR.

1. This refer to letter No PD/KMP/GRM-GRC/16/2025/1-/2400 dated 8th October 2025. In order to ensure neutrality, transparency, and impartial handling of special or sensitive grievance cases, it has been decided to reconstitute an additional Grievance Redress Committee (GRC) under the Karachi Mobility Project – BRT Yellow Line Corridor.
2. The Committee shall deliberate on and review grievances and complaints arising during the implementation of the Project, ensuring impartiality and full compliance with applicable procedures and guidelines. The existing Field-Level GRC shall continue to operate in accordance with its approved composition and mandate. However, to ensure a fair and transparent review of special or sensitive grievance cases, an Additional GRC has been established with a revised composition, as outlined in the Notification issued by the Project Director (copy attached) dated October 7, 2025.
3. This additional committee shall deal exclusively with such cases where the participation of consultant or contractor representative may present a potential conflict of interest, or where the Project Director deems an independent review necessary.
4. As discussed with you earlier, you are kindly requested to nominate one suitable representative (not below Grade-17) from worthy department to serve as a member of this committee.


15/10/25
PROJECT DIRECTOR
(KARACHI MOBILITY PROJECT)

5. Secretary T & MT



Sindh
Mass Transit
Authority

TRANSPORT & MASS TRANSIT DEPARTMENT
GOVERNMENT OF SINDH

No. PD/KMP/GRM-GRC/16/2025/1-/2400

Date: October 08, 2025

To,
The Secretary,
Transport & Mass Transit Department (T&MTD)
Government of Sindh,
Karachi

SUBJECT: NOMINATION OF REPRESENTATIVE FOR RECONSTITUTION OF PROJECT MANAGEMENT TEAM LEVEL - GRIEVANCE REDRESS COMMITTEE (GRC) FOR KARACHI MOBILITY PROJECT - BRT YELLOW LINE CORRIDOR

This refers to the earlier Notification dated 11th December, 2024. In order to ensure neutrality, transparency, and impartial handling of special or sensitive grievance cases, it has been decided to reconstitute an Additional Grievance Redress Committee (GRC) under the Karachi Mobility Project - BRT Yellow Line Corridor.

2. The Committee shall deliberate upon and review grievances and complaints arising during the implementation of the Project, ensuring independence and adherence to applicable procedures and guidelines. The existing Field-Level GRC shall continue to function as per its approved composition and mandate. However, to ensure fair and transparent review of special or sensitive grievance cases, an Additional GRC is being constituted with a revised composition as detailed in the Notification issued by the Project Director (copy attached) on dated October 07, 2025.

3. In this regard, you are kindly requested to nominate one suitable representative (not below Grade-17) from worthy department to serve as a member of this Committee.

4. An early action in the matter is solicited please.

OMP, YLC
Forward No. 937
Date 10/10/25

Pls. discuss.

Ag. 09-10-25.

PO (KMP)

(PROJECT DIRECTOR)
Karachi Mobility Project

A copy is forwarded for information to:

1. Director Technical, KMP
2. PS to Secretary Transport & Mass Transit Department
3. PS to the Project Director, KMP
4. Master File

No. 5060/C
Date 9-10-25 (11:00 AM)

SS. / DO HR



**KARACHI MOBILITY PROJECT
BRT YELLOW LINE**

TRANSPORT & MASS TRANSIT DEPARTMENT
GOVERNMENT OF SINDH



No. PD-KMP/GRM-GRC/2025/1- 2395

Karachi Dated: October 07, 2025

**RECONSTITUTION OF PROJECT MANAGEMENT TEAM LEVEL - GRIEVANCE
REDRESS COMMITTEE**

In continuation of the earlier Notification dated 11th December, 2024 (copy enclosed) and in order to ensure neutrality, transparency, and impartial handling of special or sensitive grievance cases, it has been decided to reconstitute an Additional Grievance Redress Committee (GRC) for such cases under the Karachi Mobility Project – BRT Yellow Line. The composition of the Committee shall be as follows:

1.	Social Development Specialist – Focal Person, GRC	Focal Person / Secretary
2.	Concerned PMT Staff (Technical, Procurement, Environment, Gender, Resettlement, etc.)	Member
3.	Legal Advisor, Karachi Mobility Project	Member
4.	Representative from Transport & Mass Transit Department (TMTD) (Not Below the Grade of 17)	Member
5.	Representative from Third Party Monitoring Agent (TPMA)	Member
6.	Representative from Project Management Consultant (PMC)	Member
7.	Any other Co-opted Member	Member

TORS of GRC

1. Ensure fair, transparent, and timely resolution of project-related grievances during design, construction, and implementation.
2. Receive, record, and review complaints; conduct hearings or consultations as required; and recommend corrective actions to the Project Director.
3. Maintain proper records of proceedings and follow up on implementation of decisions.
4. Meetings to be held quarterly or as required, with a quorum of at least four members including the Focal Person.
5. The Committee shall remain functional throughout the project period or until reconstituted by order of the Project Director.

(PROJECT DIRECTOR)
Karachi Mobility Project

A copy is forwarded for information to:

1. Director Technical, KMP
2. Project Manager, Dar ul Handasah JV Nespek Engineering Services Pakistan (Pvt) Ltd.
3. Chief Resident Engineer, Dar ul Handasah JV Nespek Engineering Services Pakistan (Pvt) Ltd.
4. Contractors (All)
5. All Concerned Officer
6. PS to Secretary Transport & Mass Transit Department
7. PS to the Project Director, KMP
8. Master File



No. SMTA/PD-KMP/GRM-QCF/2024/L-1500

Karachi Dated: 11th December, 2024

NOTIFICATION OF GRIEVANCE REDRESSAL COMMITTEE- FIELD LEVEL

In compliance to the institutional requirement as required by the World Bank for Karachi Mobility Project and subsequently for Yellow Line Corridor, Grievance Redress Committee at field level is hereby constituted as under. The Committee will carry out its business as detailed in Compensation and Livelihood Resettlement Plan and shall facilitate the Project Management Team and Project Affected People (PAPs)/GBV/Labor to redress grievances (if any) during the implementation of Karachi Mobility Project-Yellow Line (BRT).

1	Social Development Specialist	Focal Person
2	Concerned PMT Specialist (Environment, Gender, Technical etc.)	Member
3	Social Safeguard Specialist (Supervision Consultant)	Member
4	Representative from the Resident Engineer from Design & Supervision Consultants	Member
5	Social Development Specialist from the Contractor of the relevant Package.	Member
6	Representative from Community	Member

ToRs of GRC:

- 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.
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(PROJECT DIRECTOR)
KARACHI MOBILITY PROJECT

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1. PS to the Project Director, Sindh Mass Transit Authority, GoS.
2. Dar ul Handasah JV Neepak Engineering Services Pakistan (Pvt) Ltd.
3. All Contractors
4. Master File.

Plot No. D-48 & D-43/1, Shahe-e-Ghalib, Block -2, Clifton, Karachi-PH # 021-99332307-8

APPENDIX –IV: RELIGIOUS STRUCTURES WITH PICTURES

RELIGIOUS STRUCTURES WITH PICTURES

Sub-Package	Industrial Area	ID	RD	Side of the Road	Coordinates		Category/ Type of Structure	Pictures
					Latitude	Longitude		
3B	LATI	1	9+800	Right	24.85255	67.19115	Al-Madina Jamia Masjid.	
	KATI	2	7+800	Right	24.84847	67.171540	Prayer Place at Achari Hotel	
	KATI	3	7+300	Left	24.84820	67.16702	Prayer Place at Foot path (Opposite Dar-ul-Ullom)	

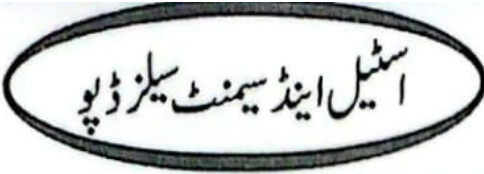
Sub-Package	Industrial Area	ID	RD	Side of the Road	Coordinates		Category/ Type of Structure	Pictures
					Latitude	Longitude		
3B	KATI	1	6+470	Right	24.84598	67.15883	Pearl Fabrics	
	KATI	2	5+430	Right	24.84400	67.14897	Rajby Industries	

Sub-Package	Industrial Area	ID	RD	Side of the Road	Coordinates		Category/ Type of Structure	Pictures
					Latitude	Longitude		
	KATI	3	4+900	Right	24.84300	67.14382	Jamia Masjid Hazrat Umar Farooq (Korangi Fire Station)	 YLBRT Package 3 Identification: 24.84300, 67.14382 Sector 26 Landhi Town, Karachi
	KATI	4	4+530	Right	24.84222	67.13987	Prayer Area at Sona Kanta	 YLBRT Package 3 Identification: 24.84222, 67.13987 1440'440'7th Motor Road, Industrial Rd, Sector 26 Landhi 1440'440'7th Motor Road, Industrial Rd, Sector 26 Landhi

Sub-Package	Industrial Area	ID	RD	Side of the Road	Coordinates		Category/ Type of Structure	Pictures
					Latitude	Longitude		
	KATI	5	4+300	Left	24.84242	67.13739	Prayer Area (Sattar industry)	
	KATI	6	3+100	Right	24.83968	67.12643	Saylani Welfare	

Sub-Package	Industrial Area	ID	RD	Side of the Road	Coordinates		Category/ Type of Structure	Pictures
					Latitude	Longitude		
	KATI	7	2+100	Right	24.83759	67.11652	Soorty Enterprises Pvt Ltd	
	KATI	8	2+000	Left	24.83791	67.11547	Jamia Masjid Muhammadi	

APPENDIX –V: CONSTRUCTION UNIT RATES



سہاہمی برادری

ہمارے یہاں عمارتی سر یا اور ہر قسم کا سیمنٹ مناسب قیمت پر دستیاب ہے

پلاٹ نمبر 1-A، سیکٹر 8/A، مین روڈ، نیشنل ریفائنری، حضرت بلال کا لونی ملز ایریا، کورنگی کراچی۔

Mob : 0300-2195312, 0317-0961048, 0321-2154930

Ph: 35055580

بل نمبر 1150

تاریخ 20 نومبر 2025

جناب منقرہ کنسٹرکشن کے ریٹ جمع میٹریل اور سہزوری

تعداد	تفصیل	ریٹ	رقم
1	رکبا	Sqft	2200/-
2	نیم رکبا	Sqft	1700/-
3	کچی	Sqft	1100/-
4	آئرن بشٹ	Sqft	1300/-
5	فرشنگ کا	Sqft	128/-
6	ٹف ٹائل فکشن	Sqft	200/-
7	دیوار پکی	Sqft	500/-
8	اٹرن شیڈ اتارنا اور لگانا سہزوری	Sqft	50/-
9	اٹرن باڈ اتارنا اور لگانا سہزوری	Sqft	50/-
10	بیشو	Sqft	150/-
11	پاخی مٹی + کاؤنٹر + وضو خانہ	Sqft	300/-
	ٹوٹل		
	ایڈوانس		
	بقایا		

Thank's

یہ ریٹ 20 نومبر 2025 کے ہیں

جو کہ وقت اور پہنچائی کے ساتھ

دستخط تبدیل ہو سکتے ہیں

نوٹ: رقم کی ادائیگی وقت پر ضروری ہے



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(Signature)

APPENDIX –VI: MINUTES OF MEETING (KATI & LATI)

Karachi Urban Mobility Project Yellow Line Project – BRT

Minutes of Meeting

1. The worthy Chairman P&D convened a meeting on Tuesday February 17th, 2026 at Planning & Development Department, GoS with all the stakeholders of Karachi Mobility Project (BRT Yellow Line) upon the request of Korangi Association of Trade & Industries (KATI) to discuss the BRT project details/ plans and grievances faced by industries. The meeting was presided by the Chairman P&D and the following participants from different departments attended this coordination meeting:

Transport & Mass Transit Department

- Mr. Assad Zamin, Secretary

Planning & Development Department

- Mr. Sikander Shaikh (Member E&I)
- Mr. Sadequain Raza Mughal (Assistant Chief-T&MT)

Karachi Mobility Project (KMP)

- Mr. Kamal Dayo, Project Director
- Mr. Tauha Aziz, Director Technical

JV Consultant (DAR-NESPAK)

- Mr. Rehan Zamin, GM NESPAK/ Project Manager JV
- Mr. Ali Javaid, S.E
- Mr. Zubair Shaikh, J.E

PMC (SMEC-OSMANI JV)

- Mr. Nadeem Shaikh, E.D (Infra)

Local Government, GoS (LG)

- Mr. Azhar Hussain, SST LG

Korangi Association of Trade & Industry (KATI)

- Mr. Masood Naqi
- Mr. Junaid Naqi

Karachi Municipal Corporation (KMC)

- Mr. Waheeduddin, CE (Flyover)
- Mr. Ihsan, S.E
- Mr. Saifal Hameed, A.E.E
- Mr. Saeed Hussain, C.E

2. The decisions taken by the forum in lieu of the discussion points are mentioned as under:

Ser	Discussion points	Decisions	Responsibility
a.	Welcome note	The Chairman, P&D, welcomed the forum and emphasized that the Karachi Mobility Project cannot progress effectively without addressing the concerns of all stakeholders. He extended his full support to the KATI team in this regard. The Chairman also appreciated the efforts of the KMP team for securing the successful approval of	-

		the revised PC-1 from ECNEC on February 2, 2026.	
b.	<u>Progress update briefing.</u> The Project Director, KMP, provided a detailed briefing to the forum on the ongoing and planned construction packages of the Karachi Mobility Project (KMP). It was further highlighted that the alignment of the corridor is now finalized and the same was proposed in the JICA study carried out in 2012 for Karachi Transportation Improvement Project (KTIP). He also presented the phase-wise traffic diversion plan for Package-3 and highlighted implementation challenges, particularly restricted access to service roads caused by encroachments and temporary structures outside industrial and commercial premises.	The KATI team opposed KMP corridor alignment and requested to shift the alignment to any other adjacent route especially 12000 Road (Landhi Road). The KATI team emphasized that construction activities at 8000 Road will impact industrial operations and accessibility of labour to the industries. The Chair highlighted that the KMP corridor is finalized and approved by the ECNEC and cannot be shifted. He further emphasized that due diligence has been made in light of JICA KTIP plan. However, in order to address the concerns, the Chair directed KMP team to coordinate with KATI and reach an amicable resolution.	KMP/ JV Consultant/ PMC/ KATI
c.	<u>Overlapping/ duplication of Schemes.</u> During the discussion, forum raised concerns that there are several schemes under planning phase or have been given principal approval for execution. Forum emphasized that in order to avoid wastage of resources the duplication in schemes should be avoided.	The Chair directed KATI and the other stakeholders to coordinate closely with the KMP team to eliminate any duplication of schemes. The Chair further emphasized that no scheme shall be executed within the KMP corridor, in order to ensure that uniform quality, design standards, and procedures are consistently maintained throughout the project. In this regard, KATI team proposed that coordination meeting with KMP technical team/ Consultants may be arranged at the earliest.	P&D/ KATI/ KMP/ JV Consultants/ PMC/ All Stakeholders
d.	<u>Ongoing ADP Schemes.</u> The Project Director apprised the forum that KWSSIP is constructing their chambers along the BRT corridor at different locations. In this regard, coordination with KWSSIP team is in progress. However, the recent scheme of LITE-DMC/ LATI which is planned under Grant-in-Aid from the GoS, consists of rehabilitation and construction of sewerage, stormwater drainage systems and	The Chair emphasized that ongoing construction works within the KMP corridor must be reviewed and well-coordinated to avoid any duplication/ redoing of efforts. In this respect, the Chair directed KMP team to map all the works where overlapping is seen and be presented in upcoming meeting accordingly In this regard, the Chair further directed KMP team to coordinate with all stakeholders and get	P&D/ KMP/ All Stakeholders

	road infrastructure. Such schemes must be reviewed and stopped immediately so that duplication/ wastage of resources be avoided.	information of their on-going/ planned schemes. The Chair further directed the KMP JV Consultant to validate the schemes by superimposing over the BRT scope of works and remove the duplication of works planned under other schemes.	
e.	<u>Off Corridor.</u> The Chair apprised the forum that the efforts on off-corridor have been completed while preparing the revised PC-1 and directed the JV Consultant to prepare the finalized design and submit to P&D at the earliest.	JV Consultant will share the finalized design of the off-corridor routes after receiving all information from relevant departments to avoid duplication.	JV Consultant/ KMP
f.	<u>Traffic Diversion Plan.</u> The Chair emphasized that the KMP team and consultants must thoroughly assess the workability of the traffic diversion plan and ensure minimal disruption and inconvenience to the general public and industrial stakeholders. In this regard, Secretary T&MT apprised the forum that thorough working has been done to prepare the traffic diversion plan by the consultants.	The Chair directed KMP to share the traffic diversion plan with the Secretary Local Government GoS. Moreover, the Chair directed the KMP JV Consultant and PMC to run the computerized simulations of traffic diversion plan/ phases along the KMP corridor including different cross-sections of the corridor/ BRT YL and share the simulation details with KATI.	P&D/ KMP/ JV Consultants/ PMC
g.	<u>Constitute Coordination Committee of Stakeholders.</u> Moreover, PD KMP emphasized that focal person from all stakeholders should be nominated for smooth coordination at KMP.	PD KMP requested the Chair that he is processing the summary/ note to the Chairman P&D on stakeholders' issues and will request the Chair to constitute a coordination committee of all stakeholders. The Chair acknowledged the request / recommendation of the PD KMP.	P&D/ KMP
h.	<u>Verification of ROW/ corridor width at different locations.</u> During the discussion the KATI team raised the concerns that sufficient ROW is not available and this will create impediments/ inconvenience during traffic diversion/ construction works. The KATI representative emphasized that maneuvering of 45ft containers/ trailers will be difficult at the restricted spaces during traffic diversion/ construction.	The Chair directed the KMP Consultants that locations may be identified where the available ROW is greater than 90 meters. Keeping in view the length of the containers/ trailers (45ft) and their uninterrupted maneuvering through service road, KATI will sit with KMP team for the amicable solution. Moreover, the Chair also directed the KMP consultants to verify and identify that how much parking spaces are available for the	KMP/ JV Consultant/ PMC/ KATI

		industries at front of their premises.	
i.	<u>Approval of KMP Design from KATI.</u> The Chair emphasized that once the design is locked with the consent of the KATI after deliberations with KMP consultants/ team, then there shall be no further discussion on design related issues. All focus will be given to the convenience of the general public and industries' operations during the construction works.	The Chair asked KATI team that their consent on the designs is required at the earliest. The Chair further emphasized that design may be finalized in such a manner that there shall be no further revisions.	KMP/ JV Consultants/ PMC/ KATI
j.	<u>Execution Work Plan/ Schedule.</u> KATI team was briefed in detail about the construction timeline of the KMP. KATI team also raised their concerns that any delay in the project will impact their industrial operations.	The Chair directed that construction / execution work plan/ schedule and the traffic diversion plan may be made public, in order to keep the stakeholders and public informed on the progress of the works. The Chair also directed that execution be carried out in a manner that no industry should face any shutdown/ disruption. The Chair also directed JV Consultant and PMC to prepare the stakeholders engagement plan as well comprehensive risk mitigation plan of the project. Moreover, the Chair also directed that there should be no compromise on rescue & recovery efforts during traffic diversion/ construction works. The Chair further directed KMP to arrange required resources for uninterrupted rescue & recovery operations during the construction/ traffic diversion phases.	KMP/ JV Consultant/ PMC/ KATI
k.	<u>Demarcation of the Construction Yard / Material Storage Areas.</u> KATI team appreciated the construction works carried out at New Taj Haider Bridge. KATI team emphasized that girders casting yard/ material storage yard/ areas must be maintained in such a way that	The Chair directed that the material handling at KMP must be carried out with due diligence and care to avoid any inconvenience to the general public/ industries.	KMP/ JV Consultant/ PMC

	there shall be no inconvenience to the general public/ industries.		
l.	Existing Utilities. KATI was informed by the forum that KMP team has carried out detailed utility surveys within the corridor. However, there is a high chance of availability of unidentified existing wet/ dry utilities.	In this regard, it was agreed that KATI will support KMP team to identify the utilities pertaining to industries so that they may be avoided during construction works. Moreover, a comprehensive Risk Mitigation Plan may be devised including the Overhead KE 132kV EHT lines along the Package 3A.	KMP/ JV Consultants/ PMC/ KATI
m.	Follow Up Meeting	A follow up meeting on the progress / updated status of the aforementioned decisions will be convened after one week tentatively on February 24, 2026.	All Stakeholders

Minutes of Meeting

Meeting Held on	Venue: ZKB Site Camp Office, near Taj Haider Bridge Date: November 27, 2025 Time: 02:30 PM PST
Agenda	Discussion on Traffic Management & Utilities Relocation Package 3B Coordination Meeting among Stakeholders at Taj Haider Bridge
Objective	To evaluate potential challenges during construction and ensure that all stakeholders remain aligned for required support.
Attended by: (Attendance attached as Annexure)	The Client: - Mr. Tauha Aziz (Director Technical) - Other support team The PMC (SMEC-Osmani JV): - Traffic Management Expert: Nadeem Shaikh - Design Engineer (Higways): Zeeshan Shaikh - Risk Management Expert: Retd. Captain Arif Kamal - GIS Expert: Atif-ur-Rehman - Project Coordinator: Mariam Mahmood - Trainee Engineer: Naveed Khan The Design & Supervision Consultant (DAR-NESPAK JV): - Project Manager: Rehan Zamin - Resident Engineer: Abdul Kaleem - Senior Engineer Highways: Ali Jawaid - Engineer: Zubair Shaikh Traffic Police Department: - DSP Traffic: Muhammad Tufail - SSP Traffic Korangi: Majnoo Khan Umar Korangi Association of Trade & Industry (KATI) - Junaid Naqi - Saleem uz Zaman Landhi Association of Trade & Industry (LATI) - Core Committee Member LATI: Mubarik Syed - Ikram Hussain

	Brookes Pharma - AGM Admin: Syed Arshad Ali Others: - Assistant Commissioner Malir: Imran Jiskani - TMC Landhi: Gul Behroz Khan
Notable Action Items	The Client: - Sharing of the requested data by the stakeholders The Supervision Consultant: - Share the presentation and cross-sections with the relevant stakeholders - Revisit the proposed Traffic Diversion Plan and Construction plan

Summary of Proceedings:

The meeting commenced with the recitation of the Holy Quran. Followed by opening remarks from the Director Technical (DT), SMTA. DT provided a comprehensive overview of the BRT Yellow Line corridor, project alignment, station locations, grade variations, bus depots, and the bifurcation of project packages. The importance of this session was emphasized due to Package 3A and 3B being in tender stage, requiring coordination with industrial stakeholders given the narrow ROW, heavy freight movement, and existing utilities.

A briefing on the phase-wise construction strategy and the traffic diversion plan was presented. DT stressed the essential role of the Traffic Police in enforcing diversions and maintaining traffic order throughout execution.

Stakeholder	Point Discussed	Action Required / By Whom
Director Technical, SMTA	Explained project overview, alignment, station distribution, bus depots, and its execution phases. Currently Package 3A and 3B are in tender phase, and it comprises of a 12 km stretch, mostly passing through the industrial area. Highlighted challenges in industrial zones with narrow ROW and presented the proposed traffic diversion plan including use of Road 10000.	Project team to refine construction logistics and share updated diversion plans with stakeholders.

Stakeholder	Point Discussed	Action Required / By Whom
	The traffic diversion plan shall include usage of Service Roads for traffic movement. Rehab would be done.	
Industrialists from KATI	Raised concerns over narrow ROW, freight movement issues, and suggested elevating the entire stretch from Indus Chowrangi to Brookes Chowrangi. Proposed using dedicated lanes instead of metal-rail corridor. Service Roads are currently being used by parking of company buses for commute. Highlighted that Road 10000 and service roads are not suitable for diversions due to extremely poor conditions which are not even in use currently.	Client and Consultants to analyse feasibility of elevated option and alternative lane-based designs. Client to evaluate rehabilitation of Road 10000 and service roads before diversions are enforced.
Industrialists from LATI	Discussed disruptions to supply chain of raw material, freight movement to and from the port, labour mobility, and community inconvenience; noted psychological hardships faced by residents with existing utility shortages.	PMC and Client to prepare mitigation measures and community engagement plans.
Traffic Police Department	Emphasized need for proper signage to avoid accidents and ensure safety. Past incidents at Brookes Chowrangi were noted.	Consultants to prepare signage plan; Traffic Police to provide enforcement support.

Stakeholder	Point Discussed	Action Required / By Whom
Industrialists from Brookes Pharma	Raised concerns about their buses/points parking outside the Boundary Wall, movement of containers and tankers which would be difficult to compromise. Proposed including Road 8000 and Road 6000 as diversion routes (the ones leading east of all intersections namely Indus Chowrangi, Murtaza Chowrangi and Shan Chowrangi; raised concerns about trailer movement, parking, and lack of stormwater drainage. Also noted that there is severe water inundation from Bilal Chowrangi to Brookes Chowrangi. Highlighted that the factories/industries are at lower elevations than the finished road levels, hence requiring adjusted design by the Consultant and Client.	NESPAK to assess inclusion of additional roads and assured that stormwater drains are already part of design.
Project Manager from DAR-NESPAK (Design & Supervision Consultant)	Suggested segmented construction (piecemeal) if necessary. Confirmed stormwater drainage, and carpeting of Service Roads is within scope.	NESPAK to finalise construction sequencing and drainage implementation.
All Stakeholders	Requested presentation for study before submitting detailed feedback.	Client to circulate presentation and relevant documents to all participants.
General Concern	Queried whether project timeline could match speed of Jam Sadiq Bridge completion (13 months).	Client/Consultants to provide realistic timeline and critical path assessment.

Stakeholder	Point Discussed	Action Required / By Whom
Environmental Concerns	Expressed concern regarding removal of existing green median trees and impact on sustainability. Millions are spent by industries on the intersection for beautifications as noted by representative from LATI, hence landscaping should be considered. LATI rep also indicated a plantation nursery near Brookes Chowrangi which should be visited by the Client and Consultant for keeping the typology of area in view before tree plantation.	Consultant to propose compensatory plantation plan and evaluate preservation options.
Follow-up Meeting	The Assembly unanimously agreed to meet on December 5, 2025 to discuss progress on the diversion plan and more suggestions in an informed way.	

ANNEXURE A
(Attendance Sheet)

  KARACHI MOBILITY PROJECT- BRT YELLOW LINE STAKEHOLDERS COORDINATION MEETING ATTENDANCE SHEET 					
DATE: 27/11/2025					
SR. #	NAME	DESIGNATION	DEPARTMENT	CONTACT NO. / E-MAIL	SIGNATURE
1	Nadcom Shaikh	Executive Director (Infra) Traffic Management Expert	PMC (SMEC + OCL)	0335-3388733 nadcom@osmani.com	
2	Zeehan Shai Kh	SA- Design Engineer (Infra) JA- Traffic Management Expert	PMC (SMEC + OCL)	0335 3388069 Zeehan@osmani.com	
3	Engrs Muhammad Asif Kamal	Risk Management Specialist	PMC (SMEC + OCL)	0322-9529357 03493499424	
4	Mariam Mahmood	Project Coordinator	PMC (SMEC + OCL)	0333 7921961	
5	Naveed Khan	Training Engineering	PMC (SMEC + OCL)	0333-7609158	
6	Atif-ur-Rehman	Urban Planner/ GIS Expert	PMC {SMEC & OCL}	0300-3815626	



Sindh
Mass Transit
Authority

**KARACHI MOBILITY PROJECT- BRT YELLOW LINE
STAKEHOLDERS COORDINATION MEETING**



DATE: 27/11/2025

ATTENDANCE SHEET

TIME: 02:30 PM

7	Imran Jiskani	Assistant Commissioner (R) Malir	DC office Malir	03003-98434	
8	Syed Arshad Ah	AGM Adm	Broglus phone	0345-3147420	
9	Mubarrick Syed	Core Committee Member LATI	LATI	0321-8468549	
10	Imran Hussain	Asst officer LATI	LATI	0301-3387189	
11	Junaid Nadi	KATI		0310 9933880	
12	Saleem-02-Zaman		KATI	0333-2226959	
13	Majnoo Khan Unar	ssp Traffic Levaregi	Traffic	0333-2114183	



**KARACHI MOBILITY PROJECT- BRT YELLOW LINE
STAKEHOLDERS COORDINATION MEETING**



DATE: 27/11/2025

ATTENDANCE SHEET

TIME: 02:30 PM

14	M. Tufail	DSP. Traffic Range Officer	Traffic Range Officer TRO	0335 3076124	
15	Abdul Kalam	DAR - NESPAK Consultant	RE Consultant	0334-2236622	
16	Ali Javed	Senior Engg.	NESPAK	0313-2054491	
17	Zubair Shakir	Engineer	NESPAK	0315-3552889	
18	Waqar Hussain	Assistant Director	KMP-SMTA	0300 800 3361	
19	Hawak Tariq	Social Development Specialist	NESPAK	0321-7787387	
20	M. Imran Sabir	Director	SEPA	0345-3019757	



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**KARACHI MOBILITY PROJECT- BRT YELLOW LINE
STAKEHOLDERS COORDINATION MEETING**



ATTENDANCE SHEET

DATE: 27/11/2025

TIME: 02:30 PM

21	Kashif Raza	Deputy Director	KMP-SMTA	0333-2525262	
22	Tauha Aizaz	Director	KMP-SMTA	0302 7010593	
23	REHAN ZAMIN	PM/GM	DAR-NESPAK JV	0345-2113830	
24	ASIF NAZIR	DD PARKS	PSH	0321-2449802	
25	Muhammad Sajjad	Social Safeguards Specialist	DAR-NESPAK JV		
26	Mehboob Ali	USE Specialist	DES-NESPAK JV	03008930382	
27	Atif Rasheed	Assistant-Director Environment	KMP-SMTA	0333-7104755	



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**KARACHI MOBILITY PROJECT- BRT YELLOW LINE
STAKEHOLDERS COORDINATION MEETING**



ATTENDANCE SHEET

DATE: 27/11/2025

TIME: 02:30 PM

28	Majid Hanna	A.D (Reset)	K.M.P	0307-2212600	
29	Ghuyvan Khan	A.D (Reset)	KMP	-	
30	Hina Nazki	Gender Specialist	KMP	-	
31	Gul Behar Khan	KEA	Imc Landhi	0321-2202188	
32	Aqeel Ahmed	BHSQ-Specialist	KMP	-	

ANNEXURE B
(Snapshots from the Meeting)



Karachi Urban Mobility Project Yellow Line Project – BRT

Minutes of Meeting

1. The meeting was conducted with Soorty enterprise on 14.04.2026 upon their request on Tuesday to discuss the BRT project details/ plans and grievances faced by Soorty Enterprise. The meeting was presided by the Director Technical KMP and the following participants attended this coordination meeting:

Karachi Mobility Project (KMP)

- Mr. Tauha Aziz, Director Technical
- Mr. Kashif Raza, Deputy Director Technical
- Mr. Waqar Hussain Mirjat, Assistant Director Technical
- Mr. Aqeel Ahmed, EHSQ Specialist
- Mr. Majid Hannan Memon, Assistant Director Resettlement
- Ms. Asma, Social Development Specialist

Soorty Enterprise Team

- Mr. Brig.(R) Waseem, GM Security
- Mr. Kashif, GM Finance
- Mr. Muzamil Saleem, GM
- Mr. Salman Jameel, Construction Head
- Mr. Junaid Ali, Manager ICT
- Mr. Mohsin Tariq, Deputy Manager CCR

2. The discussion points are mentioned as under:

Ser	Discussion points	Decisions	Responsibility
a.	Welcome note	The Director Technical, welcomed the forum and emphasized that the Karachi Mobility Project cannot progress effectively without addressing the concerns of all stakeholders. He extended his full support to the team in this regard.	-
b.	<u>Project Brief and Construction / Traffic Management Plan:</u> The Director Technical, KMP, provided a detailed briefing to the forum on the ongoing and planned construction packages of the Karachi Mobility Project (KMP). It was highlighted that the alignment of the corridor has now been finalized. The phase-wise traffic diversion plan for Package-3A was also presented, outlining key implementation challenges, particularly restricted access to service roads due to encroachments and temporary structures outside industrial and commercial premises.	Representatives of Soorty Enterprises expressed concerns that commencement of construction activities may disrupt their mobilization and adversely affect the smooth operation of the factory. They emphasized the need for an effective traffic management solution to ensure that industrial operations are not hindered during the execution phase. The Chair informed the participants that KMP is actively coordinating with the Traffic Police, and joint site visits are currently underway to identify practical and efficient traffic management measures. It was	KMP/ JV Consultant/ PMC

		assured that all possible efforts will be made to minimize disruption and ensure continuity of industrial operations while executing the project works.	
c.	<u>Relocation of Utilities Along the Corridor.</u> The forum was informed that a detailed utility survey has been carried out in coordination with the concerned utility agency(ies). However, there is a high chance of the presence of unforeseen existing wet/ dry utilities, as identification of these utilities without trial pits is difficult. The representatives of Soorty Enterprises informed that they have a dedicated power supply line from K-Electric, the cost of which has been borne by their organization. They expressed concern regarding the potential implications of its relocation. It was also highlighted that some industries are connected through a Common Distribution System, while others have dedicated connections. KE will need to devise an appropriate mechanism to effectively manage the industrial load during the relocation process. The representatives of Soorty Enterprises also raised concerns regarding the SSGC gas connection and its potential impact during execution of works.	Soorty Representatives emphasized that, in case of relocation of KE utilities by KMP, uninterrupted industrial operations must be ensured, as any shutdown would adversely affect production. It was agreed that once the KE infrastructure relocation plan is finalized and received by KMP, it will be shared with the concerned industries through KATI. Furthermore, the relocation of K-Electric utilities, where required, shall be carefully planned in close coordination with K-Electric to avoid any disruption to existing dedicated power supply lines of Soorty Enterprises. It was agreed that K-Electric shall assess the existing industrial power distribution network, including both common and dedicated connections, and devise an appropriate load management and continuity plan to ensure uninterrupted power supply during the utility relocation process. The proposed mechanism shall be shared with KMP for review and onward coordination with the affected industries. The KMP team informed that a joint survey is planned in the coming week. During this survey, all concerns pertaining to Soorty Enterprises, including SSGC-related issues, will be discussed and resolved in coordination with SSGC and Soorty representatives. A joint coordination mechanism among KMP, K-Electric, and concerned industries will be	KMP/ JV Consultant/KE/SSG C

		maintained to address issues arising during the execution phase.	
d.	<u>Impacted Structures within the Corridor / CLRP:</u> Soorty Enterprises requested KMP to share the list of structures identified within the Right of Way (ROW) as per the CLRP. Soorty Enterprises also requested a joint site visit with KMP for verification of impacted structures located outside their units.	It was agreed that KMP shall share the list of structures falling within the Right of Way (ROW), as identified under the CLRP, with the concerned industries through KATI. Soorty Enterprises committed to facilitate and ensure the removal of all impacted structures located in front of their units, in coordination with the requirements of the BRT Yellow Line project. It was further agreed that a joint site visit will be conducted by KMP and representatives of Soorty Enterprises to verify the impacted structures located outside their units and to resolve any discrepancies. KMP, in coordination with KATI and concerned stakeholders, will ensure proper communication and follow-up to facilitate timely clearance of the ROW.	KMP/JV Consultant