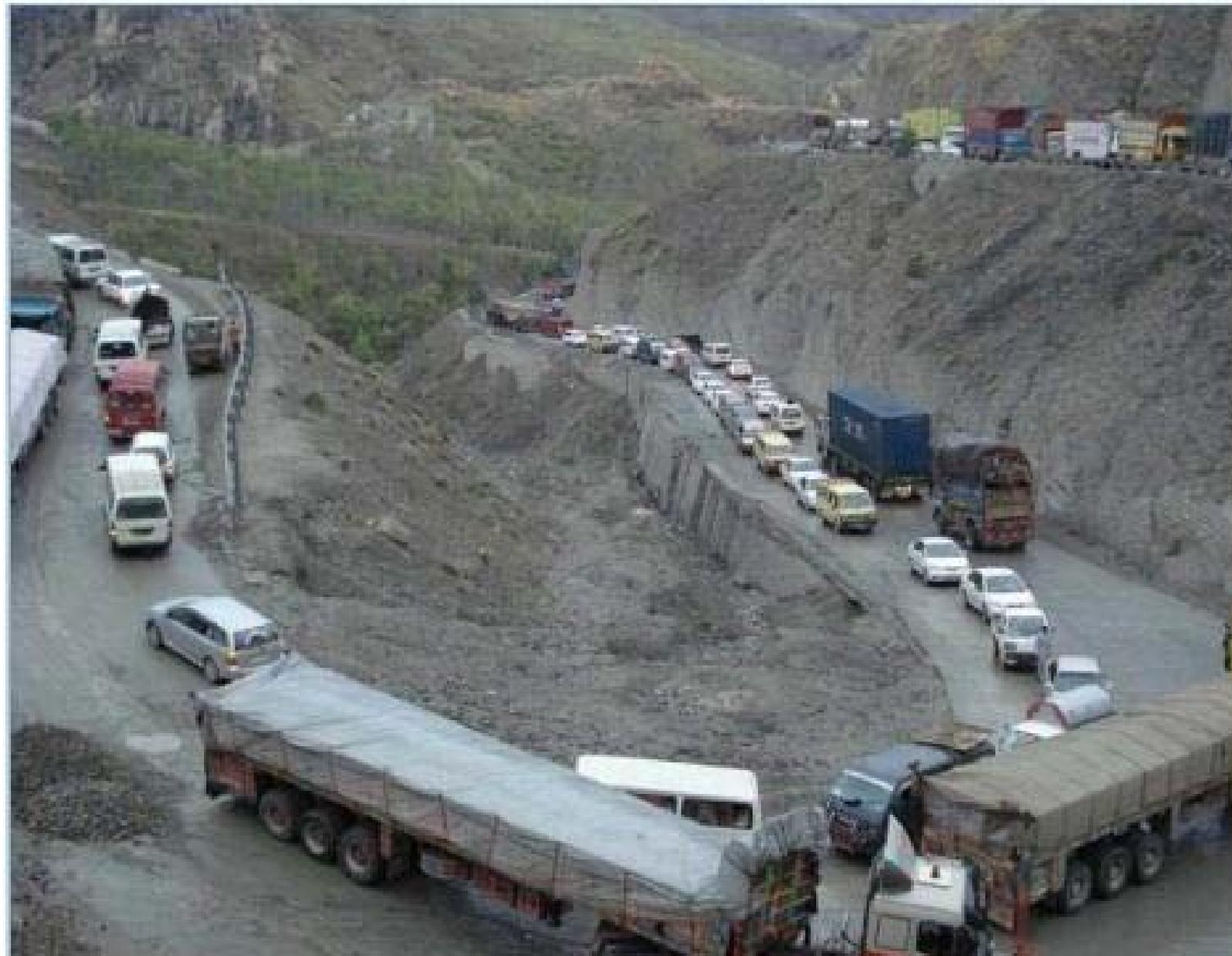




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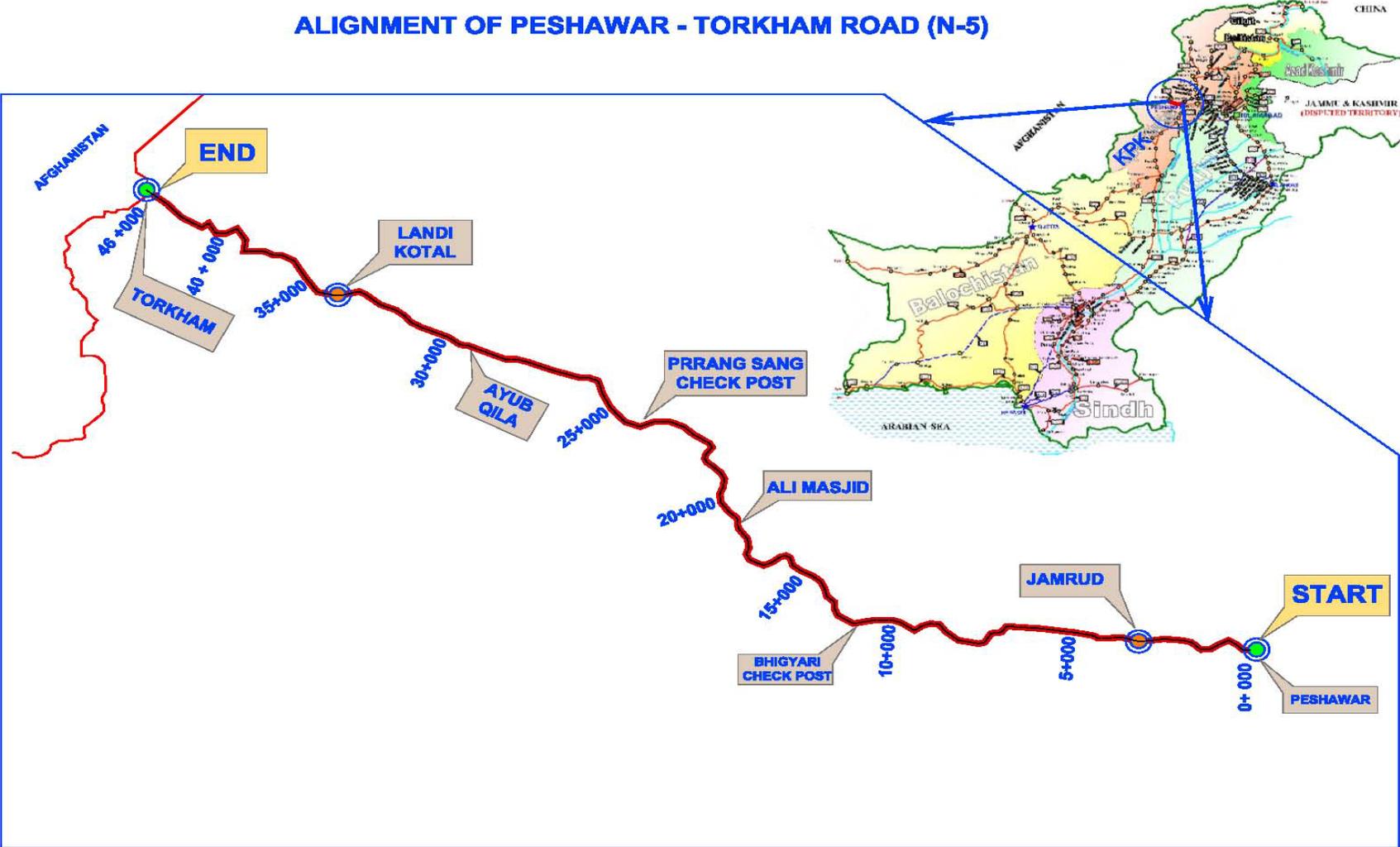
**STRENGTHENING & IMPROVEMENT OF PESHAWAR - TORKHAM ROAD  
KHYBER AGENCY, FATA**

QUARTERLY PROGRESS REPORT # 03  
APRIL-JUNE 2013

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### ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5)



## EXECUTIVE SUMMARY

Peshawar – Torkham road is an integral part of National Highway (N-5), a vital piece of the nation’s infrastructure, which connects Pakistan with Afghanistan at Torkham border and plays an important role in the economic activities as well as providing timely logistic support to the security agencies deployed in Khyber Agency. The project “Strengthening & Improvement of Peshawar Torkham Road” is funded with United State Agency for International Development (USAID) grant amounting to USD and implemented by FATA Secretariat as project proponent through Frontier Works Organization (FWO) as EPC (Engineer, Procure, and Construct) Contractor.

The 46 KM Peshawar – Torkham road (PTR) has been split into multiple sections for designing / construction purposes due to inherited site specific conditions such as live traffic corridor, gigantic hilly terrain, safety and security restrictions etc. Work on section – I (KM: 0+000 To 9+000) of the project was initiated by FWO on October 15, 2012. During the first 02 quarters (Oct-Dec, 2012 & Jan-March, 2013) where detours were established for traffic diversions, widening of road (Earthwork) was carried out and rehabilitation of culverts was initiated in section - I; the progress of construction work was comparatively slow due to some security related incidents & intermittent rainfall spells which posed additional challenges in managing runoff from the work sites including culverts and detours.

- During the 3<sup>rd</sup> quarter (April – June, 2013), FWO managed to accelerate the site works achieving significant progress in road widening (Earthwork in section - I completed), Sub-Base, Base Course, Asphaltic Base Course, and rehabilitation of culverts and retaining walls. Major accomplishments made during the reporting period in section – I:
 

○ Earthwork:	100%
○ Sub Base:	97.22 %
○ Aggregate Base Course:	70.28 %
○ Asphaltic Base Course:	49.72 %
○ Culverts:	76.87 %
○ Retaining Walls:	62.00 %
- The portion where ABC is completed is currently open for traffic.
- Parallel to the activities on section – I, FWO advanced earthwork activities b/w KM: 9+000 To KM: 19+000 & Landi Kotal bypass (KM: 36+500 To KM: 36+925) w.e.f March 18, 2013 & May 27, 2013 respectively. FWO also submitted un-priced BOQ’s & drawings for section – II (KM: 9+000 To 14+000) & section – III (KM: 14+000 To 19+000) of the project in the last week of current quarter.
- IPC # 01 submitted to USAID by FWO through FATA Secretariat was certified on June 28, 2013 for an amount of US \$597,641.
- FWO has mobilized additional resources including plants and machinery at site in order to expedite the construction activities to ensure the agreed timelines are met.
- The last 03 months have been drier than the previous 06 months period in 2012-13. In the last 03 months, from April 2013 to June 2013, not a single day was lost to wet weather, which means contractor teams were able to work 100% of 77 available working days. FWO was constantly pressed on for environmental compliance measures.

# INTRODUCTION

## 1.1 PROJECT BACKGROUND

The Federally Administered Tribal Area (FATA) Secretariat of the Government of Pakistan (GoP) under the Quick Impact Projects (QIPs) in the Khyber Agency has inked an agreement with USAID for financial assistance in the form of a Grant for Strengthening and Improvement of 46 KM long existing two-lane, two-way carriageway from Peshawar to Torkham (N – 5). The Project will support the GoP in improving accessibility to the remotely located areas of Khyber agency and enhance logistic support to law enforcing agencies, besides assisting trade between Pakistan and Afghanistan. The Sponsoring agency for the Peshawar Torkham Road Project is FATA secretariat, headed by Additional Chief Secretary FATA. The Executing agency is Frontier Works Organization (FWO).

**Table: 1**

Civil Works Package Features					
Feature	Section – I	Section – II	Section – III	Section – IV	Section – V
Physical Limits	Peshawar to Torkham				
Kilometers	0+00 to 9+00	9+00 to 14+00 (Revised)	14+00 to 19+00 (Revised)	19+00 to 36+00 (To be revised)	36+00 to 46+00 (To be revised)
Black Top	Total 12.3 meter (7.3 meter carriageway & 2.5 meter treated shoulders on either side)				
Completion Period	807 Calendar Days				

## 1.2 SCOPE OF WORK

The project involves widening, strengthening and improvement of the existing two lane carriageway, including construction of new cross drainage structures, bridges, rigid pavements and earth retaining structures spread over 46 KM. At a first stage, the FATA Secretariat has undertaken to contract out section – I of the project from KM: 0 +000 To KM: 9 + 000. Length of each package varies according to topographical features and live traffic conditions along the project route.

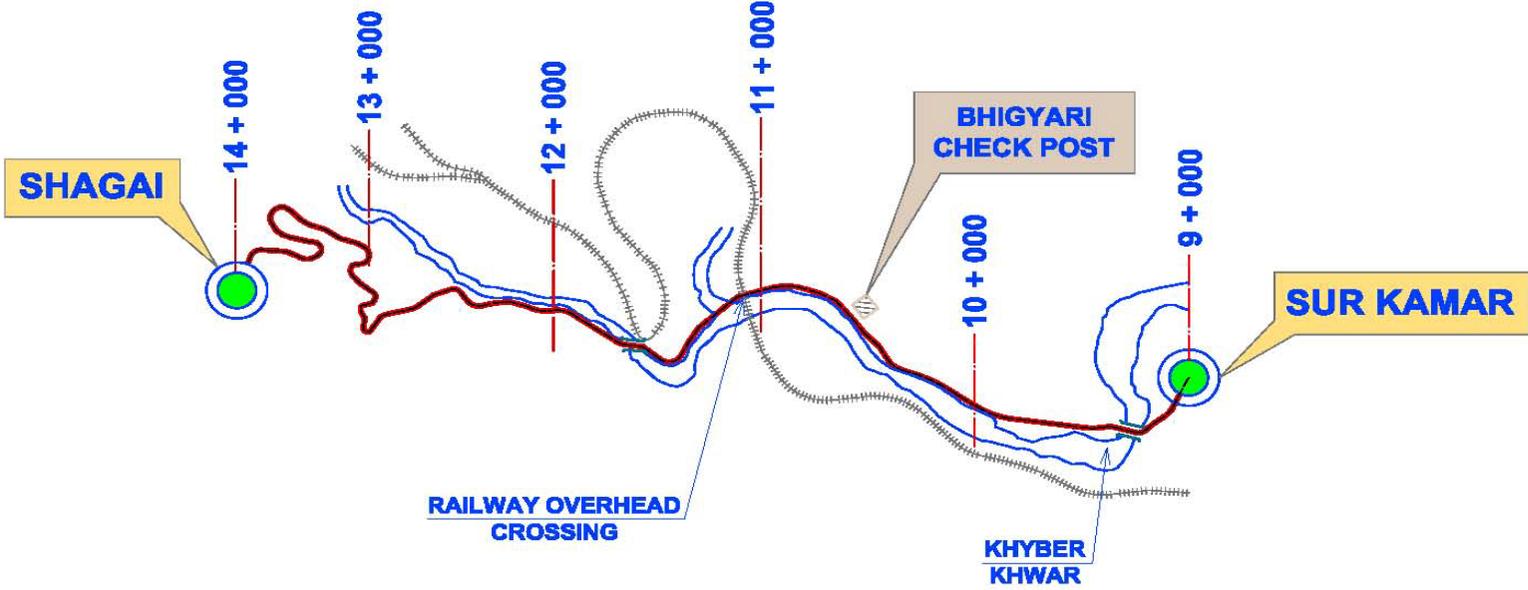
Being an EPC form of contract, FWO is fully responsible for design and construction of the project in conformity with the NHA's specifications and standard engineering practices. AGES Consultants has been entrusted the Construction Monitoring and Evaluation Services including Quality Assurance and Environmental Monitoring of the project on behalf of the USAID Pakistan Mission.

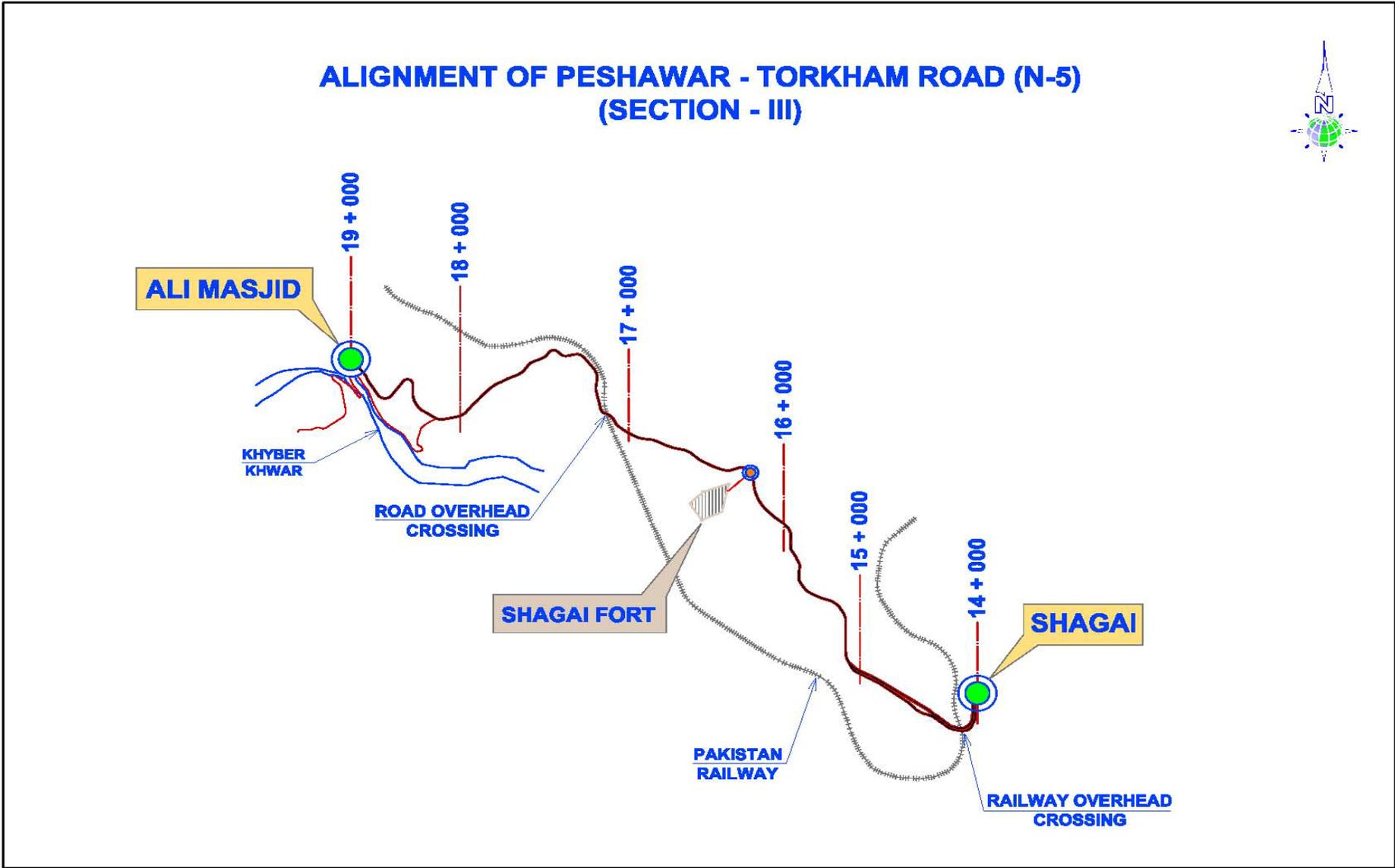
### 1.3 GENERAL CONTRACT DATA

1.	Name of Project	<b>Strengthening and Improvement of Peshawar Torkham Road (N-5) Khyber Agency FATA</b>
2.	Name of Package	<b>Section – I (CH: KM: 0+000 to CH: KM: 9+000)</b>
3.	Sponsoring Agency	<b>FATA Secretariat, Peshawar</b>
4.	Sponsoring Agency Representative	<b>Mr. RoshanMahsud, Project Director, PMU FATA</b>
5.	Donor Agency	<b>USAID PAKISTAN</b>
6.	Donor's Agency Representative	<b>Engr. Farhat Ali Shah Banori, USAID/COR</b>
7.	Executing Agency	<b>Frontier Works Organization</b>
8.	Executing Agency Representative	<b>Lt. Colonel Khurram</b>
9.	M&E Consultants	<b>AGES Consultants</b>
10.	M&E Consultants Representative	<b>Engr. Aziz-ul- Haq, Project Manager</b>
11.	Project Cost (Section – I)	<b>Rs. 937.939 Million</b>
12.	Time for Completion	<b>807 Calendar Days</b>
13.	Mode of Construction Contract	<b>EPC (Engineer, Procure and Construct) Contract</b>
14.	Chronology	
	Signing of MoU (USAID–FATA–NHA)	<b>Sep 18, 2012</b>
	Signing of Consultancy Contract (USAID – AGES)	<b>Sep 30, 2012</b>
	M&E Consultants Mobilization	<b>Oct 01, 2012</b>
	Approval of PC – 1 (Section – I)	<b>Nov 20, 2012</b>
	Project Date of Commencement	<b>Oct 15, 2012</b>
	Project Date of Completion	<b>Dec 31, 2014</b>

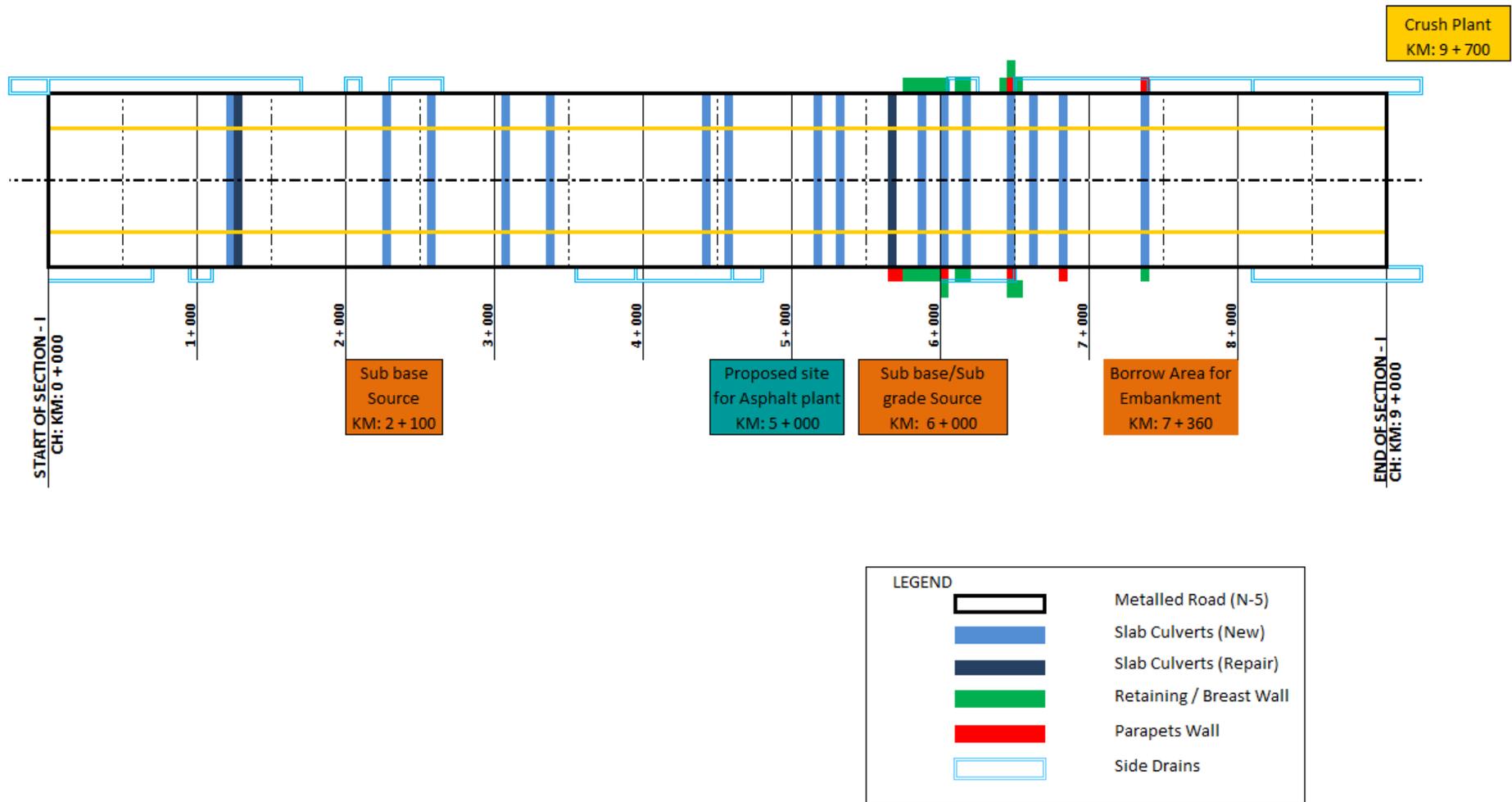


### ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5) (SECTION - II)

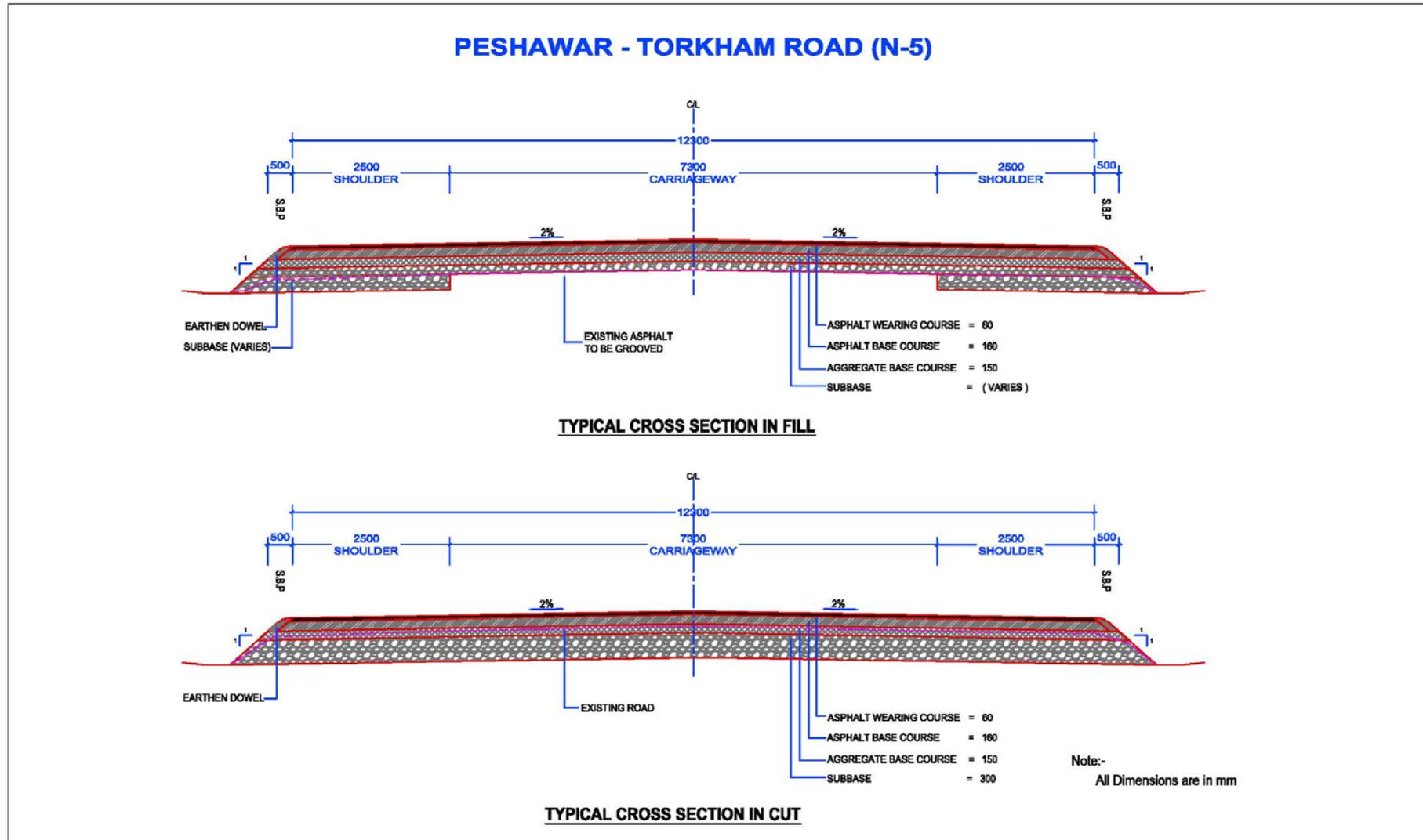




### 1.4 LINE SKETCH OF ALIGNMENT



### 1.5 TYPICAL CROSS SECTION OF ROAD



# **MONITORING & EVALUATION SERVICES**

## 2.1 M&E CONSULTANTS MAJOR ACTIVITIES DURING THE QUARTER

During the reporting quarter, M&E Consultants carried out the following activities:

- Conducted Joint site visits with representatives of F W O / NESPAK at regular intervals.
- Conducted follow-up /coordination meetings/ fortnight meetings with FWO / NESPAK reps.
- Monitoring / documentation of the construction activities on daily basis.
- M&E Consultant's senior management conducted fortnight site visits and shared information with USAID& FWO / NESPAK reps.
- Maintained close liaison with the Contractor's field staff and shared information pertaining to material quality and construction methodology.
- Conducted joint field testing of different pavement layers / backfill material, concrete & asphalt concrete works with FWO / NESPAK.
- Review / Evaluation of Contractor's JMF is under process and relevant technical comments will be submitted soon to USAID.
- Reviewed / Evaluated Contractor's (FWO) Rate analysis & Premium on CSR – 2011 for upcoming PC – 1's and submitted technical comments to USAID.
- Attended Rates Advisory Committee meetings b/w FATA, USAID, FWO, NESPAK, AID Consultants etc at FATA secretariat.
- The M&E Consultants' already established Material Testing Laboratory was made fully operational for conducting all necessary quality tests of Soil / aggregate, Concrete and Asphalt etc.
- Regularly monitored and shared issues related to detour's management along the construction zone with USAID / FWO; for example:
  - ❖ Traffic operating conditions with regard to detour geometry, surface condition, visibility and traffic safety / management.
  - ❖ Dust suppression activities, particularly during peak traffic hours.
- IPC # 01 submitted to USAID by FWO through FATA Secretariat was certified on June 28, 2013 for an amount of US \$597,641.

## **2.2 MATTERS REQUIRING ATTENTION**

- **CONTRACTOR'S DOCUMENTS**

Timely submission of the requisite technical documents including design, drawings, PC-1 / BOQ, traffic diversion plan and other documents of technical nature will help in establishing an effective and proficient quality/quantity monitoring system for the project.

- **CONSTRUCTION SCHEDULE**

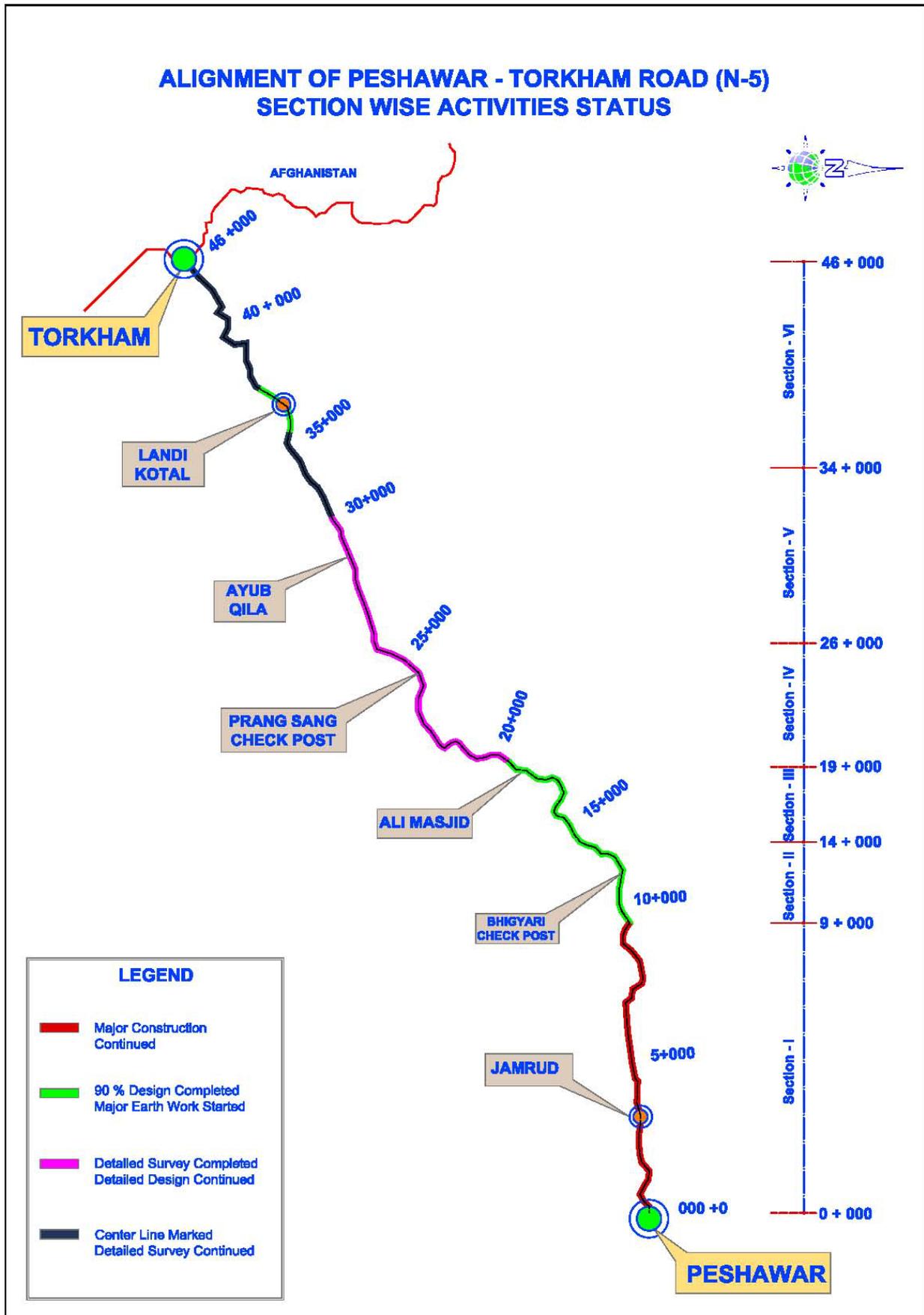
Submission of detailed construction program encompassing the operational plan, scheduling, resource planning, and deployment plan etc. is still awaited from the Construction contractor (FWO). Timely submission and review of the base line schedule is vital for successfully establishing and maintaining schedule control over the project.

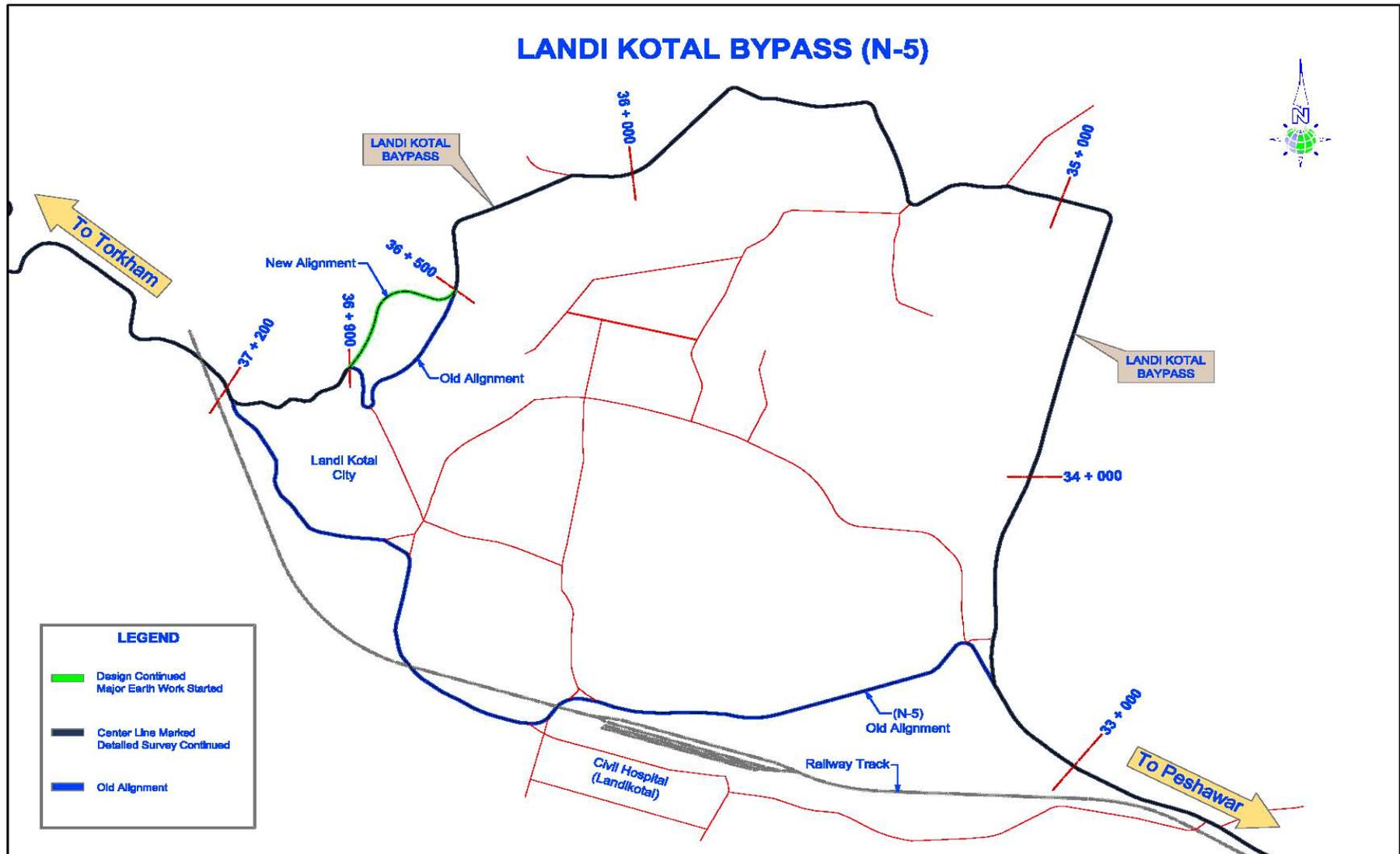
- **CONSTRUCTION QUALITY CONTROL**

The construction contractor is supposed to provide formal construction quality control (QC) plan. The sponsoring/donor agencies own internal quality assurance (QA) oversight plan is developed and implemented in response to contractor's QC plan to ensure that the construction work is complying with the requisite inspection and testing standards. The project specific QC plan is still awaited from FWO / NESPAK side.

- **ENVIRONMENTAL COMPLIANCE**

FWO needs to focus more on environmental compliance measures due to inherited site specific conditions such as live traffic corridor, heavy traffic, hilly terrain, and residential and commercial areas along the road.



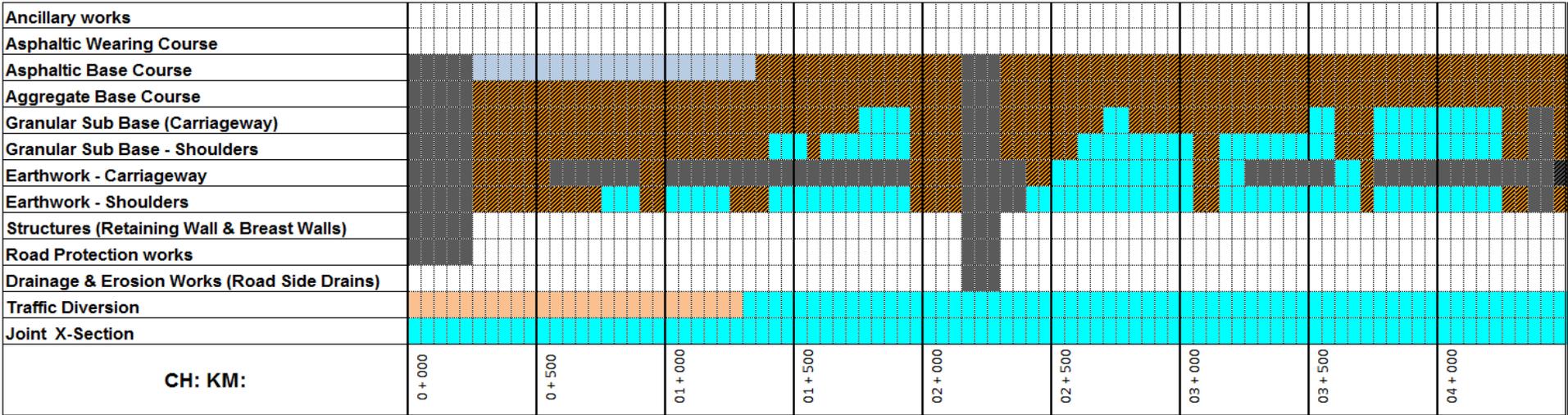


# **CIVIL WORKS (SECTION-I)**

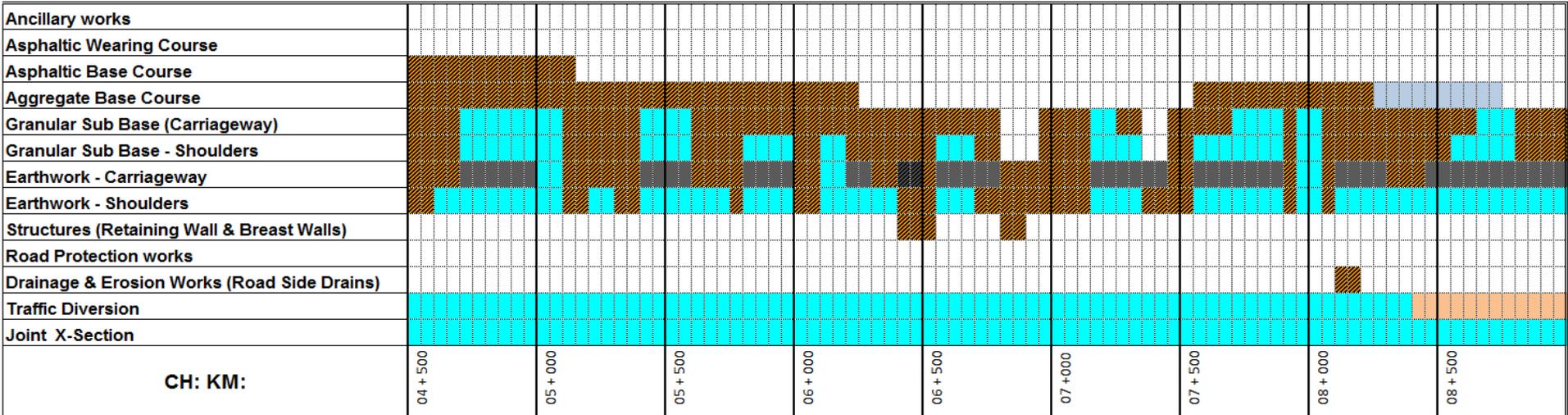
### 3.1 CUMULATIVE MILESTONE WISE PROGRESS STATUS

BILL NO	DESCRIPTION	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (PKR)	TOTAL AMOUNT (PKR)	MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (PKR)	PROGRESS %
1	EARTH WORK	KM	9	6,339.85	57,058.65	9	57,058.65	100
2	SUB BASE AND BASE COURSE							
i	GRANULAR SUB BASE	KM	9	111,763.61	1,005,872.49	8.75	977,931.59	97.22
ii	AGGREGATE BASE COURSE	KM	9	73,611.56	662,504.04	6.33	465,593.12	70.28
iii	ASPHALTIC BASE COURSE	KM	9	416,608.69	3,749,478.21	4.48	1,864,323.89	49.72
3	SURFACE COURSES AND PAVEMENT	KM	9	213,785.71	1,924,071.39	0.00	-	0.00
4a	STRUCTURES ( RETAINING WALL/BREAST WALL)	JOB	1	38,812.31	38,812.31	0.62	24,063.63	62.00
4b	STRUCTURES ( CULVERTS)							
I	WIDENING AND REPAIR OF EXISTING CULVERTS AT RD 1+290 & 5+692	NUMBER	2	10,657.55	21,315.10	0.00	-	0.00
II	CONSTRUCTION OF NEW CULVERTS (No. of Span x Span Width x Height)							
	1 x 2 x 1.5	NUMBER	7	19,268.30	134,878.10	5.35	103,059.95	76.41
	1 x 3 x 1.5	NUMBER	3	25,204.07	75,612.21	1.47	37,112.92	49.08
	2 x 3 x 1.5	NUMBER	2	40,950.75	81,901.50	2.00	81,901.50	100.00
	3 x 3 x 1.5	NUMBER	1	54,597.59	54,597.59	0.80	43,674.87	79.99
	5 x 3 x 1.5	NUMBER	1	75,007.57	75,007.57	1.00	75,007.57	100.00
5a	DRAINAGE & EROSION WORKS ( ROAD SIDE DRAIN)							
i	DRAIN TYPE D-1 & D-2 (COVERED)	KM	5.5	249,002.78	1,369,515.29	0.01	2,490.03	0.18
ii	DRAIN TYPE D-1a & D-2a (UNCOVERED)	KM	3	110,128.52	330,385.56	0.00	-	0.00
iii	DRAIN TYPE D-3	KM	1.5	135,439.74	203,159.61	0.00	-	0.00
5b	ROAD PROTECTION WORKS (100 M)	JOB	1	11,047.54	11,047.54	0.00	-	0.00
6	ANCILLARY WORKS COMPLETE IN ALL RESPECTS	JOB	1	54,375.49	54,375.49	0.00	-	0.00
7	DIVERSION	KM	9	12,978.72	116,808.48	3.00	38,936.16	33.33
8	PLANTATION OF TREES (450 Nos)	KM	9	1,297.87	11,680.83	0.00	-	0.00
	<b>TOTAL PROJECT COST (SECTION-I)</b>				<b>9,978,081.96</b>		<b>3,770,202.90</b>	<b>37.78</b>

### 3.2 PHYSICAL PROGRESS STATUS



04 + 500

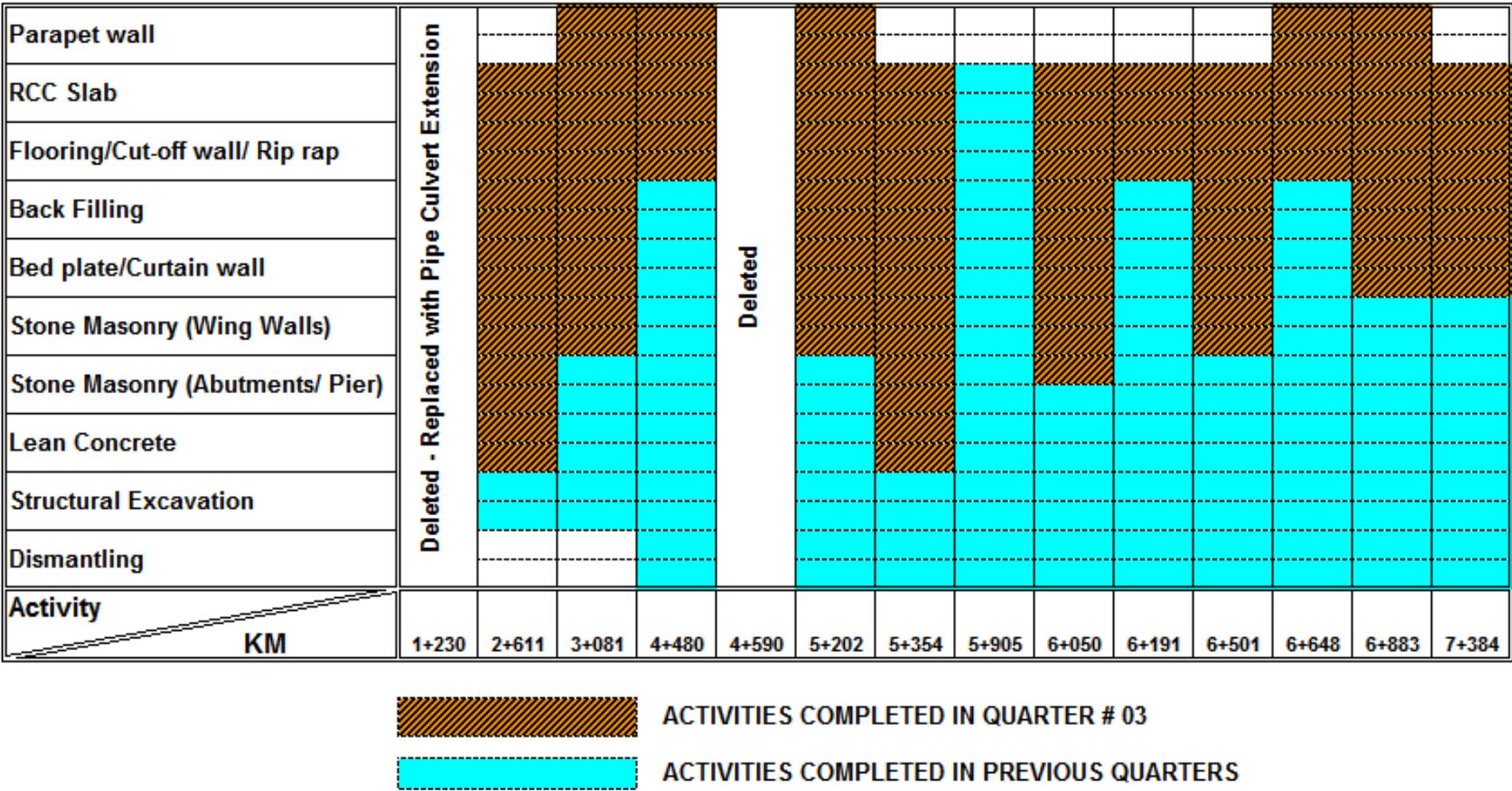


09 + 000

**LEGEND**

- WORKS COMPLETED IN QUARTER 03
- WORKS COMPLETED IN PREVIOUS QUARTERS
- PARTIAL COMPLETION
- SINGLE LANE TRAFFIC MAINTAINED
- ITEM NOT REQUIRED

3.3 CULVERTS PHYSICAL PROGRESS STATUS



### 3.4 DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER (1st & 2nd)			THIS QUARTER (3rd)			TOTAL TO-DATE			REMARK
			NO OF TESTS	PASS	FAIL	NO OF TESTS	PASS	FAIL	NO OF TESTS	PASS	FAIL	
Concrete	Fine Aggregate	Sieve Analysis	3	3	0	3	1	2	6	4	2	Note 01
		Specific Gravity	2	2	0	0	0	0	2	2	0	
		Absorption	2	2	0	0	0	0	2	2	0	
		Unit Weight	2	2	0	0	0	0	2	2	0	
		Soundness	1	1	0	0	0	0	1	1	0	
		Sand Equivalent	1	1	0	0	0	0	1	1	0	
		Organic Impurities	1	1	0	0	0	0	1	1	0	
	Coarse Aggregate	Sieve Analysis	3	3	0	9	4	5	12	7	5	Note 01
		Specific Gravity	2	2	0	0	0	0	2	2	0	
		Absorption	2	2	0	0	0	0	2	2	0	
		Unit Weight	2	2	0	0	0	0	2	2	0	
		Soundness	1	1	0	0	0	0	1	1	0	
		Flakiness & Elongation	0	0	0	2	0	2	2	0	2	Note 01
		Abrasion	1	1	0	0	0	0	1	1	0	
	Compressive Strength	Lean Concrete	11	11	0	0	0	0	11	11	0	
		Class "B" Concrete	0	0	0	0	0	0	0	0	0	
		Class "A" Concrete	0	0	0	10	9	1	10	9	1	Note 02
	Cement	Setting Time	1	1	0	1	1	0	2	2	0	
		Compressive Strength	1	1	0	1	1	0	2	2	0	
	Water	Chemical Test	1	1	0	0	0	0	1	1	0	

Note 01. Material falling short of specification limits rejected and not allowed for use in concreting

Note 02. Concrete does not meet the strength criteria. Non destructive or Core Testing recommended otherwise the structure may be dismantled

**DETAILED INFORMATION OF LABORATORY TEST REPORTS**

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER (1st & 2nd)			THIS QUARTER (3rd)			TOTAL TO-DATE			REMARK
			NO OF TESTS	PASS	FAIL	NO OF TESTS	PASS	FAIL	NO OF TESTS	PASS	FAIL	
	Steel Bar	Tensile Strength	1	1	0	2	2	0	3	3	0	
		Elongation	1	1	0	2	2	0	3	3	0	
		Bend	1	1	0	2	2	0	3	3	0	
QUALITY TEST OF SOIL	Borrow Area	Sieve Analysis	14	14	0	1	1	0	15	15	0	
		Plasticity Index	10	10	0	1	1	0	11	11	0	
		Proctor Test	10	10	0	1	1	0	11	11	0	
		Abrasion	2	2	0	1	1	0	3	3	0	
		Sand Equivalent	0	0	0	1	1	0	1	1	0	
		Specific Gravity	0	0	0	1	1	0	1	1	0	
		CBR Test	9	9	0	1	1	0	10	10	0	
	NGC/Sub Grade	Gradation	11	11	0	0	0	0	11	11	0	
		Plasticity Index	10	10	0	0	0	0	10	10	0	
		Moisture Density	10	10	0	0	0	0	10	10	0	
		CBR Test	11	11	0	0	0	0	11	11	0	
	Sub Base	Gradation	6	6	0	4	4	0	10	10	0	
		Plasticity Index	5	5	0	2	2	0	7	7	0	
		Moisture Density	6	6	0	3	3	0	9	9	0	
		CBR Test	4	4	0	1	1	0	5	5	0	
		Abrasion	2	2	0	2	2	0	4	4	0	
		Specific Gravity	2	2	0	2	2	0	4	4	0	
		Sand Equivalent	2	2	0	1	1	0	3	3	0	

### DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER (1st & 2nd)			THIS QUARTER (3rd)			TOTAL TO-DATE			REMARK
			NO OF TESTS	PASS	FAIL	NO OF TESTS	PASS	FAIL	NO OF TESTS	PASS	FAIL	
TEST OF SOIL & AGGREGATE BASE COURSE	Agg.Base Coarse	Gradation	5	5	0	7	7	0	12	12	0	
		Abrasion	2	2	0	1	1	0	3	3	0	
		Specific Gravity	2	1	1	2	2	0	4	3	1	
		Sand Equivalent	2	2	0	7	0	7	9	2	7	Note 03
		Soundness	1	1	0	0	0	0	1	1	0	
		Plasticity Index	3	3	0	1	1	0	4	4	0	
		Proctor	3	3	0	4	4	0	7	7	0	
	CBR Test	2	2	0	2	2	0	4	4	0		
	FDT Sand & Cone Calibration	Sand Unit Weight	0	0	0	2	2	0	2	2	0	
		Cone Calibration	0	0	0	2	2	0	2	2	0	
	FIELD DENSITY TEST	Backfill	0	0	0	2	1	1	2	1	1	Note 04
		NGC	56	52	4	0	0	0	56	52	4	
		EMBANKMENT	17	16	1	0	0	0	17	16	1	
		SUB GRADE	48	43	5	0	0	0	48	43	5	
SUB BASE		38	31	7	2	1	1	40	32	8	Note 04	
AGG.BASE COURSE	0	0	0	33	20	13	33	20	13	Note 04		
ASPHALT	Aggregate Quality Test	Sieve Analysis	0	0	0	16	16	0	16	16	0	
		Specific Gravity	0	0	0	18	18	0	18	18	0	
		Absorption	0	0	0	18	18	0	18	18	0	
		Soundness	0	0	0	0	0	0	0	0	0	
		Abrasion	0	0	0	1	1	0	1	1	0	

Note 03. Quarry Problem. Material quality improved with incorporation of passing # 4 & + # 30 material at site.

Note 04. Subsequent layers placement and compaction postpond until previous layer properly compacted / accepted

## DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER (1st & 2nd)			THIS QUARTER (3rd)			TOTAL TO-DATE			REMARK
			NO OF TESTS	PASS	FAIL	NO OF TESTS	PASS	FAIL	NO OF TESTS	PASS	FAIL	
ASPHALT	Prime Coat	Rate of Application	0	0	0	4	4	0	4	4	0	
		Temperature	0	0	0	4	4	0	4	4	0	
		Standard Require	0.65 ~ 1.75			0.65 ~ 1.75			0.65 ~ 1.75			
	Tack Coat	Rate of Application	0	0	0	3	3	0	3	3	0	
		Standard Require	0.2 ~ 0.4			0.2 ~ 0.4			0.2 ~ 0.4			
	Pre Mix Asphalt	Stability	0	0	0	12	12	0	12	12	0	
		Los of Stability	0	0	0	12	12	0	12	12	0	
		Flow Test	0	0	0	12	12	0	12	12	0	
		Extraction	0	0	0	12	10	2	12	10	2	Note 05
		Gmm Test	0	0	0	12	12	0	12	12	0	
		Density (1st Layer)	0	0	0	63	63	0	63	63	0	
		Thickness (1st Layer)	0	0	0	63	57	6	63	57	6	Note 06
		Density (2nd Layer)	0	0	0	73	73	0	73	73	0	
Thickness (2nd Layer)	0	0	0	73	58	15	73	58	15	Note 07		

Note 05. Bitumen content exceeds JMF limits by 0.1%. Relevent physical parameters of design mix satisfies the specified limits and found satisfactory.

Note 06. Deficient layers adjusted in 2nd layer

Note 07. Deficient layers to be adjusted by additional ACBC or ACWC as per specification requirements

# **CIVIL WORKS (SECTION-II & III)**

#### 4.1 QUARTERLY PROGRESS BY BILL OF QUANTITIES (SECTION- II & III)

ITEM NO	DESCRIPTION	UNIT	QUANTITY AS PER BOQ	PREVIOUS QUARTER's		QUARTER # 03		CUMULATIVE	
				QUANTITY	% age	QUANTITY	% age	QUANTITY	% age
	<b>BILL NO.1 EARTH WORK</b>								
101	Clearing & Grubbing	SM	37,569.00	-	-	-	-	-	-
104	Compaction of Natural Ground	SM	37,569.00	-	-	-	-	-	-
106bii	Excavate unsuitable Medium Rock Material	CM	86,287.00	-	-	4561.94	5.29	4,561.94	5.29
108bi	Excavate unsuitable Hard Rock Material	CM	65,489.00	-	-	-	-	-	-
108bii	Formation of Embankment From Borrow Excavation in Common Material	CM	57,419.00	-	-	9,264.75	16.14	9,264.75	16.14
109a	Subgrade Preparation in Earth Cut	SM	8,704.00	-	-	-	-	-	-
	<b>BILL NO.2 SUB BASE &amp; BASE COURSE</b>								
201	Granular Sub Base	CM	28,905.00	-	-	3,121.48	-	3,121.48	10.80
202	Agregate Base Course	CM	10,580.00	-	-	-	-	-	-
203a	Asphaltic Base Course Plant Mix (Class A)	CM	8,893.00	-	-	-	-	-	-

# **ENVIRONMENTAL COMPLIANCE MONITORING**

## 5.1 Introduction

Environmental Monitoring Compliance of each activity of road component (PTR) is being done according to the Environment Management and Monitoring Plan (EMMP) of the EDF/EIA report, duly approved by the USAID Mission Environment Officer (MEO).

Key roles and responsibilities of Environmental Compliance Officer are as under:

- Environmental Monitoring Compliance of each activity during the construction phase, according to the Environment Management and Monitoring Plan (EMMP).
- Seek and ensure community involvement in environment related matters.
- Reporting of environmental non-compliance related issues and suggest remedial measures for improvement.
- Assist in implementing of EMMP.

### 1. Existing Environmental Conditions in the Area of Influence

Land use of the project area includes residential and commercial areas of varying density including educational and health facilities, along the project road. The project area consists mostly of barren land strips and mountains. At the start of the project (about 09 KM), the land is plain and barren with sparse vegetation, while the remaining project area consists of rocky mountainous terrain. An abandoned railway track runs along the road alignment till the end point of the project and crosses the alignment at different locations. There are several surface water channels running across and along the project road such as the Wazir-Dand Canal, Surkamar River and Takhtabeg Rivers. Ground water is available in the project area and used for both drinking and irrigation purposes. There are few vegetation strips and trees situated within the Right of Way (ROW) of project road near 21+500 KM. Cattles have been found grazing at some project areas during site visit but no wild animals have been seen near the project road.

### 2. Potential Environmental Impacts of the Project Road

Following are the identified potential impacts of the project as per Environment Review Report:

#### a) Potential Positive Impacts

- Accessibility to the Khyber Agency and Torkham Border from Khyber Pakhtunkhwa province which will improve the road linkage between Pakistan and Afghanistan.
- An improved trade corridor between Pakistan and Afghanistan.
- Will be helpful for law enforcement agencies for improving security control in border areas.
- Generate better economic and social opportunities for local population.

**b) Potential Negative Impacts**

Project does not have significant potential adverse impacts. However, during strengthening and improvement of the road, the following negative potential impacts are anticipated which could be avoided, localized or mitigated by adopting the proper mitigation measures:

- Noise and air pollution.
- Traffic congestion at diversions.
- Health and safety issues of public and workers.
- Waste generation.
- Disturbance to people.
- Soil erosion and contamination.
- Potential impact of blasting if required at quarry areas and rocky areas.
- Surface and ground water pollution

**5.2 Environment Compliance****1. Procedure**

To comply with the Environment, Health, Safety and Social protocols, a comprehensive Performa has been prepared. Site visits are being conducted. Documentation of each site visit is properly carried out.

**2. General Condition of Section-I, II and III**

During the reporting period, the work is being executed by the contractor, FWO on section – I (0+000 to 9+000KM), section – II (KM: 9+000 to 14+000) and section – III (KM: 14+000 to 19+000) of the Project. The existing road condition varies from poor to fair. Nearly 04 KM of section-I passes through commercial area while rest of the road passes through plain terrain. Warsak Lift Canal and many non-perennial streams especially the Khyber Khwar crosses the road. Existing culverts have lost their hydraulic / structural capacity and thus either requires reconstruction or rehabilitation.

**5.3 Progress during the Quarter # 03 (April – June 2013)**

During this reporting period five site visits have been carried out. Summarizing, it is encouraging that the Contractor's camps and machinery are maintained in good conditions. Heavy vehicle pool / stand of FWO has also been maintained in good condition. However, FWO needs to focus more on other environmental compliance measures due to inherited site specific conditions such as live traffic corridor, heavy traffic, hilly terrain, and residential and commercial areas along the road. FWO has been constantly stressed upon for undertaking the following.

- Regular sprinkling of water on road's diversion and adjacent to the residential areas.
- Installation of Road's traffic signs and speed checking sign boards.

- To keep records of EHS (Environment, Health and Safety) plans.
- To force site staff especially the Sub-contractor staff on permanently wearing personal protective equipments during work.
- Take measures for land leveling and refilling of quarry sites for sustainable use.
- Address drainage problems at culvert's construction sites and quarry areas.
- Ensure availability of Environment Specialist/ Expert on site from FWO / NESPAK side.
- Ensure Health and Safety arrangements at work sites.

# **SECURITY REPORT**

## **6.1 KHYBER AGENCY THREAT ANALYSIS**

The suicide bombing in Peshawar, armed attacks of militant's in suburbs of the city evidently suggest that Peshawar being the provincial capital and due to its proximity to tribal areas may remain at the brunt of militant's retaliation. As such elevated threats / retaliation following recent actions against militants in Khyber Agency and other areas are anticipated in Peshawar or elsewhere in the province causing damage to life and assets. Risk levels in KP & FATA are currently assessed as 'HIGH'.

## **6.2 USAID's Threat Assessment**

According to USAID's threat assessment, the risk level in KP&FATA is 'HIGH'. The implementing partners (IPs) operating in KP/FATA are therefore advised to exercise heightened security awareness in all times.

## **6.3 Details of Security related incidents in Khyber Agency during 3<sup>rd</sup> Quarter period**

Reportedly, eleven security related incidents have occurred during the quarter, at different locations along the project site. In total, 11 persons were killed and 13 injured. The security related incidents are summarized date wise as below:

### **a. Five Killed in NATO Containers Attack in Khyber Agency**

On June 10, 2013 five persons were killed when militants attacked three NATO containers in Shagai area of Tehsil Jamrud in the Khyber Agency and set them on fire. The forces and the militants traded fire for about half an hour and later the assailants retreating disappeared in the mountainous region. Following the incident the traffic at Pak-Afghan border was suspended.

### **b. Two Incidents of Attack on NATO Containers in Khyber Agency**

A driver was injured when militants travelling on a motorbike opened fire at a NATO container in Sur Kamar area on June 1, 2013. The incident occurred around 10 am when the miscreants intercepted the vehicle and opened fire.

In a separate incident, militants attacked another convoy on its way to Peshawar from Torkham border around 3:30pm near Karkhano check post. However, the Khassadars on duty opened fire at the militants forcing them to flee. In the crossfire, one official was injured.

### **c. Three Held with Explosives in Khyber Agency**

On May 26, 2013 the Khassadars stopped a pick-up van (LKL-680) at Bagyari check post for checking and recovered 1,750 kilogram explosive from its hidden cavities. Three persons were arrested.

**d. Gunmen Kill NATO Driver in Khyber Agency**

Gunmen on 24 May, 2013 opened fire from the nearby mountains on the convoy carrying NATO military vehicles after it entered Pakistan from Afghanistan at Shagai area, 20 kilometers southeast of Landikotal, killing a driver and wounding a helper. Two vehicles in the convoy were damaged in the attack.

**e. Unidentified Gunmen Attacked Two Empty Trailers in Khyber Agency**

On May 19, 2013, unidentified gunmen attacked two empty trailers returning from Afghanistan in near Ali Masjid in Jamrud Tehsil of Khyber Agency. However, the occupants of both the vehicles escaped unhurt in the ambush.

**f. Three time bombs defused - planted on the Jamrud and Landikotal road**

On May 19, 2013 three time bombs planted on the Jamrud and Landikotal bypass roads were also defused before it could detonate. The explosives were planted on the Landikotal bypass near the office of the Communication and Works Department & Jamrud Bypass to target the NATO supply line.

**g. Driver of NATO Container Killed in Jamrud- Khyber Agency**

On April 30, 2013 a driver was killed when unidentified men opened fire on a NATO container coming from Afghanistan in Khyber Agency.

**h. Attack on NATO Container Carrying Trailers**

On April 21, 2013 two persons were injured when a trailer carrying container for NATO troops in Afghanistan was attacked near Karkhano Market.

**i. Militants Force Thousands to Flee From Khyber Agency to Peshawar**

On April 17, 2013 around 5,000 people fled the semi-tribal Akakhel area of Khyber agency and shifted to different localities of Peshawar after receiving threats from a banned militant group of Khyber Agency.

**j. Militants Destroy School in Bara- Khyber Agency**

Militants on April 13, 2013 destroyed a primary school in Bara Tehsil of Khyber Agency and set ablaze two houses of the members of the peace militia.

**Khyber Agency Advisory**

M&E Consultant's staff operating in Khyber Agency along Peshawar - Torkham Road is advised to remain cognizant of persistent and developing threats and implement all essential security measures considering the current environment. Extreme caution is advised in areas around security forces and government installations in the back drop of recent escalation of militant's attacks. Construction monitoring staff should maintain low profile, avoid movements in the late

hours. Keeping in view the fragile security situation in the project area (Khyber Agency) and the personal security of the project staff all employees should be encouraged to accept personal responsibility of their own safety and of their subordinates by adhering to the following safety protocols:

- Vary routes and timings to and from work.
- Carry cell phone all the times for information of situation.
- Check interior and exterior of their vehicles prior to getting into it (for any suspicious item).
- Keep the doors locked and windows closed when traveling in vehicles.
- Maintain a low personal profile by not doing anything that draw attention to their self.
- Must be alert to the situation around them.
- The colleagues must share and be aware of each other's daily site plan, so in case of emergency they can be contacted conveniently.
- In traffic jams, always try to leave space for maneuvering & always leave their self on exit.
- Be prepared to take evasive action.
- Avoid congested points during site visits or in travel.
- If being harassed or followed, try to contact police / Khassadars force / Frontier Corps personnel.
- Never share your personal information as project name, project sponsor, family members, addresses and telephone numbers in an open sitting or during site monitoring activities.
- Follow security orders and instructions.

# APPENDICES

## 7.1 CONTRACTOR IPC's

QUARTER No:	IPC No:	AMOUNT CLAIMED		DATE OF SUBMISSION BY CONTRACTOR TO FATA	DATE OF SUBMISSION BY FATA TO USAID	DATE OF CERTIFICATION BY M&E CONSULTANTS	AMOUNT CERTIFIED BY M&E CONSULTANTS		DATE OF PAYMENT TO CONTRACTOR
		US \$	EQUIVALENT PKR				US \$	EQUIVALENT PKR	
1	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-
3	1	1,444,442	135,777,548	23-May-13	28-May-13	28-Jun-13	597,641	56,178,279	IN PROCESS

**7.2 ELECTRONIC COMMUNICATION/CORRESPONDENCE WITH USAID**

S. No	Date	Subject	Addressed	
			From	To
1	04-Apr-13	Quarterly Progress Report # 02	M & E Consultants	USAID
2	05-Apr-13	Brief Note on Fortnightly Meeting Held Between FWO, NESPAK and M&E Consultants	M & E Consultants	USAID
3	09-Apr-13	Minutes of Meeting on Peshawar Torkham Road	FATA Secretariat	M & E Consultants
4	12-Apr-13	Monthly Progress Report for March 2013	M & E Consultants	USAID
5	26-April-13	Final Minutes of Fortnightly Meeting held on April 03, 2013	M & E Consultants	USAID
6	30-Apr-13	PPR Indicator	USAID	M & E Consultants
7	30-Apr-13	Peshawar Torkham Road Updates	M & E Consultants	USAID
8	30-Apr-13	PT Road Pictures	M & E Consultants	USAID
9	30-Apr-13	PPR Indicator	M & E Consultants	USAID
10	02-May-13	Meeting of Rate Advisory Committee	USAID	M & E Consultants
11	03-May-13	PT Road Quality Control	M & E Consultants	USAID
12	03-May-13	PT Road Quality Control	USAID	M & E Consultants
13	03-May-13	PT Road Quality Control	NESPAK	USAID, M & E Consultants
14	09-May-13	PT Road Quality Control	M & E Consultants	USAID
15	09-May-13	Monthly Progress Report for April 2013	M & E Consultants	USAID
16	01-Jun-13	Environmental Compliance Report-May 2013	M & E Consultants	USAID
17	03-Jun-13	Environmental Compliance Report-May 2013	USAID	M & E Consultants
18	10-Jun-13	Monthly Progress Report for May 2013	M & E Consultants	USAID

### 7.3 RECORD OF COORDINATION MEETINGS

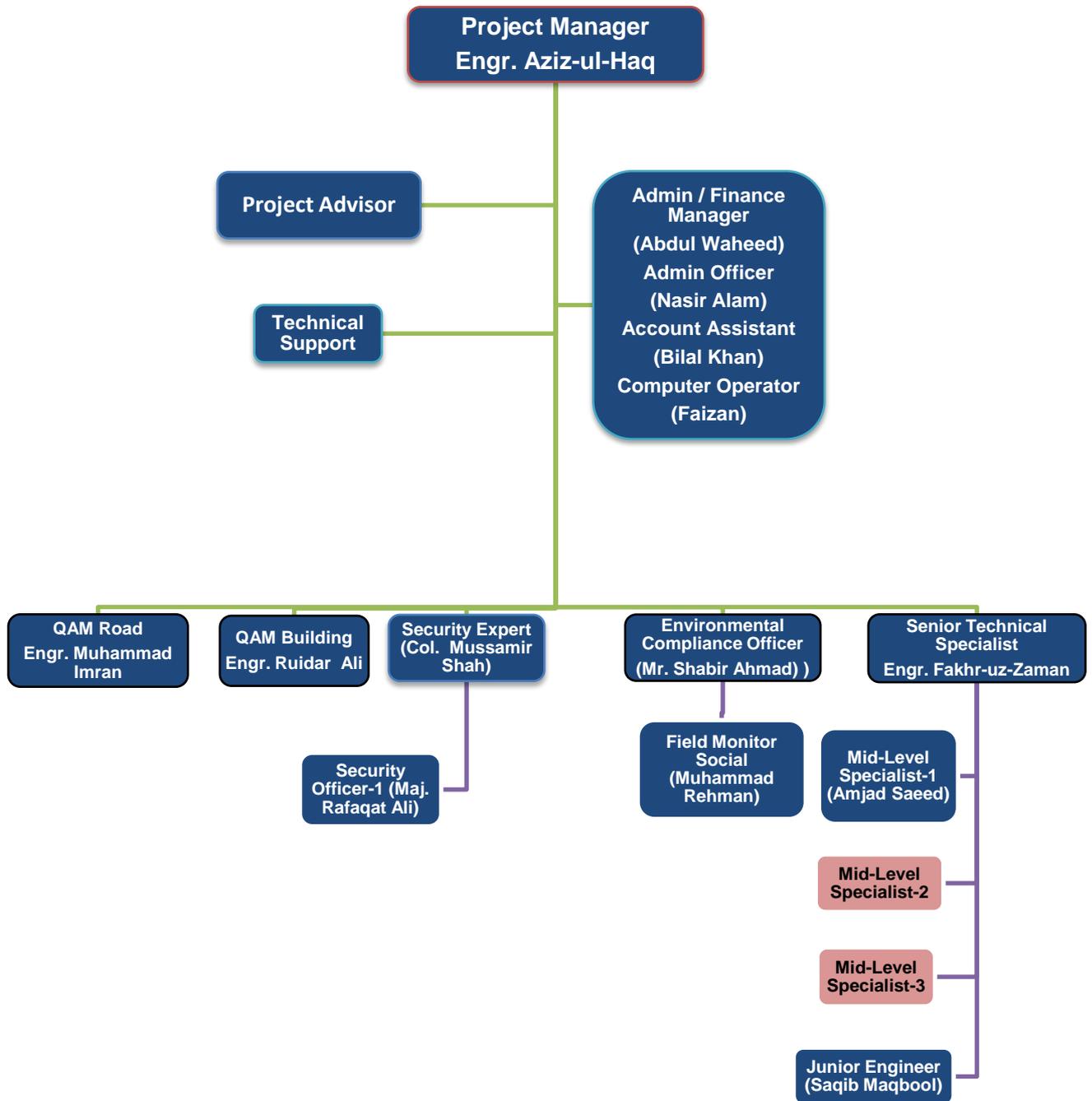
<b>Date</b>	<b>Meeting</b>	<b>Participants</b>	<b>Venue</b>
03-Apr-13	First Fortnightly Meeting	M&E Consultants, FWO, NESPAK	FWO Office
17-Apr-13	Meeting with USAID Country Director	USAID-M&E Consultants	Islamabad
08-May-13	Meeting about Premium on CSR 2011 for upcoming PC-1s	USAID, FATA, Finance, P&D, AID and M&E Consultants	FATA Secretariat
15-May-13	Meeting about Premium on CSR 2011 for upcoming PC-1s	USAID, FATA, Finance, AID and M&E Consultants	FATA Secretariat
21-May-13	Coordination Meeting	USAID, FATA, NHA, APA Khyber, FWO, NESPAK and M&E Consultants	FATA Secretariat
28-May-13	Second Fortnightly Meeting	M&E Consultants, FWO, NESPAK	PD FWO Office

## 7.4 MOBILIZATION OF M&E STAFF

The following members of the M&E Team were mobilized as various activities of the project progressed. Other staff members will be mobilized according to demand of work load.

S. No.	Name	Designation	Mobilized	Agreed Positions
1	Aziz-ul-Haq	Project Manager	01	01
2	Shahbaz Khan	Quality Assurance Manager	01	01
3	Khurshid Khan	M&E Specialist	01	01
3	Fakhr uz Zaman	Sr. Technical Specialist	01	01
4	Muhammad Ilyas	Field Manager M&E	01	02
5	Gul Zada	Material Engineer	01	01
6	Muhammad Ibrar	Office Engineer	01	01
7	Rasheed Khan	Field Monitor	01	04
8	Tariq Ibrahim	Quantity Surveyor	01	01
9	Sohail Anjum	Senior Surveyor	01	01
10	Naeem Jan	Surveyor	01	01
11	Khan Umar	Senior Lab. Technician	01	01
12	Amjad Ali Khan	Senior Lab. Technician	01	01
13	Shakeel Akbar	Laboratory Technician	01	01
14	Noor Ali Jan	Laboratory Technician	01	01
15	Baber Naeem	Asstt. Lab. Tech.	01	01
16	Mujeeb Khan	Asstt. Lab. Tech.	01	01
17	Zeeshan Atta	Survey Assistant	01	01
18	Muhammad Waqas	Survey Assistant	01	01
19	Muhammad Ayaz	Survey Assistant	01	01
20	Asad Khan	CAD Operator	01	01
21	Hamid Ali	Computer Operator	01	01

### 7.5 ORGANIZATION CHART FOR CMEP OFFICE, PESHAWAR



**LEGEND:**

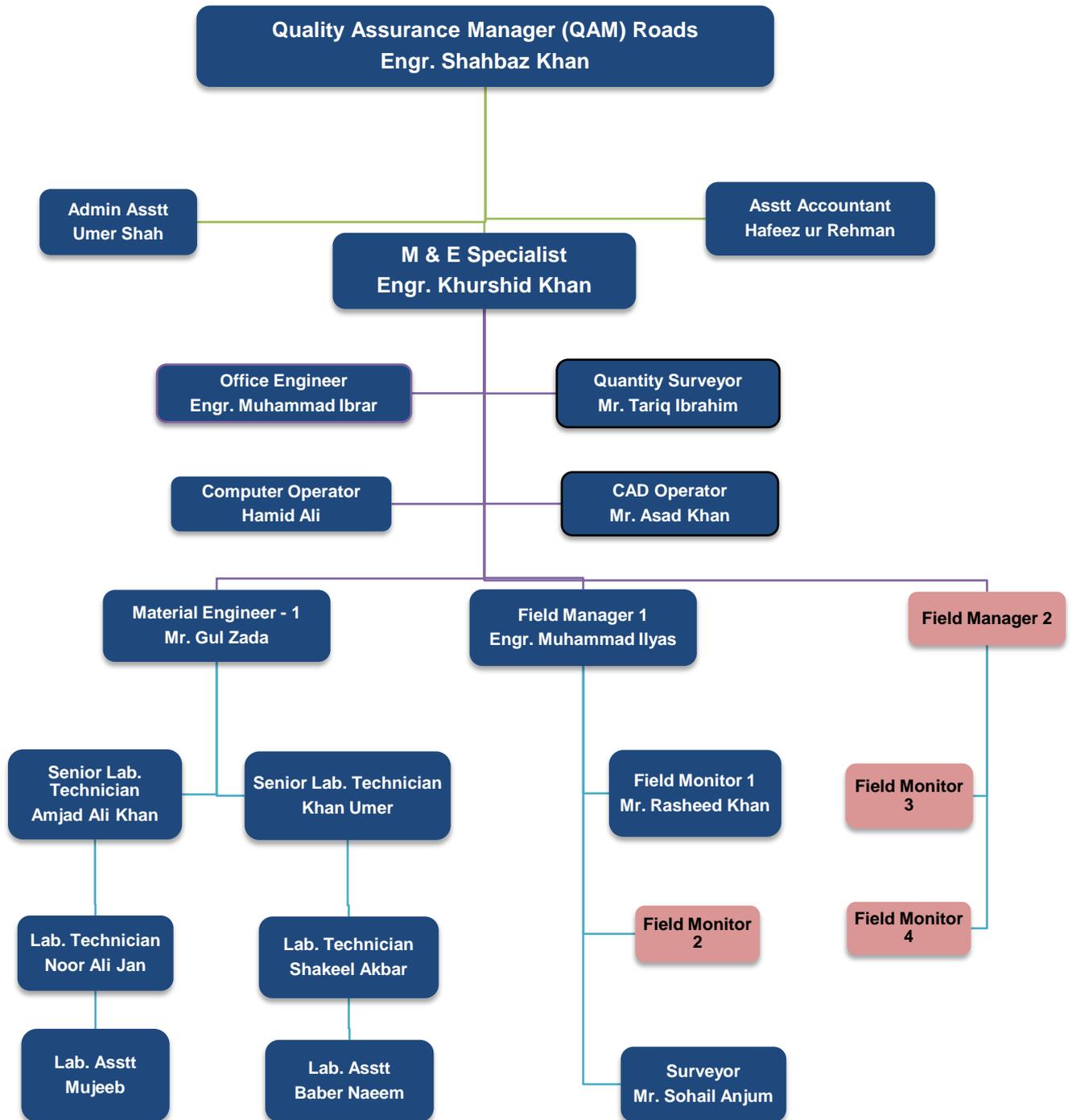


**Mobilized**



**To be mobilized with expansion of work**

### 7.6 ORGANIZATION CHART FOR ROAD COMPONENT OF CMEP PROJECT



**LEGEND:**



**Mobilized**



**To be mobilized with expansion of work**

# **PROJECT PHOTOGRAPHS**

# **PAVEMENT STRUCTURE**



KM: 0+300 To 0+400 LHS Half width  
Grading & leveling of Aggregate Base Course



KM: 0+750 To 0+900 LHS Half width  
Grading & leveling of Aggregate Base Course



KM: 1+350 To 1+625 Full width  
Compaction of Aggregate Base Course 1<sup>st</sup> layer



KM: 1+350 To 1+625 Full width  
Laying of Asphalt Base Course 1<sup>st</sup> layer



KM: 1+625 To 1+825 Full width  
Laying of Asphalt Base Course 1<sup>st</sup> layer



KM: 1+700 To 1+825 LHS Half width  
Final rolling of Asphalt Base Course 2<sup>nd</sup> layer



KM: 2+287 To 2+400 LHS Half width  
Application of Tack coat



KM: 2+760 To 3+000 LHS Half width  
Final rolling of Asphalt Base Course 2<sup>nd</sup> layer



KM: 2+950 To 3+200 LHS Half width  
Laying of Asphalt Base Course 2<sup>nd</sup> layer



KM: 3+000 To 3+400 Full width  
Final rolling Asphalt Base Course 2<sup>nd</sup> layer



KM: 3+537 To 3+775 LHS Half width  
Laying of Asphalt Base Course 1<sup>st</sup> layer



KM: 3+875 to 4+025 RHS Half width  
Laying of Asphalt Base Course 1<sup>st</sup> layer



KM 4+250 To 4+450 Full width  
Aggregate Base Course ready for inspection



KM: 4+225 To 4+400 Full Width  
Laying of Asphalt Base Course 2<sup>nd</sup> layer



KM: 4+250 To 4+480 LHS Half width  
M&E Consultant checking mat thickness of  
ACBC



KM: 4+700 To 5+150 RHS Half width  
Breakdown of Asphalt Base Course 1st layer



KM 5+600 To 5+700 Full width  
Grading & leveling of Aggregate Base Course



KM: 5+700 To 5+900 Full width  
Compaction of Aggregate Base Course



KM 6+175 To 6+275 Full width  
Grading of Sub base 2<sup>nd</sup> layer



KM: 6+300 To 6+400 Full width  
Sub grade top layer grading



KM 6+950 To 7+150 Full width  
Compaction of Sub base 2<sup>nd</sup> layer



KM: 7+250 To 7+350 Full width  
Sub base top layer preparation



KM: 7+525 to 7+700 Full width  
Compaction of Aggregate Base Course



KM 8+625 To 9+00 LHS Half width  
Grading & leveling of Sub base 2<sup>nd</sup> layer



KM: 9+725 To 9+900 RHS Half width Grading & leveling of Sub base 2<sup>nd</sup> layer



KM: 10+050 To 10+150 Full width Compaction of Sub base 1st layer



KM: 10+800 To 10+900 Full width Grading & leveling of Sub base 1st layer



KM: 10+400 To 10+450 RHS Roadway Excavation



KM 12+600 To 12+650 LHS Roadway Excavation



KM: 14+000 To 15+000 (Loop Sec-III) RHS Embankment formation



KM 14+000 To 15+000 (Loop Sec-III) RHS  
Roadway Excavation



KM: 15+000 To 15+200 RHS  
Roadway Excavation



KM: 15+275 To 15+450 Full width  
Grading & leveling of Sub base 2<sup>nd</sup> layer



KM: 36+500 To 36+700 Full width  
Grading & leveling of Sub base 2<sup>nd</sup> layer



KM: 36+600 To 36+925  
Roadway Excavation



KM: 36+600 To 36+925  
Roadway Excavation

# CULVERTS

**APRIL/MAY**



Lat 34; 0; 5.5, Lon 71; 23; 50.5  
Culvert KM: 2+611

**JUNE**



Lat 34; 0; 5.5, Lon 71; 23; 50.5  
Culvert KM: 2+611



Lat 34; 0; 0, Lon 71; 23; 33.8  
Culvert KM: 3+081



Lat 34; 0; 0, Lon 71; 23; 33.8  
Culvert KM: 3+081



Lat 34; 0; 8.6, Lon 71; 22; 43.5  
Culvert KM: 4+480



Lat 34; 0; 8.6, Lon 71; 22; 43.5  
Culvert KM: 4+480

**APRIL/MAY**



Lat 34; 0; 6.8, Lon 71; 22; 16.6  
Culvert KM: 5+202

**JUNE**



Lat 34; 0; 6.8, Lon 71; 22; 16.6  
Culvert KM: 5+202



Lat 34; 0; 8.1, Lon 71; 22; 10  
Culvert KM: 5+353



Lat 34; 0; 8.1, Lon 71; 22; 10  
Culvert KM: 5+353



Lat 34; 0; 7.9, Lon 71; 21; 49.2  
Culvert KM: 5+905



Lat 34; 0; 7.9, Lon 71; 21; 49.2  
Culvert KM: 5+905

**APRIL/MAY**



Lat 34; 0; 8.0, Lon 71; 21; 44.0  
Culvert KM: 6+050

**JUNE**



Lat 34; 0; 8.0, Lon 71; 21; 44.0  
Culvert KM: 6+050



Lat 34; 0; 8.723, Lon 71; 21; 27.733  
Culvert KM: 6+191



Lat 34; 0; 8.723, Lon 71; 21; 27.733  
Culvert KM: 6+191



Lat 34; 0; 11.4, Lon 71; 21; 27  
Culvert KM: 6+501



Lat 34; 0; 11.4, Lon 71; 21; 27  
Culvert KM: 6+501

**APRIL/MAY**



Lat 34; 0; 12.1, Lon 71; 21; 21.1  
Culvert KM: 6+648

**JUNE**



Lat 34; 0; 12.1, Lon 71; 21; 21.1  
Culvert KM: 6+648



Lat 34; 0; 13.295, Lon 71; 21; 11.898  
Culvert KM: 6+883



Lat 34; 0; 13.295, Lon 71; 21; 11.898  
Culvert KM: 6+883



Lat 34; 0; 15.455, Lon 71; 20; 53.345  
Culvert KM: 7+384



Lat 34; 0; 15.455, Lon 71; 20; 53.345  
Culvert KM: 7+384

# RETAINING WALL



KM: 6 + 400 To 6 + 478 (Retaining Wall)  
Compaction of backfill



KM: 6 + 517 To 6 + 537 (RHS)  
Construction of stone masonry



KM: 6 + 835 To 6 + 875 (RHS)  
Construction of stone masonry



KM: 6 + 890 To 6 + 910 (Retaining Wall)  
Construction of stone masonry



KM: 7 + 395 To 7 + 415  
Erection of formwork for concrete pad



KM: 7 + 390 To 7 + 400 (RHS)  
Construction of stone masonry

# **ROAD SIDE DRAINS**



KM: 4 + 480 To 4 + 585 (LHS)  
Construction of brick masonry



KM: 4 + 615 To 4 + 720 (RHS)  
Construction of brick masonry



KM: 5 + 560 To 5 + 715 (LHS)  
Construction of brick masonry



KM: 8 + 125 To 8 + 150 (LHS)  
Casting of slab concrete

# **FIELD / LAB TESTING**



KM: 2 + 000 To 2 + 650  
Core Sampling of Asphalt Base Course by  
M&E Consultants



KM: 5 + 440  
Field Density Test by FWO and M&E  
Consultants



KM: 1 + 360 To 1 + 220  
Core Sampling of Asphalt Base Course by  
M&E Consultants



Crushing of Cylinder in M&E Consultants lab



Asphalt cement Extraction Test in the  
presence of M&E Consultants senior staff at  
M&E Consultants lab



Crushing of Brick in M&E Consultants lab

# **ENVIRONMENTAL MONITORING**



KM: 11+200 Quarry area on u/s side of the cross drainage structure in the stream bed. FWO has been instructed to close the quarry site and properly level / refill the site, according to the quarry area protocols.



A view of properly maintained Labor Camp of the FWO at Jamrud



KM: 10+450 Implementation of H & S plan and adoption of proper personal protective measures at works have been constantly stressed upon FWO.



Heavy Vehicle Stand of the FWO at Jamrud maintained in good condition



KM: 6+501 FWO need to compel subcontractor's for adoption of personal protective measures at works



Asphalt Plant of the FWO at Jamrud, for road Construction