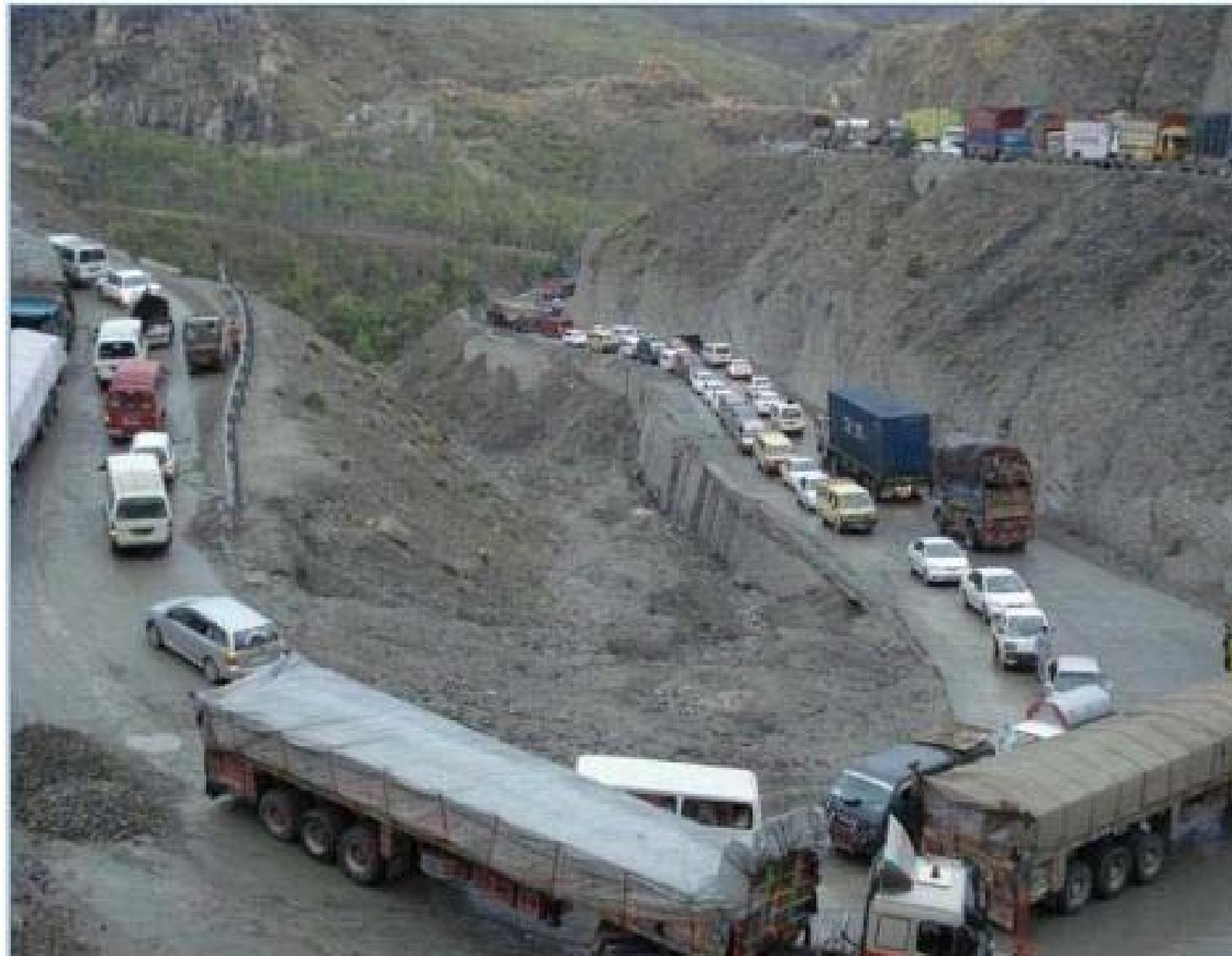




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**STRENGTHENING & IMPROVEMENT OF PESHAWAR - TORKHAM ROAD
KHYBER AGENCY, FATA**

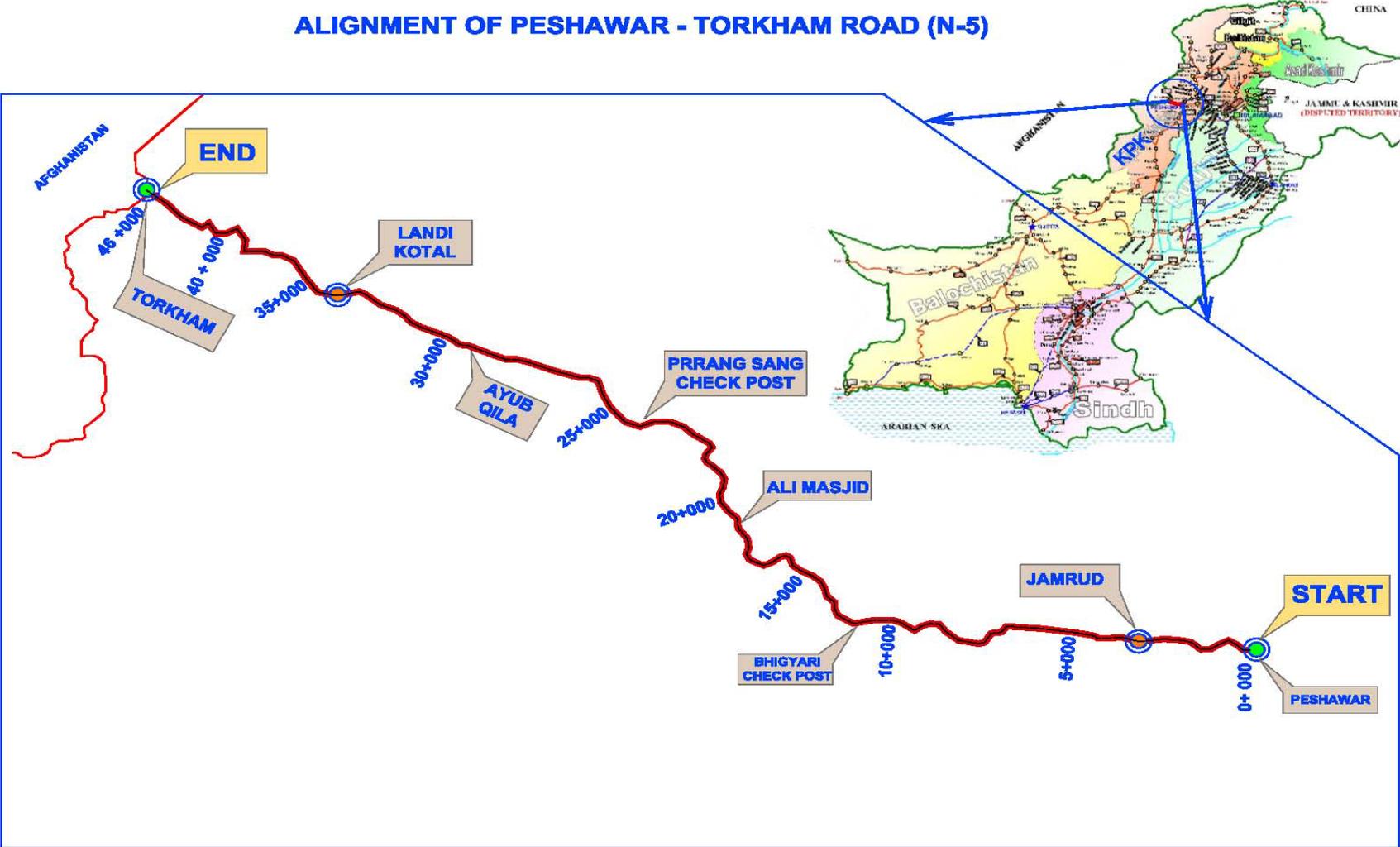
**QUARTERLY PROGRESS REPORT # 05
OCTOBER-DECEMBER 2013**

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ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5)



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 01 quarter (Oct – Dec, 2012) of the EPC based contract, the contractor mobilized at site, completed the detailed design work, started major earthwork activities & constructed diversions across the section – I with slow pace. During the 2nd & 3rd quarters (Jan-March, 2013 & April-June, 2013 respectively) the progress of construction work accelerated gradually and the contractor continued with construction of cross drainage / retaining structures & different pavement courses including asphaltic base paving work. The 4th quarter (July – Sep, 2013) witnessed major construction achievements by completion of asphalt paving works of the section – I of the P-T road project and all sort of traffic was shifted back onto the main alignment. Similarly significant progress was also made against the difficult roadway excavation work along live traffic corridor in section – II & III of the project.

During the 05th quarter (Oct – Dec, 2013) of the project, FWO concentrated their resources in section – II & III of the project and started construction works on all cross drainage structures and the retaining structures in both the sections along with some paving work in section – II.

During the reporting quarter, the contractor teams were able to work 78 days of 79 available working days due to 10th *Moharam* holiday, as compared to 87% of 82 available working days in the previous quarter.

FWO was constantly pressed for demonstrating good environmental practice in conformity with the construction environmental management plan.

Major physical construction activities in each section are presented as under:

SECTION – I (KM: 0+000 To 9+000)

Section – I of the project is complete with respect to earthwork, Sub Base, Aggregate Base Course / WBM, Asphaltic Base Course, Asphaltic Wearing Course and pavement marking, and open for all kind of traffic. However, culverts and retaining walls are completed 89% and 92% respectively. Longitudinal drainage construction and construction of rural link roads is in progress.

With verification of IPC # 07 of Sec – I on Dec 30, 2013 for an amount of US \$ 19,268.00, the overall certified payment up-to the end of 5th quarter is US \$ 8.042 Million (80.61% of the approved amount of US \$ 9.978 million in the first PIL).

SECTION – II (KM: 9+000 To 14+000)

An overview of major activities in section – II is presented below:

<u>WORK ITEM</u>	<u>SEC – II</u>
○ Earthwork:	65.50 %
○ Sub Base:	41.76 %
○ Aggregate Base Course/WBM:	30.43 %
○ Asphaltic Base Course:	26.09 %
○ Asphaltic Wearing Course	NIL
○ Culverts:	56.77 %
○ Retaining Walls:	15.19 %

- PC – I & PIL # 02 (391-015-PIL-02) for section – II was approved for an amount of US \$ 9.383 Million during the reporting quarter.
- Bulk earthwork and roadway excavation continued along with construction of 17 No's cross drainage structures & 900M (cumulative) retaining walls.
- IPC # 01 for Sec – II was verified for an amount of US \$ 661,911 on Dec 31, 2013.
- Traffic continually plying on diversions / detour.

SECTION – III (KM: 14+000 To 19+000)

- Detailed design and quantity estimation of section – III completed with PC – 1 approval in progress.
- Batching plant & additional crush plant started production during the reporting quarter at KM: 16 + 000 of section – III.
- Construction continued on 14 No's cross drainage structures & 590M (cumulative) retaining walls in section – III.
- Traffic continually plying on diversions / detour.

SECTION – IV (KM: 19+000 To 26+000) AND SECTION – V (KM: 26+000 To 34+000)

- Work continued to finalize the conceptual design for the section – IV to V of the project.
- Earthwork & sub-base paving work in section – IV & V continued.
- Traffic continually plying on diversions / detour.

BRDIGES AND MULTICELL CULVERTS FALLING IN DIFFERENT SECTIONS

- Detailed design and quantity estimation of 02 No's bridges and 02 No's multicell culverts completed with PC – 1 approval in progress.

- Pile boring & concreting work continued at bridge No: 02 (KM: 09+560). Similarly work also started on fabrication & concreting of Post Tensioned Girders.
- Test pile boring & concreting completed at Bridge No.10 (KM: 23+750), while preparation for static pile load testing continued.
- Lean concrete completed for multicell culverts at KM: 11+190 & 22+925, while fabrication, fixation & erection of rebar continued at multicell culvert KM: 11+190.

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	Section – VI
Physical Limits	Peshawar to Torkham					
Kilometers	0+000 to 9+000	9+000 to 14+000 (Revised)	14+000 to 19+000 (Revised)	19+000 to 26+000 (Revised)	26+000 to 34+000 (Revised)	36+000 to 46+000 (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.

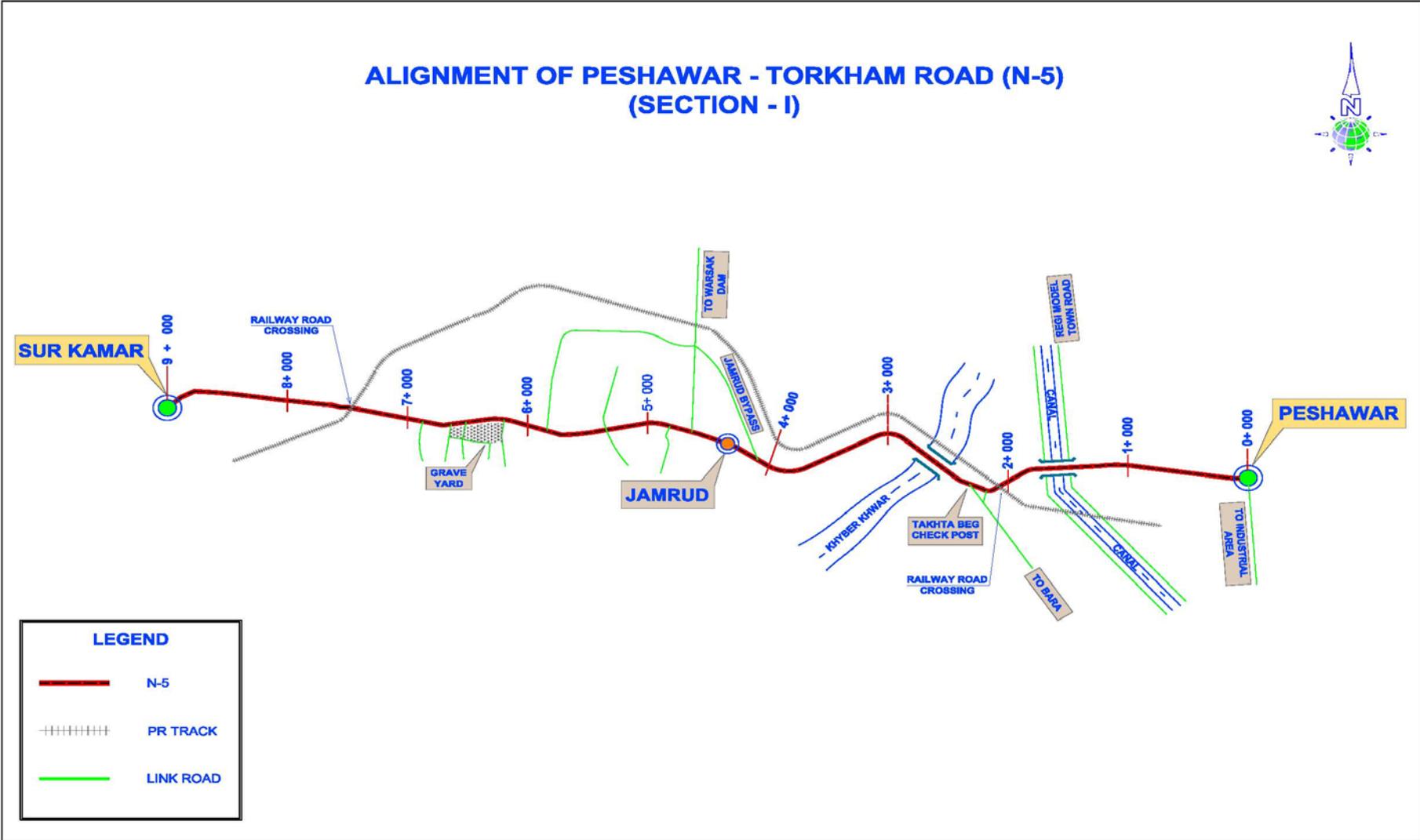
1.3 GENERAL CONTRACT DATA

1.	Name of Project	Strengthening and Improvement of Peshawar Torkham Road (N-5) Khyber Agency FATA
2.	Project Construction Cost	US \$ 67 Million
3.	Donor Agency	USAID PAKISTAN
4.	Donor's Agency Representative	Engr. Farhat Ali Shah Banori, USAID/COR
5.	Sponsoring Agency	FATA Secretariat, Peshawar
6.	Sponsoring Agency Representative	Mr. Roshan Mahsud, Project Director, PMU FATA
7.	Executing Agency	Frontier Works Organization (FWO)
8.	Executing Agency Representative	Col. Zahid (Project Director FWO)
9.	M&E Consultants	AGES Consultants
10.	M&E Consultants Representative	Engr. Aziz-ul- Haq, Project Manager
11.	Time for Completion	807 Calendar Days
12.	Mode of Construction Contract	EPC (Engineer, Procure and Construct) Contract
13.	Chronology	
	Signing of MoU (USAID–FATA–NHA)	Sep 18, 2012
	Signing of Consultancy Contract (USAID – AGES)	Sep 30, 2012
	M&E Consultants Mobilization	Oct 01, 2012
	Project Date of Commencement	Oct 15, 2012
	Project Date of Completion	Dec 31, 2014

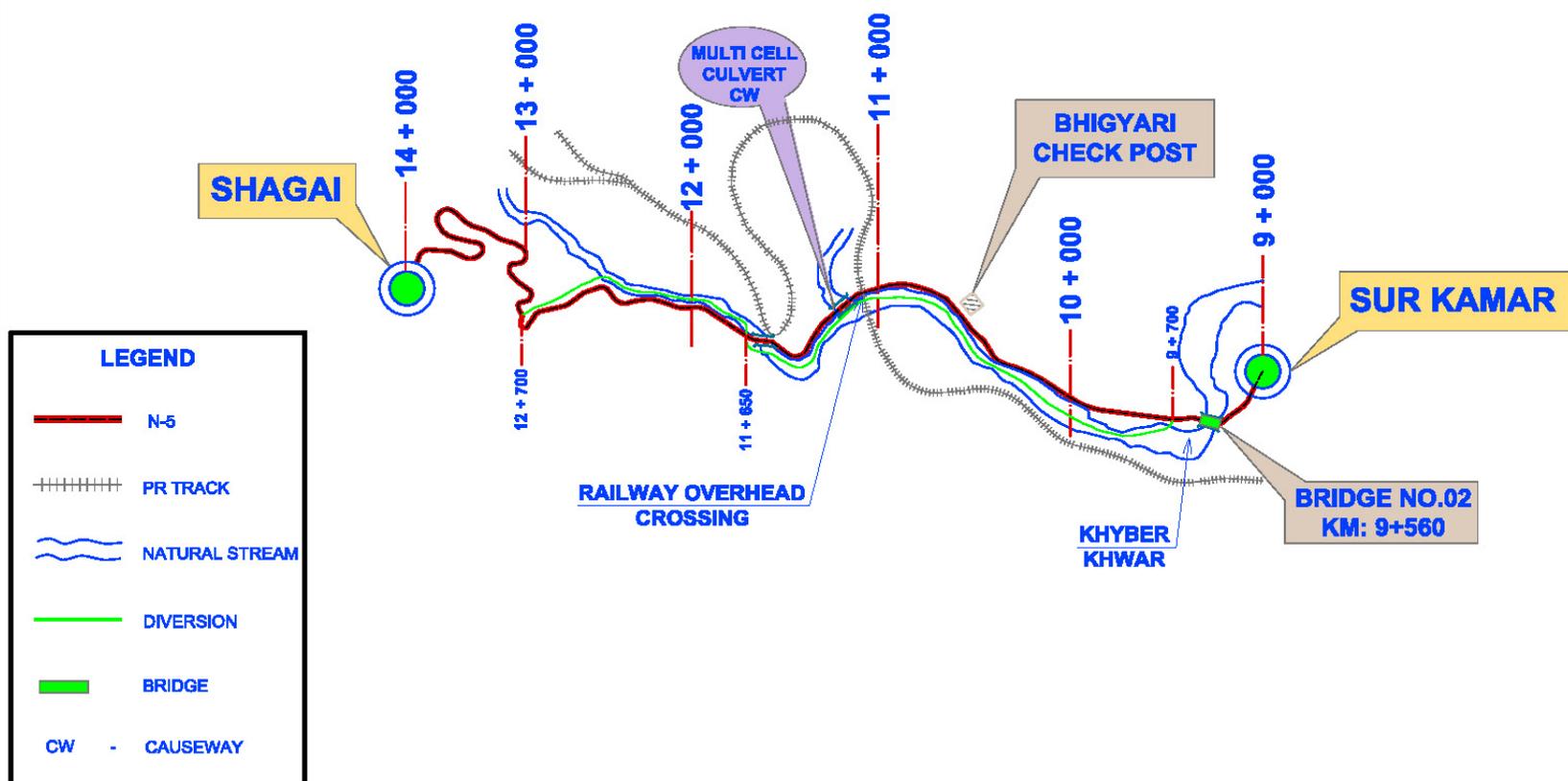
1.4 SECTIONS DATA

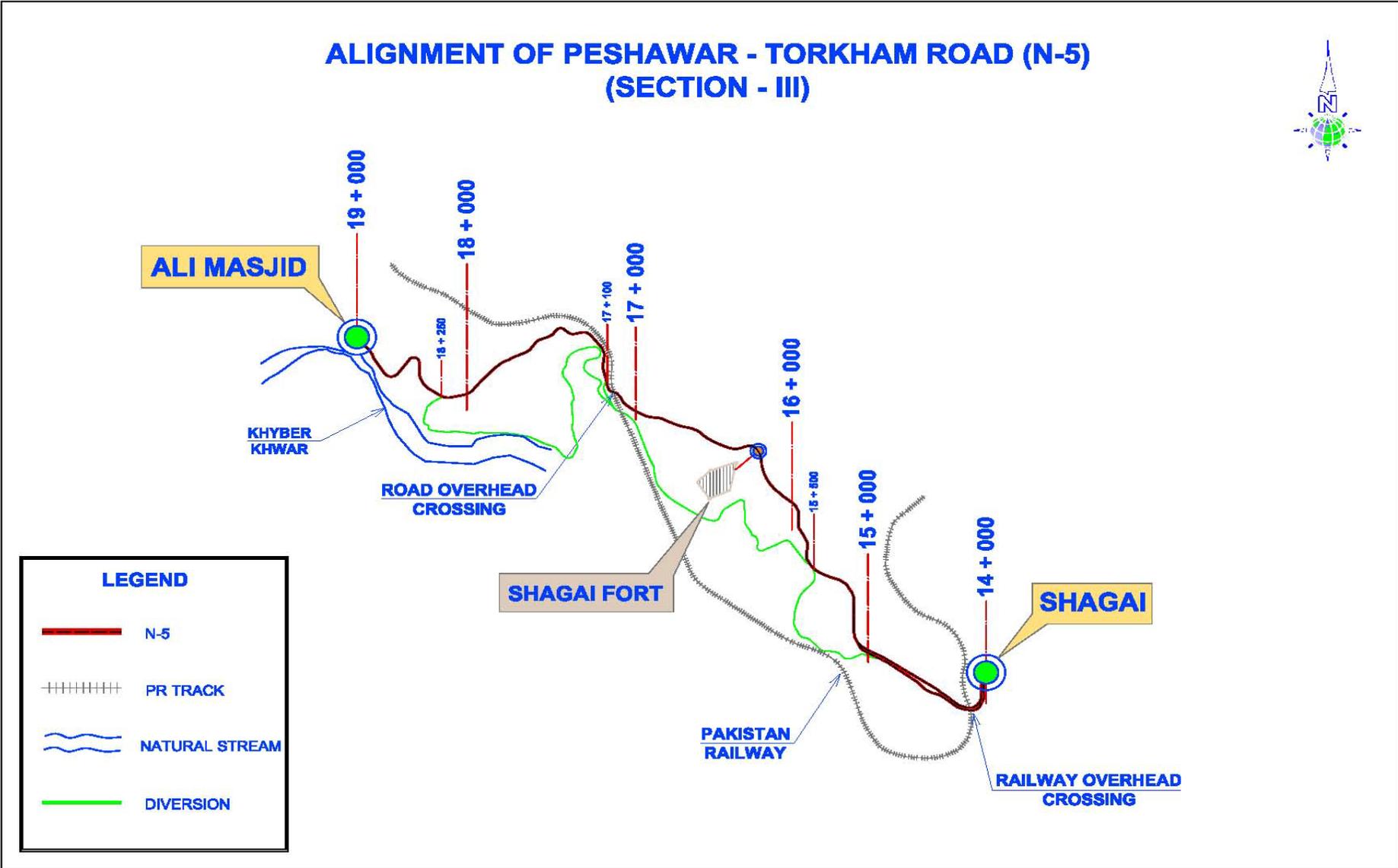
•	Name of Package	Section – I (KM: 0+000 to KM: 9+000)
•	PC-1 Cost (Section – I)	Rs. 937.939 Million (US \$ 9.978 M)
•	Approval of PC – 1 (Section – I)	Nov 20, 2012
•	Name of Package	Section – II (KM: 9+000 to KM: 14+000)
•	PC-1 Cost (Section – II)	Rs. 985.265 Million (US \$ 9.383 M)
•	Approval of PC – 1 (Section – II)	Oct 08, 2013

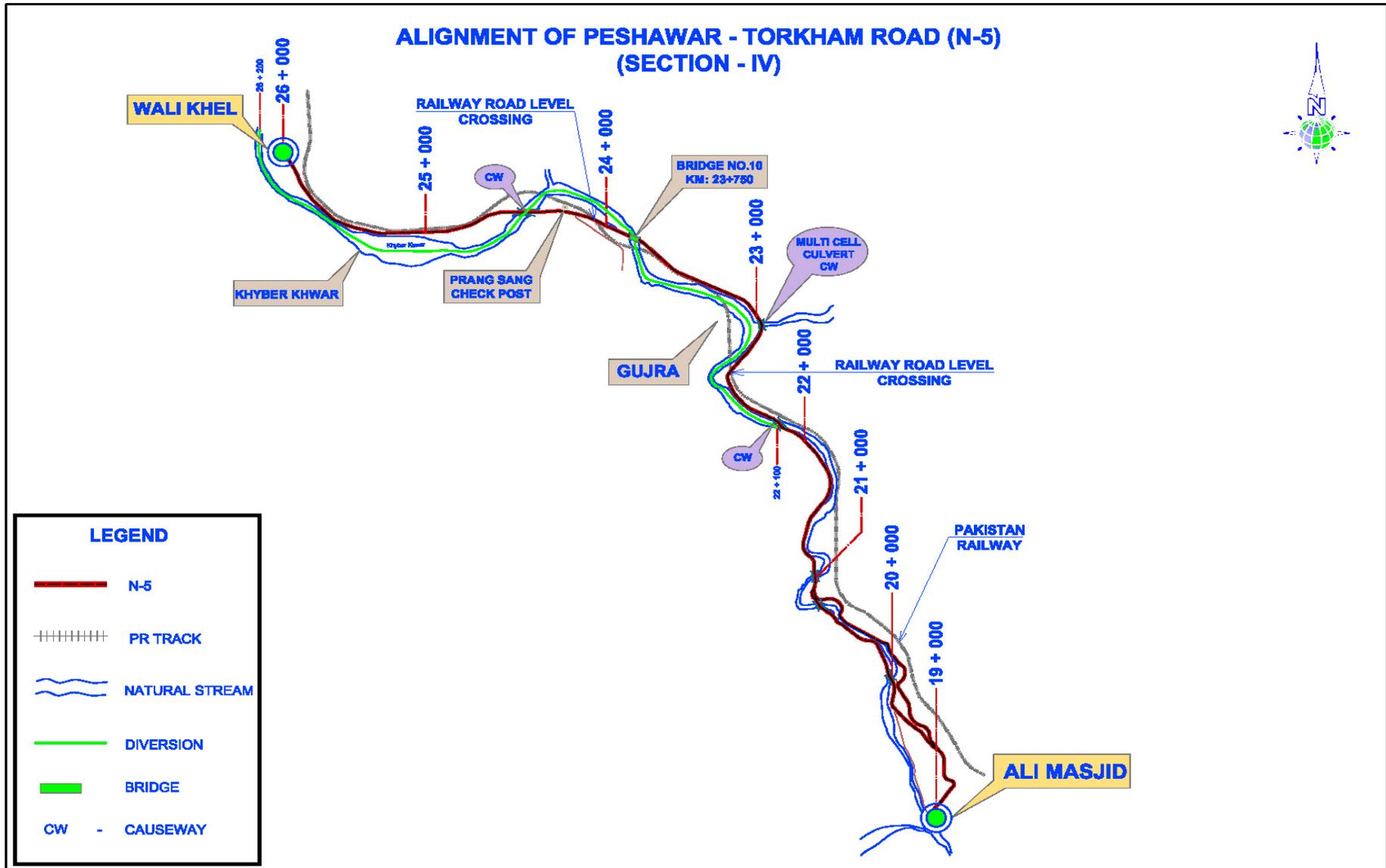
1.5 ALIGNMENT SKETCHES

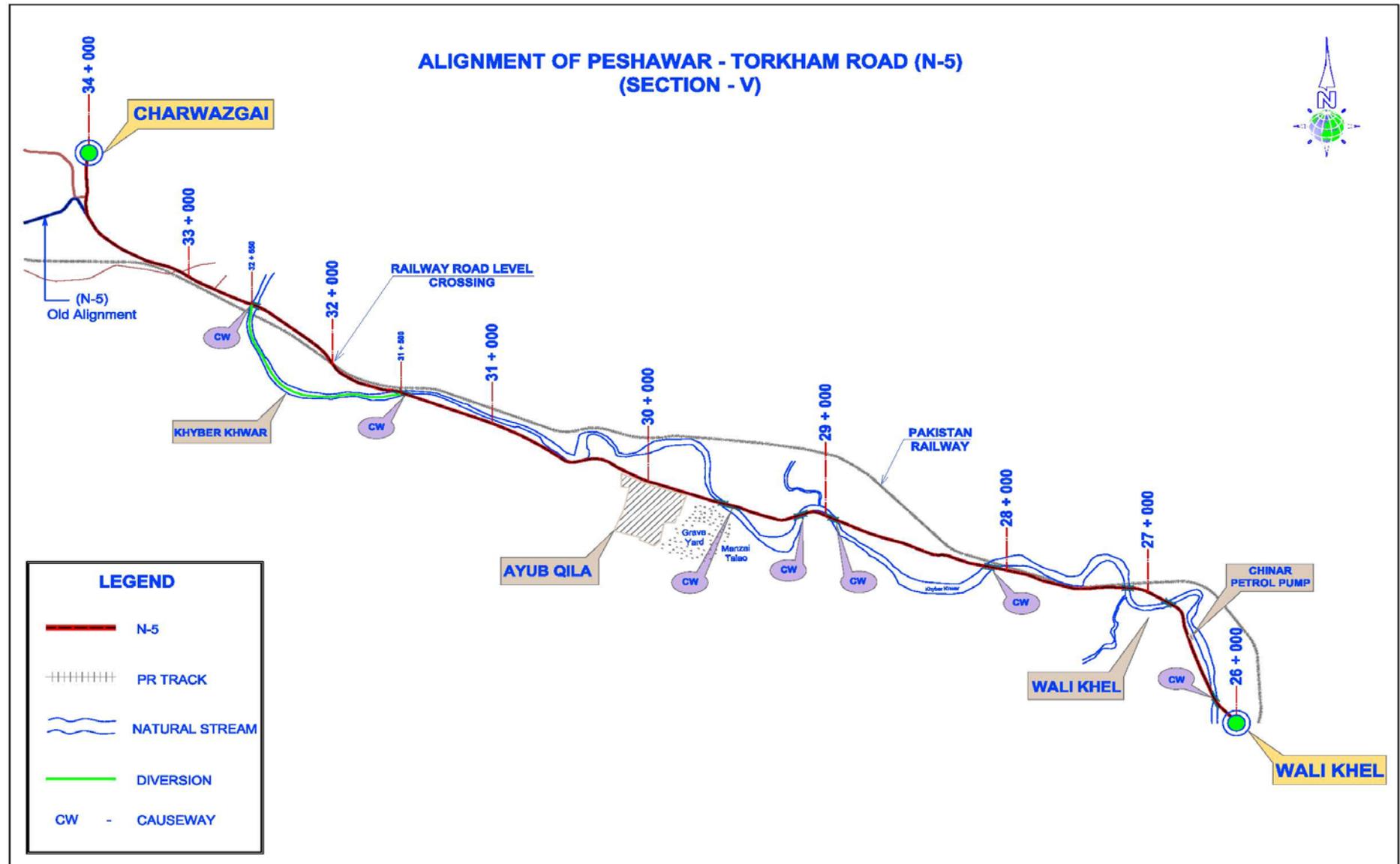


ALIGNMENT OF PESHAWAR - TORKHAM ROAD (N-5) (SECTION - II)

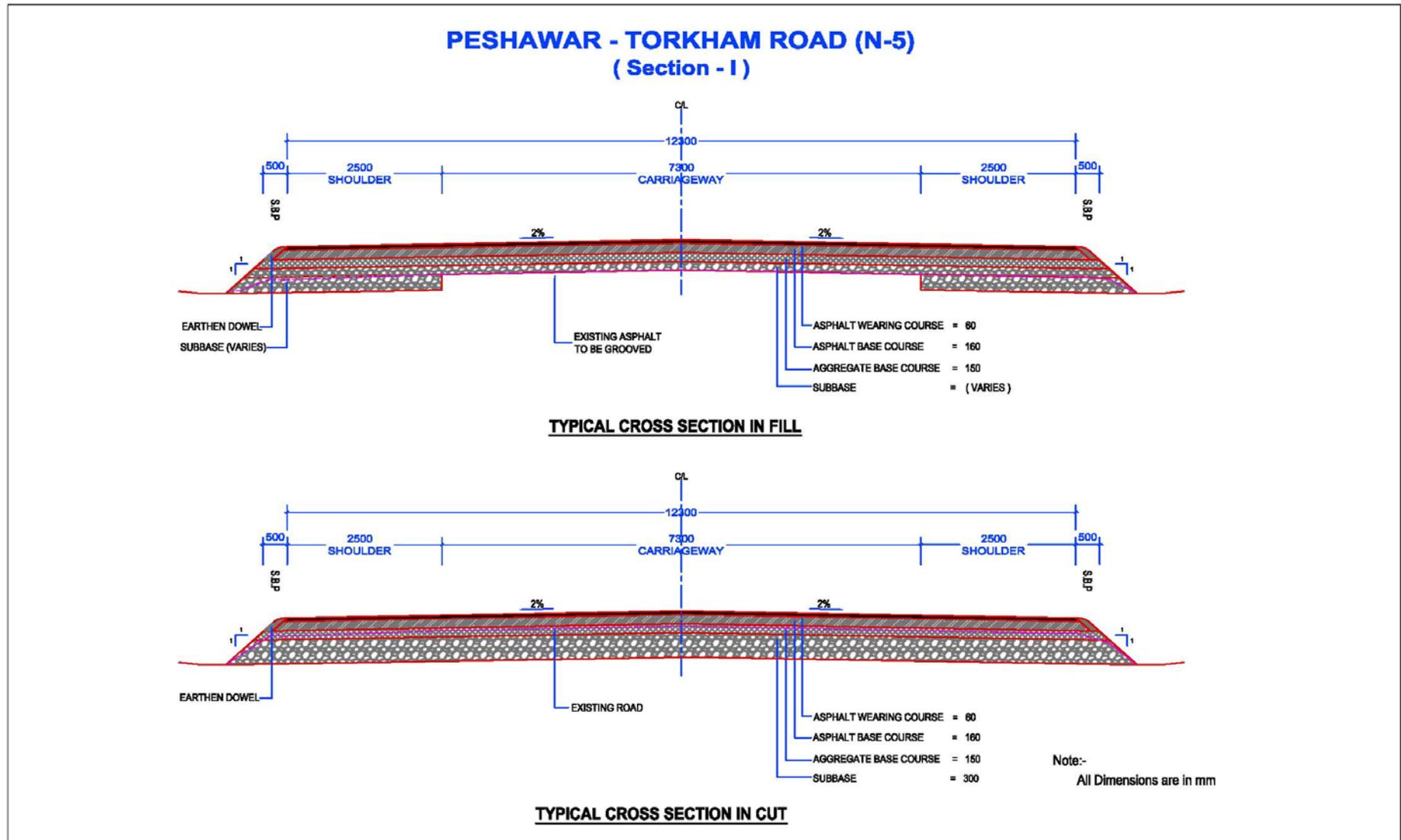


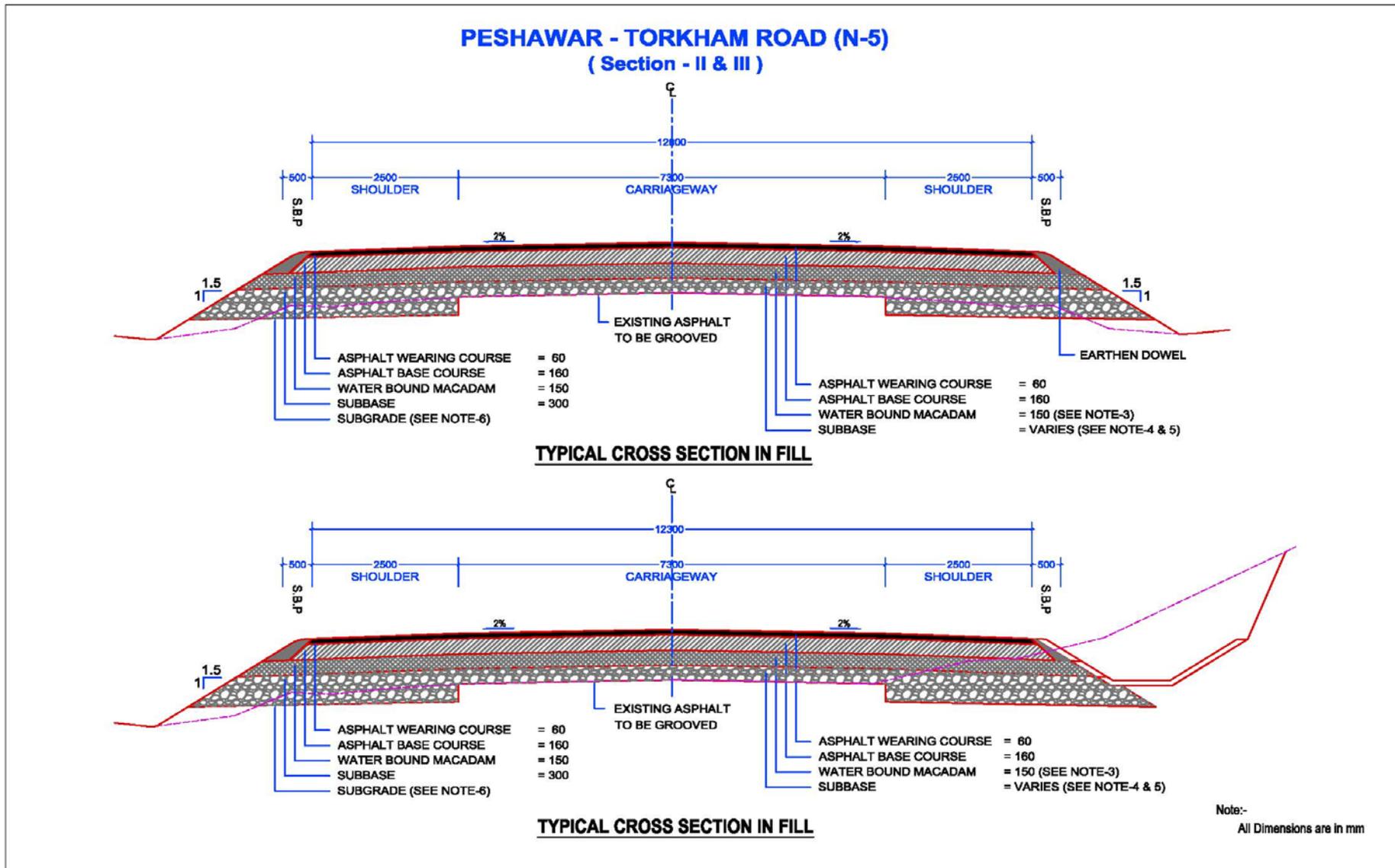




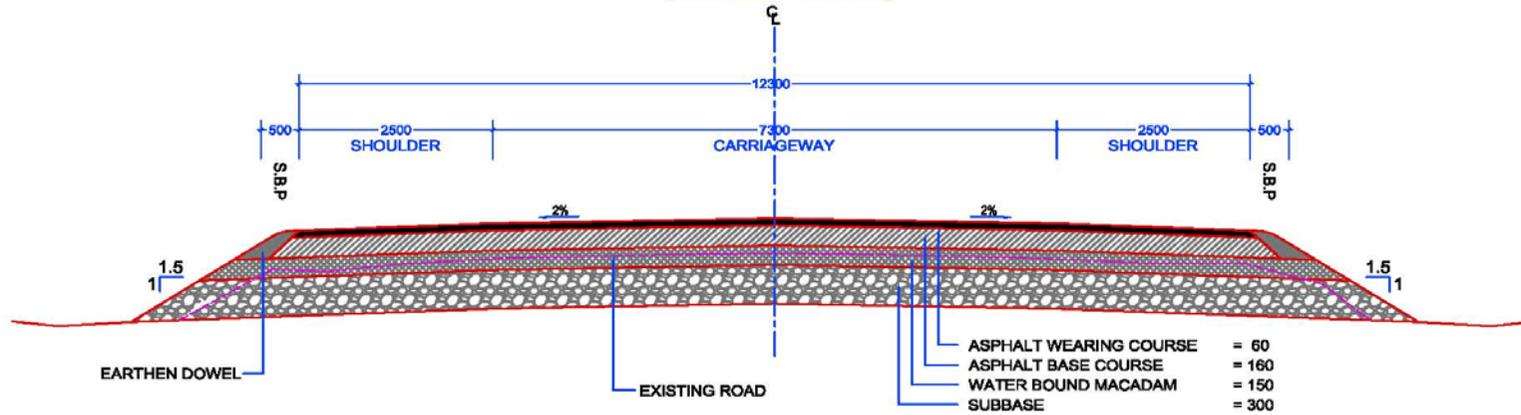


1.6 TYPICAL CROSS SECTION OF ROAD

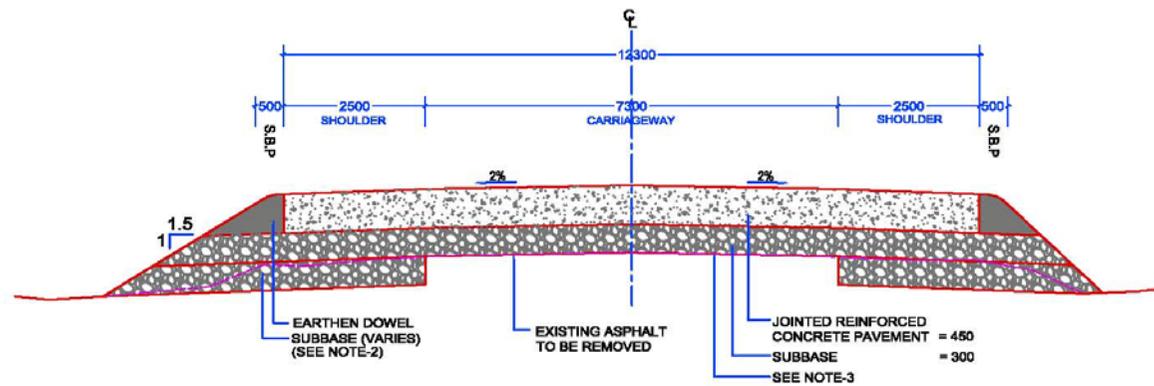




PESHAWAR - TORKHAM ROAD (N-5)
(Section - II & III)



TYPICAL CROSS SECTION IN CUT



TYPICAL CROSS SECTION IN FILL

Note:-
 All Dimensions are in mm

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. Accordingly FWO dismantled the substandard RR stone masonry work of Retaining walls.
- Conducted 139 No's independent & 118 No's joint field testing of different pavement layers / backfill material, concrete & asphalt concrete works with FWO / NESPAK.
- Reviewed / Evaluated Contractor's gradation for Water Bound Macadam and discussed relevant technical comments with FWO/ NESPAK for modification/ improvement. Accordingly crushing operation for WBM material was restructured by FWO.
- Reviewed FWO's detailed design works and quantity estimation of section–III and submitted relevant technical comments to FWO /NESPAK for compliance.
- Reviewed Design & BOQ of Bridge No.10 at KM: 23+750, No.12 KM: 27+350 & Multi-cell culvert at KM: 11+190 & 22+925 and submitted relevant technical comments to FWO / NESPAK for incorporation / amendments in Design & BOQ.
- Reviewed / evaluated Contractor's (FWO) Rate analysis & Premium on CSR – 2011 for PC – 1 of section - III and submitted comments to NESPAK.
- Attended FDWP meeting b/w FATA, USAID, FWO, NESPAK, AID Consultants etc. at FATA secretariat for PC – 1's approval of USAID funded projects including sections – II & III of PTR.
- Regularly shared M&E Consultants Material Testing Laboratory quality test results with USAID, FWO & NESPAK.
- 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.
- Certified 04 No's IPC of P-T road project during the reporting quarter amounting to US \$ 2,247,777.

2.2 MATTERS REQUIRING ATTENTION

2.2.1 COMPLEX CONSTRUCTION ALONG HIGH VOLUME TRAFFIC CORRIDOR

The 10 KM stretch of sections - II & III of the project involves construction of rigid pavement (JRCP) in full width with shoulders for 4.6 KM length & single lane for 1.65 KM length of loops. Flexible pavement may be opened for traffic after 24 hours or so. However, rigid pavement may need 21-28 days to attain its maximum strength. The temperature variation in the project area shall have to be taken into consideration. Traffic management / diversion seems to be a major hurdle. Therefore, a construction methodology / method statement elaborating at least the following points needs to be shared by FWO/NESPAK as to:

- how will FWO take care of traffic management where diversion is not possible;
- how will FWO ensure that the pavement has attained the desired strength before putting it into operation;
- how will FWO ensure concreting in odd temperature; and
- how will FWO ensure curing of the proposed 45 cm thick rigid pavement?

2.2.2 TRAFFIC MANAGEMENT & UNCONTROLLED HEAVILY LOADED VEHICLES

Management of substantial volume of traffic (ADT > 16000 vehicles) along the Peshawar Torkham corridor during construction is perhaps the most perplexing problem for the construction contractor. High traffic volume makes the construction work difficult to manage and the uncontrolled traffic gets on to the pavement shortly (at times immediately) after it is laid. On the other hand construction works on sec - II to V of PTR project though progressing steadily but at great inconvenience to road users.

The most alarming aspect of this situation is the continuous movement of the uncontrolled heavily loaded vehicles - much more than the design load for the pavement. This need to be taken up at proper forum and compliance to design load has to be ensured to avoid any ill consequences.

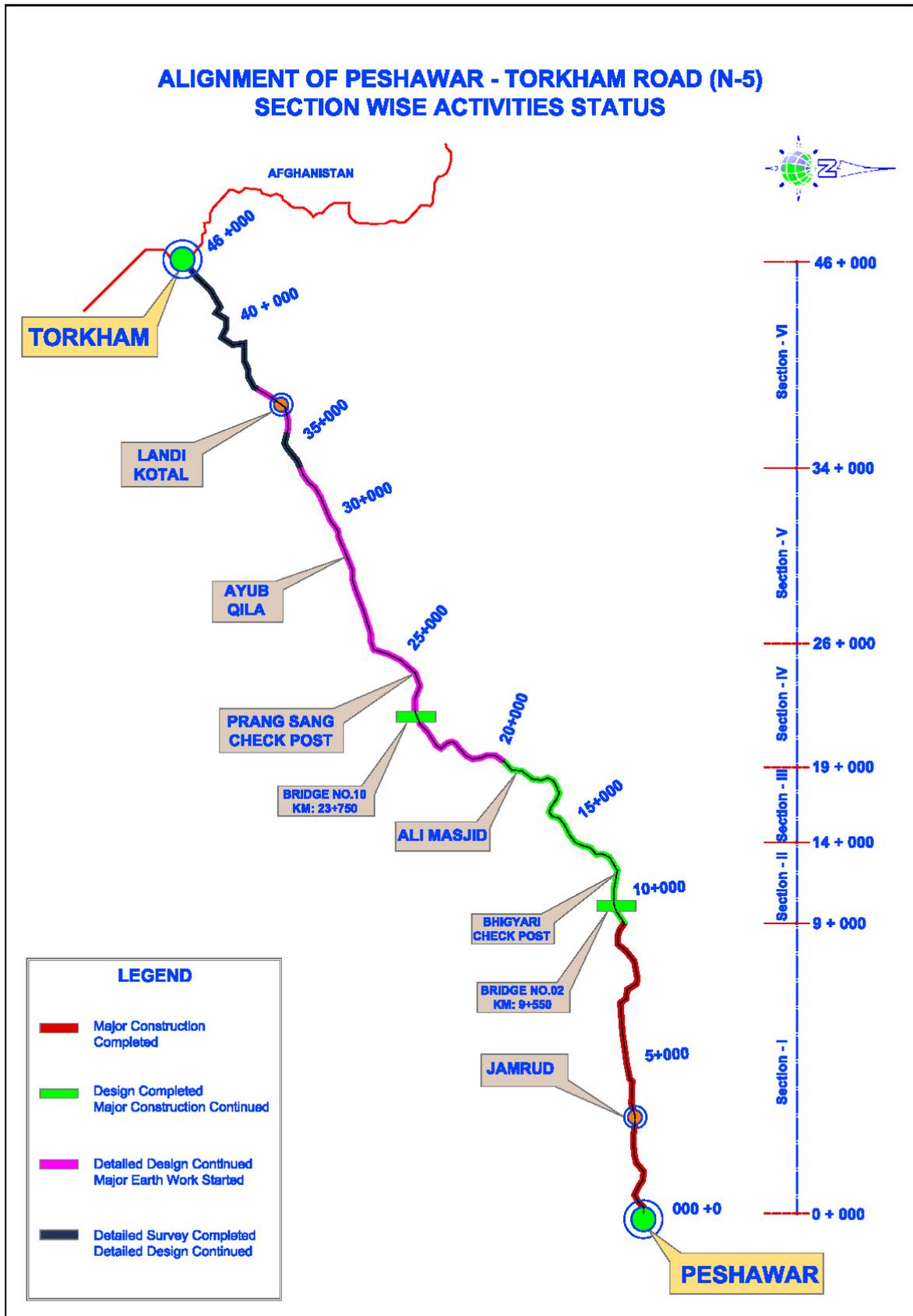
2.2.3 DIVERSIONS CONDITION

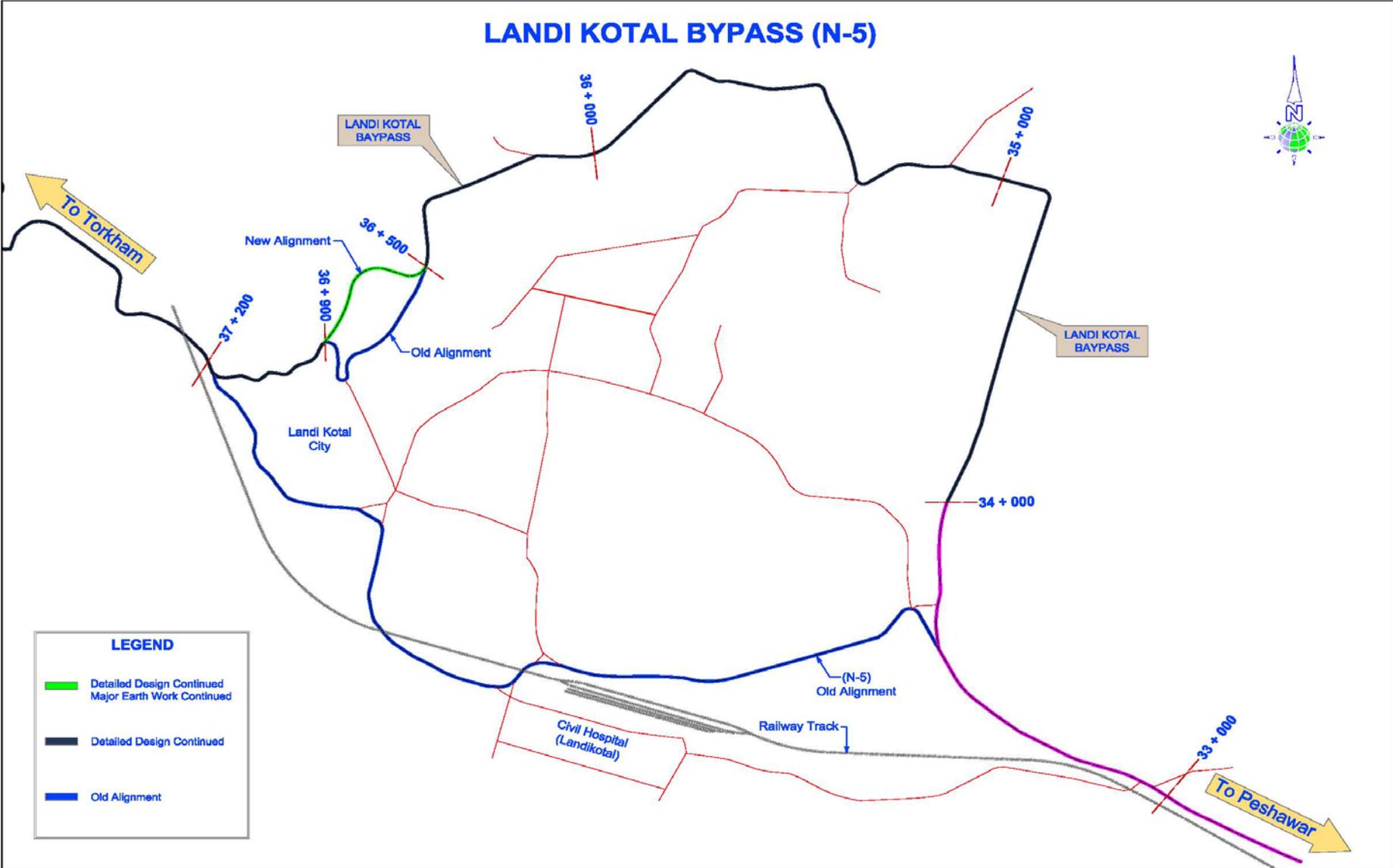
Beside the go-slow posed by the bumpy surface condition & imperfect geometry of the diversion routes, the stretches have become difficult to ply on with inadequate road signs / poor visibility due to dusty atmosphere. The matter has regularly been communicated FWO for requisite compliance.

2.2.4 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.

2.3 SECTION WISE ACTIVITIES STATUS



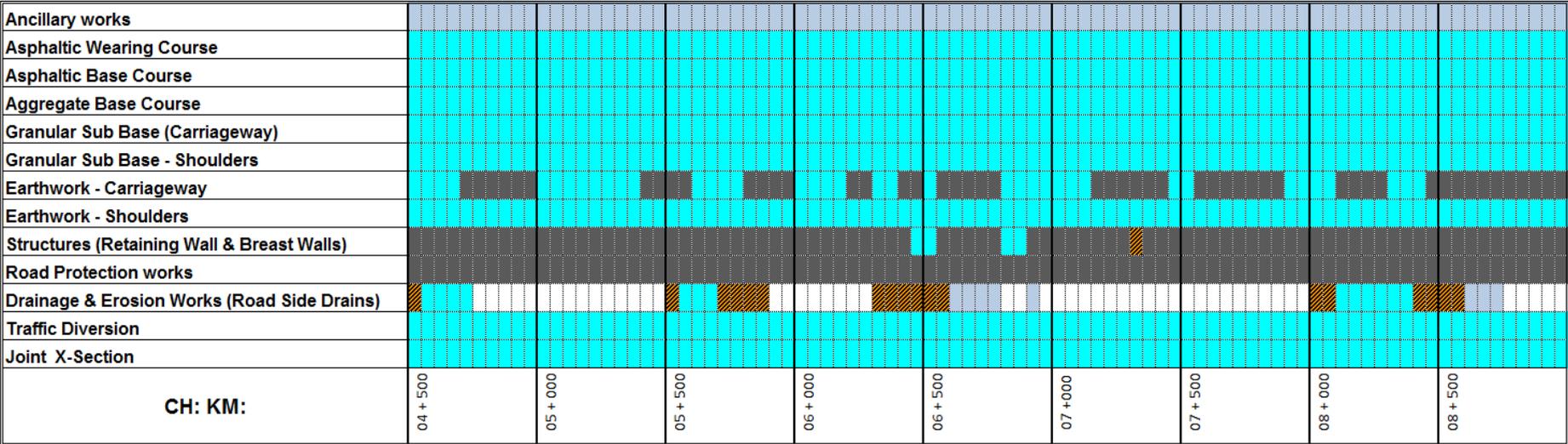
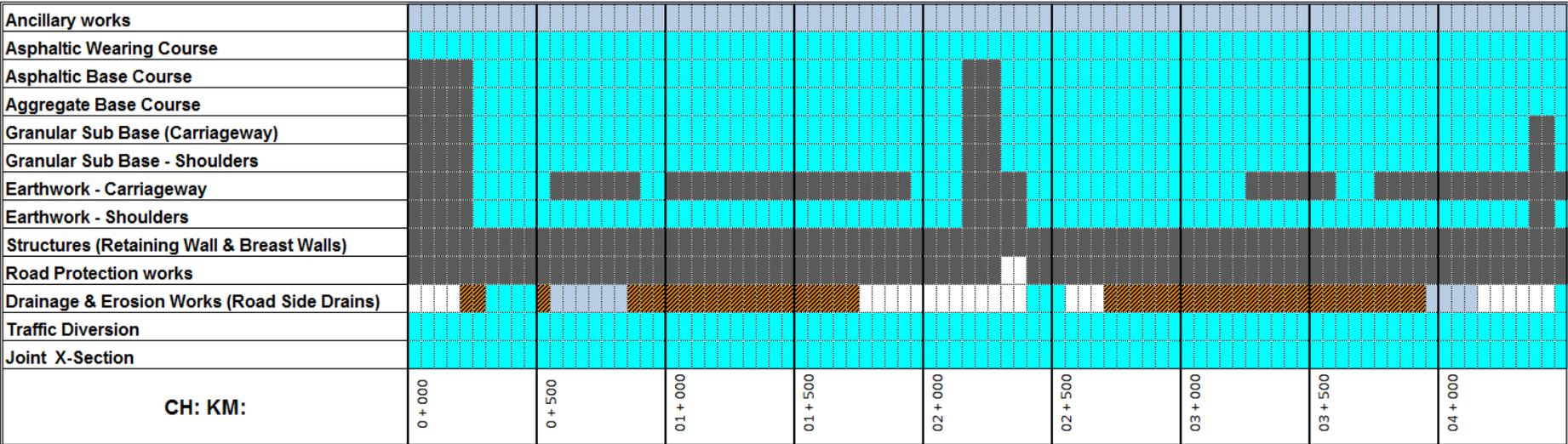


CIVIL WORKS (SECTION-I)

3.1 CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION-I)

BILL NO	DESCRIPTION	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US \$)	TOTAL AMOUNT (US \$)	PROGRESS UPTO PREVIOUS QUARTER			PROGRESS IN THIS QUARTER			MILESTONE WISE CUMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %
1	EARTH WORK	KM	9	6,339.85	57,058.65	9.00	57,058.65	100.00	-	-	-	9.00	57,058.65	100.00
2	SUB BASE AND BASE COURSE													
i	GRANULAR SUB BASE	KM	9	111,763.61	1,005,872.49	9.00	1,005,872.49	100.00	-	-	-	9.00	1,005,872.49	100.00
ii	AGGREGATE BASE COURSE	KM	9	73,611.56	662,504.04	9.00	662,504.04	100.00	-	-	-	9.00	662,504.04	100.00
iii	ASPHALTIC BASE COURSE	KM	9	416,608.69	3,749,478.21	9.00	3,749,478.21	100.00	-	-	-	9.00	3,749,478.21	100.00
3	SURFACE COURSES AND PAVEMENT	KM	9	213,785.71	1,924,071.39	9.00	1,924,071.39	100.00	-	-	-	9.00	1,924,071.39	100.00
4a	STRUCTURES (RETAINING WALL/BREAST WALL)	JOB	1	38,812.31	38,812.31	0.85	32,990.46	85.00	0.07	2,716.86	7.00	0.92	35,707.33	92.00
4b	STRUCTURES (CULVERTS)													
I	WIDENING AND REPAIR OF EXISTING CULVERTS AT RD 1+290 & 5+692	NUMBER	2	10,657.55	21,315.10	-	-	-	-	-	-	-	-	-
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	6.90	132,951.27	98.57	0.10	1,926.83	1.43	7.00	134,878.10	100.00
	1 x 3 x 1.5	NUMBER	3	25,204.07	75,612.21	1.92	48,391.81	64.00	0.03	756.12	1.00	1.95	49,147.94	65.00
	2 x 3 x 1.5	NUMBER	2	40,950.75	81,901.50	2.00	81,901.50	100.00	-	-	-	2.00	81,901.50	100.00
	3 x 3 x 1.5	NUMBER	1	54,597.59	54,597.59	1.00	54,597.59	100.00	-	-	-	1.00	54,597.59	100.00
	5 x 3 x 1.5	NUMBER	1	75,007.57	75,007.57	1.00	75,007.57	100.00	-	-	-	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	0.63	155,626.74	11.36	1.78	441,979.93	32.27	2.40	597,606.67	43.64
ii	DRAIN TYPE D-1a & D-2a (UNCOVERED)	KM	3	110,128.52	330,385.56	0.58	63,323.90	19.17	1.38	151,426.72	45.83	1.95	214,750.61	65.00
iii	DRAIN TYPE D-3 (Converted to D-2 type)	KM	1.5	135,439.74	203,159.61	0.13	16,929.97	8.33	0.73	98,193.81	48.33	0.85	115,123.78	56.67
5b	ROAD PROTECTION WORKS (100 M)	JOB	1	11,047.54	11,047.54	-	-	-	-	-	-	-	-	-
6	ANCILLARY WORKS COMPLETE IN ALL RESPECT	JOB	1	54,375.49	54,375.49	-	-	-	0.47	25,556.48	47.00	0.47	25,556.48	47.00
7	DIVERSION	KM	9	12,978.72	116,808.48	9.00	116,808.48	100.00	-	-	-	9.00	116,808.48	100.00
8	PLANTATION OF TREES (450 Nos)	KM	9	1,297.87	11,680.83	-	-	-	-	-	-	-	-	-
	TOTAL PROJECT COST (SECTION-I)				9,978,081.96		8,177,514.07	81.95		722,556.76	7.24		8,900,070.83	89.20

3.2 PHYSICAL PROGRESS STATUS (SECTION-I)



LEGEND



3.3 CULVERTS PHYSICAL PROGRESS STATUS (SECTION-I)

RCC Railing	Deleted - Replaced with Pipe Culvert Extension				Deleted										
Roll Pointing															
RCC Slab Cast in situ															
Flooring/Cut-off wall/ Rip rap															
Back Filling															
Bed plate/Curtain wall															
Stone Masonry (Wing Walls)															
Stone Masonry (Abutments/ Pier)															
Lean Concrete															
Structural Excavation															
Dismantling of Existing Structure															
Size of Culvert (No. of Span*Width*Height)		1*2*1.5	1*2*1.5	1*3*1.5		1*2*1.5	1*3*1.5	1*2*1.5	3*3*1.5	2*3*1.5	5*3*1.5	1*2*1.5	1*2*1.5	2*3*1.5	
Activity															
KM	1+230	2+611	3+081	4+480	4+590	5+202	5+354	5+905	6+050	6+191	6+501	6+648	6+883	7+384	

-  ACTIVITIES COMPLETED IN QUARTER # 5
-  ACTIVITIES COMPLETED IN PREVIOUS QUARTERS
-  ACTIVITIES NOT REQUIRED

CIVIL WORKS (SECTION-II & III)

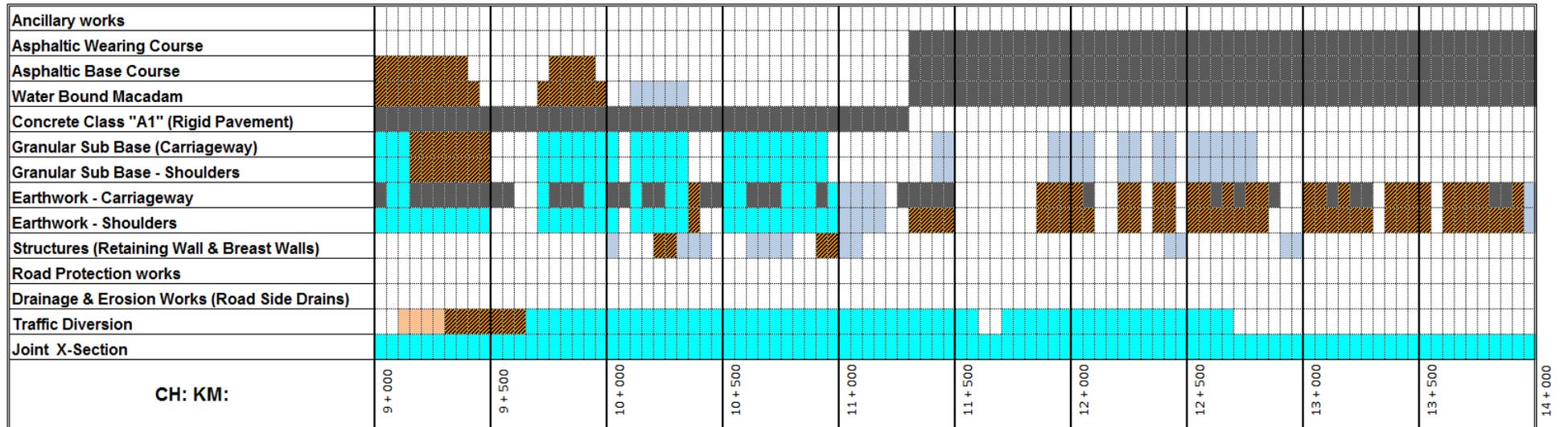
4.1 CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION-II)

BILL NO	DESCRIPTION OF BILL	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US \$)	TOTAL AMOUNT (US \$)	PROGRESS UPTO PREVIOUS QUARTER			PROGRESS IN THIS QUARTER			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %
1	EARTH WORK (INCLUDING EARTHEN DOWELS)	500 m	10	101,245	1,012,450	3.20	323,984.00	32.00	3.35	339,170.75	33.50	6.55	663,154.75	65.50
2	SUB BASE AND BASE COURSE													
a	GRANULAR SUB BASE	500 m	10	27,073	270,730	2.40	64,975.20	24.00	1.78	48,081.65	17.76	4.18	113,056.85	41.76
b	WATER BOUND MACADAM	500 m	4.6	28,702	132,029	-	-	-	1.40	40,182.74	30.43	1.40	40,182.74	30.43
c	ASPHALTIC BASE COURSE	500 m	4.6	221,168	1,017,373	-	-	-	1.20	265,401.65	26.09	1.20	265,401.65	26.09
3	SURFACE COURSES AND PAVEMENT													
a	ASPHALTIC CONCRETE FOR WEARING COURSE AND ALLIED ACTIVITIES	500 m	4.6	104,708	481,657	-	-	-	-	-	-	-	-	-
b	RIGID PAVEMENT (6.15 m Width Lane of 500 m)	500 m	10.8	262,510	2,835,108	-	-	-	-	-	-	-	-	-
4a	STRUCTURES (RETAINING WALL /BREAST WALL)													
4a - i	RETAINING WALL - 1975 M	100 m	19.75	70,864	1,399,564	-	-	-	3.00	212,592.00	15.19	3.00	212,592.00	15.19
4a - ii	BREAST WALL - 325 M	100 m	3.25	28,169	91,549	-	-	-	-	-	-	-	-	-
4b	STRUCTURES (CULVERTS)													
	CONSTRUCTION OF NEW CULVERTS (No. of Span x Span Width x Height)													
	1 x 2 x 2.5 (15 skew, Flexible Pavement)	No	2	33,373	66,746	0.30	10,112.05	15.15	1.10	36,610.30	54.85	1.40	46,722.36	70.00
	1 x 2 x 2.5 (22 m long, Flexible Pavement)	No	1	49,109	49,109	-	-	-	0.63	30,938.53	63.00	0.63	30,938.53	63.00
	1 x 2 x 3 (Flexible Pavement)	No	2	43,350	86,700	0.79	34,029.82	39.25	0.98	42,266.34	48.75	1.76	76,296.16	88.00
	1 x 2 x 3 (Rigid Pavement)	No	0	-	-	-	-	-	-	-	-	-	-	-
	1 x 2 x 3 (15° skew)	No	1	44,585	44,585	-	-	-	0.63	28,088.78	63.00	0.63	28,088.78	63.00
	1 x 2 x 3 (30° skew)	No	1	48,068	48,068	-	-	-	0.62	29,801.87	62.00	0.62	29,801.87	62.00

CUMULATIVE MILESTONE WISE PROGRESS STATUS (SECTION-II)

BILL NO	DESCRIPTION OF BILL	MILESTONE UNIT	NUMBER OF MILESTONES	AMOUNT AS PER MILESTONE (US \$)	TOTAL AMOUNT (US \$)	PROGRESS UPTO PREVIOUS QUARTER			PROGRESS IN THIS QUARTER			MILESTONE WISE COMULATIVE PROGRESS		
						MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %	MILESTONE ACHIEVED	AMOUNT (US \$)	PROGRESS %
	CONSTRUCTION OF NEW CULVERTS (REPLACEMENT OF OLD) (No. of Span x Span Width x Height)													
	1 x 2 x 2.5 (Rigid Pavement)	No	3	33,083	99,249	0.27	8,932.41	9.00	0.54	17,864.82	18.00	0.81	26,797.23	27.00
	1 x 2 x 2.5 (30° skew)(Flexible Pavement)	No	1	36,376	36,376	-	-	-	0.80	29,100.80	80.00	0.80	29,100.80	80.00
	1 x 3 x 4.0	No	1	76,130	76,130	0.25	18,651.85	24.50	0.63	47,581.25	62.50	0.87	66,233.10	87.00
	1 x 2 x 4 (22 m length)	No	1	89,408	89,408	-	-	-	0.01	1,162.30	1.30	0.01	1,162.30	1.30
	1 x 2 x 4.5 (22 m length)	No	1	105,875	105,875	-	-	-	0.88	93,170.00	88.00	0.88	93,170.00	88.00
	1 x 2 x 4.5 (15° skew)	No	1	83,564	83,564	-	-	-	0.20	16,712.80	20.00	0.20	16,712.80	20.00
	1 x 3 x 2.5 (15° skew)	No	1	38,000	38,000	0.27	10,260.00	27.00	0.27	10,260.00	27.00	0.54	20,520.00	54.00
	1 x 3 x 4.5 (15° skew)	No	1	88,589	88,589	-	-	-	0.02	1,771.77	2.00	0.02	1,771.77	2.00
	Service Ducts	No	23	2,666	61,318	-	-	-	19.00	50,654.00	82.61	19.00	50,654.00	82.61
5a	DRAINAGE & EROSION WORKS (ROAD SIDE DRAIN)													
i	DRAIN TYPE D-1 (COVERED) - (0.8 KM)	JOB	1	161,945	161,945	-	-	-	-	-	-	-	-	-
ii	DRAIN TYPE D-4 (0.875 KM)	JOB	1	232,586	232,586	-	-	-	-	-	-	-	-	-
iii	DRAIN TYPE D-3a (3.725 KM)	KM	3.725	34,924	130,092	-	-	-	-	-	-	-	-	-
5b	ROAD PROTECTION WORKS (75 M)	JOB	1	404,279	404,279	-	-	-	-	-	-	-	-	-
6	ANCILLARY WORKS COMPLETE IN ALL RESPECTS	JOB	1	70,050	70,050	-	-	-	-	-	-	-	-	-
7	DIVERSION	KM	5	30,579	152,895	-	-	-	1.00	30,579.00	20.00	1.00	30,579.00	20.00
8	MISCELLANEOUS (Relocation of utilities and plantation)	JOB	1	17,460	17,460	-	-	-	-	-	-	-	-	-
	TOTAL				9,383,484		470,945	5.02		1,371,991	14.62		1,842,937	19.64

4.2 PHYSICAL PROGRESS STATUS (SECTION - II)



LEGEND



4.3 CULVERTS PHYSICAL PROGRESS STATUS (SECTION - II)

RCC Railing	U/S side																					
	D/S side																					
Roll Pointing	Abt No1																					
	Abt No2																					
Flooring/Cut-off wall/ Riprap	B/W Abts																					
RCC Slab cast insitu																						
Bed plate/Curtain wall	Abt No1																					
	Abt No2																					
Back filling	Abt No1																					
	Abt No2																					
	B/W Abts																					
Stone Masonry (Wing Walls)	U/S side																					
	D/S side																					
Stone Masonry (Abutments/ Pier)	Abt No1																					
	Abt No2																					
Lean Concrete	Abt No1																					
	Abt No2																					
Structural Excavation	Abt No1																					
	Abt No2																					
Dismantling of Existing Structure																						
Pavement Type	Rigid/Flex	Flexible	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid							
Construction Sequence (FW/HW)		FW	FW	FW	FW	HW LHS	HW RHS	FW	FW	HW LHS	HW RHS	HW LHS	HW LHS	FW	FW	HW LHS	HW RHS	FW	HW LHS	HW RHS	FW	FW
Size of Culvert (No. of Span*Width*Height)		1*2*3	1*2*2.5	1*2*4.5	1*3*4	1*2*2.5	1*2*3	1*2*2.5	1*2*2.5	1*2*3	1*2*2.5	1*3*4.5	1*2*2.5	1*3*2.5	1*2*4.5	1*2*3	1*2*3	1*2*3	1*2*3	1*2*2.5	1*2*2.5	1*2*2.5
KM as per site		10+050	10+502	10+562	10+602	10+788		10+961	11+372	11+691	11+841	12+178	12+337	12+460	12+975	13+212	13+333					
KM as per Drawing		10+025	10+500	10+571	10+615	10+790	10+850	10+965	11+375	11+690	11+840	12+200	12+336 (skew)	12+460	12+975	13+215	13+325	13+650				



ACTIVITIES COMPLETED IN QUARTER # 5



ACTIVITIES NOT REQUIRED

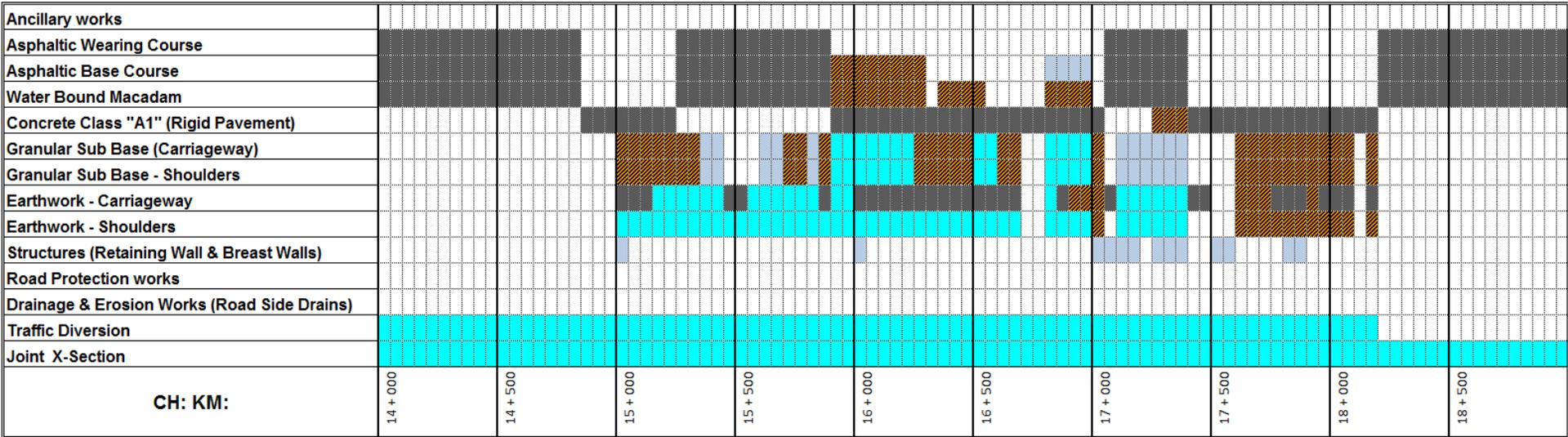


ACTIVITIES COMPLETED IN PREVIOUS QUARTERS



ACTIVITIES IN PROGRESS

4.4 PHYSICAL PROGRESS STATUS (SECTION - III)



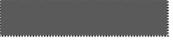
LEGEND



4.5 PHYSICAL PROGRESS STATUS (SECTION - III LOOP NO. 1)

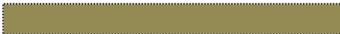
Ancillary works			
Asphaltic Wearing Course			
Asphaltic Base Course			
Water Bound Macadam			
Concrete Class "A1" (Rigid Pavement)			
Granular Sub Base (Carriageway)			
Granular Sub Base - Shoulders			
Earthwork - Carriageway			
Earthwork - Shoulders			
Structures (Retaining Wall & Breast Walls)			
Road Protection works			
Drainage & Erosion Works (Road Side Drains)			
Traffic Diversion			
Joint X-Section			
CH: KM:	0 + 000	0 + 500	0 + 922

LEGEND

	WORKS COMPLETED IN QUARTER # 05		SINGLE LANE TRAFFIC MAINTAINED
	WORKS COMPLETED IN PREVIOUS QUARTERS		ITEM NOT REQUIRED
	PARTIAL COMPLETION		

4.6 CULVERTS PHYSICAL PROGRESS STATUS (SECTION-III)

RCC Railing	U/S side																							
	D/S side																							
Roll Pointing	Abt No1																							
	Abt No2																							
Flooring/Cut-off wall/ Riprap	B/W Abts																							
RCC Slab/Precast Pannels																								
Bed plate/Curtain wall	Abt No1																							
	Abt No2																							
Back filling	Abt No1																							
	Abt No2																							
	B/W Abts																							
Stone Masonry (Wing Walls)	U/S side																							
	D/S side																							
Stone Masonry (Abutments/ Pier)	Abt No1																							
	Abt No2																							
Lean Concrete	Abt No1																							
	Abt No2																							
Structural Excavation	Abt No1																							
	Abt No2																							
Dismantling of Existing Structure																								
Pavement Type	Rigid/ Flex	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid	Rigid		Rigid	Rigid	Flexible	Flexible	Flexible	Flexible	Flexible	Flexible	Flexible	Flexible	Flexible	Flexible	Flexible		
Construction Sequence(FW / HW)		FW	FW	FW	FW	FW	FW	FW	HW RHS	FW	FW	FW	FW	FW	FW	FW	HW LHS	HW RHS	FW	FW	HW LHS	HW RHS	HW LHS	HW RHS
Size of Culvert (No. of Span*Width*Height)		2*2*2.5	2*2*3	1*2*2.5	1*2*3	1*2*2.5	1*2*3	1*2*2.5	1*2*2	1*2*2.5	1*2*2.5	1*2*2.5	1*2*3	1*2*2.5	1*2*2.5	1*2*2.5	1*2*4.5	1*2*3	1*2*3	1*2*3	1*2*2.5	1*2*2.5		
KM as per site						14+333			15+139	15+647	15+795	16+316	16+618	16+740	17+010	17+435	17+562	17+666	17+901		18+146			
KM as in Drawing		14+250	14+250 (Loop)	14+300	14+300 (Loop)	14+431	14+431 (Loop)	14+600	15+138	15+640	15+795	16+313	16+625	16+750	16+996	17+400	17+561	17+665	17+909 (Skew)		18+142			

	ACTIVITIES COMPLETED IN QUARTER # 5		ACTIVITIES NOT REQUIRED
	ACTIVITIES COMPLETED IN PREVIOUS QUARTERS		ACTIVITIES IN PROGRESS

BRIDGES

5.1 BRIDGE NO. 02 PHYSICAL PROGRESS STATUS

BRIDGES	DESCRIPTION	TOTAL	COMPLETED	10%	20%	30%	40%	50%	60%	70%	80%	90%	100%	REMARKS
KM: 09+560														
BRIDGE NO: 02	Piles	36	25											
	Pile Caps	4												
	Abutments/ Piers	4												
	Transom	4												
	Girder Casting	15	4											
	Girder Prestressing	15												
	Girder Launching	15												
	Deck Slab / Barrier	3												
	Expansion Joint	4												
	Approach Slab	2												



WORKS COMPLETED IN QUARTER # 05
WORKS COMPLETED IN PREVIOUS QUARTERS

MATERIAL TESTING REPORT

6.1 DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTERS			THIS QUARTER (5th)			TOTAL UP-TODATE			REMARK
			NO OF TESTS	PASS	FAILED	NO OF TESTS	PASS	FAILED	NO OF TESTS	PASS	FAILED	
ASPHALT	Aggregate Quality Test	Sieve Analysis	18	18	0	8	8	0	26	26	0	
		Specific Gravity	20	20	0	4	4	0	24	24	0	
		Absorption	20	20	0	4	4	0	24	24	0	
		Soundness	0	0	0	1	1	0	1	1	0	
		Abrasion	1	1	0	0	0	0	1	1	0	
	Prime Coat	Rate of Application	5	5	0	1	1	0	6	6	0	
		Temprature	5	5	0	1	1	0	6	6	0	
		Standard Require	0.65 ~ 1.75									
	Tack Coat	Rate of Application	5	5	0	0	0	0	5	5	0	
		Standard Require	0.2 ~ 0.4									
	Pre Mix Asphaltic Base Course	Stability	16	16	0	6	6	0	22	22	0	
		Los of Stability	16	16	0	6	6	0	22	22	0	
		Flow Test	16	16	0	6	6	0	22	22	0	
		Extraction	16	16	0	6	6	0	22	22	0	
		Gmm Test	16	16	0	6	6	0	22	22	0	
		Density (1st Layer)	75	75	0	39	39	0	114	114	0	
		Thickness (1st Layer)	75	69	6	39	35	4	114	104	10	Note 01
		Thickness (2nd Layer)	125	106	19	0	0	0	125	106	19	
	Pre Mix Asphaltic Wearing Course	Stability	5	5	0	0	0	0	5	5	0	
		Los of Stability	5	5	0	0	0	0	5	5	0	
		Flow Test	5	5	0	0	0	0	5	5	0	
		Extraction	5	5	0	0	0	0	5	5	0	
		Gmm Test	5	5	0	0	0	0	5	5	0	
Density		179	179	0	0	0	0	179	179	0		
Thickness		179	170	9	0	0	0	179	170	9		

Note 01: Deficient layers thickness to be adjusted by Additional ACBC or ACWC as per specification requirements.

DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTERS			THIS QUARTER (5th)			TOTAL UP-TODATE			REMARK
			NO OF TESTS	PASS	FAILED	NO OF TESTS	PASS	FAILED	NO OF TESTS	PASS	FAILED	
CONCRETE	Fine Aggregate	Sieve Analysis	9	7	2	8	7	1	17	14	3	Note 02
		Specific Gravity	3	3	0	0	0	0	3	3	0	
		Absorption	3	3	0	0	0	0	3	3	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	2	2	0	3	3	0	
		Organic Impurities	1	1	0	0	0	0	1	1	0	
	Course Aggregate	Sieve Analysis	15	10	5	5	5	0	20	15	5	
		Specific Gravity	4	4	0	2	2	0	6	6	0	
		Absorption	3	3	0	2	2	0	5	5	0	
		Unit Weight	2	2	0	0	0	0	2	2	0	
		Soundness	1	1	0	1	1	0	2	2	0	
		Flakiness & Elongation	2	0	2	0	0	0	2	0	2	
		Abrasion	2	2	0	0	0	0	2	2	0	
	Concrete 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-1" Concrete	11	10	1	2	2	0	13	12	1	
		Class "A-3" Concrete	0	0	0	7	7	0	7	7	0	
		Class "D-1" Concrete	0	0	0	0	0	0	0	0	0	
	Cement	Setting Time	2	2	0	0	0	0	2	2	0	
		Compressive Strength	2	2	0	0	0	0	2	2	0	
Water	Chemical Test	1	1	0	0	0	0	1	1	0		

Note 02: Material falling short of specification limits rejected and not allowed for use in concreting.

DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTERS			THIS QUARTER (5th)			TOTAL UP-TODATE			REMARK
			NO OF TESTS	PASS	FAILED	NO OF TESTS	PASS	FAILED	NO OF TESTS	PASS	FAILED	
STEEL	Steel Bar	Tensile Strength	3	3	0	0	0	0	3	3	0	
		Elongation	3	3	0	0	0	0	3	3	0	
		Bend	3	3	0	0	0	0	3	3	0	
DRAIN	Bricks	Compressive Strength	0	0	0	3	3	0	3	3	0	
		Absorption	0	0	0	3	0	3	3	0	3	Note 03
	Sand	Gradation	0	0	0	3	2	1	3	2	1	Note 02
QUALITY TEST OF SOIL	Borrow Area	Sieve Analysis	18	18	0	1	1	0	19	19	0	
		Plasticity Index	14	14	0	1	1	0	15	15	0	
		Proctor Test	14	14	0	1	1	0	15	15	0	
		Abrasion	6	6	0	1	1	0	7	7	0	
		Sand Equivalent	4	4	0	1	1	0	5	5	0	
		Specific Gravity	4	4	0	1	1	0	5	5	0	
		CBR Test	13	13	0	1	1	0	14	14	0	
	NGC/Sub Grade Cut Material	Gradation	13	13	0	4	4	0	17	17	0	
		Plasticity Index	11	11	0	4	4	0	15	15	0	
		Moisture Density	12	12	0	4	4	0	16	16	0	
		CBR Test	12	12	0	4	4	0	16	16	0	
	Sub Base	Gradation	14	14	0	3	3	0	17	17	0	
		Plasticity Index	9	9	0	3	3	0	12	12	0	
		Moisture Density	12	12	0	3	3	0	15	15	0	
		CBR Test	7	7	0	3	3	0	10	10	0	
		Abrasion	6	6	0	3	3	0	9	9	0	
		Specific Gravity	7	7	0	3	3	0	10	10	0	
		Sand Equivalent	7	7	0	3	3	0	10	10	0	

Note 02: Material falling short of specification limits rejected and not allowed for use in concreting.

Note 03: The stated bricks are being used in construction of roadside drains. The amount of water a brick will absorb is a guide to its density and therefore its strength in resisting crushing, but is not a reasonable guide to its ability to weather well in a wall. A good brick shouldn't absorb moisture of more than 15-20% by weight, when soaked in water. There is no distinct relationship between water absorption and the water-tightness of walls.

DETAILED INFORMATION OF LABORATORY TEST REPORTS

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTERS			THIS QUARTER (5th)			TOTAL UP-TODATE			REMARK
			NO OF TESTS	PASS	FAILED	NO OF TESTS	PASS	FAILED	NO OF TESTS	PASS	FAILED	
QUALITY TESTS	Water Bound Macadam	Gradation	0	0	0	10	2	8	10	2	8	Note 04
		Abrasion	0	0	0	3	3	0	3	3	0	
		Specific Gravity	0	0	0	2	2	0	2	2	0	
		Soundness	0	0	0	1	1	0	1	1	0	
		Flakiness Test	0	0	0	1	1	0	1	1	0	
		Proctor	0	0	0	2	2	0	2	2	0	
	Stone Dust	Gradation	0	0	0	3	3	0	3	3	0	
		Sand Equivalent	0	0	0	1	1	0	1	1	0	
		Plasticity Index	0	0	0	1	1	0	1	1	0	
	Aggregate Base Course	Gradation	12	12	0	0	0	0	12	12	0	
		Abrasion	3	3	0	0	0	0	3	3	0	
		Specific Gravity	4	3	1	0	0	0	4	3	1	
		Sand Equivalent	11	3	8	0	0	0	11	3	8	
		Soundness	2	2	0	0	0	0	2	2	0	
		Plasticity Index	5	5	0	0	0	0	5	5	0	
		Proctor	7	7	0	0	0	0	7	7	0	
	FDT Sand & Cone Calibration	Sand Unit Weight	2	2	0	1	1	0	3	3	0	
		Cone Calibration	2	2	0	1	1	0	3	3	0	
	Field Density Test	Backfill	2	1	1	0	0	0	2	1	1	
		NGC	57	53	4	0	0	0	57	53	4	
		Embankment	17	16	1	1	1	0	18	17	1	
		Sub Grade	51	46	5	5	3	2	56	49	7	Note 05
		Sub Base	50	40	10	3	3	0	53	43	10	
Aggregate Base Course		50	27	23	0	0	0	50	27	23		
	WBM	0	0	0	13	6	7	13	6	7	Note 05	

Note 04: Material production problem from crushing plant & further production stopped. The performance of already laid material will be observed jointly by FWO/NESPAK and M&E Consultants

Note 05: Subsequent layers placement and compaction postponed until previous layer properly compacted/retested and accepted

ENVIRONMENTAL COMPLIANCE MONITORING

7.1 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

The project area consists mostly of barren land strips and Rocky Mountains. At the start of the project (Section - I) the land is plain & barren with sparse vegetation. 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 Takhta-beg Rivers. Ground water is available in the project area and used both for 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.
- Less time will be required for travelling and reaching the destination.
- To accelerate the economic activity by providing smooth access to nationwide markets.
- During the construction, local labor is being accommodated in the construction activities.
- To provide sustainable delivery of a productive and efficient national highway system contributing to decrease the transportation cost.

- To provide the livelihood and educate the poor people of the area.

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:

- Health and safety issues of public and workers.
- Solid Waste generation.
- Soil erosion and contamination.
- Noise and air pollution.
- Traffic congestion at diversions.
- Potential impact of blasting if required at quarry areas and rocky areas.
- Surface water body contamination (River and streams) by soil erosion and construction activities.
- Disturbance to public movement during construction.
- Reduction of daily routine activities of local residents.
- Oil spillages from construction machinery, resulting the soil and ground water contamination.

7.2 Environment Compliance

1. Procedure

To comply with the Environment, Health, Safety and Social protocols, a comprehensive Performa has been prepared. Site visits are regularly conducted, properly documented & shared with stakeholders.

2. General Condition of Section-I To V

During the reporting quarter, work continued by FWO in section – I (0+000 to 9+000KM), section – II (KM: 9+000 to 14+000), section – III (KM: 14+000 to 19+000), section – IV (KM: 19+000 to 26+000) & section – V (KM: 26+000 to 34+000). The existing road condition varies from poor to fair. Initially up to 04 KM of section-I passes through commercial area, while rest of the road up to KM: 11 passes through plain to rolling terrain. Warsak Lift Canal and many non-perennial streams especially the Khyber Khwar cross the road. The road sections from KM: 11 up-to Torkham border (KM: 46) passes through hilly terrain with very low serviceability. The road segments from KM: 15+000 to 20+000 and KM: 40+000 to 42+000, have loops to facilitate the dual traffic and act as dual carriageway.

7.3 Progress during the Quarter # 05 (October – December 2013)

During this reporting period three site visits (one visit in each month) 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 have also been maintained in good condition. The sprinkling of water to control the dust pollution has been carried out at most of the places. 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.

- Ensure availability of Environment Specialist/ Expert on site from FWO / NESPAK side.
- Ensure Health and Safety arrangements at work sites.
- Regular sprinkling of water on road's diversion and adjacent to the residential areas.
- First aid box and Ambulance arrangement.
- 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.

SECURITY REPORT

In this quarter hostile security environment prevailed in the KP region and Khyber Agency areas. In the wake of TTP threats and latest military operation in North Waziristan, tension increased around security forces, government installations and officials. Risk levels in KP & Khyber Agency areas were 'HIGH'.

Staff was advised to essentially implement all security measures given the unstable security environment of the region. Staff was advised to maintain low profile and practice caution in the immediate environs of high profile and sensitive locations as well as religious sites/ gatherings. Movements should ideally be limited to business essential and day light hours.

The security related incidents and activities undertaking during last quarter are summarized date wise as below:

- On October 19, 2013, residents of Ashkhel tribe in Landikotal, had enmity over a piece of land, both the rival groups traded fire at Spin Jumaat area after an exchange of harsh words. Three persons, including a child, were killed and eight others sustained bullets injuries in a clash between two rival groups in Landikotal Tehsil in Khyber Agency.
- On November 01, 2013 unidentified persons hired a cab from Jamrud bazaar and killed the driver Habib Sher when they reached Shahkas in Jamrud Tehsil of Khyber Agency.
- On November 01, 2013 the authorities arrested a most-wanted kidnaper belonging to Afghanistan at Torkham border. The arrested Afghan national was the mastermind of kidnapers and wanted to the police in different cases.
- On November 06, 2013 three members of a family were shot dead and another sustained injuries in the Jamrud Tehsil of the Khyber Agency, they were on their way to the Jamrud Bazaar in a van when unidentified gunmen opened fire on them in Shahkas area.
- On November 07, 2013, a driver of a NATO supply vehicle got injured when unknown militants opened fire on it at bypass road of Tehsil Jamrud, sub-division of Khyber Agency.
- On November 12, 2013, a Khasadar force official was injured when a roadside bomb went off on the Pak-Afghan highway in Khyber area of Landikotal.
- On November 13, 2013, two Khassadar Force personnel sustained injuries in an explosion near a check post in the Tamariza area in the Jamrud Tehsil.
- On November 14, 2013, the unknown persons had placed explosives at the gate of the hujra (male guesthouse of a tribesman) in Ghundi area in the Jamrud Tehsil. The explosives went off at midnight, destroying the gate and portion of the boundary-wall of the structure. However, no human loss was reported in the blast.

- On November 18, 2013, the terrorists had planted explosives to the house of the tribesman and triggered the explosion at midnight. The empty house of Shehzad was destroyed while another adjacent house was partially damaged in the explosion, the sources said. However, no casualty was reported in the incident.
- Major (R) Razaqat Ali Security Officer-CMEP-KP attended PSAIT-94 Course from 18th - 21st November, 2013, with IOM in Islamabad.
- On November 22, 2013, unidentified gunmen killed three persons and their bodies were found in the Jamrud Tehsil of the Khyber Agency.
- On December 5, 2013, Four Frontier Corps (FC) officials were injured when an improvised explosive device (IED) planted by unidentified militants along a roadside exploded in Ghundai area of Khyber Agency.
- On December 10, 2013, suspected militants fired four rockets at the Landikotal army garrison, however, no loss of life or damage to property was reported.
- On December 11, 2013, an improvised explosive device (IED) blast occurred at the office of a Customs clearance agency at the Torkham border. However, no loss of life or damage to the property was reported.
- On December 13, 2013, Major (R) Razaqat Ali Security Officer-CMEP-KP attended security meeting with the Security Office and Office of Acquisition & Assistance (OAA) of USAID/Pakistan held at Islamabad Club, Murree Road, Islamabad.
- On December 23, 2013, two mortar shells fired from an undisclosed location landed in the Landikotal army garrison. However, no human and property loss was reported. During the current month of December, it was the second incident of motor shelling at the army garrison.

Advisory:

Our staff operating in Khyber Agency / FATA is advised to adopt all possible security measures in light of the prevailing threats to the region and continuously monitor the developing security situation. Staff is advised to maintain low profile and exercise extreme caution around potential targets of militants. Due to prospects of protests, all movements should be planned accordingly while restricted to work essential and day light hours. All employees should be encouraged to accept personal responsibility of their own safety and of their subordinates by adhering to the following:

- 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 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 choke points in travel.
- If being harassed or followed try contact police/khasadar force/ Frontier Corps personnel, never lead the person back to home or office.
- Never give out your personal information as Project name, project sponsor, family members, addresses and telephone numbers in an open sitting.
- Follow security orders and instructions issued from time to time.

APPENDICES

9.1 CONTRACTOR IPC's (SECTION-I)

IPC No:	TOTAL PIL AMOUNT		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	
	US \$	EQUIVALENT PKR	US \$	EQUIVALENT PKR				US \$	EQUIVALENT PKR
1	9,978,081	937,939,614	1,444,442	135,777,548	23-May-13	28-May-13	28-Jun-13	597,641	56,178,279
2			2,494,227	234,453,311	28-Jun-13	2-Jul-13	26-Jul-13	2,494,227	234,453,311
3			2,382,898	223,992,366	26-Jul-13	31-Jul-13	29-Aug-13	2,268,345	213,224,394
4			1,738,259	163,396,356	3-Sep-13	11-Sep-13	25-Sep-13	1,096,902	103,108,788
5			699,562	65,758,791	30-Sep-13	3-Oct-13	23-Oct-13	680,293	63,947,570
6			1,287,568	121,031,406	2-Dec-13	2-Dec-13	17-Dec-13	886,305	83,312,672
7			467,684	43,962,288	26-Dec-13	26-Dec-13	30-Dec-13	19,268	1,811,220
UP-TO DATE CERTIFIED AMOUNT								8,042,981	756,036,234

Conversion Rate 1 US \$ = 94 PKR

9.2 CONTRACTOR IPC's (SECTION-II)

IPC No:	TOTAL PIL AMOUNT		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	
	US \$	EQUIVALENT PKR	US \$	EQUIVALENT PKR				US \$	EQUIVALENT PKR
1	9,383,484	985,265,820	1,159,388	121,735,792	26-Dec-13	26-Dec-13	31-Dec-13	661,911	69,500,655
UP-TO DATE CERTIFIED AMOUNT								661,911	69,500,655

Conversion Rate 1 US \$ = 105 PKR

9.3 RECORD OF COORDINATION MEETINGS/ JOINT SITE VISITS

Date	Meeting	Participants	Venue
08-Oct-13	FDWP Meeting PC-1 (Section II)	USAID, FATA , NHA, M&E Consultants, FWO, NESPAK	FATA Secretariat Peshawar
30-Oct-13	Pre-FDWP Meeting (Section-III)	USAID, FATA, NHA, M&E Consultants, FWO, NESPAK	FATA Secretariat Peshawar
31-Oct-13	Joint Site Visit (09 No's Proposed Bridges Locations)	M&E Consultants, FWO, NESPAK	P-T Road
26-Nov-13	Coordination Meeting	USAID, FATA , 11 Corps, M&E Consultants, FWO, NESPAK	FATA Secretariat Peshawar
28-Nov-13	Coordination Meeting	M&E Consultants, FWO, NESPAK	CRE NESPAK Office
11-Dec-13	Coordination Meeting / Joint Site Visit	M&E Consultants, FWO, NESPAK	FWO Office, Jamrud
16-Dec-13	Pre-FDWP Meeting (Section-III)	USAID, FATA, M&E Consultants, FWO, NESPAK	FATA Secretariat Peshawar

9.4 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.

PROJECT MANAGER OFFICE – STAFF DEPLOYMENT

S. No.	Name	Designation	
1	Aziz-ul-Haq	Project Manager	ROAD COMPONENT
2	Nasir-ul-Mulk	Project Advisor	
3	Abdul Hakim	Senior Technical Specialist	
4	Shabir Ahmad Khan	Environmental Compliance Officer	
5	Amjad Saeed	Mid-Level Specialist	
6	Saqib Maqbool	Junior Engineer	
7	Arshad Khan	CAD Operator	
8	Sohail Anjum	Senior Surveyor	
9	Abdul Waheed	Manager Admin/Finance	
10	Amir Habib	IT Officer	
11	Muhammad Bilal	Assistant Accountant	
12	Faizan Khan	Computer Operator	
13	-	Field Monitor Social	OTHER CONSTRUCTION COMPONENT
14	Anwar Dad	Quantity Surveyor	
15	Waqar ul Mulk	Junior Architect	
16	Naeem Jan	Senior Surveyor	
17	Muhammad Waqas	Survey Assistant	
18	Muhammad Ayaz	Survey Assistant	
19	Muhammad Zeeshan Atta	Survey Assistant	
20	Sana ullah	Accountant	
21	Hamid Ullah	Computer Operator	

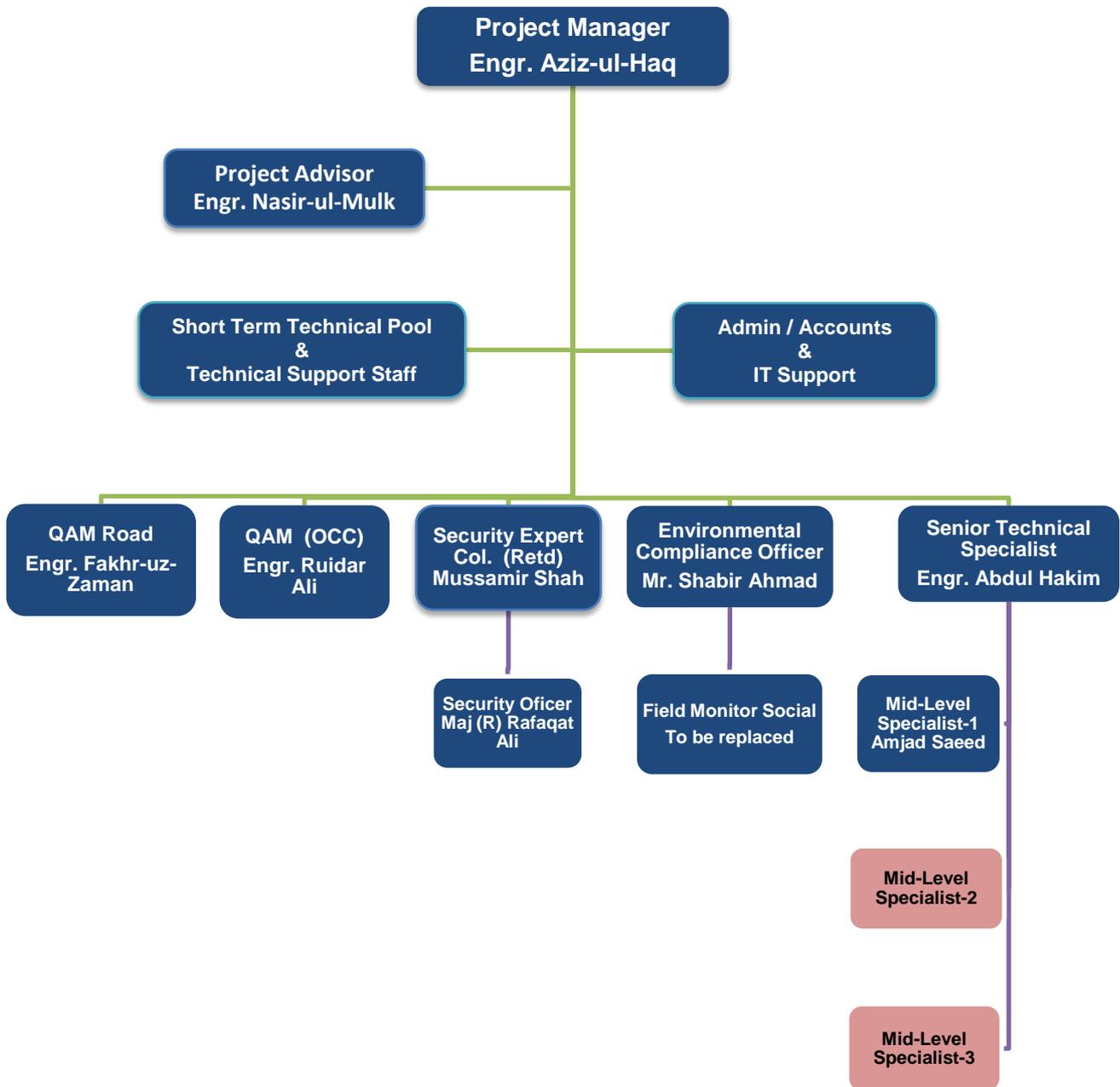
QAM Office (Road Component)

S. No.	Name	Designation
1	Fakhr-uz-Zaman	Quality Assurance Manager (Road)
2	Muhammad Khrushid	M&E Specialist Road
3	Muhammad Ilyas	Field Manager M&E
4	Muhammad Ibrar	Office Engineer
5	Rasheed Khan	Field Monitor Road
6	Muhammad Sher	Field Monitor Road
7	Muhammad Qasim Wazir	Field Monitor Road
8	Tariq Ibrahim Khan	Quantity Surveyor
9	Asad Khan	CAD Operator
10	Ihsan Ullah	Accountant
11	Hafiz ur Rehman	Assistant Accountant
12	Nasir Alam	Admin Officer
13	Umar Shah	Assistant Office Admin
14	Hamid Ali	Computer Operator

Laboratory Staff (Road Component)

S. No.	Name	Designation
1	Gul Zada	Material Engineer
2	Amjad Ali Khan	Senior Lab. Technician
3	Khan Umar	Senior Lab. Technician
4	Shakeel Akbar	Lab. Technician
5	Noor Ali Jan	Lab. Technician
6	Mujeeb Khan	Assistant Lab. Technician
7	Babar Naeem	Assistant Lab. Technician

9.5 ORGANIZATION CHART FOR CMEP OFFICE, PESHAWAR



LEGEND:

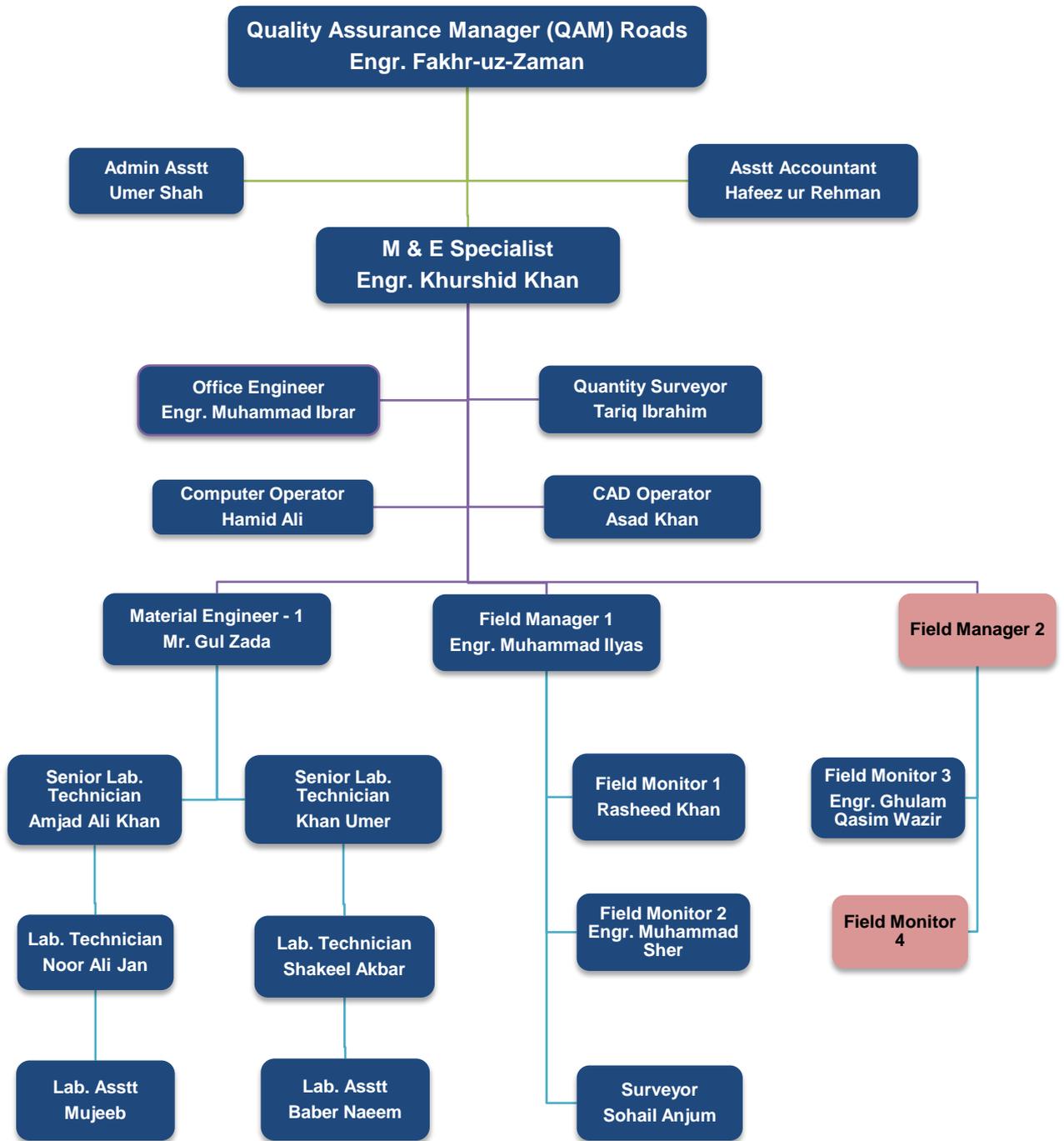


Mobilized



To be mobilized with expansion of work

9.6 ORGANIZATION CHART FOR ROAD COMPONENT OF CMEP PROJECT



LEGEND:



Mobilized



To be mobilized with expansion of work

PROJECT PHOTOGRAPHS

PAVEMENT STRUCTURE

OCTOBER / NOVEMBER

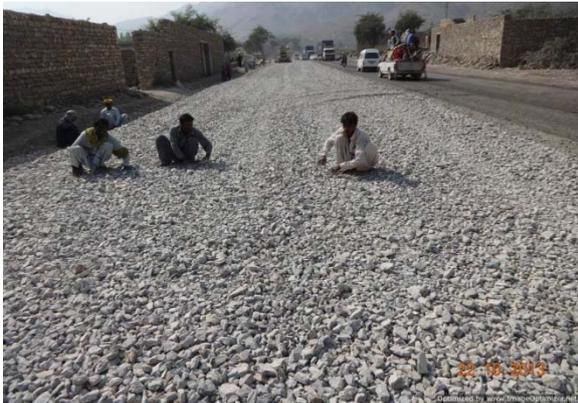


KM: 9+000 To 9+100 Half width RHS
Leveling / Grading of water bound macadam

DECEMBER



KM: 9+000 To 9+100 Full width
ACBC 2nd layer completed



KM: 9+00 To 9+225 Half width LHS
Leveling / Grading of water bound macadam



KM: 9+00 To 9+225 Full width
ACBC 2nd layer completed



KM 9+350 To 9+400 Half width LHS
Windrows of water bound macadam



KM 9+350 To 9+400 Full width
ACBC 2nd layer completed

OCTOBER / NOVEMBER



KM 9+700 To 9+900 Full width
Leveling / Grading of water bound macadam

DECEMBER



KM 9+750 To 9+950 Full width
ACBC 2nd layer completed



KM 12+700 To 12+800 LHS
Roadway excavation completed



KM 12+700 To 12+850 Half width LHS
Windrows of sub base 1st layer



KM: 12+850 to 12+950 LHS
Roadway excavation in progress



KM: 12+850 to 12+950 LHS
Roadway excavation completed

OCTOBER / NOVEMBER



KM: 14+700 To 14+800 LHS
Disposal of surplus material

DECEMBER



KM: 14+700 To 14+800 LHS
Roadway excavation completed



KM: 16+100 To 16+275 Full width
Leveling/Grading of water bound macadam



KM: 16+100 To 16+275 Full width
ACBC 2nd layer completed



KM 16+775 To 17+100 Full width
Windrows of water bound macadam



KM 16+775 To 17+100 Full width
ACBC 1st layer completed

STRUCTURES

OCTOBER / NOVEMBER



Bridge KM: 9+560
Pile boring of Pier # 2 in progress

DECEMBER



Bridge KM: 9+560
Pile boring of Abutment # 2 in progress



Bridge KM: 9+560
Girder casting yard / layout in progress



Bridge KM: 9+560
Pre-stressed Girder casting in progress



Bridge KM: 23+750
Pile boring in progress



Bridge KM: 23+750
Pile load test arrangement

OCTOBER / NOVEMBER



Culvert KM: 10+502

DECEMBER



Culvert KM: 10+502



Culvert KM: 10+562



Culvert KM: 10+562



Culvert KM: 10+602



Culvert KM: 10+602

OCTOBER / NOVEMBER



Culvert KM: 10+788

DECEMBER



Culvert KM: 10+788



Culvert KM: 12+975



Culvert KM: 12+975



Culvert KM: 16+316



Culvert KM: 16+316

OCTOBER / NOVEMBER



Culvert KM: 16+618

DECEMBER



Culvert KM: 16+618



Culvert KM: 16+740



Culvert KM: 16+740



Culvert KM: 17+010



Culvert KM: 12+460

OCTOBER / NOVEMBER



Culvert KM: 17+666

DECEMBER



Culvert KM: 17+666



Culvert KM: 18+146



Culvert KM: 18+146



Roadside Drain KM: 0+300 To 0+350



Roadside Drain KM: 0+300 To 0+350

OCTOBER / NOVEMBER



Roadside Drain KM: 1+525 To 1+600

DECEMBER



Roadside Drain KM: 1+525 To 1+600



Roadside Drain KM: 2+900 To 3+100



Roadside Drain KM: 2+900 To 3+100



Roadside Drain KM: 3+000 To 3+225



Roadside Drain KM: 3+000 To 3+225

OCTOBER / NOVEMBER



Roadside Drain KM: 6+375 To 6+475

DECEMBER



Roadside Drain KM: 6+375 To 6+475



Roadside Drain KM: 8+225 To 8+300



Roadside Drain KM: 8+225 To 8+300



Roadside Drain KM: 8+525 To 8+550



Roadside Drain KM: 8+525 To 8+550

OCTOBER / NOVEMBER



Retaining Wall KM: 6+050 LHS

DECEMBER



Retaining Wall KM: 6+050 LHS



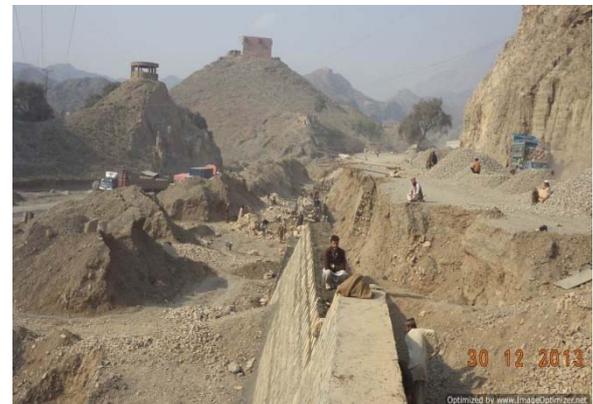
Retaining Wall KM: 10+175 To 10+300 LHS



Retaining Wall KM: 10+175 To 10+300 LHS



Retaining Wall KM: 10+175 To 10+300 LHS



Retaining Wall KM: 10+300 To 10+400 LHS

OCTOBER / NOVEMBER



Retaining Wall KM: 10+875 To 11+000 LHS

DECEMBER



Retaining Wall KM: 10+875 To 11+000 LHS



Retaining Wall KM: 10+875 To 11+000 LHS



Retaining Wall KM: 10+875 To 11+025 LHS

FIELD / LAB TESTING



KM: 16+840
Field Density Test of WBM by FWO and
M&E Consultants



KM: 16+325
Sampling of WBM by FWO and
M&E Consultants



KM: 9+000 To 9+400
Coring of Asphaltic Base Course by FWO
and M&E Consultants



Bridge KM: 9+560
Casting of A-3 concrete cylinders by
M&E Consultants



Measurement of ACBC core thickness in
FWO Lab



Jointly measurement of ACBC core
thickness and density by FWO and M&E
Consultants

ENVIRONMENTAL MONITORING



Outside view of FWO site camp



Inside view of FWO workers camp Jamrud



KM: 9+560 Bridge site needs proper H&S protocol and placement of building material properly



KM: 11+580 Retaining wall construction needs proper safety measures



KM: 16+550 Water sprayed for dust pollution control Near Shagai Fort



KM: 17+440 Roadway excavation needs proper Safety measures