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KALAT – QUETTA – CHAMAN ROAD PROJECT (SECTION 2 & 4) NATIONAL HIGHWAY (N-25)

PROGRESS REPORT # 01
July-September 2014

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SUMMARY

The Kalat-Quetta-Chaman (KQC) road covering an overall 231 km of National Highway (N-25) starts near Kalat city and ends at Chaman, a border town close to Afghanistan. It traverses through five districts (Kalat, Mastung, Quetta, Pishin, and Qila Abdullah) of Balochistan province.

National Highway Authority (NHA), Ministry of Communication and Works, Government of Pakistan (GoP) initially started widening and improvement of KQC road (N-25) in 2006 with ADB Loan No. 2019. For execution purpose, the road was divided into four sections namely; (1) Kalat - Khad Kocha section, (2) Khad Kocha – Quetta section, (3) Quetta - Jungle Piralizai section, and (4) Jungle Piralizai – Chaman section. Sections 1 and 3 (covering 120 km) were completed in 2010. The remaining sections (2 and 4) covering 111 km could only partially be completed due to worst law and order situation and subsequent expiry of ADB loan.

With an assurance of funding of US\$ 90 million by the United States Agency for International Development (USAID) in October, 2013, NHA assigned the balance / leftover works in sections 2 and 4 to M/s Frontier Works Organization (FWO) on EPC Lump sum basis in March 2014 for which formal contract agreement between NHA and FWO was signed on June 02, 2014. USAID has presently allocated US\$ 63.79 million under a Project Implementation Letter signed on May 12, 2014.

At the close of September 2014, the overall physical progress as reported by FWO remained above 18%. An overview of the progress achieved in sections 2 & 4 is presented below.

Section 2

Construction of some of the road components was completed by FWO and work on other components remained in full pace intermittently almost all along the sections of the project.

Culverts construction was in progress at many locations and 28 out of 34 culverts with 157 out of 216 wing walls & Aprons on Khadkocha Quetta section was completed. Construction of drains and retaining walls were also in progress at various locations and 13 out of 20 were completed.

Fully functional laboratory and material depot at Mastung FC Qilla have been established by FWO.

Section 4

Construction of some of the road components was completed by FWO and work on other components was going in full pace intermittently almost all along the sections of the project.

Culverts construction was in progress at many locations and 18 out of 34 culverts on Jungle Piralizai Chaman section was completed. Construction of drains and retaining walls were also in progress at various locations. Considerable progress on cutting was observed in the Khojak Pass area. widening/ Cutting of 262,500 cum out of 350,000 Cum was completed.

Fully functional laboratory & material depot at Sheila Bagh camp have been established by FWO.

For the safety of site personnel hard hats, dust masks and high visibility vests were provided. FWO has given due attention to the safety of road users as well by providing warning tapes, colored flags and safety cones at excavations and where work force was on site.

Temporary traffic management signs were provided for directing & maintaining smooth traffic flow.

COMMENTS / ISSUES / ACTIONS NEEDED

- Implementation of Quality Control Protocol (QCP) is the prime responsibility of the Construction Contractor (FWO), the M&E Consultants (AGES) shall perform Quality Assurance and progress monitoring to verify the levels of workmanship and quality of materials as defined in the designs/drawings and technical specifications. FWO was supposed to submit their quality control plan to provide basis for the AGES quality assurance plan. Submission of QCP is still awaited.
- NHA and FWO need to consult pavement experts on the matter of laying of new ACWC over the existing ABC and adopting any necessary pre-treatment / rectification measures.
- The aggregates being used in sub base, base course and concrete are from the previously NHA approved sources of Kuchlak and Akhtar Abad. It is required that the quarry approval tests and other documents may be shared with AGES for verification and record.
- FWO has established fully functional laboratories and material depots at Sheila Bagh camp and Mastung FC Qilla. FWO has reportedly carried out the required tests prior to mobilization of the M&E consultants, it is required that FWO share all the test data with M&E consultants for validation as a pre-requisite for certification of milestones for payment.
- Khojak Pass area is snow bound and the road gradient is more than 4% at various locations. The matter was discussed with NHA and FWO for consideration.
- The design of sub-section 11 and 12 of Jangle Piralizai – Chaman road is yet to be shared.
- New sets of drawings incorporating the comments of M&E consultants need to be separately compiled for the Balance / Leftover Works and copies shared with stake-holders for site implementation, supervision, and monitoring / verification purposes.

1 PROJECT BACKGROUND

N-25 road linking the port city of Karachi with the border town of Chaman is a vital route for providing sub regional connectivity and facilitation of cross border trade between Pakistan, Afghanistan, Iran and Central Asian Republics. In March 2004, the Asian Development Bank (ADB) and the Government of Pakistan entered into a loan agreement to initiate the Balochistan Roads Development Sector Project (BRDSP), which included the rehabilitation of 16 provincial roads through the provincial Communications & Works Department, and covered the widening and improvement the Kalat-Quetta-Chaman (KQC) road by the National Highway Authority (NHA). For effective execution of the project, KQC road was divided into four sections. Work on section 1 and 3 commenced in the year 2006 and was scheduled for completion in the year 2008 but eventually completed in November 2010. The remaining two sections 2 and 4 commenced in the year 2009 and were scheduled for completion in August 2010. Due to worst law & order situation and subsequent expiry of ADB loan sections 2 and 4 were suspended in August 2012.

NHA held negotiations with USAID office in Pakistan for provision of funding for the remaining as well as some essential additional works as funding from GoP was not readily available. Expanding its portfolio in assisting the people and government of Pakistan, USAID pledged to provide funding for the rehabilitation and repair of National Highways in Pakistan. Accordingly, an Activity Agreement (No. 391-016-DOD) was signed on October 11, 2013 between USAID and NHA wherein US\$ 90 million were allocated for Strengthening and Improvement of Kalat – Quetta – Chaman (KQC) section of National Highway (N-25) in Balochistan.

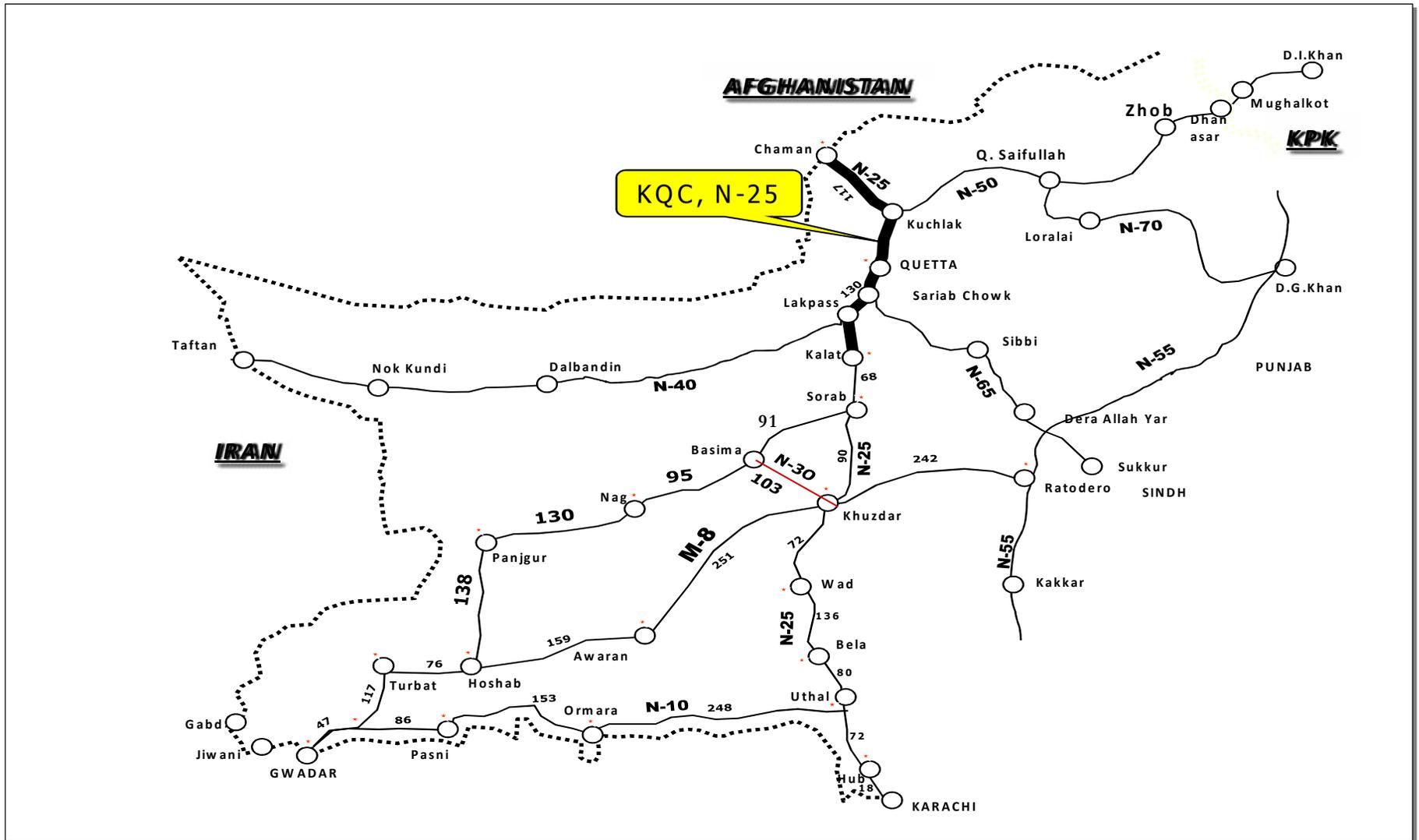
In consultation with EAD of the Ministry of Finance and NHA, USAID determined FWO as the appropriate construction contractor for this project because FWO had been an excellent performer in high risk areas of Pakistan and fully capable of completing the construction/ rehabilitation of the Kalat -Quetta - Chaman Road. This decision was based upon the unique capabilities that permit FWO to operate in high treat / high security areas including its ability to utilize Pakistani Military unit(s) to provide security around its construction projects.

NHA accordingly assigned construction contract for the balance / leftover works in sections 2 and 4 to M/s Frontier Works Organization (FWO) on EPC Lump sum basis in March 2014, for which formal contract agreement between NHA and FWO was signed on June 02, 2014. FWO has to complete the works within 18 months.

Of the overall agreed amount of US\$ 90 million, USAID on May 12, 2014 issued a Project Implementation Letter (PIL) No. 391-016-DOD-PIL-01 allocating US\$ 63.79 million for the balance / leftover works. The expiry date of the PIL is December 31, 2015.

1.1 Location

The project area falls in five districts namely Kalat, Mastung, Quetta, Pishin and Qila Abdullah of the central and northern Balochistan province. The KQC road portion of the N-25 originates at Kalat city, traverses through the provincial capital Quetta and ends at Pakistan – Afghanistan border at Chaman.



1.2 Implementation Arrangements

The Economic Affairs Division (EAD) along with NHA will establish a Project Steering Committee (PSC) to provide oversight and guidance, and approvals required for smooth and timely implementation of the project activities. The PSC will be chaired by EAD and will comprise representatives of USAID/Pakistan, NHA and FWO involved in the planning and execution of the project activities.

Under the overall direction and responsibility of NHA, the PSC will authorize the establishment of a Project Management Unit (PMU). The PMU will act as the secretariat for the Steering Committee, reporting on all aspects of Project implementations, including financial management.

NHA has accordingly established the PMU working under Project Director (PD NHA), having the authority to carry out the works to be financed under this FAR Agreement. Accordingly, PMU is fully responsible for carrying out these works or for contracting for the performance of these works, for supervising the construction contractor, and for ensuring that the contractor diligently undertake the work and provide the necessary equipment, skilled and unskilled labor, and efficient supply of materials to ensure uniform and continuous progress.

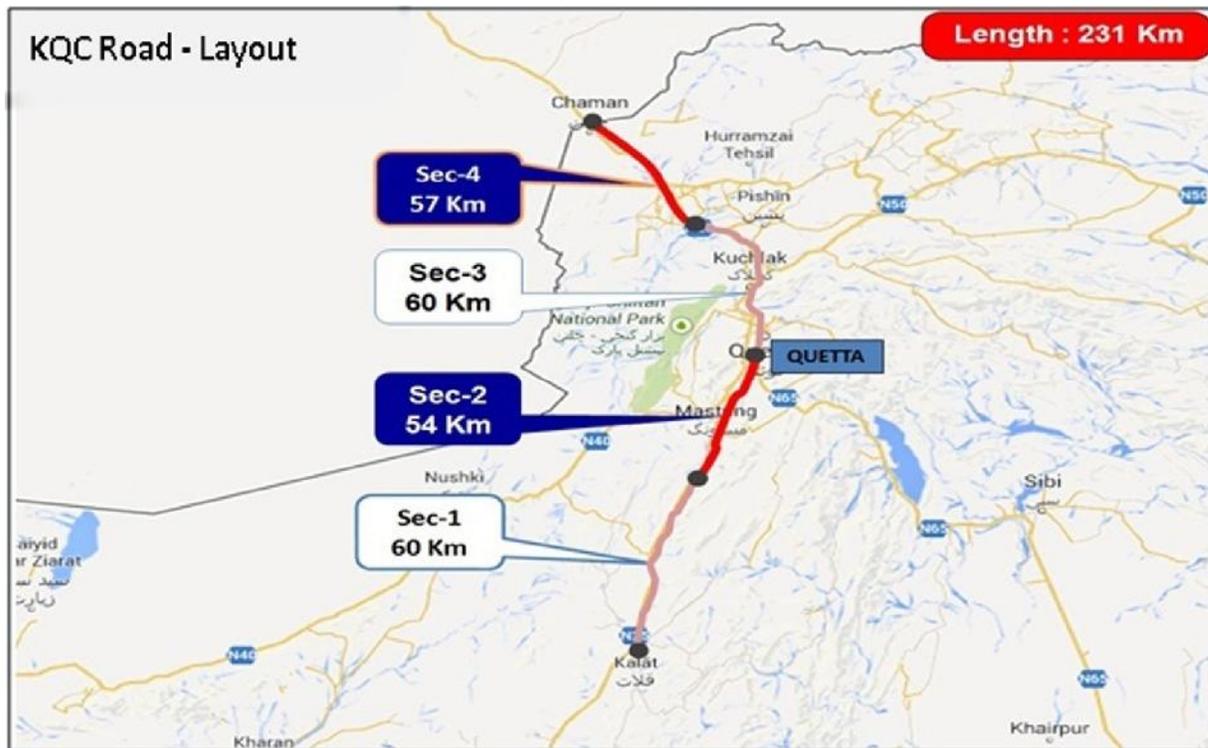
Kalat-Quetta-Chaman Road (N-25) is an EPC (Engineer, Procure & Construct) form of contract. FWO is fully responsible for the design and construction of the project in conformity with specifications and standard engineering practices. Engineering General Consultants (EGC) is providing design and quality control services to FWO.

USAID being the donor / funding agency of the KQC-RP has tasked AGES Consultants under Construction Monitoring and Evaluation Program (CMEP) to provide services for the construction monitoring, quality assurance, environmental compliance oversight, and payment certification for the satisfactorily completed milestones of the project on behalf of the USAID.

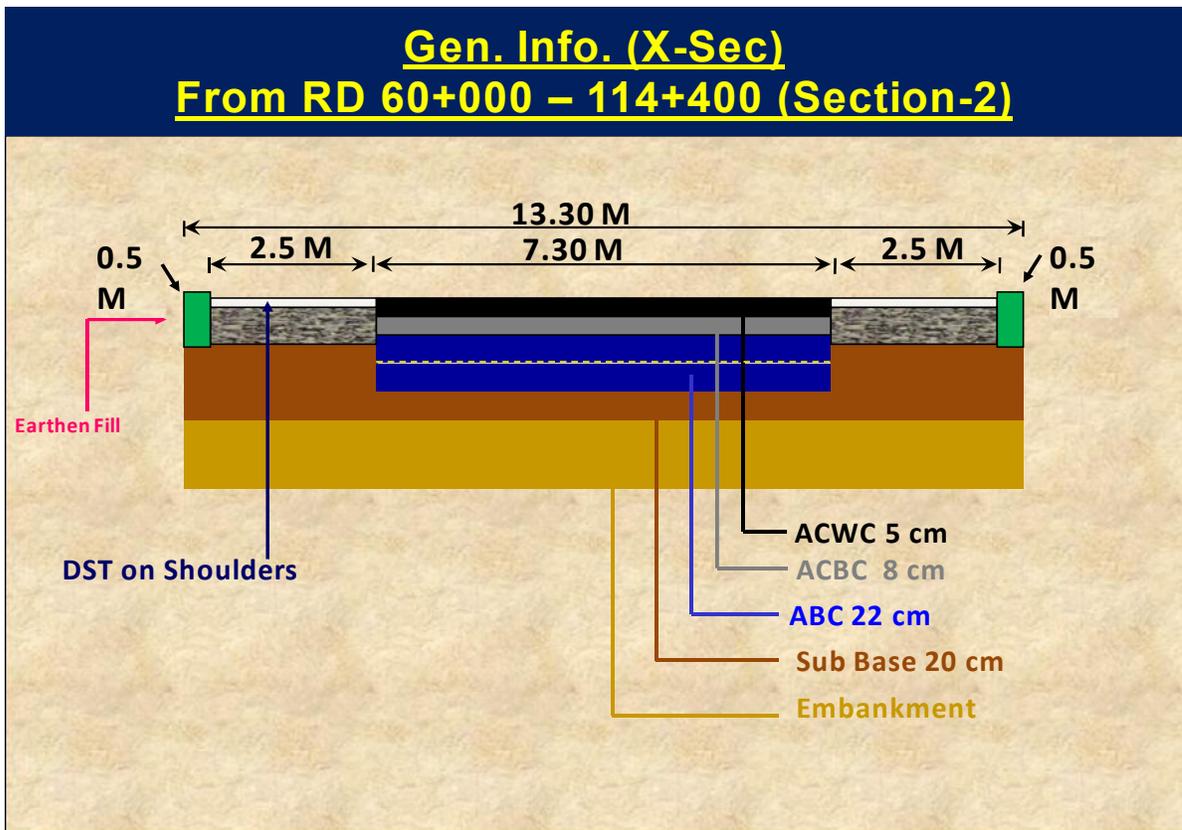
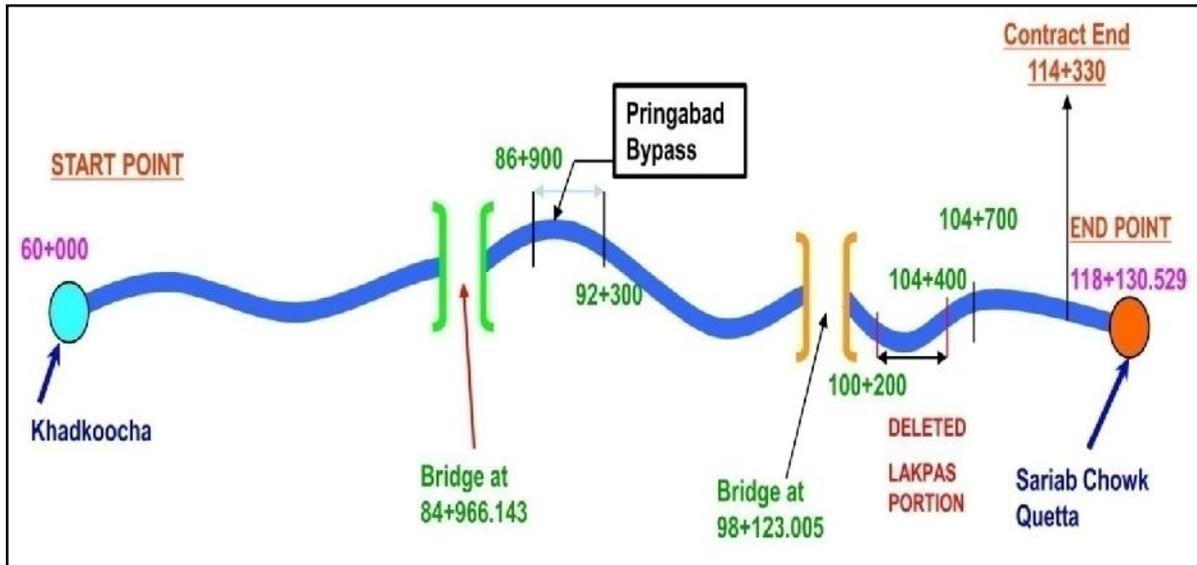
1.3 Scope of Work

USAID has pledged to finance the remaining construction in sections 2 and 4, which covers 111 kilometers of the road. Scope of work include widening sections of the road, earthwork, grading and paving, as well as construction of four bridges, drainage features and retaining structures. The expanded and improved road infrastructure will aid in increasing security and stability in the region, as well as facilitate improved communication, trade and national cohesion in the area. The improvements will also assist in providing local populations with greater economic opportunities, thereby reducing poverty and providing improved access to education, health-care services, markets, and other social services. The table below presents the status of Kalat-Quetta-Chaman road rehabilitation indicating the works to be financed by USAID under the Activity Agreement.

Status of Kalat-Quetta-Chaman Road Rehabilitation			
Section	Section Description	Length km	Status
1	Kalat - Khad Kocho	60	Completed with ADB assistance
2	Khad Kocho - Quetta	54	Partially completed; to be completed with USAID financing under PIL No. 391-016-DOD-PIL-01.
3	Quetta - Jungle Piralizai	60	Completed with ADB assistance
4	Jungle Piralizai - Chaman	57	Partially completed; to be completed with USAID financing under PIL No. 391-016-DOD-PIL-01.
5	Additional works	53	Not started; to be completed with USAID financing under a separate PIL.

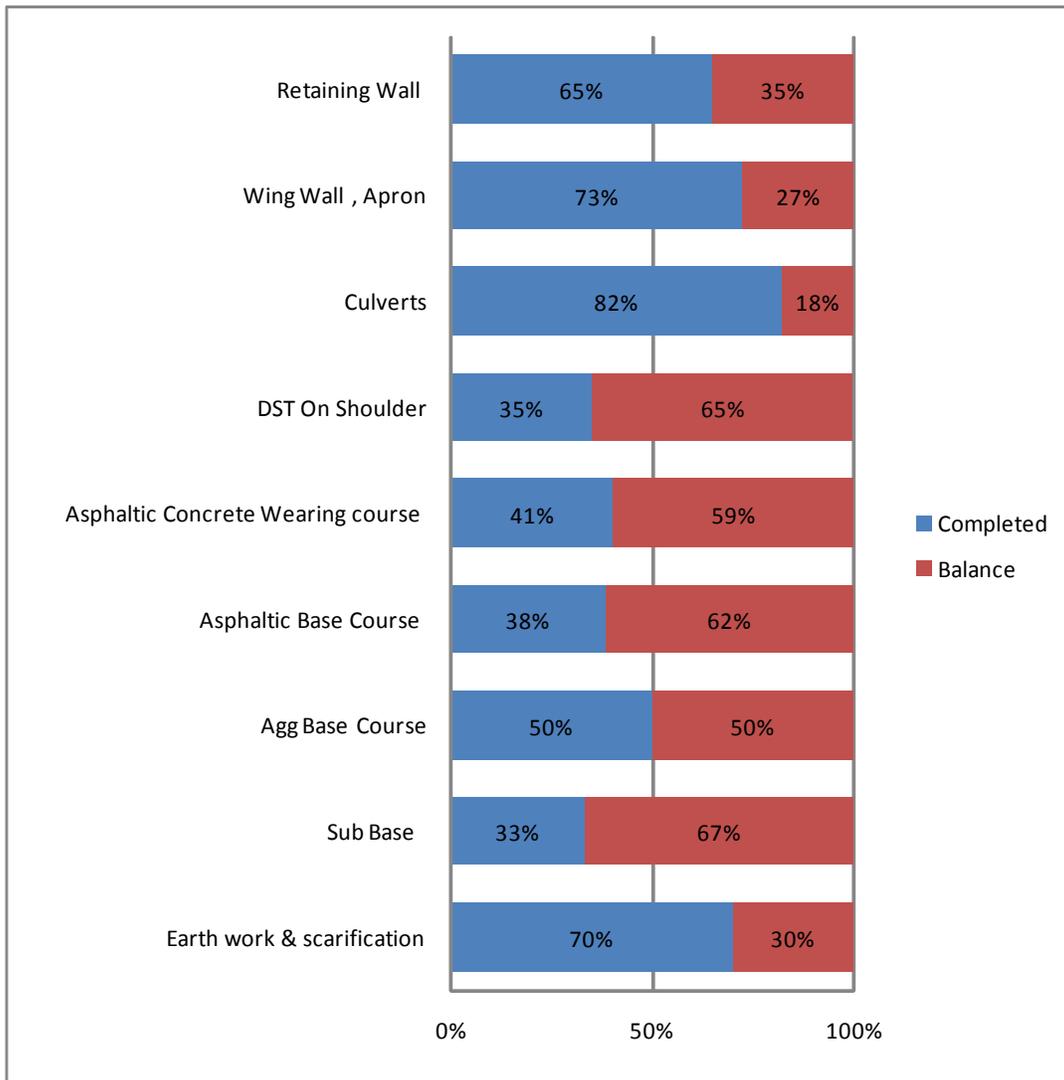


1.4 ALIGNMENT SKETCH – KHAD KOCHA – QUETTA (SECTION 2)

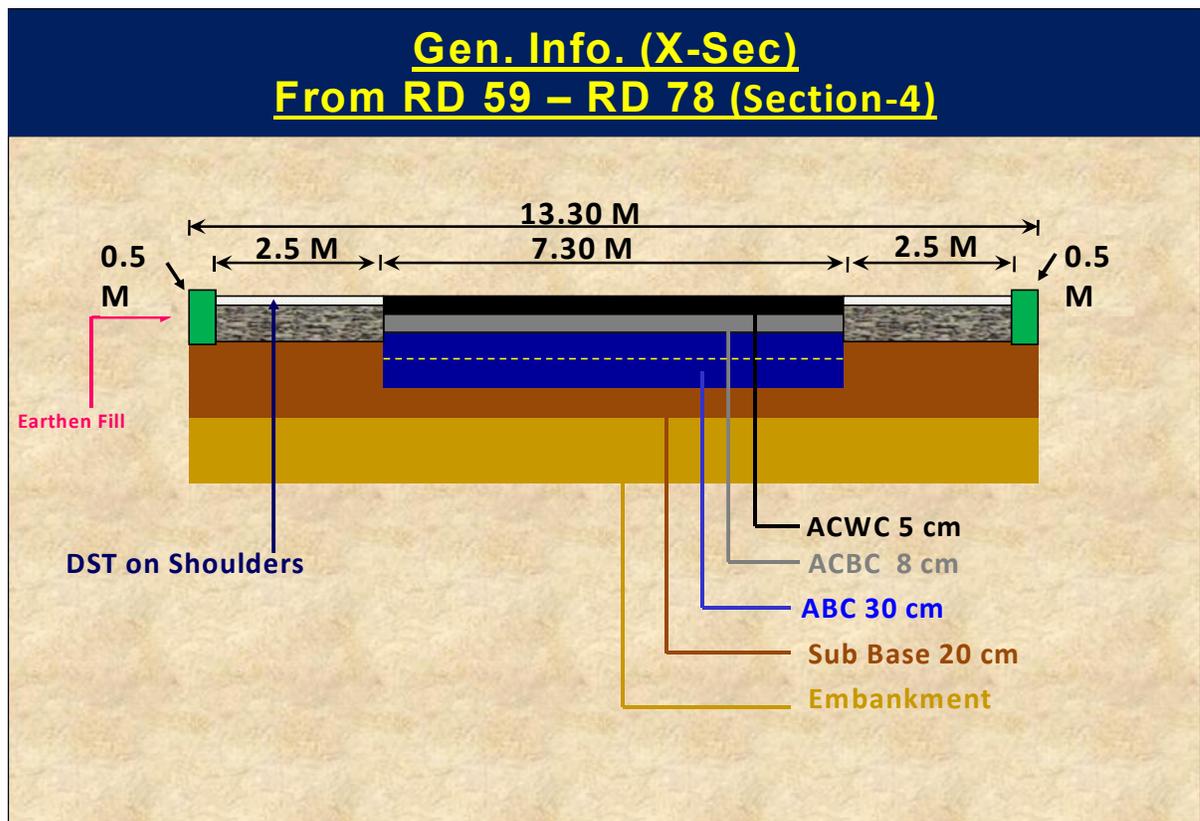
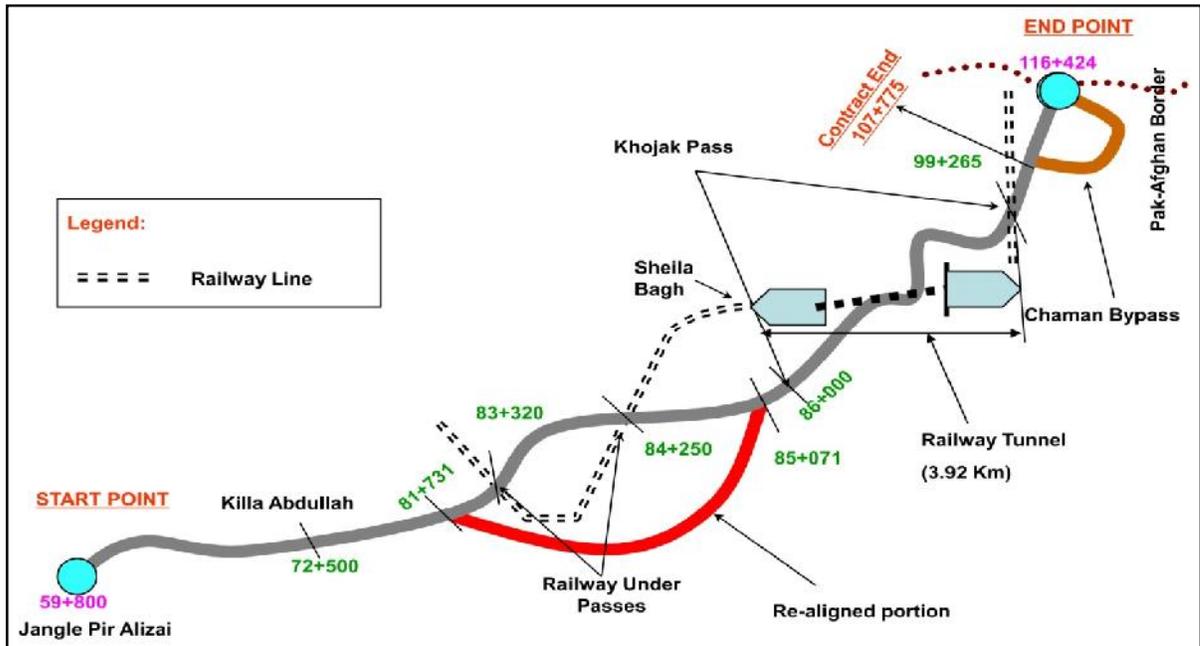


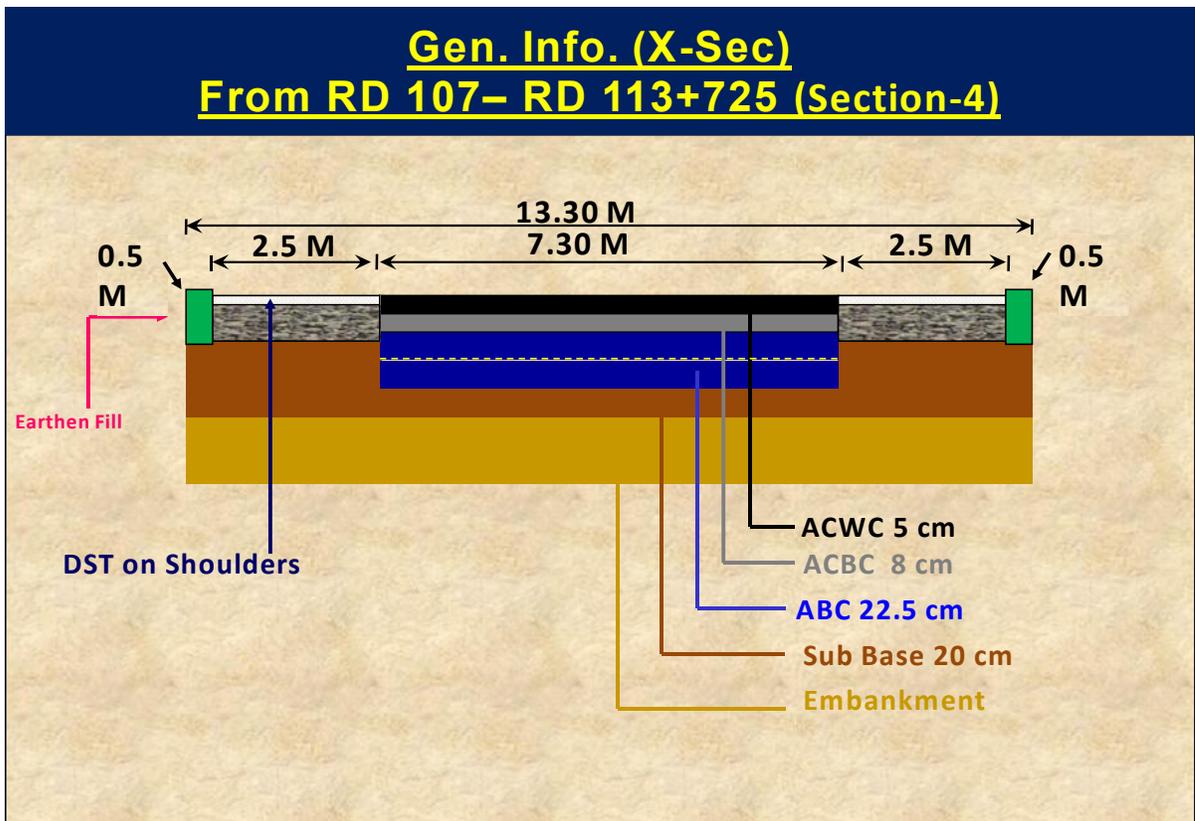
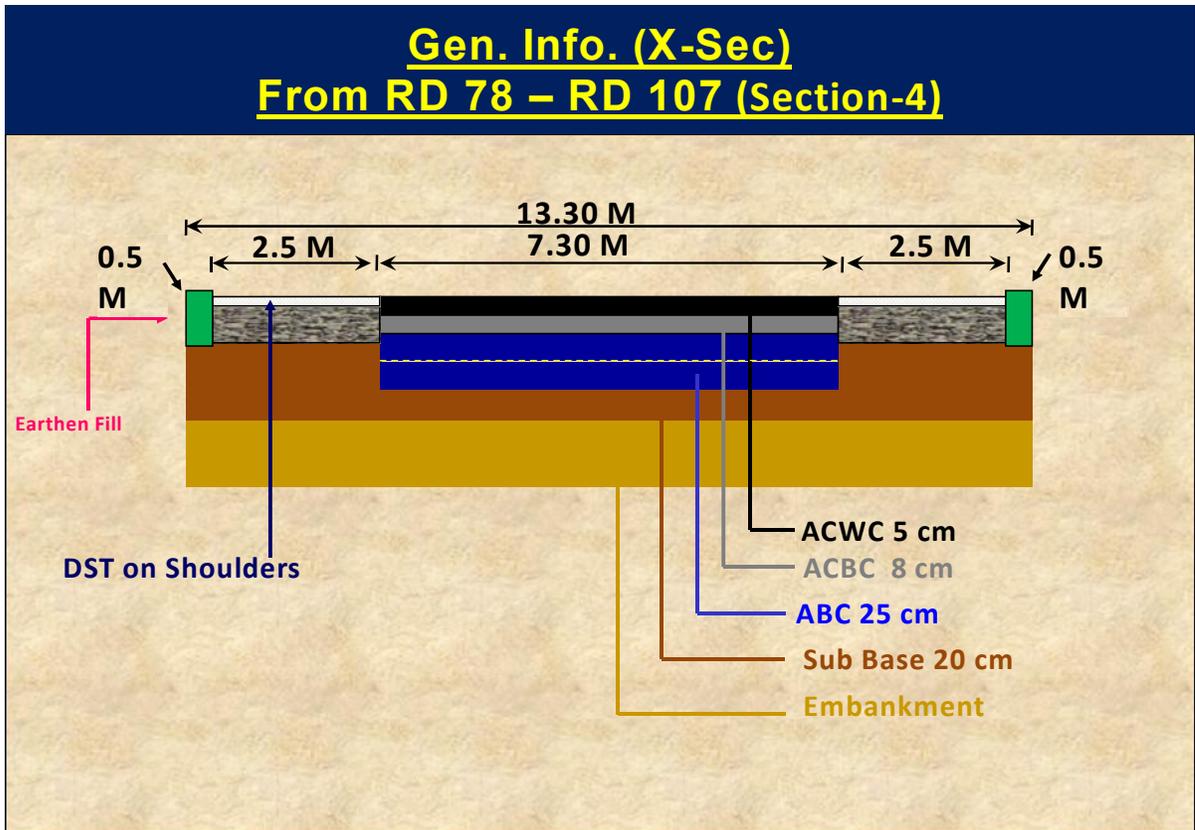
PROGRESS SECTION 2

Description	Unit	Total Qty	Completed Qty	Bal Qty
Earth work & scarification	Km	5	3.5	1.5
Sub Base	"	6	2	4
Agg Base Course		12	6	6
Asphaltic Base Course	"	13	5	8
Asphaltic Concrete Wearing course	"	32	13	19
DST On Shoulder	"	34	12	22
Culverts	Nos	34	28	6
Wing Wall , Apron	"	216	157	59
Retaining Wall	"	20	13	7

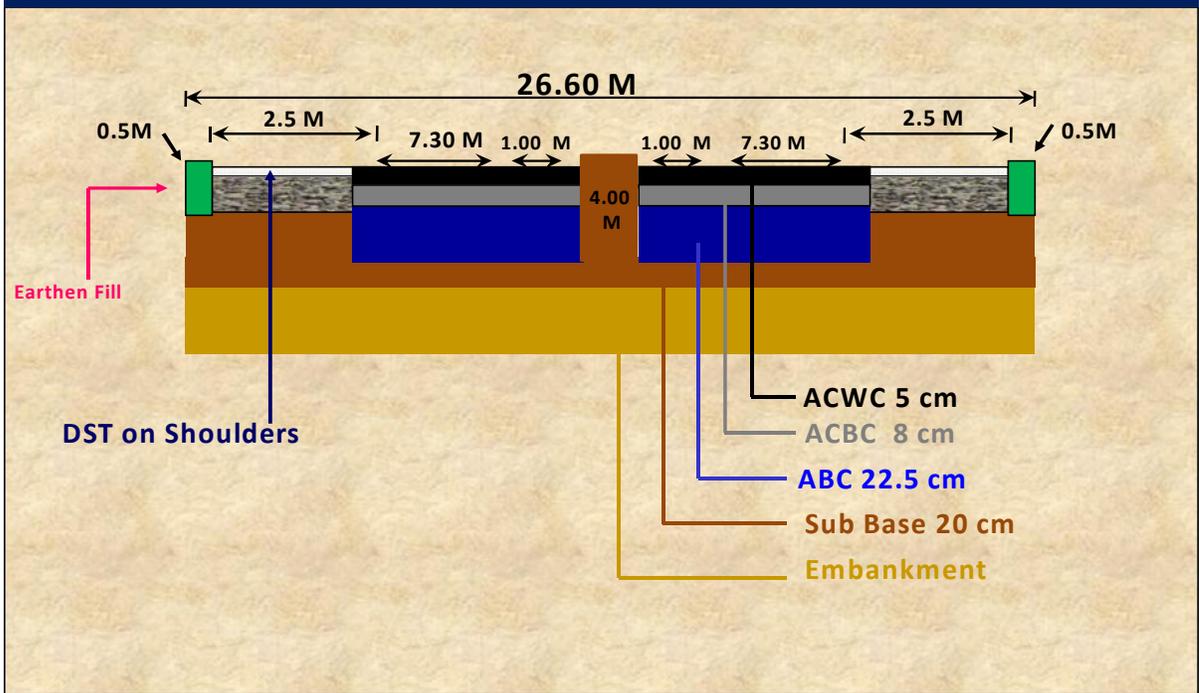


1.5 ALIGNMENT SKETCH – JANGLE PIRALIZAI – CHAMAN (SECTION 4)



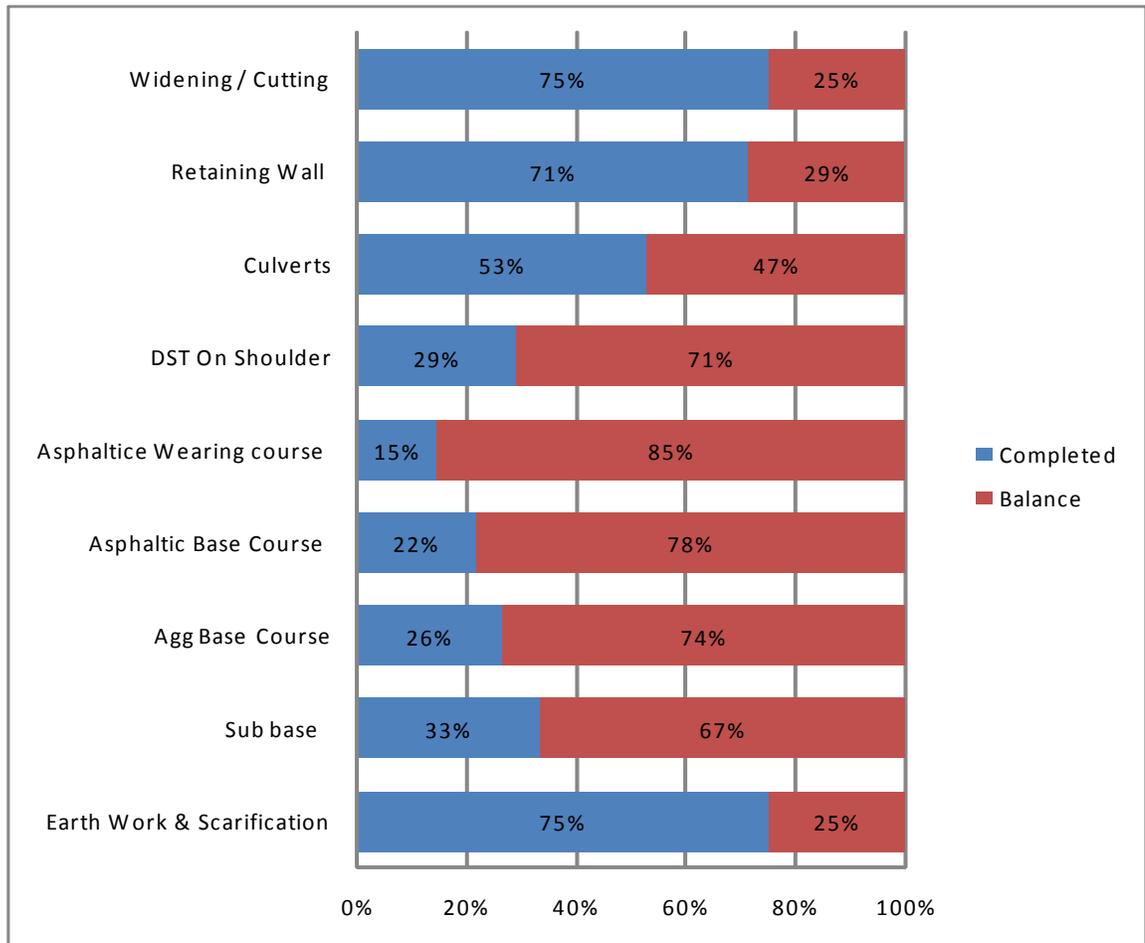


Gen. Info. (X-Sec) From RD 113+725– RD 116+424 (Section-4)



PROGRESS SECTION 4

Description	Unit	Total Qty	Completed Qty	Bal Qty
Earth Work & Scarification	Km	20	15	5
Sub base	"	30	10	20
Agg Base Course	"	34	9	25
Asphaltic Base Course	"	37	8	29
Asphaltice Wearing course	"	48	7	41
DST On Shoulder	"	55	16	39
Culverts	Nos	34	18	16
Retaining Wall	Nos	14	10	4
Widening / Cutting	Cum	350000	262,500	87500



2 CONSULTANT'S ACTIVITIES DURING THE REPORTING PERIOD

The M&E Consultants undertook the following major activities during the reporting period.

2.1 STAFF MOBILIZATION

- Initially, Technical Specialist (Cat-1) / Chief Structure Engineer supported by Peshawar Torkham Road (PTR) project staff started review of KQC road drawings in March 2014.
- A Quantity Surveyor was thereafter mobilized in the last week of March and Senior Technical Specialist on April 01, 2014.
- The Project Manager and Quality Assurance Manager were mobilized on July 01, 2014.
- Some more technical staff including field monitoring, laboratory and other technical support staff along with accounting, administrative support and security staff was kept on mobilizing from time to time. A list of mobilized staff (excluding support staff) is given as Annex-I.
- Mobilization of other staff shall continue based on exigency of work.

2.2 OFFICE ESTABLISHMENT

- A project office was established at the following location w.e.f. August 15, 2014.
House No. 543/3, Agha Nasir Ali Street, Chiltan road Quetta Cantt.
Phone: 081-2882504-5
- Building for hostel / residence of senior staff members was hired at the following location w.e.f. August 02, 2014. This building was initially used for office activities as well.
House No. 10-B, Toghi Housing Scheme, Abdali road Quetta Cantt.
Phone: 081-2833115
- Another building as Laboratory cum residence was hired at the following location w.e.f. August 15, 2014.
House No. 40, Arbab Karam Khan road, Nawab Khair Baksh street Quetta.
Phone: 081-2450789

2.3 REVIEW OF DRAWINGS AND COSTS ESTIMATES

- As part of M&E services, AGES had to undertake review of the data, documents / drawings of the balance works of Kalat Quetta (Section 2) and Quetta Chaman (Section 4) of N-25.
- The data provided by NHA / SMEC was analyzed, cost estimates thoroughly reviewed and a Review Report shared with USAID, NHA and SMEC on 26th June, 2014. The report asserted that data / information shared with AGES contained discrepancies and was deficient in many respects. Significant difference was reported in the cost estimates and it was recommended that joint session be arranged between the stake-holders.
- A meeting was accordingly held in NHA (HQ) under the chairmanship of Member (Aided Projects) on 2nd July 2014 wherein representatives of USAID, NHA, SMEC and AGES participated. The Review Report was discussed in detail. It was decided that AGES would hold another meeting with SMEC in order to get additional data, jointly review and clarify the factors / reasons of the cost difference and develop an understanding on the overall cost.
- Pursuant to the meeting of 2nd July, AGES team visited SMEC office on 8th, 9th, 11th and 24th July, 2014. After reviewing the additional data / information, discussions and clarifications during these meetings, and reworking on all the bills with SMEC Quantity Surveyor, findings thereof were shared with SMEC Team Leader on August 20, 2014 through email. A final meeting on the subject was held on 28th August, 2014 in SMEC office, Islamabad wherein the background working was agreed to and understanding developed on the outcome.
- Finally, a Review Report containing conclusions of the review process / exercise was submitted to USAID on September 10, 2014 .

2.4 MEETINGS / PRESENTATIONS

Several meetings were held during the reporting period at different levels and locations. The meetings were primarily related to orientation, review and coordination purposes.

2.4.1 Meetings at NHA (HQ) Islamabad

- An orientation meeting was held in the NHA (HQ) on March 14, 2014 wherein USAID, NHA, SMEC and AGES representatives participated.
- Another meeting was held on April 22, 2014 wherein representatives of the aforementioned stake-holders participated.
- In order to discuss the Review Report shared by the M&E Consultants with USAID on 26th June, 2014, a meeting of all the stake-holders was held on 2nd July, 2014 under the chairmanship of Member (Aided Projects) NHA.

2.4.2 Meetings in SMEC Office, Islamabad

- As part of the review, first exclusive meeting between SMEC and AGES was held on April 04, 2014.
- Pursuant to the meeting of 2nd July, 2014 at NHA (HQ), AGES team held four more meetings with SMEC on the 8th, 9th, 11th and 24th July, 2014.
- A final meeting on the subject was conducted with SMEC Team Leader on 28th August, 2014.

2.4.3 Meetings in Quetta, Balochistan

- A meeting was held at General Manager (GM) NHA office in Quetta on 14th July, 2014 under chairmanship of PD NHA. During his presentation, the PD briefed the participants on the project history, its geographical and commercial importance, current status, issues and scheduled completion time. Project Manager (PM) FWO highlighted the ongoing site activities, physical and financial progress achieved, challenges ahead and FWO's commitment to this important life line of the country. AGES team presented their role as M&E Consultants, highlighted pre-requisites for payment certification upon milestone achievement and quality assurance requirements. AGES also pressed upon the importance of Environmental Documentation Form (EDF) and the need for getting EDF approval from USAID which was mandatory for release of mobilization cost and other payments.
- AGES team made another presentation on 17th July, to NHA, FWO and EGC teams regarding milestones achievement, certification process and payment protocols. References were made to project implementation letter (PIL) wherein USAID requirements and milestones amounts for payment certification were explained.
- A coordination / review meeting was held at PD NHA office Quetta on 11th September, 2014. The meeting was attended by NHA (PD & DDs), FWO (PM & Site Engineers Section 2 & 4), EGC representatives and AGES (PM, QAM and M&E Specialists) to discuss the progress and site issues.

2.5 JOINT SITE VISITS

- Joint site visits by NHA, FWO, EGC and AGES teams were made to Jangle Piralizai-Chaman section and Khad Kocha Quetta Section on 15th & 16th July, 2014 respectively. The visits provided opportunity to discuss execution of various components of the project, site related issues and concerns including matters requiring attention.

2.6 CONSTRUCTION MONITORING

- Senior members of the team (QAM and M&E / Material Specialists) visited the site on August 30, 31 and September 02, 2014 along with FWO and EGC staff to monitor the quality and progress. Inspection report was shared with concerned quarters for compliance and necessary action.
- Another site visit was made on September 15 and 20, 2014. Site visit report on the status and problems at site was shared with PD NHA for compliance.
- AGES field monitoring and laboratory staff have been paying frequent visits to site for construction monitoring and quality assurance purposes wherein they actively participate in on-site discussions with FWO regarding ongoing construction activities.
- Site visit reports prepared by the field staff and construction activities reported with progress photos.
- Maintained close liaison with NHA and the Contractor's field staff and shared information pertaining to material quality and construction methodology.

2.7 LABORATORY AND FIELD TESTING

- NHA has been requested to share with AGES team relevant tests performed by FWO for all the items of work executed before 21st August 2014. Sharing of these tests is still awaited.

2.8 ENVIRONMENTAL COMPLIANCE MONITORING

- The M&E consultants continued to liaise with relevant stakeholders about environmental, compliance and other concerns relating to the strengthening / improvement of the vital national traffic corridor.
- FWO was advised for demonstrating good environmental practice in conformity with the construction environmental management plan.

Environmental Monitoring Report is attached as Annex-II.

2.9 SECURITY SITUATION

Security Situation report is attached as Annex-III.

ANNEXURES

ANNEXURE-I

Mobilization of M&E Staff

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

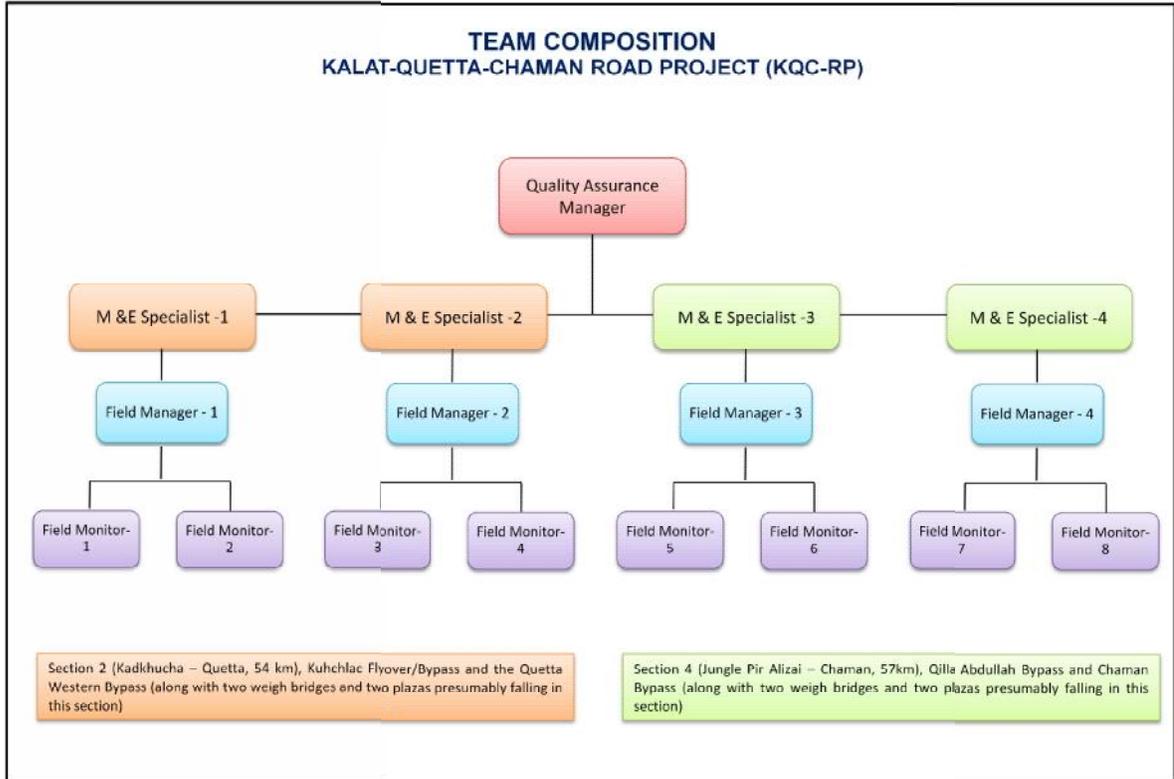
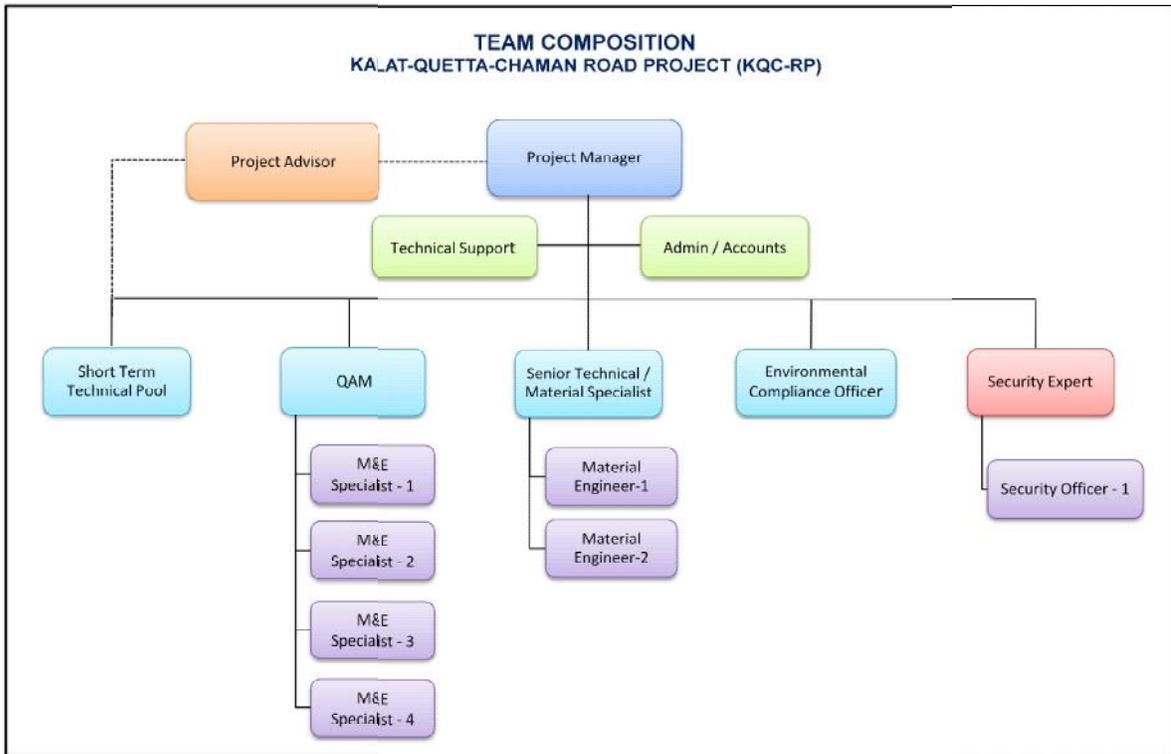
S. No	Name	Designation
1	Saleem Raza	Project Manager
2	Muhammad Aamer Khan	Provincial Coordinator
3	Saeed Rehman	Quality Assurance Manager
4	Gul Muhammad Khoso	Environmental Compliance Officer
5	Qazi Amanullah	M&E Specialist
6	Muhammad KaleemNasir	M&E Specialist
7	Inayatullah Shah	Field Manager
8	Saqib Sarwar	Field Manager
9	Muhammad Ashraf	Field Monitor
10	Abid Iqbal	Field Monitor
11	Capt. (R) Farid-uddin	Security Expert / Advisor
12	Major (R) ShahidTanvir	Security Officer
13	Zahir Gul	Manager Admin/ Finance
14	Syed Abulallah Shah	Accountant
15	Matloob Hussain	Admin Officer
16	Muhammad Sohail	IT Officer
17	Mustafa Ali	Assistant Accountant
18	Fakhar Ahmad	Receptionist
19	Asmatullah	Admin Assistant
20	Muhammad Zahoor	Quantity Surveyor
21	Muhammad Irfan Arshad	Computer Operator
22	Kamran Sadique	Computer Operator

LABORATORY STAFF

S. No.	Name	Designation
1	Masood Ahmed	Material Specialist
2	Aurangzeb	Material Engineer
3	Muhammad Ajmal	Lab-Technician
4	Nadeem Ahmed	Lab Assistant
5	Muhammad Imran	Lab Assistant

PESHAWAR BASED STAFF

S. No.	Name	Designation	
1	Nasir-ul-Mulk	Project advisor	Intermittent
2	Muhammad Ishaq	Technical Specialist Cat-1 (Chief Structure Engineer)	
3	Tahir Kamran	Senior Technical Specialist	Full time
4	Abid-ul-Haq	Quantity Surveyor	
5	Waqas Ali	Jr. CAD Operator	



ANNEXURE-II

ENVIRONMENTAL MONITORING REPORT

Environmental Monitoring

Environmental Monitoring of each activity is being done according to the Environmental Management and Monitoring Plan (EMMP) of the Environmental Documentation Form (EDF) 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 according to the Environmental 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.

Potential Environmental Impacts of the Road Project

Following are the identified potential impacts of the project:

Potential Positive Impacts

- Accessibility to the Afghan border and improved linkages of five different districts on N-25 from Kalat to Quetta and Quetta to Chaman in Balochistan which will bring better trading facilities;
- Better Conditions for law enforcement and better control in border areas
- The road will boost up the development activities.
- The road will provide a smooth and shortest trade route to Afghanistan.
- The better road facility will reduce travelling costs as well as road accidents.
- The road will generate better economic and social opportunities for local population.
- Better road facility shall ensure time savings in terms of travelling to the destination.
- The road project will accelerate economic activity for local population by providing them a smooth and easy access to both the local and country's markets.
- The road shall provide labor opportunities to the local people during construction phase of the road project; and
- To provide sustainable delivery of a productive and efficient national highway system contributing to decrease the transportation cost.

Potential Negative Impacts

Project does not have potential significant adverse impacts; however, during rehabilitation of the road, the following potential impacts are anticipated which could be avoided, localized or mitigated by adopting the proper mitigation measures:

- Loss Of Trees/vegetation;
- Relocation of existing utilities and structures
- Land Acquisition;
- Noise and air pollution;
- Traffic congestion at diversion;

- Health and safety issues;
- Waste generation;
- Disturbance to people
- Soil erosion and contamination; and
- Oil spillages from construction machinery, resulting in soil and ground water contamination.

Status of Environmental Compliance

During the reporting period, work continued in both the sections (Kalat - Quetta Section-2 & Jangle Piralizai - Chaman Section-4).

In section -2, work was in progress in the following reaches:

1. (KM: 60+00 to 60.80),
2. (KM: 62+800 to 62+960),
3. (KM: 64+080 to 68+380),
4. (KM: 98+040 to 98+118), (KM: 98+172),
5. (KM: 98+220) and at Pring Abad By-Pass
6. (KM: 86+90 to 89+90)

In section-4 work was in progress in the following reaches:

1. (KM: 70+225 to 73+800),
2. (KM: 70+500 to 73+800),
3. (KM: 59+950 to 60+150),
4. KM: 64+050 to 64+150).

During the reporting period, six site visits were carried out. It was observed that the sign boards with project details at start points of both the sections, Kalat_Quetta and Jangle Piralizai-Chaman are installed by the contractor. The contractor (FWO) has established two labor camps within the premises of Frontier Constabulary (FC) base camps, one at Mastung for section-2 and one at Shela Bagh for section-4.

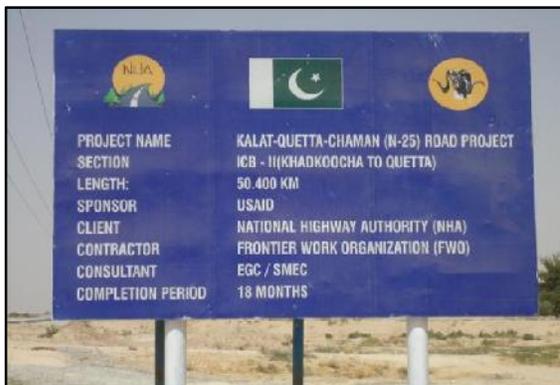
At both the places the camp site and management was in order. Heavy equipment and vehicles are being maintained in good condition. Proper sanitation facilities are available in both the camps. Medical inspection rooms with provision of Ambulances have been ensured at these camps. The sprinkling of water to mitigate the effects of dust emission by the vehicle was being done at most of the places.

Since a comprehensive Environment Management and Mitigation plan for KQC Road project was written, FWO (contractor) has to give more emphasis on site specific conditions such as heavy traffic, hilly terrain, residential and commercial areas along the road and other safety, health, environment and social aspects of the project.

FWO has been constantly stressed upon for ensuring the following compliances:

- Ensure Health and Safety arrangement at work sites.

- Regular sprinkling of water on road diversions, adjacent to residential areas and to avoid loss to flora especially apple trees from dust pollution.
- Provision of First Aid Box and Ambulance at work sites
- Availability of safe drinking water and good quality food for labor and workers at work sites.
- To force site staff especially the sub-contractor's workers on wearing personal protective equipments during the work.
- Availability of Safety, Health and Environment plans at camps and work sites.
- Ensure proper handling of construction material for smooth flow of traffic and to avoid road blockage.
- Ensure provision of proper safety signage at accident prone spots.



Project Start Point



Sprinkling of water



Safety measures adopted by labor during laying of asphaltic wearing course.



Sign board reflecting the progress of the work



Labor working without wearing personal Protective equipments



Construction of retaining wall without warning tapes



Use of water for reducing dust Pollution



Work in progress without safety Measures



Improper placement of construction material



Blocked Outlet of Culvert

ANNEXURE-III

SECURITY REPORT

Security Situation

The law and order situation astride Kalat - Quetta Axis and Quetta - Chamman Axis generally remained peaceful. A number of moves by our Technical Experts have been carried out in the area of KQC-RP and no untoward incident occurred. The moves were planned/carried out by taking all possible precautionary measures and Security Staff as well as Technical Staff was briefed thoroughly for adopting Security SOPs. The moves were also monitored right from the start to end and registered on the log.

Threat Perception

- a. The Security Threat in Balochistan Province generally remained moderate and no major incident of terrorism occurred during the period under review. However, in future the Possibility of spillover of terrorist attacks in retaliation to massive Military Operation launched in Northern Part of KPK cannot be ruled out.
- b. Linguistic as well as Sectarian Groups in Southern Part of Balochistan are still active and incidents have been occurred particularly on Kalat- Quetta Axis where these miscreants did posed threat to Security Forces and Government Installations/personnel.

Misc Incidents Occurred Astride KQC (RP)

Kalat- Quett Axis

1. On 7 Jul 14, at about 0400 hours, unknown armed persons carried out firing on Mazda Truck (Regn # TKQ-135) at main RCD in Gen area of Pescara, Mastung. Resultantly two persons injured and Culprits managed to escape.
2. On 4 Jul 2014, at about 1800 hrs, a container moving from Quetta to Karachi was fired upon by unknown Motor Cyclist on main RCD Road near Mangochar. No loss of life occurred.
3. On 13 Aug 2014, at about 2040 hrs, miscreants fired 4xRockets on Police Check Post located on Main RCD Road in general area Peer Wala, Dist Kalat. No loss was reported.
4. On 14 Aug 2014, at about 1400 hrs, an IED exploded near FC vehicles on main RCD Road in Mangochar. The vehicles were moving from Mangochar to Kalat .No loss occurred.
5. On 21 Aug 2014, at about 2050 hrs, 2 x unknown motorcyclist robbed 1 x Civil Truck, 4 kms South of Mangochar on main RCD Road. They took away Rs.5000/- and fired with pistol due to which two persons got injured and evacuated to Quetta.
6. On 11 sep 2014, at about 2145 hrs, 7 x Private empty containers belonging to Aziz Company, were moving from Qta to Kci. Unknown miscreants opened fire on container near Mangochar. Resultantly, Diver and Co Driver received bullet injury and shifted to Qta. The said container was set to fire.

Quetta-Chamman Axis

- 1) On 13 Sep 2014, at about 1350 hrs, unknown persons opened fire on NATO Container near Bypass Rd, Chaman, with an aim to loot items and later managed to escape. The container was moving from Karachi to Kandahar (Afghanistan).
- 2) On 16 Sep 2014, some unknown miscreants fired on FC Vehicles however no loss occurred.

Advisory Issued to KQC (RP) Employees

Although no SOPs /Instructions were violated either by Technical Staff or Security Staff but to keep the security awareness alive they were hammered upon following security aspects:

1. Avoid discussing or disclosing Project Portfolio with unauthorized persons.
2. No one to stop on Hotel/Shops falling en route for taking Tea or any edibles.
3. All possible efforts are made to reach back to Quetta before last light.
4. Security Staff to remain vigilant when Technical Staff debus for the inspection of Project/collection of material sample and follow protection SOPs.
5. Security and Technical Staff has also been asked to keep a keen eye while on move and Identify suspicious vehicles which may be chasing our staff. On identification of such Vehicles/miscreant immediately contact with nearby Police, Levies or Frontier Corps and also Inform Security Officer.
6. All employees, particularly Field Staff has been asked to maintain low profile and wear dresses which merge them with the locals so that they should not attract attention of other peoples?
7. The Officer In charge and Security Staff moving with the vehicles have been asked to check inside and outside of vehicles before embarking and ensure that no explosive devise etc is placed.
8. Ensure populated areas are avoided while visiting site area.
9. Avoid unnecessary exposure of weapons which may pulse importance of personnel travelling in the vehicles.

Fire Fighting Equipment and Drills

Fire Fighting Equipment is being procured for the Main Office located at Cantt as well as for Laboratory however SOPs have been evolved and training being imparted.

Project Photographs

Khadkocha to Quetta (Section – 2)



Asphaltic Base Course in Progress



Asphaltic Base Course in Progress



Kerb stone fixing in progress



Stone Masonry R / Wall is in progress



Fixing of Kerbs in progress at Km 111



Unspecified and poor stone masonry work of pipe culvert wing wall at Km 62



Completed box culvert at Km 111



Form work and steel reinforcement of box culvert apron and wing wall in progress at Km 110

Jangle Piralizai to Chaman (Section – 4)



Drain work in Progress



Steel Erection of RCC Battery Cell Culvert in Progress



Const Brick Masonry R / Wall in Progress



Cutting Work at Khojak Pass in Progress



ABC Preparation in Progress



ACWC in Progress



ACWC in Progress



Const of Brick Masonry R / Wall



Compaction of ACBC is in progress at Km 71



Checking of temperature for ACBC at Km 71



AGES staff monitoring compaction of ACBC at Km 72



AGES staff checking the width of ACWC at Km 73



AGES staff checking the form work of battery-cell culvert at Km 69



A view of pipe culvert at Km 69



A view of completed box culvert at Km 75



Concrete of battery-cell culvert (base slab) in progress at Km 69



Construction of brick masonry R/W in progress at Km 88



Form work & steel reinforcement of built-up drain in progress at Km 62



Curing of built-up drain at Km 62



AGES staff checking the steel reinforcement of battery-cell culvert (base slab) at Km 69



Curing of causeway at Km 97



Chocked box culvert at Km 69

Field / Lab Testing



FWO Asphalt plant at Sheila bagh camp



Slump test



Casting of concrete cylinders at Km 69
box culvert



Concrete compressive strength test at
Sheila bagh FWO lab



Curing of concrete cylinders at Sheila bagh FWO lab