USAID
FROM THE AMERICAN PEOPLE

PAKISTAN

CONSTRUCTION MONITORING & EVALUATION PROGRAM

(Strengthening & Improvement of Peshawar – Torkham Road, Khyber Agency)

MONTHLY PROGRESS REPORT # 27

JUNE 2015

TABLE OF CONTENTS

Annexes

EXECUTIVE SUMMARY

Both flexible and rigid pavements of 38 km out of 46 km length have been substantially completed and are open for traffic. The overall certified amount at the end of the reporting month was USD 32,542,804 out of USD 67,000,000.

PIL wise progress is as follows:

- **PIL 01** *(Section 01 km 0+000 – km 9+000)*:
  100% completed, and all milestones certified with accrued expenditure of USD 9,978,081

- **PIL 02** *(Section 02 km 9+000 – km 14+000)*:
  100% completed, and all milestones certified with accrued expenditure of USD 9,383,483

- **PIL 03** *(Section 03 km 14+000 – km 19+000)*:
  100% completed, and all milestones certified with accrued expenditure of USD 9,512,705

- **PIL 04** *(Bridges at km9+560 & km23+750; Multicell culverts at km11+190 & km22+925):*
  100% completed, and all milestones certified with accrued expenditure of USD 3,668,533

- **PIL 05** *(Section 04 km 19+000 km 21+100 & km 22+400- km 24+000 & Loop # 02; Section 05 km 21+100 - 22+400 and 24+000 - 29+000; Section 06 km 29+000- 33+000; Construction of Bridges at km 18+475, km 27+000 & km 27+250; Rehabilitation of Bridges at km 2+200, km 11+560 & km 21+320)*:
  Progress achieved during the reporting month was 6% attaining total physical progress 83% with accruals of USD 21,126,197 out of USD 25,444,269.

Construction activities in road Section 07 (km 33+000 - 37+000); Section 08 (km 37+000-41+000) and Section 09 (km 41+000 - 43+465) & LOOP-3 were also monitored. These sections are part of an activity agreement; however, PIL for these sections has not been finalized yet.

MATTERS REQUIRING ATTENTION

1. Carriageway Width Problem at Km 21+300 (Water Point)

Due to the water purification plant installed pre- partition for troops on LHS and perennial stream on the RHS side of the PTR, design width can't be achieved b/w km 21+200 to 21+400. Three options for removal of this bottleneck were proposed by NESAPK/FWO. So far, no concrete action has been taken to resolve the issue.

2. Cost Allocation

As per activity agreement USD 67 Million has been allocated for PTR project. The project section wise PILs have been approved. We believe this amount may cover the road up to Section–VII. However, the project forecast may go up to USD 87 Million. Funds availability of additional USD 20 Million (approx) may be shared with stakeholders.

3. Project Steering Committee

As per Activity Agreement, a coordination meeting of the steering committee consisting of all stakeholders is to be held regularly to resolve the problems regarding progress, monitoring and funds. Regular sessions of the committee may be ensured.

4. Role of FATA Secretariat & NHA

Keeping in view the challenging construction environment on the PTR project, the FATA Secretariat and NHA should actively participate in the daily business matters of the project.

5. Accelerated Construction

FWO/Nespak has accelerated the construction activity from Sec-VII to EoP upon directives from Governor KP for completion of works prior by June 2015. However, the quality of works needs proper attention and close coordination among all stakeholders during the speedy construction.

6. Process of Engineer Estimate Approval

Since the project commencement in Oct 2012, 09 No: cost estimates (07 for Section-I to VII) from KM: 0+000 to 37+000, and two cost estimates for eight bridges, plus two multi-cell culverts, amounting in total to PKR 6,840 Million have been approved by the FATA Development Working Party (FDWP). In order to catch-up the revised completion time of the project, approval of the remaining two cost estimates needs to be expedited.

7. Complexity in Maintaining Traffic on Diversions / Detours

Diversions / detours have been provided at intervals b/w KM: 19+400 to EoP. However, conditions of the diversion tracks have created difficulties for the road commuters and

population. Peak hour traffic congestion and its frequency are regularly escalating the problem. An even minor traffic accident on the corridor usually results in rapid disturbance to traffic movement and sometimes complete blockage of diversions.

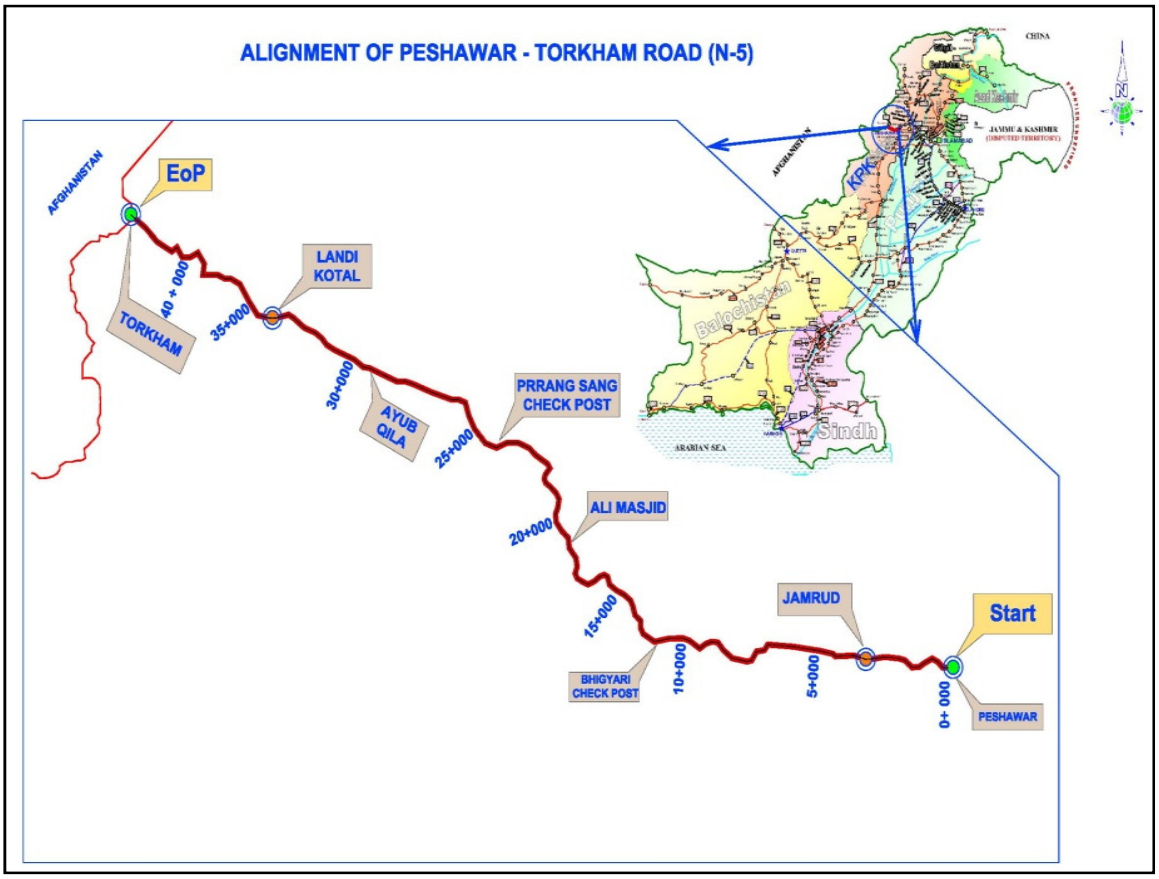
In order to ensure smooth traffic movement along the corridor, minimizing traffic delays keeping dust and noise pollution to a minimum, a higher level of communication and liaison is required throughout the work period to meet the expectations of stakeholders and commuters.

8. Delay in Utilities Shifting From Construction Corridor

Shifting of overhead electric lines (including poles) got delayed despite payment by FWO to the concerned GoP department, thereby putting a constraint on the contractor's capacity to undertake construction works in an un-interrupted and continuous manner.

1. PROJECT BACKGROUND

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. In order to strengthen and improve Peshawar road an Activity Agreement between FATA Secretariat & US Agency of International developments was signed on 18th September 2012 obligating USD 67,000 Million for the project.



The project is implemented by FATA Secretariat as a project proponent through Frontier Works Organization (FWO) as EPC (Engineer, Procure, and Construct) Contractor. Being an EPC form of contract, FWO is fully responsible for the design and construction of the project in conformity with the NHA's specifications and standard engineering practices. NESPAK is providing design and quality control services to FWO. While AGES Consultants has been entrusted with the Construction Monitoring and Evaluation Services, including Quality Assurance and Environmental Monitoring of the project on behalf of the USAID Pakistan Mission by signing agreement on 30th September 2012. Construction activities by the contractor started on October 15, 2012. The initially agreed completion date of December 31, 2014 as per Article 4 of the Activity Agreement No AID-015-DOD has now been extended to 31 December 2015.

1.1 Scope of Work

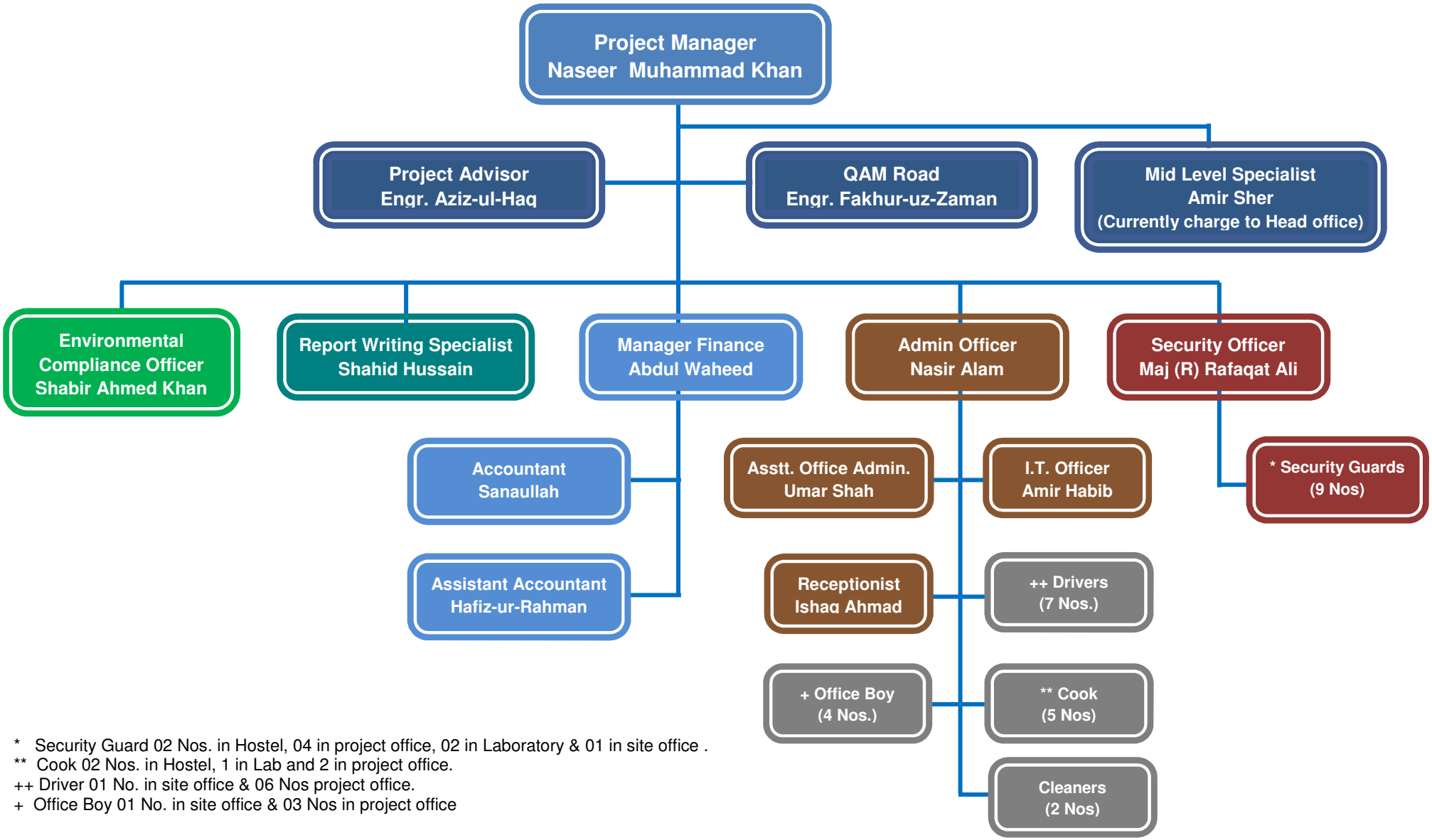
As per activity agreement the 46 km Peshawar – Torkham road has been split into multiple sections for designing / construction purposes. PIL wise detail is given in the table below:

PIL No	Components	Allocated Amount US$	PIL Signing Date	PIL Expiry Date
PIL 01	a) Section 01 (km 0+000 - km 9+000)	9,978,082	Jan 10, 2013	Dec 31, 2014
PIL 02	a) Section 02 (km 9+000 - km 14+000)	9,383,484	Dec 18, 2013	Dec 31, 2014
PIL 03	a) Section 03 (km 14+000 - km 19+000)	9,512,705	Feb 04, 2014	Dec 31, 2014
PIL 04	a) Construction of Bridge at km 9+560 b) Construction of Bridge at km 23+750 c) Multicell Culvert at km 11+190 d) Multicell Culvert km 22+925	3,668,533	Jan 27, 2014	Dec 31, 2014
PIL 05	a) Section 04 (km 19+000 – km 21+100 & km 22+400 – km 24+000 & Loop # 02) b) Section 05 (km 21+100 - km 22+400 & km 24+000 – km 29+000) c) Section 06 (km 29+000 – km 33+000) d) Construction of Bridge at km 18+475 e) Construction of Bridge at km 27+000 f) Construction of Bridge at km 27+250 g) Repair of Bridge at km 2+200 h) Repair of Bridge at km 11+560 i) Repair of Bridge at km 21+320	25,444,269	April 06, 2015	Dec 31, 2015
unapproved PIL	a) Section 07 (km 33+000 – km 37+000) b) Section 08 (km 37+000 - km 41+000) c) Section 09 (km 41+000 – km 43+465 & Loop3)	-	-	-

1.2 Mobilization of Staff

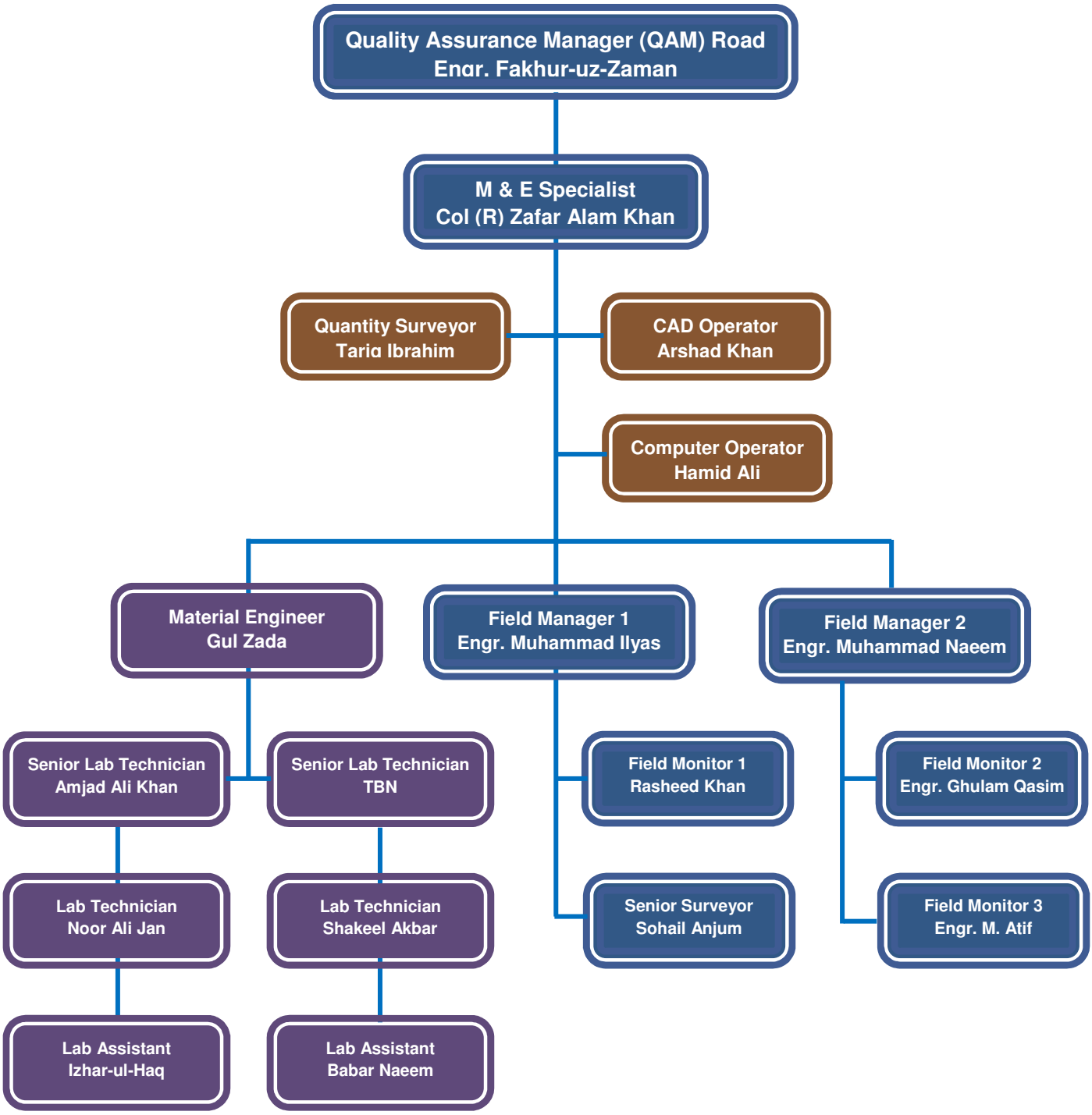
The following members of the team were mobilized as various activities of the project progressed. Other staff members will be mobilized according to demands of work load.

Organization Chart for CMEP Office, Peshawar



* Security Guard 02 Nos. in Hostel, 04 in project office, 02 in Laboratory & 01 in site office .
** Cook 02 Nos. in Hostel, 1 in Lab and 2 in project office.
++ Driver 01 No. in site office & 06 Nos project office.
+ Office Boy 01 No. in site office & 03 Nos in project office

Organization Chart for Road Component of CMEP Project



2. PHYSICAL PROGRESS (ON GOING PIL 05)

2.1 Section IV (Km 19+000 to Km 21+100 & Km 22+400 to Km 24+000 & Loop # 02)

Sr No.	Section IV (Km 19+000 to Km 21+100 & Km 22+400 to Km 24+000 & Loop # 02)	Total No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Earth work	10.32	9.37	91%	0.95	9%	10.32	100%
2	Sub base & base course							
a	Granular sub base	10.32	9.37	91%	0.95	9%	10.32	100%
b	Water bound macadam	7.08	6.40	90%	0.45	6%	6.85	97%
c	Asphaltic base course	7.08	6.05	85%	0.70	10%	6.75	95%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	7.08	5.75	81%	0.00	0%	5.75	81%
b	Rigid pavement (Half Pavement Width)	6.48	5.00	77%	0.00	0%	5.00	77%
4a-i	Retaining wall (RW-2) Total L = 4025 m							
a	Retaining wall : H= 1.00 m ; L= 500m	2.00	2.00	100%	0.00	0%	2.00	100%
b	Retaining wall : H= 1.5 m ; L= 900m	3.00	1.60	53%	0.11	4%	1.71	57%
c	Retaining wall : H= 3.0 m ; L= 50m	1.00	1.00	100%	0.00	0%	1.00	100%
d	Retaining wall : H= 3.5 m ; L= 575m	5.75	2.53	44%	0.38	7%	2.91	51%
e	Retaining wall : H= 4.0 m ; L= 875m	8.75	6.29	72%	0.00	0%	6.29	72%
f	Retaining wall : H= 5.0 m ; L= 125m	1.00	1.00	100%	0.00	0%	1.00	100%
g	Retaining wall : H= 6.0 m ; L= 750m	15.00	14.30	95%	0.00	0%	14.30	95%
h	Retaining wall: H= 8.0 m ; L= 250m	5.00	5.00	100%	0.00	0%	5.00	100%
4a-ii	Breast wall - 325m	3.25	1.25	38%	0.71	22%	1.96	60%
4b-i	Construction of New culverts-Flexible pavement							
i	1 x 2 x 2.5	1.00	1.00	100%	0.00	0%	1.00	100%
ii	1 x 2 x 2.5 (20 deg skew)	2.00	2.00	100%	0.00	0%	2.00	100%
iii	1 x 2 x 2.5 (20 deg skew) - loop # 2	2.00	1.90	95%	0.10	5%	2.00	100%
4b-ii	Construction of New culverts (replacement of old) -Flexible pavement							
i	2 x 3 x 2.5	1.00	1.00	100%	0.00	0%	1.00	100%
ii	2 x 3 x 2.0	1.00	0.95	95%	0.00	0%	0.95	95%
iii	1 x 2 x 3 - loop # 2	1.00	1.00	100%	0.00	0%	1.00	100%
iv	1 x 2 x 3 (15 deg skew) - loop # 2	1.00	1.00	100%	0.00	0%	1.00	100%
v	1 x 2 x 2.5 - loop # 2	1.00	1.00	100%	0.00	0%	1.00	100%
4b-iii	Construction of new culverts (replacement of old) rigid pavement 1 x 2 x 2.5 - loop # 2, 1 x 2 x 3 loop #2, Service ducts	1.00	1.00	100%	0.00	0%	1.00	100%
5a	Drainage & erosion works (road side drain)							
i	Drain type D-1 covered (150 m)	1.00	0.00	0%	0.33	33%	0.33	33%
ii	Drain type D-1a uncovered (400 m)	1.00	0.88	88%	0.12	12%	1.00	100%
iii	Drain type D-2 covered (225 m)	1.00	0.00	0%	0.79	79%	0.79	79%
iv	Drain type D-2a uncovered (200 m)	1.00	0.00	0%	0.86	86%	0.86	86%
v	Drain type D-4 (700 m)	2.00	0.64	32%	0.59	30%	1.23	62%
vi	Drain type D-3 (3511 m)	7.02	4.05	58%	1.05	15%	5.10	73%
5b	Road protection works : Metal guard rail (50m) , Barrier (200m)	1.00	0.75	75%	0.00	0%	0.75	75%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)	1.00	0.00	0%	0.00	0%	0.00	0%
7	Diversion	5.16	4.28	83%	0.35	7%	4.63	90%
TOTAL		**124.30**	**98.36**	**80%**	**8.44**	**6%**	**106.80**	**86%**

2.2 Section V (Km 21+100 - 22+400 & 24+000- 29+000)

Sr No.	Section V (Km 21+100 - 22+400 & 24+000- 29+000)	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Earth work	12.600	10.80	86%	1.60	13%	12.40	98%
2	Sub base & base course							
a	Granular sub base	12.600	10.80	86%	1.45	12%	12.25	97%
b	Water bound macadam	10.472	9.15	87%	0.00	0%	9.15	87%
c	Asphaltic base course	10.472	9.15	87%	0.00	0%	9.15	87%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	10.472	9.15	87%	0.00	0%	9.15	87%
b	Rigid pavement (Half Pavement Width)	2.900	2.90	100%	0.00	0%	2.90	100%
4a-i	Retaining wall (RW-2) Total L = 3375 m							
a	Retaining wall : H= 1.00 m ; L= 925m	3.083	3.08	100%	0.00	0%	3.08	100%
b	Retaining wall : H= 2.5 m ; L= 350m	2.000	1.39	70%	0.61	31%	2.00	100%
c	Retaining wall : H= 3.0 m ; L= 925m	3.083	2.70	88%	0.00	0%	2.70	88%
d	Retaining wall : H= 3.5 m ; L= 300m	2.000	1.04	52%	0.00	0%	1.04	52%
e	Retaining wall : H= 4.0 m ; L= 350m	2.000	2.00	100%	0.00	0%	2.00	100%
f	Retaining wall : H= 4.5 m ; L= 50m	1.000	1.00	100%	0.00	0%	1.00	100%
g	Retaining wall : H= 5.0 m ; L= 50m	1.000	1.00	100%	0.00	0%	1.00	100%
h	Retaining wall: H= 6.0 m ; L= 325m	3.250	1.06	33%	1.75	54%	2.81	86%
i	Retaining wall: H= 7.0 m ; L= 100m	1.000	0.70	70%	0.00	0%	0.70	70%
j	Parapet walls : L = 925 m	5.000	3.00	60%	0.00	0%	3.00	60%
k	Retaining wall (PCC): H= 3.0 m; L= 400m	3.000	0.00	0%	0.00	0%	0.00	0%
4a-ii	Breast wall - 455m							
a	Breast wall (RW-3) H=2.0 m , L=55 m	1.000	1.00	100%	0.00	0%	1.00	100%
b	Breast wall (RW-3) H=3.0 m , L= 400 m	2.000	0.00	0%	1.73	87%	1.73	87%
4b-i	Construction of New culverts-Flexible pavement							
i	1 x 2 x 2.5	1.000	1.00	100%	0.00	0%	1.00	100%
ii	1 x 3 x 2.5	1.000	1.00	100%	0.00	0%	1.00	100%
4b-ii	Construction of New culverts (replacement of old) -Flexible pavement							
i	1x 2 x 2.5 (20 deg skew)	3.000	2.85	95%	0.00	0%	2.85	95%
ii	1 x 3 x 2	2.000	2.00	100%	0.00	0%	2.00	100%
iii	1 x 3 x 2.5	1.000	0.95	95%	0.05	5%	1.00	100%
iv	3 x 3 x 4 (20 deg skew)	1.000	0.00	0%	0.00	0%	0.00	0%
v	2 x 3 x 3 (20 deg skew)	1.000	0.95	95%	0.00	0%	0.95	95%
vi	2 x 3 x 2.5 (45 deg skew)	1.000	1.00	100%	0.00	0%	1.00	100%
vii	3 x 3 x 2.5 (20 deg skew)	1.000	1.00	100%	0.00	0%	1.00	100%
viii	1 x 3 x 4 (25 deg skew)	1.000	1.00	100%	0.00	0%	1.00	100%
ix	Service ducts (17 Nos)	17.000	17.00	100%	0.00	0%	17.00	100%
4b-iii	Construction of causeways L = 234.00 m	1.000	0.50	50%	0.00	0%	0.50	50%
5a	Drainage & erosion works (road side drain)							
i	Drain type D-1 covered (800 m)	4.000	4.00	100%	0.00	0%	4.00	100%
ii	Drain type D-1a uncovered (1600 m)	4.000	2.00	50%	0.00	0%	2.00	50%
iii	Drain type D-2 covered (1225 m)	3.063	1.00	33%	0.00	0%	1.00	33%
iv	Drain type D-2a uncovered (2240 m)	4.978	3.67	74%	0.43	9%	4.10	82%
v	Drain type D-4 (475 m)	1.000	0.63	63%	0.00	0%	0.63	63%
vi	Drain type D-3 (225 m)	1.000	0.44	44%	0.23	23%	0.67	67%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)							
i	Traffic signs / Km Posts	1.000	0.00	0%	0.00	0%	0.00	0%
ii	Pavement Markings / Studs	1.000	0.00	0%	0.00	0%	0.00	0%
7	Diversion	6.300	5.54	88%	0.00	0%	5.54	88%
TOTAL		**146.273**	**116.45**	**79%**	**7.85**	**4%**	**124.30**	**84%**

2.3 Section VI (Km 29+000 - 33+000)

Sr No	Section VI (Km 29+000 – 33+000)	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Earth work	8.000	8.00	100%	0.00	0%	8.00	100%
2	Sub base & base course							
a	Granular sub base	8.000	8.00	100%	0.00	0%	8.00	100%
b	Water bound macadam	6.030	6.03	100%	0.00	0%	6.03	100%
c	Asphaltic base course	6.030	6.03	100%	0.00	0%	6.03	100%
d	Earthen dowel	1.000	0.50	50%	0.00	0%	0.50	50%
3	Surface courses and pavement							
a	Asphaltic concrete for wearing course & allied activities	6.030	6.03	100%	0.00	0%	6.03	100%
b	Rigid pavement (Half Pavement Width)	2.880	2.88	100%	0.00	0%	2.88	100%
4a	Retaining wall (RW-2) Total L = 1175 m							
a	Retaining wall : H= 2.5 m ; L= 275m	2.750	2.09	76%	0.00	0%	2.09	76%
b	Retaining wall : H= 3.0 m ; L= 450m	4.500	3.00	67%	0.00	0%	3.00	67%
c	Retaining wall : H= 3.5 m ; L= 100m	1.000	0.00	0%	0.00	0%	0.00	0%
d	Retaining wall : H= 4.0 m ; L= 100m	1.000	1.00	100%	0.00	0%	1.00	100%
e	Retaining wall : H= 4.5 m ; L= 250m	2.500	1.98	79%	0.52	21%	2.50	100%
4b-i	Construction of New culverts-Flexible pavement 1 x 2 x 3.5 (40 deg skew)	1.000	0.95	95%	0.00	0%	0.95	95%
4b-ii	Construction of New culverts (replacement of existing) -Flexible pavement							
i	1x 2 x 4.5 (20 deg skew)	1.000	1.00	100%	0.00	0%	1.00	100%
ii	1 x 2 x 3 (25 deg skew)	1.000	1.00	100%	0.00	0%	1.00	100%
iii	2 x 3 x 5 (25 deg skew)	1.000	1.00	100%	0.00	0%	1.00	100%
4b-iii	Construction of New culverts on W&S road							
i	1 x 2 x 2 (14.70 m length)	2.000	0.00	0%	0.00	0%	0.00	0%
ii	1 x 2 x 2 (12.00 m length)	1.000	0.00	0%	0.00	0%	0.00	0%
iii	Service ducts	13.000	13.00	100%	0.00	0%	13.00	100%
4c	Construction of causeways L = 265.00 m	1.000	0.40	40%	0.00	0%	0.40	40%
5a	Drainage & erosion works (road side drain)							
i	Drain type D-1 covered (625 m)	1.250	1.00	80%	0.00	0%	1.00	80%
ii	Drain type D-1a uncovered (2400 m)	4.800	3.10	65%	1.70	35%	4.80	100%
iii	Drain type D-2 covered (450 m)	1.000	0.00	0%	0.56	56%	0.56	56%
iv	Drain type D-2a uncovered (1225 m)	2.450	2.00	82%	0.45	18%	2.45	100%
v	Drain type D-4 (525 m)	1.000	0.00	0%	0.23	23%	0.23	23%
vi	Drain type D-3 (100 m)	1.000	0.00	0%	0.00	0%	0.00	0%
vii	Drain type D-3 (225 m) W&S Road	1.000	0.00	0%	0.00	0%	0.00	0%
5b	Road Protection works							
i	Stone Pitching (350 m) W&S Road	1.000	0.00	0%	0.00	0%	0.00	0%
ii	Gabion (300m)	1.000	0.00	0%	0.00	0%	0.00	0%
6	Ancillary works(traffic road signs, pavement marking / studs & km posts)							
i	Traffic signs / Km Posts	1.000	0.00	0%	0.00	0%	0.00	0%
ii	Pavement Markings / Studs	1.000	0.00	0%	0.00	0%	0.00	0%
7	Diversion	4.000	4.00	100%	0.00	0%	4.00	100%
8a	Monuments & Weigh Station							
i	Weight Station (2Nos)	1.000	0.00	0%	0.20	20%	0.20	20%
ii	Monuments (01 Nos)	1.000	0.00	0%	0.00	0%	0.00	0%
8b	Relocation of Buildings							
i	Relocation of Boundary walls	1.000	0.50	50%	0.27	27%	0.77	77%
ii	Relocation of Buildings	1.000	0.50	50%	0.16	16%	0.66	66%
8c	Relocation of MES Water Supply line (Km 30+700 to 33+850)	1.000	1.00	100%	0.00	0%	1.00	100%
TOTAL		**96.220**	**74.99**	**75%**	**4.09**	**6%**	**79.07**	**81%**

2.4 Bridge at Km 18+475

Sr No	Bridge at Km 18+475	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Raft foundation , cut off wall, abut wall , abutment seal & wing wall							
a	Raft foundation , cut off wall	1.0	1.00	100%	0.00	0%	1.00	100%
b	Granular sub base	1.0	1.00	100%	0.00	0%	1.00	100%
2	Construction of Deck Slab	1.0	0.88	88%	0.12	12%	1.00	100%
3	Dismantling, Structural Excavation, Backfilling , Drainage & Erosion , Rigid pavement & Ancillary works							
a	Dismantling,	1.0	1.00	100%	0.00	0%	1.00	100%
b	Structural Excavation, Backfilling ,	1.0	1.00	100%	0.00	0%	1.00	100%
c	Drainage & Erosion , Rigid pavement & Ancillary works	1.0	1.00	100%	0.00	0%	1.00	100%
d	Ancillary works	1.0	0.00	0%	0.00	0%	0.00	0%
TOTAL		**7.0**	**5.88**	**98%**	**0.12**	**1.5%**	**6.00**	**99.6%**

2.5 Bridge at Km 27+000

Sr No	Bridge at Km 27+000	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Construction of Piles	1.0	1.00	100%	0.00	0%	1.00	100%
2	Pile caps , abutment walls, Pier Shaft , Wing walls & Transom							
a	Pile caps	1.0	1.00	100%	0.00	-62%	1.00	38%
b	Abutment walls, Pier Shaft , Wing walls & Transom	1.0	0.90	90%	0.10	10%	1.00	100%
3	Casting & Launching of precast panels							
a	Construction of Pre-cast panels	1.0	0.70	70%	0.30	30%	1.00	100%
b	Launching of Pre-cast Panels	1.0	0.00	0%	1.00	100%	1.00	100%
4	Construction of Deck Slab	1.0	0.00	0%	0.86	86%	0.86	86%
5	Structural Excavation, Dismantling Backfilling , Earth work, surface course & pavement , drainage & Erosion & Ancillary works							
a	Excavate surplus common material , Dismantling of structures	1.0	0.15	15%	0.00	0%	0.15	15%
b	Surface course & pavement	1.0	0.00	0%	0.00	0%	0.00	0%
c	Structures excavation & back fill	1.0	0.50	50%	0.50	50%	1.00	100%
d	Approach slabs	1.0	0.00	0%	0.00	0%	0.00	0%
e	Drainage & Erosion works	1.0	0.15	15%	0.25	25%	0.40	40%
f	Ancillary works	1.0	0.00	0%	0.00	0%	0.00	0%
TOTAL		**12.0**	**4.40**	**59%**	**3.01**	**18%**	**7.41**	**77%**

2.6 Bridge at Km 27+250

Sr No	Bridge at Km 27+250	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Pile load test & Construction of Piles							
a	Pile load test	1.0	1.00	100%	0.00	0%	1.00	100%
b	Construction of Piles	1.0	1.00	100%	0.00	0%	1.00	100%
2	Pile caps , abutment walls, Pier Shaft , Wing walls & Transom							
a	Pile caps	1.0	1.00	100%	0.00	0%	1.00	100%
b	Abutment walls, Pier Shaft , Wing walls & Transom	1.0	1.00	100%	0.00	9%	1.00	109%
3	Casting & Launching of precast panels							
a	Construction of Pre-cast panels	1.0	1.00	100%	0.00	0%	1.00	100%
b	Launching of Pre-cast Panels	1.0	1.00	100%	0.00	0%	1.00	100%
4	Construction of Deck Slab	1.0	0.59	59%	0.16	16%	0.75	75%
5	Structural Excavation, Dismantling Backfilling , Earth work , surface course & pavement , drainage & Erosion & Ancillary works							
a	Excavate surplus common material, Dismantling of structures	1.0	0.13	13%	0.12	12%	0.25	25%
b	Surface course & pavement	1.0	0.00	0%	0.00	0%	0.00	0%
c	Structures excavation & back fill	1.0	0.70	70%	0.30	30%	1.00	100%
d	Approach slabs	1.0	0.00	0%	1.00	100%	1.00	100%
e	Drainage & Erosion works	1.0	0.40	40%	0.10	10%	0.50	50%
f	Ancillary works	1.0	0.00	0%	0.00	0%	0.00	0%
TOTAL		**13.0**	**7.82**	**81%**	**1.68**	**5%**	**9.50**	**87%**

2.7 Bridge at Km 2+200

Sr No.	Bridge at Km 2+200	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Dismantling of Existing Expansion joint , concreting of new expansion joint & Installation of New Expansion joint							
a	Dismantling of Existing Expansion joint	1.0	0.00	0%	0.00	0%	0.00	0%
b	Concreting of new expansion joint	1.0	0.00	0%	0.00	0%	0.00	0%
c	Installation of New Expansion joint	1.0	0.00	0%	0.00	0%	0.00	0%
TOTAL		**3.0**	**0.00**	**0%**	**0.00**	**0%**	**0.00**	**0%**

2.8 Bridge at Km 11+560

Sr No	Bridge at Km 11+560	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Accomplished	No of Milestones Achieved	Percentage Accomplished	No of Milestones Achieved	Percentage Accomplished
1	Dismantling of Existing Expansion joint , concreting of new expansion joint & Installation of New Expansion joint	1.0	0.66	66%	0.00	0%	0.66	66%
2	Construction of PCC Protection wall & Random Rubble masonry wall	1.0	0.00	0%	0.00	0%	0.00	0%
TOTAL		**2.0**	**0.66**	**24%**	**0.00**	**0%**	**0.66**	**24%**

2.9 Bridge at Km 21+320

Sr No	Bridge at Km 21+320	No of Milestones	Till Previous Month		Current Month		Total	
			No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed	No of Milestones Achieved	Percentage Completed
1	Roll Pointing	1.0	0.00	0%	0.00	0%	0.00	0%
2	Dismantling of existing railing , Construction of new steel railing as per dwg , poly urethane paint on existing steel girders	1.0	0.00	0%	0.00	0%	0.00	0%
3	Pressure grouting of existing abutments	1.0	0.00		0.00	0%	0.00	0%
4	Scarification of existing road pavement , surface course & pavement, drainage & erosion works , Ancillary works							
a	Scarification of existing road pavement	1.0	0.00	0%	0.00	0%	0.00	0%
b	surface course & pavement	1.0	0.00	0%	0.00	0%	0.00	0%
c	drainage & erosion works	1.0	0.00	0%	0.00	0%	0.00	0%
d	Ancillary works	1.0	0.00	0%	0.00	0%	0.00	0%
TOTAL		**7.0**	**0.00**	**0%**	**0.00**	**0%**	**0.00**	**0%**

2.10 Forecasted Completion PIL 05

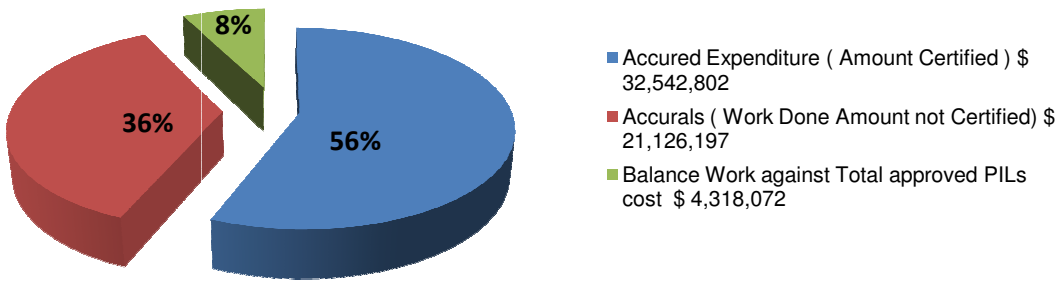
*The following table shows the forecasted completion of in progress activities.

	Remaining Works	Year 2015					
		Jul	Aug	Sep	Oct	Nov	Dec
PIL 05	Section -IV (19+000 to Km 21+100 & 22+400 to 24+000 & Loop # 02)						
	Section -V (Km 21+100 - 22+400 and 24+000 - 29+000)						
	Section -VI (Km 29+000- 33+000)						
	Construction of Bridge at Km 18+475						
	Construction of Bridge at Km 27+000						
	Construction of Bridge at Km 27+250						
	Rehabilitation works at Bridge at Km 2 + 200						
	Rehabilitation works at Bridge at Km 11 + 560						
	Rehabilitation works at Bridge at Km 21+320						

***Note:** FWO has not provided the construction schedule; the above table is based on assumptions keeping the current progress, weather condition and construction sequence of sub activities.

3. FINANCIAL PROGRESS (BUDGET / ACCRUED / ACCRUALS)

The following pie chart shows the percentage of accrued and accruals expenditure against approved PILs Cost (USD 57,987,071).



Details of Accruals and Accrued Expenditure

Sr No	PIL	Sub - Projects		Sub-Project Cost	PIL Cost	Till Previous Month		Current Month		Total		Balance
		Road	Bridges			Accrued Expenditure	Accruals	Accrued Expenditure	Accruals	Accrued Expenditure	Accruals	
1	PIL 01	Sec 01	-	$9,978,081	$9,978,081	$9,978,081	-	-	-	$9,978,081	-	-
2	PIL 02	Sec 02	-	$9,383,483	$9,383,483	$9,383,483	-	-	-	$9,383,483	-	-
3	PIL 03	Sec 03	-	$9,512,705	$9,512,705	$9,512,705	-	-	-	$9,512,705	-	-
4	PIL 04	-	at Km 9+560	$1,225,965	$3,668,533	$1,225,965	-	-	-	$1,225,965	-	-
		-	at Km 23+750	$1,392,302		$1,392,302	-	-	-	$1,392,302	-	-
		-	at Km 11+190	$604,551		$604,551	-	-	-	$604,551	-	-
		-	at Km 22+925	$445,715		$445,715	-	-	-	$445,715	-	-
5	PIL 05	Sec 04	-	$7,663,172	$25,444,269	-	$6,148,057	-	$469,559	-	$6,617,615	$1,045,557
		Sec 05	-	$8,580,296		-	$6,789,772	-	$385,274	-	$7,175,046	$1,405,250
		Sec 06	-	$6,551,308		-	$4,893,999		$407,489	-	$5,301,488	$1,249,820
		-	at Km 18+475	$218,068		-	$213,852	-	$3,265	-	$217,117	$951
		-	at Km 27+000	$1,111,838		-	$659,124	-	$198,920	-	$858,044	$253,794
		-	at Km 27+250	$1,073,617		-	$874,352	-	$57,733	-	$932,085	$141,532
		-	at Km 2+200	$68,944		-	-	-	-	-	-	$68,944
		-	at Km 11+560	$105,296		-	24802.14	-	-	-	$24,802	$80,494
		-	at Km 21+320	$71,730		-	-	-	-	-	-	$71,730
Total				**$57,987,071**		**$32,542,802**	**$19,603,957**	**-**	**$1,522,240**	**$32,542,802**	**$21,126,197**	**$4,318,072**

4. M&E ACTIVITIES DURING THE REPORTING PERIOD

4.1 Field Inspections

During the reporting month, the following frequency of field inspections by AGES technical staff was carried out:

- Project Manager = 01
- Quality Assurance Manager = 04
- M & E Specialist = 08
- Field Managers = 15
- Environmental compliance officer = 04
- Field Monitors = 30
- Laboratory Staff = 22

4.2 Field Observations & Follow up

Sr. No	Findings	Follow up	Status
1	Drains type D-3 and parapet walls, constructed with deficient concrete.	AGES QAM intimated FWO/ Nespak CRE via email 15-April 2015	Joint core samples are yet to be taken for testing
2	At Km 37+000 on wards heavy dust observed due to construction creating severe environmental hazard.	AGES QAM intimated FWO/ Nespak CRE via email 15-April 2015 & 22- May 2015; discussed in Meeting 04 June 2015.	Rectification in progress
3	At Km 24+525 it was observed that level/slope of drain not as per drawing.	AGES QAM intimated FWO/ Nespak CRE via email 23-April 2015	No action taken by FWO/Nespak till end of reporting month.
4	At Km 25+400 a localized pavement distress was observed in the asphalt wearing course .	AGES QAM intimated FWO/ Nespak CRE via email 30-April 2015	No action taken by FWO/Nespak till end of reporting month.
5	Sub standard Stone Masonry works in Retaining and Breast Walls	AGES QAM intimated FWO/ Nespak CRE via email 20 -May 2015, AGES PM informed USAID COR 24 June 2015.	Rectification in progress
6	Settlement in Flexible Pavement at KMs 09+560 (Bridge No. 2) & KM 21+320 (Near Filtration Plant).	AGES QAM intimated FWO/ Nespak CRE via email 22 -May 2015 & AGES PM informed USAID COR via email on 08 June 2015.	No action taken by FWO/Nespak till end of reporting month.
7	Sub standard workmanship at Baghiari check post	AGES QAM intimated FWO/ Nespak CRE via email 28 -May 2015	FWO/Nespak agreed to rectify defects as per coordination meeting 4 June 2015
8	Improper backfilling at newly constructed retaining walls, breast walls, culverts, RCC Drains	AGES QAM intimated FWO/ Nespak CRE via email 28 -May 2015 AGES PM informed COR USAID via email 17 June 2015	Rectification in progress
9	High temperature of concrete (above 32C) used in rigid pavement.	AGES PM intimated USAID COR via email 4 & 22 June 2015	Rectification pending
10	No proper lighting arrangement	AGES PM intimated USAID COR via email 4 & 24-June 2015	Rectification pending
11	Dumping of excavated material in stream causing environmental hazzard	AGES PM intimated USAID COR via email 26- June 2015	Dumped material removal is in progress
12	FWO claiming borrow however Suitable / local excavated material used for embankment / backfilling in sec 08 & 09	AGES PM intimated USAID COR via email 15- June 2015	Decision on suitability on excavated material pending.

4.3 Meetings

Conducted follow-up /coordination meetings with FWO / NESPAK reps.

Date	Participants	Venue
04, June 2015	AGES, FWO, NESPAK	CRE Nespak Office, Jamrud, Khyber Agency
10, June 2015	AGES, FWO, NESPAK	CO 121 Q&CB FWO Office Peshawar

Minutes of Meeting is attached as Annex - III

4.4 Laboratory Tests

The following table shows the frequency of laboratory tests conducted during the reporting month.

Sr. No.	Test	No of Tests conducted								
		Independent			Jointly			Total		
		Total	Fail	Pass	Total	Fail	Pass	Tests	Fail	Pass
1	Asphaltic concrete wearing course quality test	-	-	-	-	-	-	-	-	-
2	Asphaltic concrete wearing course compaction test	-	-	-	20	-	20	20	-	20
3	Asphaltic concrete wearing course cores thickness test	-	-	-	20	-	20	20	-	20
4	Tack coat test	-	-	-	-	-	-	-	-	-
5	Asphaltic concrete base course quality test	28	-	28	-	-	-	28	-	28
6	Asphaltic concrete base course cores compaction test	-	-	-	50	-	50	50	-	50
7	Asphaltic concrete base course cores thickens test	-	-	-	50	3	47	50	3	47
8	Prime coat test	-	-	-	-	-	-	-	-	-
9	Aggregate Base course material quality test	12	-	12	-	-	-	12	-	12
10	Aggregate Base course field density test (FDT)	-	-	-	25	15	10	25	15	10
11	Sub base material quality test	16	1	15	-	-	-	16	1	15
12	Sub base material field density test (FDT)	-	-	-	10	2	8	10	2	8
13	Sub grade material quality test	4	-	4	-	-	-	4	-	4
14	Sub grade material field density test (FDT)	-	-	-	4	-	4	4	-	4
15	Aggregate quality test for concrete	12	3	9	-	-	-	12	3	9
16	Concrete compressive strength test	17	-	17	-	-	-	17	-	17
17	Absorption & Compression strength of Bricks	-	-	-	-	-	-	-	-	-
18	Stone Masonry quality test	1	-	1	-	-	-	1	-	1
19	Calibration of Lab Equipments	1	-	1	-	-	-	1	-	1
Total		**91**	**4**	**87**	**179**	**20**	**159**	**270**	**24**	**246**

5. ENVIRONMENTAL COMPLIANCE

The Environmental Monitoring Report is attached as **Annex-I.**

6. SECURITY SITUATION

The security situation report is attached as **Annex-II**.

ANNEXURE-I
ENVIRONMENTAL MONITORING REPORT

Environmental Monitoring Report

Environmental Compliance Officer: Shabir Ahmad Khan

Field Monitor (Social): Jamil Khan

Road Section Under Construction

Section – I (0+000 to km; 9+000)

Section – II (km: 9+000 to 14+000)

Section – III (km: 14+000 to 19+000 & Loop-I)

Section – IV (km: 19+000 to 21+100, km: 22+400 to km; 24+000 & Loop-II)

Section – V (km; 21+100 to km: 22+400 & km: 24+000 to 29+000)

Section – VI (km: 29+000 to 33+00)

Section – VII (km: 33+000 to km: 37+000)

Section – VIII (km: 37+000 to km: 41+000)

Section – IX (km: 41+000 to km: 43+465 & Loop-III)

PERSONS CONSULTED AT SITE

1. Mr. Farooq Khan, Site Sub-Engineer, FWO
2. Mr. Tariq, Site Surveyor, FWO
3. Mr. Azam Khan, Surveyor, FWO
4. Mr. Mohammad Aizaz, HSE Inspector, FWO

Work Status

- Work in progress [√]
- Work Stopped [ ]
- Work Completed [ ]

Quality Of Environment Compliance

- Good [ ]
- Satisfactory [√]
- Not Satisfactory [ ]

Issues at Site

- Road blockage is common at different places due to road construction or traffic control mismanagement.
- Extreme dust pollution at some places of the road.
- Installation of traffic sign boards with reflecting material, speed breakers etc. were found missing, especially at diversions.

- While working at sites workers are without using PPE's (Personal protective equipments).
- Health & Safety arrangements, such as first aid boxes and ambulance services are available at FWO Camp, and are provided to the workers when needed at site.
- Excavated material dumped at site needs proper placement / backfilling.

Environmental Monitoring Check List for the Site

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
Construction Phase				
1	**Use of heavy equipment**	a. Set protocols for vehicle Maintenance. b. Check fuel level, deliveries, and use. c. Check pipes and joints for leaks. d. Tight & check generators cables and fuel lines. e. Prevent over filling of main storage and vehicles tanks. f. Avoid parking of heavy equipments under trees to prevent soil compaction and damage to the roots of the trees.	Soil contaminations, stability and erosion	During the site visits, it was observed that heavy and light machinery was properly maintained and parked at FWO camp.
2	**Flood protection**	a. Culverts construction to control flood damages and provide safety to embankments. b. Take measures to protect road along the river side. c. Construction of retaining walls. d. Provide new causeways for smooth flow to flood water during rainy seasons.	Road protection and Safety	Safety measures, such as side drains, culverts and retaining walls construction in sections V, VI &VII are in progress to protect road from flood water and provide a smooth flow to wastewater disposal.
3	**Handling and transportation of hazardous waste**	a. Prevent dumping of hazardous materials near villages and water bodies. b. Burn waste oil which is not reusable. c. Recyclable material should not contain heavy metals that are inflammable, investigate and use less toxic alternative products. d. Prohibit use of waste oil for cooking purposes.	Soil Contamination and Safety	During site visits, no hazardous material was found along the road site; therefore, no action as such is further required.
4	**Handling of solid Waste**	a. Site manager should feel responsible for collection and disposal of solid waste. b. Provide Training to the site personnel in waste management and its handling procedures. c. Separation of chemical waste for special handling. d. Record the amount of waste, generated recycled & reused e. Proper storage and well managed site practices will minimize the damage to potentially contaminate	Toxicity, Soil Contamination and Pollution	During site visits, FWO staff was strictly suggested to comply with the solid waste management protocols to prevent the contamination of construction materials. So far the arrangements, to handle the construction materials at main storage were satisfactory.

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
		construction materials. f. Store general refuse in enclosed bins to control its further mixing with construction materials. g. Engage a reputable waste collection firm for waste collection and removal of general refuse at site.		
5	**Construction crews, camps & Accommodation**	a. Check quality & maintenance of accommodation for site crew. b. Avoid cutting of vegetation as much as possible. c. Provide sanitation, such as pit latrines to the site crew on temporary basis. d. Use of local labor. e. Screening test for potentially affected HIV and tuberculosis viruses' site crews. f. Provide education and enforced guidelines to local inhabitants. g. Set guidelines to prohibit poaching and plants collection. h. Provide an adequate and good quality of food to the work force. i. Drinking water should meet WHO standards, and clearly demarcated from water for construction purposes. j. Prohibit domestic pets / livestock to enter into the site.	Ground water pollution and conflicts with locals.	During site visits, it was found that the FWO camp was renovated and properly maintained in order to provide basic facilities to the construction crew, such as washrooms, kitchen, TV lounge, café shop, dining hall etc. The quality of food provided to the FWO labor force was good and found sufficiently enough. Other facilities, such as health hygiene were also found satisfactory.
6	**Material handling, use, and storage**	a. Securing of construction materials will ensure a safe passage between destinations for transport system. Loaded vehicles shall be properly covered to prevent spillage, and contractor should be held responsible to clear them off. b. Transfer and deposit construction materials directly to the site for use. Avoid stockpiles to create less visual impacts. Leftover of any foreign materials at site should clearly be off, and the project area should also be properly reinstated, affected by any construction activity. c. Avoid spray of any bitumen products on vegetation outside the road area. d. Avoid concrete mixing on ground. e. Use of wet gravel at site. f. Avoid direct fall of drainage water into sensitive areas. g. Control all runoff from batching plants so that cement do not contaminate	Dust pollution	FWO labor force was suggested to provide safe passages to dumpers for carrying construction materials from main storage to work places. Further suggested that the construction material should be properly loaded and secured to prevent the material spillage and minimize the stockpiles visual impacts. The compliance about the proper placement and handling of building materials was not satisfactory, especially during retaining walls and culvert construction.

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
		water, and if any, it should be collected, stored and disposed of at a designated site. h. Collect and deliver empty cement bags to recycling plants. i. Storage of contaminated water should not allow to over flow, and will be protected from rain water.		
7	**Materials extraction, Quarrying & logging**	a. Identify environment friendly materials within budget. b. Use materials from local road cuts first, only if it produces an aggregate of materials for stabilizing surfaces and filling embankments. c. Project area should be properly restored and treated with erosion control measures once materials removed at site. d. Develop logging, quarrying and borrowing plans, and also take into account its accumulative effects. e. Take photos at site before the start of excavation, so that restoration can match the original site as much as possible. Also make sure that site quarries and gravel pits are invisible to travelers on road. f. Adhere and monitor the plans to minimize side impacts due to extraction activities. Try to modify the plans as much as required. g. Restore and sustain the site area once the extraction activity is over. h. Install drainage structures to direct the water away from pits. i. Implement safety protocols to minimize the risks occurring due to collapse of quarry walls, rocks falling, debris, or any other accidental falls from clefts. j. Discuss the use of retaining walls pits and water ponds with local community as an option used for crops, grazing of cattle, or similar use.	Change in landscape & Creation of water ponds.	FWO management was advised for proper maintenance of the quarry area as well as the restoration of the original site, once the borrowing activities accomplished.
8	**Site clearing & leveling**	a. Minimize disturbance to local flora during construction activities as much as possible. b. Minimize the amount of clearance of small areas for active work once at a time. c. Avoid use of herbicides. Any	Loss of vegetation, soil erosion, stability, water pollution, health of workers and local community.	During the site visits, no impact on vegetation was found as most of the project area is rugged, and of hilly nature. No use of herbicides was found as most of the project area is barren and devoid of

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
		such use should follow health and safety procedures to protect people and the environment. d. Limit for herbicides use should specified by the manufacturers. e. Clear the project area without destroying plants and turfs, and take measures to preserve and replant where ever is possible. f. Remove Vegetation during dry periods only, and preserve soil top surface if required re spreading. While if it is removed during wet periods, don't disturb soil just before the actual start of construction. g. Use of erosion control measures such as hay bales. h. Replant and re –vegetate the local flora on immediate basis once removed the equipment from site.		the greenery and plantation. Appropriate measures were taken for the conservation of soil.
9	**Excavation, cutting and filling**	a. Cover Piles with plastic sheets, prevent run off with hay bales, or use similar measures. b. Fencing around excavation activities. c. Investigate shallow over excavation and alternatives. d. Construction crews and supervisors must aware of the historic burials, socio-cultural and religious objects. And, if recovered should properly be guarded to avoid any destruction. e. Ensure that excavation is accompanied by a well-engineered drainage system. f. Don't fill the flow line of a watershed. In arid areas, even the occasional rains may create a strong flow of water in channels. g. Adopt best engineering practices, for example, don't use the soil alone, first lay a bed of rock and then gravel it. h. Balance cuts and fills, wherever is possible to minimize the earth work movement. i. Water sprinkling to avoid dust solution on road temporarily used for traffic.	Soil erosion, stability and surface water contamination	Excavation, cutting & filling for the road widening, culverts and retaining walls construction in section VII, and VIII is in progress. While the protocols compliance about the Health & safety and environmental issues are generally missing or insufficient in the above sections. During site visits, it was also recommended to the subcontractors to properly cover and fence all the culverts construction at work places. A proper drainage system for the smooth flow of water fall during excavations is also needed at site. Sprinkling of water is also needed to avoid dust pollution on diversions.
10	**Traffic Control and management**	a. Need for practical efforts in order to control and accommodate traffic along the road as far as much as	Health and Safety of workers &local population	Traffic flows with diversions along the existing road. Road blocking is common at different places of section vi

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
		possible. b. Provide sign boards in order to give directions, and guide drivers about diversions. c. Provide proper traffic management training to the contractor staff at the site before the construction activities take place. d. Avoid as much as possible temporary by passes during land clearing at site. e. Maximum speed limit at project site for heavy machinery should not exceed 20Km/hr. f. Try to keep the road partly closed to provide all time maximum safe passage to the vehicles/pedestrians g. Try to conduct work when traffic volume is low h. Organize a proper schedule in order to deliver sand trucks at the time of less traffic.		and onward, due to road construction & mis management. Despite the arrangements for diversions, proper traffic signboards for traffic control management are missing at site. Therefore, FWO contractors are strongly suggested: Install temporary traffic sign boards with reflective materials to maximize drivers' visibility at night. Construction of speed breakers to specify maximum speed limit for heavy machinery at site. The maximum speed limit should not exceed 20Km/hr.
11	**Blasting**	a. Allow minimum blasting as much as possible at site. b. Take Safety measures to provide protection to workers and locals from injuries due to falling of rocks and avalanches. c. Provide protective equipments to the workforce on individual basis.	Noise pollution and occupational safety	Currently, rock excavation for road widening in sections VIII & IX is in progress. The protocols compliance of the labor safety during excavations activities is generally missing at site. Therefore, FWO is advised to provide PPEs (personal protective equipments) to workers to ensure labor safety at site.
12	**Sources of building materials**	a. Develop logging, quarrying and borrowing plans to provide cumulative effects of environmental compliance at site. b. Adherence to plans and monitoring over impacts of extraction activities at site. Try to modify these plans as much as required. c. Fill in quarries and pits before the abandoning of the construction activity. d. Control runoff into pits.	Damages to the aquatic, terrestrial ecosystems erosion , siltation, and vector-borne diseases	The environmental compliance about the quarry areas is not satisfactory at few places. Therefore, FWO is strictly advised to fill the quarries and pits once the borrowing activities accomplished.
13	**Dust Pollution**	a. Water spraying. b. Covering of Trucks with tarpaulins.	Nuisance to the public, undermining the quality of air and water due to contamination	Problem of dust pollution has been observed up to third week of the reporting month, but controlled up to some extent in the last week, but there was some places having dust pollution, owing to heavy commercial traffic along the corridor and nature of soil. During the month, mitigation measures in this aspect are taken, but not up to mark. However special attention is required to control this issue,

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
				because the dust pollution impacts directly on human health.
14	**Borrow Areas**	These impacts of borrow areas can be reversed if a diligent restoration process is placed by the contractor as well as approved by the Highway Division.	Rugged landscape, its interference with the local aesthetics; posing of danger to livestock and local community children; holding of stagnant water and taking up of agricultural land.	The activities concerning borrow areas were mostly seen along the non perennial flooded stream beds, where the restoration is generally made naturally after rain. However, where the restoration like land leveling etc is required, that has not been implemented at some places.
15	**Damages to the existing infrastructure**	a. Locate different locations of existing infrastructure on both sides of road. b. Avoid damages to locations of water pipes and electricity pylons etc.	Facilities to the locals	Since project commencement, FWO demonstrated utmost care of the overhead and underground infrastructure facilities and avoided damages to water pipes and electricity pylons etc. especially during culvert construction. It was also suggested to the workers to inform FWO/ NESPAK / WAPDA/PTCL departments before the excavation activities started at site.
16	**Health & Safety of the workers**	a. Prepare and implement a Health and Safety Plan at site. b. Exclude public from site area. c. Ensure that workers use Personal Protective Equipments. d. Provide Health & Safety Training (including HIV/AIDS transmission process) to all personnel; e. Follow documented procedures for all activities at site; f. Keep reports and records of accidents.	Workers and public at risk due to accidents at site	During the site visit, it was observed that the compliance about the Health and Safety protocols was generally followed at camp, while neglected at work site. In this regard, FWO officials were advised to observe the protocols compliance concerning the labor safety, preparing of H&S plan and keeping records about accidents, illness and treatments of workers etc. Moreover, training of H&S protocols compliance to the workers is also very important to ensure labor safety and good health at site. Also, health facilities, such as ambulance services, first aid etc. are available at FWO camp and provided to the workers at site when needed. PPEs (Personal protective equipments) for the safety of labor were missing at project site. The AGES team obtained the incidence reports, but in the report the compensation package was not mentioned and advised them to provide. Social/resettlement records were also obtained.
17	**Local Employment**	Contractor should hire at least 50% of local workforce at project site.	Economic benefits to the local people	Majority of the FWO workforce are regular employees. Local labor is also hired when needed at site, especially with

S. #	Activity	Mitigation Measures	Monitoring indicators	Field Observations
				sub contractors.
18	**Others concerns like Resettlement etc.**	a. Resettlement, if any. b. Provide pedestrians and road access to local people. c. Avoid social disturbances over Infrastructure damages, such as telephone cables, sewerage, water supply schemes etc. d. Avoid Social Conflicts with locals.	Resettlement & Social management	Due to the road construction on the existing corridor, there are some minor resettlement issues in the project area. These issues were resolved in peaceful manner, providing the same construction at other places. During the last visit, FWO was advised to provide the detail of all the relocated structures. The infrastructure facilities, such as water supply lines, telephone cables and electricity lines etc. are identified and relocated. During site visits, few social conflicts with locals were noticed in the whole period, but resolved properly.

ENVIRONMENTAL MONITORING

Water Sprayed to control dust pollution at some stretches

Heavy Dust Pollution at By Pass Road at Km 35+000

Near km 24+300 Crush Plant shows dust pollution; require PPE & safety measure for workers

KM 35+025, Social issue resolved with the dismantling of shops in the ROW and then reconstruction

Near KM 20=600 (Loop II end) Dumping of excavated material in the stream causing barrier for smooth flow of perennial stream and erosion hazard

ANNEXURE-II
SECURITY REPORT

MONTHLY SECURITY REPORT

Situation Analysis: During this reporting period effective military operations continued in the Khyber Agency. The threat of an attack by terrorists was a daily concern. Security forces are expected to remain the main target of militant groups however a high level threat of terrorists attack persists against civilian / soft targets including; government installations, high-profile / sensitive locations, crowded public places, pro-government tribes and religious sites / events. Threat towards foreign interests remains a possibility as the situation evolves.

1. **USAID's Threat Assessment:** According to USAID's threat assessment, the risk level in KP & FATA is 'HIGH'.

2. **Details of Security Related Incidents in Khyber Agency:** The security related incidents are summarized date wise as below:
   - **Bomb explosion kills one and injured five in** Torkham
     On June 12, 2015, a bomb explosion of moderate intensity at Torkham near the Pak-Afghan border in Khyber Agency killed one civilian and injured five others including two Khasadars (levy personnel) and an official belonging to the National Logistics Cell (NLC).

   - **A Khasadar killed by unknown killer**
     On June 19, 2015, a Khasadar was shot dead by unknown killers in Shahkas area of Tehsil Jamrud of Khyber.

3. **Advisory:** CMEP-KP Staff is advised to practice vigilance in close proximity of identified targets of the militants. All personal and travel security procedures should be followed. Staff is advised to accept personal responsibility for their own safety and of their subordinates by adhering to the following safety protocols:
   - Follow security orders and instructions.
   - Maintain a high level of vigilance and take appropriate steps to enhance your personal security.
   - Maintain a low personal profile by not doing anything that draw attention to yourself. Dress commonly for the area and blend in with the rest of the population.
   - Vary routes and timings to and from work.
   - Carry cell phone all the times for information of situation, make sure it has sufficient battery power and phone credit.
   - Check interior and exterior of your vehicles prior to getting into it (for any suspicious item).
   - Keep the doors locked and windows closed when traveling in vehicles.
   - In traffic jams, always try to leave space for maneuvering & always leave on exit.
   - Avoid congested points during site visits or in travel.
   - In traffic, always attempt to leave space to maneuver. Leave yourself an exit and be prepared to take evasive action at any time.
   - Make sure you have enough fuel and the car is in good condition.

- Be aware of your surroundings; especially be on the lookout for suspicious motorcyclists.
- The colleagues must share and be aware of each other's daily site plan, so in case of emergency they can be contacted conveniently.
- Keep valuable items such as expensive cell phones, laptops and cameras out of sight.
- Eliminate unnecessary exposure - Do not stay longer in locations than strictly necessary.
- Know before you go - Know your routes, locations and possible safe areas such as police stations. Do not get lost.
- If another driver tries to force you to pull over or cuts you off, keep driving and try to get away. Take note of the license plate number.
- If being harassed or followed, try to contact police / Khassadars force / Frontier Corps personnel.
- Never share your personal / official information as project name, project sponsor, family members, addresses and telephone numbers in an open sitting or during site monitoring activities.
- If you are involved in an accident and something does not seem normal, depart the area immediately. Remember, some accidents could be a ruse designed to rob or carjack you.
- Never pick-up hitchhikers.
- A problem is only a problem when it is not shared with someone else. Share the problem and we can find solutions as a team.

ANNEXURE-III
MINUTES OF MEETING

Minutes of Coordination Meeting b/w FWO, NESPAK & AGES – 04 June 2015

A coordination meeting b/w FWO, NESPAK and AGES was held in the office of CRE NESPAK, on 04 June 2015, in order to discuss site(s) and other project related issues. Details of the meeting are as under:-

1. **Participants**

a.	Maj Muhammad Ajmal	-	Proj Officer/2IC 121 Q&CB
b.	Mr. Abdullah Jan Babar	-	CRE NESPAK
c.	Mr. Muhammad Naeem	-	RE NESPAK
d.	Mr. ZafarUllah Khan Niazi	-	ME NESPAK
e.	Mr. Fakhr Uz Zaman	-	QAM (Roads), AGES
f.	Mr. Zafar Alam Khan	-	M&E Specialist, AGES

2. Details of Points discussed and decisions taken are as under:-

Sr No.	Point	Decision	Remarks
a	Follow Up/Response by FWO/ NESPAK, on E-Mails forwarded by AGES, regarding any issue(s) at site(s), so that the issue may be closed. This is USAID requirement and in case an observation/Issue is not closed, may be checked during Tech Audit by US Team, creating problems for all the stakeholders.	All participants agreed with the point, however it was decided that in case the observations/issues are more, for which E-Mail could not be prepared, then these issues would be discussed in the coordination meetings and decisions taken would be noted down and sent to all, for their info & record.	
b	QAM AGES requested that NESPAK Lab should forward only relevant Tests Reports, Section wise/PIL wise related to the re-imbursement requests, to AGES, instead of forwarding entire volume of Tests conducted.	Request was agreed to by All.	
c	Issue of Petrographic Analysis of the samples collected from crush Plant located at KM 33+700, in which 03 x samples were NOT SUITABLE to be used in concrete.	After detailed discussion on the issue, in which various options were discussed, it was decided, by all, that a Technical Team of relevant specialty, headed by Mr. Basit Masood be requested to visit the subject site and give their decision, that whether the Quarry/material is Fit Enough to be further excavated and used. CRE NESPAK was requested to approach Mr. Basit Masood for the needful and inform all accordingly.	
d	Maj Ajmal (FWO) requested for the early processing/ verification of reimbursement certificate as HQs FWO was pressing hard for the same.	QAM AGES informed the house that FWO can send its QS on 05 June, 2015, to AGES office and the reimbursement Certificate (draft), duly verified, will be handed over to him.	
e	AGES raised the issue of High Temperature of concrete used in	All agreed with the observation. FWO confirmed that the timings of concreting	

Sr No.	Point	Decision	Remarks
	Rigid Pavement and other major concrete work(s) & suggested that remedial measures be taken, same as those taken last year, by FWO.	activities will be shifted to cool hrs. More over proper use of chillers, at batching plants, will also be ensured.	
f	AGES highlighted the issue of use of unspecified backfill material along the RCC drain and suggested that instead of Nullah bed material, sand/saturation method should be used/ adopted, as the space b/w the road embankment and drain is very less and the material cannot be compacted by conventional methods.	NESPAK also supported the idea/suggestion, given by AGES. Maj Ajmal informed the house that he will discuss it with his Commanding Officer and let all the stakeholders know about the decision taken.	
g	AGES highlighted the delay in the repair of settlements at KM 09+560 and KM 21+300 (Near Filtration Plant).	The point was discussed in detail. Later it was decided that FWO will carry out the repair of settlement at KM 09+560, whereas for repair at KM 21+300, it was decided that instead of making short time measures/repairs, FWO will prepare and forward proper case, including the cost effect, and forward it to all concerned, so that a permanent solution could be found.	
h	Problem with the invert level of the RCC drain at KM 24+550, near the causeway was discussed.	FWO/NESPAK are working to find a suitable solution to the problem. Decision when taken will be communicated to AGES and work will be undertaken/ completed.	
j	Workmanship at Bhagiari Check Post was discussed.	FWO's point of view was that the work(s) at Bhagiari Check Post is still in hand and yet not completed. All the discrepancies highlighted by AGES, regarding construction & finishing will be removed & completed. PD FWO has also specifically directed to ensure that the finishing work should be up to the mark, as he (PD FWO) will personally inspect the works carried out.	
k	AGES highlighted the Environmental issue, specially sprinkling of water on diversions, in order to control dust pollution on PTR.	FWO & NESPAK agreed with the concern. Maj Ajmal (FWO) appraised that a team comprising of representative from Kasadar Force, Frontier Corps & FWO have been formed. A water bowzer has been kept at their disposal. They have been given independent task of indicating spots where water sprinkling is required and will direct the water bowzer to carry out sprinkling.	

Sr No.	Point	Decision	Remarks
l	Obstruction of visibility to commuters coming from Torkham side, due to NJ Barrier at Bridge No. 4 (KM 17+100), was discussed as no action has been taken by FWO as yet. The issue is critical as a number of accidents have taken place at this point.	After detailed discussion and discussing various options, it was decided that Vertical Cuts would be given in the NJ Barriers and space/slots be left after every 1-1.5 Mtr(s) so that the visibility to the commuters plying in Light vehicles (Cars) is clear and the safety is also not compromised. All concerned would be notified when the task is completed, by FWO.	
m	AGES highlighted that in PC-I of Bridges (PIL-V), an item, Excavation of Nullah Bed astride (Up & down stream) of Bridge No. 12 (KM 27+250) has been given. AGES does not recommend the excavation of the Nullah bed as in this case the flow of water, during flash floods will increase which may directly hit the Piles caps and will also be dangerous for the Bridge No. 11 located on the downstream side. AGES recommended that NESPAK should discuss the case with its designer and get his views, before undertaking the excavation.	NESPAK & FWO agreed with the suggestion. Decision/Comments as and when received from the designer would be communicated to all concerned.	
n	CRE NESPAK highlighted 02 x points on Loop - 2 (KM 1+150 to KM 1+200), as dangerous points, where no protection work like NJ Barrier or Parapet Wall has been provided. CRE recommended NJ Barriers to be constructed.	It was mutually decided that Guard Rail will be provided/Fixed at these points.	

2. The meeting ended with a word of thanks and resolve that regular fortnightly coordination meeting would be held as agreed by all.

Minutes of Coordination Meeting b/w FWO, NESPAK And AGES – 10 June, 2015

1. **General.** A coordination meeting b/w FWO, NESPAK and AGES was held in the office of Commanding Officer 121 Q&CB, on 10 June, 2015. Agenda of the meeting was to discuss the pace of the project, site issues, if any, and mainly to discuss the issue of use of coarse material, being & take from quarry located at KM 33+700, whether it is fit for use in concrete and Asphalt.

2. **Participants**

1.	Lt Col Nadeem Afzal	-	CO 121 Q&CB, FWO
2.	Major Muhammad Ajmal	-	2IC/Project Officer 121 Q&CB, FWO
3.	Mr. Basit Masud	-	VP, NESPAK
4.	Mr. Muhammad Arif	-	Chief Material Engr, NESPAK
5.	Mr. Abdullah Jan Babar	-	CRE, NESPAK
6.	Mr. Muhammad Naeem	-	RE, NESPAK
7.	Mr. ZiaUllah Khan Niazi	-	ME, NESPAK
8.	Mr. Naseer Muhammad Khan	-	PM AGES
9.	Mr. Fakhr Uz Zaman	-	QAM AGES
10.	Mr. Shabbir Ahmed Khan	-	Environment Compliance Officer, AGES
11.	Mr. Zafar Alam Khan	-	M&E Specialist, AGES

3. Mr. Basit Masud welcomed all the participants and highlighted that the project is in its full swing and nearing its completion. He added that so far the works are being executed with good quality and the coordination b/w the stakeholders' is improving day by day. Mr. Basit highlighted that towards the end of the project we should be more vigilant that the pace of the progress is not effected Vis-à-vis quality.

4. **Points discussed and decisions taken are as under**:-

a. PM AGES (Mr. Naseer Mohammad Khan) appraised the house about the working of AGES and its duties/obligations, especially with the change in USAID Set Up and with the change in the project staff, at USAID, that what reporting system to be followed.

b. As per new directives from the donor (USAID), AGES will not correspond directly with FWO/NESPAK, but will route all correspondence through USAID/FATA Sectt.

c. Commanding officer 121 Q&CB and Mr. Basit had reservations on the decisions that a long/lengthy procedure of correspondence will create problems rather than solving the site issues at an earliest. After a lengthy discussion it was decided that to check the new system and in case problem is faced than case for shorter/direct correspondence be taken up.

d. PM AGES reiterated that our endeavor would always be that the local issues are resolved at site rather than going in for lengthy official correspondence. This system will only be resorted to when an issue requires due attention from other quarters/higher offices.

e. Issue of Petrographic Analysis of Sample collected from Quarry site located at KM 33+700, as per which the material was declared UNFIT, for use in concrete, was discussed in detail. AGES stance was that as per the Tests conducted by the Geo Tech Specialist ex NESPAK (Dr. Ashraf), the complete Quarry was declared UNFIT,

therefore the material from this Quarry should not be used, whereas NESPAK & FWO stance was that the entire quarry was not UNFIT but it has few fault lines, which has Unsuitable material and the rest is Fit enough to be used. After a lengthy discussion it was decided that as per AGES suggestion the samples from the same quarry be again taken and sent to Geo Tech Specialist of NESPAK (Dr. Ashraf) and his decision regarding the suitability of Quarry site be sought. Samples from site and Slides of the samples, sent to Centre of Excellence in Geology, University Of Peshawar, by AGES Lab, were collected and sent to Lahore.

f. AGES raised the issue of high Temp of concrete during day hours and requested for remedial measures. FWO informed that concrete activities would be carried out in evenings.

g. Issues of bottle neck at KM 21+100, near FC Filtration Plant was discussed in detail. It was decided that FWO will prepare a design alongwith Cost effect, as per a suitable & cost effective option and forward it to FATA Sectt/USAID, for their approval.

h. AGES highlighted that for any Cost Variation or Changes at site(s), Change Order be initiated, so that the matter is documented and USAID is informed in time. Due to timely documentation, deduction(s) from the reimbursement certificates will not be made. All the stakeholders agreed with the point.

j. On the point raised by AGES, regarding the deletion of 03 x Cell Culvert and adjusting its amount/Cost in the NJ Barrier, without any approval/change order, Mr. Basit showed his displeasure and directed CRE NESPAK to check the issue and inform him (Mr. Basit), that why the culvert when not required, was taken in the PIL and he was not informed about the change at site and adjustment of amount. AGES stance was that the amount of a hydraulic structure, if not constructed at site, cannot be adjusted in another item like NJ Barrier.

k. Environmental issues, its compliance/mitigation by FWO were discussed in detail. Environmental Compliance Officer ex AGES briefed the house regarding the importance of environmental compliance/mitigation and what all documents & reports FWO has to submit, as these were mandatory annexure with the reimbursement certificates. CO 121 Q&CB agreed with the point and said that the required reports/documents would be provided.

l. Issue of joint Core Testing of works in Secs - I, II & III, pending since Jan 2015 was discussed. AGES point of view was that the Core Testing be carried out so that the issue is closed. All agreed with the point.

m. AGES highlighted that backfilling at both the abutments of Bridge No. 11 (KM 27+000) was being carried out in large layers against the specified 15 - 20 Cm each layer, duly compacted, moreover No FDT Tests were conducted. FWO/NESPAK reply was that it was not backfilling, rather they were constructing ramps for the vehicles and the filling would be removed and backfilling would be carried out as per specifications.

n. PM AGES again requested that NESPAK should only send/forward the relevant Lab Test Reports, with the reimbursement Certificates rather than entire load of documents. ME NESPAK confirmed that in future only relevant Lab test reports will be forwarded.

5. The meeting ended with a word of thanks by CO 121 Q&CB & Mr. Basit Masud.

ANNEXURE-IV
PHOTOGRAPHS

PAVEMENTS

KM 0+000~0+300 FW LOOP-II; Asphalt wearing course completed

KM 0+200~0+300 FW LOOP-III; Rigid pavement completed

KM 20+400~20+475 FW; Asphaltic base course completed

KM 20+850~20+950 FW; Rigid pavement completed

KM 21+050~20+120 FW; Flexible pavement completed

KM 29+500~29+650 FW; Rigid pavement completed

KM 29+750~29+925 FW; Rigid pavement completed

KM 32+600~32+635 FW; Rigid pavement completed

KM 34+225~34+300 FW; Asphaltic base course completed

KM 34+425~34+800 FW; Asphaltic base course completed

KM 36+250~36+425 FW; Rigid pavement completed

KM 36+750~36+850 FW; Rigid pavement completed

KM 37+100~37+275 FW; Rigid pavement completed

KM 39+275~39+350 HW RHS; Rigid pavement completed

KM 39+350~39+500 FW; Rigid pavement completed

KM 39+500~39+625 FW; Rigid pavement completed

KM 41+600~41+700 FW; Rigid pavement completed

KM 42+600~42+700 FW; Flexible pavement completed

BRIDGES

Bridge at KM 23+850 US side; Dismantling of existing redundant bridge deck slab carriedout

Bridge at KM 23+850; Fixing of expansion joint completed

Bridge at KM 27+000; Deck slab concrete casted &. Bridge railing installation is in progress

Bridge at KM 27+000; Deck slab concrete casted & Bridge railing installation is in progress

Culvert 1+978 LOOP-III; culvert Bed plate construction in progress

Culvert 2+183 LOOP-III; culvert Bed plate construction in progress

RETAINING WALLS

KM 0+175~0+200 LHS LOOP-III; Ret wall stone masonry completed

KM 0+275~0+325 LHS LOOP-II; Ret wall stone masonry & Parapet wall completed

KM 20+200~20+300 RHS; Ret wall stone masonry & parapets completed

KM 25+075~25+300 RHS; Breast wall stone masonry completed

KM 38+000~38+050 LHS; Ret wall stone masonry completed

KM 38+350~39+450 LHS; Ret wall stone masonry raising completed

CULVERTS

Culvert 0+692 LOOP-III; culvert construction completed

Culvert 1+124 LOOP-III; culvert construction completed

Culvert 1+718 LOOP-III; culvert construction completed

Culvert 1+896 LOOP-III; culvert construction completed

Culvert 1+978 LOOP-III; culvert Bed plate construction in progress

Culvert 2+183 LOOP-III; culvert Bed plate construction in progress

Culvert 33+760; RCC Box culvert completed

Culvert 35+149; RCC walls for Box culvert completed

Culvert 38+768; Top slab concrete casted

Culvert 41+517; culvert construction completed

DRAINS

KM 21+800~21+900 LHS; RCC Drain completed

KM 22+400~22+575 RHS; Drain type D-4 completed

KM 25+800~26+000 LHS; RCC Drain construction completed

KM 28+900~29+000 LHS; RCC Drain construction completed

KM 29+950~30+100 RHS; RCC Drain construction completed

KM 32+200~32+350 RHS; RCC Drain construction completed

HILL CUTTING

KM 1+900~1+975 RHS LOOP-III; Hill cutting completed

KM 2+325~2+450 FW LOOP-III; Roadway excavation of new alignment almost complete

KM 20+650~20+725 LHS; Hill cutting in hard rock completed

KM 37+350~37+475 RHS; Hill cutting completed

KM 37+500~37+650 RHS; Hill cutting completed

KM 38+400~38+450 RHS; Hill cutting of hard rock almost completed

MISCELLANEOUS

KM 7+600 LHS; Roof slab for weigh bridge building is casted

KM 10+550 RHS; Paint work for Bhigyari check post building in progress.

KM 27+050~27+200 LHS; New Brick masonry boundary wall constructed after ROW clearance

KM 31+500 LHS; New shops being constructed after ROW clearance


Optimized by www.ImageOptimizer.net


Optimized by www.ImageOptimizer.net


Optimized by www.ImageOptimizer.net


Optimized by www.ImageOptimizer.net

```
ERROR: stackunderflow
OFFENDING COMMAND: ~

STACK:
```