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## 資料1. 調査団員・氏名

### (1) 第1回現地調査

担当	氏名	所属
総括	恒岡 伸幸	独立行政法人 国際協力機構 国際協力専門員
計画管理	戸根川 泰規	独立行政法人 国際協力機構 社会基盤・平和構築部 計画・調整課 兼 運輸交通・情報通信グループ 第一チーム
業務主任/交通計画1/舗装設計1	森田 秀明	株式会社アンジェロセック
副業務主任/交通調査・需要予測/交通計画2	松浦 真	株式会社アンジェロセック
道路設計/舗装設計2	川崎 育将	株式会社エイト日本技術開発
自然条件調査(地形・地質)	赤川 嘉幸	株式会社アンジェロセック
自然条件調査(水理・水文・排水計画)	富所 龍夫	株式会社エイト日本技術開発
環境配慮	山田 千晶	株式会社アンジェロセック
社会配慮/移転計画	井手 佳季子	株式会社アンジェロセック(補強)
施工計画/積算	小川 富士夫	株式会社アンジェロセック

### (2) 第2回現地調査

担当	氏名	所属
総括	恒岡 伸幸	独立行政法人 国際協力機構 国際協力専門員
計画管理	戸根川 泰規	独立行政法人 国際協力機構 社会基盤・平和構築部 計画・調整課 兼 運輸交通・情報通信グループ 第一チーム
業務主任/交通計画1/舗装設計1	森田 秀明	株式会社アンジェロセック
副業務主任/交通調査・需要予測/交通計画2	松浦 真	株式会社アンジェロセック
道路設計/舗装設計2	川崎 育将	株式会社エイト日本技術開発
自然条件調査(地形・地質)	赤川 嘉幸	株式会社アンジェロセック
自然条件調査(水理・水文・排水計画)	富所 龍夫	株式会社エイト日本技術開発
環境配慮	山田 千晶	株式会社アンジェロセック
社会配慮/移転計画	井手 佳季子	株式会社アンジェロセック(補強)

施工計画/積算	小川 富士夫	株式会社アンジェロセック
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(3) 第3回現地調査

担当	氏名	所属
業務主任/交通計画1/舗装設計1	森田 秀明	株式会社アンジェロセック
環境配慮	山田 千晶	株式会社アンジェロセック
社会配慮/移転計画	井手 佳季子	株式会社アンジェロセック(補強)

(4) 準備調査概要説明時

担当	氏名	所属
総括	恒岡 伸幸	独立行政法人 国際協力機構 国際協力専門員
計画管理	久家 隆裕	独立行政法人 国際協力機構 社会基盤・平和構築部 計画・調整課 兼 運輸交通・情報通信グループ 第一チーム
業務主任/交通計画1/舗装設計1	森田 秀明	株式会社アンジェロセック

## 資料2. 調査行程

### (1) 第1次現地調査

日程	月	日	曜日	総括(JICA)	計画管理(JICA)	業務主任/交通計画1/舗装設計1	副業務主任/交通調査/需要予測/交通計画2	道路設計/舗装設計2	自然条件調査(地形・地質)	自然条件調査(水理・水文・排水計画)	環境配慮	社会配慮/移転計画	施工計画・積算
				恒岡 伸幸	戸根川 泰規	森田 秀明	松浦 真	川崎 育将	赤川 嘉幸	富所 龍夫	山田千晶	井手 佳季子	小川富士夫
1		7	土	東京～カラチ	東京～カラチ	東京～カラチ	東京～カラチ	東京～カラチ	東京～カラチ	東京～カラチ		東京～カラチ	東京～カラチ
2		8	日	現地調査	現地調査	現地調査	現地調査	現地調査	現地調査	現地調査		現地調査	現地調査
3		9	月	インセプションレポート協議	インセプションレポート協議	インセプションレポート協議	インセプションレポート協議	インセプションレポート協議	インセプションレポート協議	インセプションレポート協議		インセプションレポート協議	インセプションレポート協議
4		10	火										
5		11	水	ミニッツ協議	ミニッツ協議	ミニッツ協議							
6		12	木	ミニッツ署名	ミニッツ署名	ミニッツ署名	現地調査	現地調査	現地調査	現地調査		現地調査	現地調査
7		13	金	大使館、JICA、「F」関係機関表敬	大使館、JICA、「F」関係機関表敬	大使館、JICA、「F」関係機関表敬							
8		14	土	イスラマ～東京	イスラマ～東京	国内協議	国内協議	国内協議	国内協議	国内協議		国内協議	国内協議
9		15	日			資料整理	資料整理	資料整理	資料整理	資料整理		資料整理	資料整理
10		16	月										
11	2	17	火								東京～カラチ		
12		18	水			現地調査	現地調査	現地調査	現地調査	現地調査		現地調査	現地調査
13		19	木								現地調査		
14		20	金										
15		21	土			国内協議	国内協議	国内協議	国内協議	国内協議		国内協議	国内協議
16		22	日			資料整理	資料整理	資料整理	資料整理	資料整理		資料整理	資料整理
17		23	月										
18		24	火						現地調査	現地調査			現地調査
19		25	水			現地調査	現地調査	現地調査		現地調査		現地調査	
20		26	木										
21		27	金					カラチ～東京	カラチ～東京				↑バキスタン他案件従事
22		28	土			↑バキスタン他案件従事	国内協議	国内協議				国内協議	国内協議
23		1	日				資料整理	資料整理				資料整理	資料整理
24		2	月										
25		3	火										
26		4	水				現地調査	現地調査			現地調査	現地調査	
27	3	5	木										
28		6	金										
29		7	土				カラチ～	カラチ～			カラチ～	カラチ～	
30		8	日				～東京	～東京			～東京	～東京	

(2) 第2次現地調査

日程	月	日	総括(JICA)	計画管理(JICA)	業務主任/交通計画1/積算設計1	副業務主任/交通調査/需要予測/交通計画2	道路設計/舗装設計2	自然条件調査(地形・地質)	自然条件調査(水理・水文・排水計画)	環境配慮	社会配慮/移転計画	施工計画・積算
1	9	土	恒岡 伸幸	戸根川 泰規	森田 秀明	松浦 真	川崎 育将	赤川 嘉幸	富所 龍夫	山田 千晶	井手 佳季子	小川 富士夫
2	10	日			東京～カラチ	東京～カラチ	東京～カラチ			東京～カラチ	東京～カラチ	1/バキスタン他案件従事
3	11	月				インテリムレポート協議		インテリムレポート協議		インテリムレポート協議	インテリムレポート協議	
4	12	火										
5	13	水				現地調査		現地調査		現地調査	現地調査	
6	14	木										
7	15	金										
8	16	土				社内協議		社内協議		社内協議	社内協議	
9	17	日				資料整理		資料整理		資料整理	資料整理	
10	18	月										
11	19	火				現地調査		現地調査		現地調査	現地調査	
12	20	水										
13	21	木										
14	22	金										
15	23	土	東京～カラチ	東京～カラチ	資料整理	資料整理		資料整理		資料整理	資料整理	資料整理
16	24	日	社内協議	社内協議	社内協議	社内協議		社内協議		社内協議	社内協議	社内協議
17	25	月	ミニッツ協議	ミニッツ協議	ミニッツ協議		東京～カラチ					
18	26	火	ミニッツ協議	ミニッツ協議	ミニッツ協議	現地調査		現地調査		東京～カラチ		
19	27	水	ミニッツ協議	ミニッツ協議	ミニッツ協議					現地調査	現地調査	現地調査
20	28	木	ミニッツ協議	ミニッツ協議	ミニッツ協議		現地調査					
21	29	金	関係機関協議	大使館、JICA、FVA/関係機関協議	大使館、JICA、FVA/関係機関協議	関係機関協議		カラチ～ダッカ(他業務)		現地調査		
22	30	土	カラチ～東京	イスラマ～東京	社内協議	社内協議	社内協議	社内協議		社内協議	社内協議	社内協議
23	31	日			資料整理	資料整理		資料整理		資料整理	資料整理	資料整理
24	1	月										
25	2	火										
26	3	水			現地調査	現地調査		現地調査		現地調査	現地調査	現地調査
27	4	木										
28	5	金										
29	6	土			社内協議	社内協議	社内協議	社内協議		社内協議	社内協議	社内協議
30	7	日			資料整理	資料整理		資料整理		資料整理	資料整理	資料整理
31	8	月				カラチ～東京						
32	9	火			現地調査							
33	10	水				現地調査		現地調査		現地調査	現地調査	現地調査
34	11	木										
35	12	金			カラチ～東京							
36	13	土					社内協議	社内協議		社内協議	社内協議	社内協議
37	14	日					資料整理	資料整理		資料整理	資料整理	カラチ～東京
38	15	月										
39	16	火										
40	17	水				現地調査		現地調査		現地調査	現地調査	
41	18	木										
42	19	金										
43	20	土					社内協議	社内協議		社内協議	社内協議	社内協議
44	21	日					資料整理	資料整理		カラチ～東京	資料整理	
45	22	月										
46	23	火										
47	24	水				現地調査		現地調査			現地調査	
48	25	木										
49	26	金										
50	27	土					社内協議	社内協議		社内協議	社内協議	社内協議
51	28	日					資料整理	資料整理			資料整理	
52	29	月										
53	30	火									現地調査	
54	1	水				現地調査		現地調査			カラチ～東京	
55	2	木										
56	3	金										
57	4	土					社内協議	東京～カラチ		社内協議		
58	5	日					資料整理	資料整理		資料整理	資料整理	
59	6	月										
60	7	火				現地調査						
61	8	水					カラチ～東京	現地調査		現地調査		
62	9	木										
63	10	金								カラチ～東京		
64	11	土						資料整理				
65	12	日						資料整理				
66	13	月										
67	14	火										
68	15	水					現地調査					
69	16	木										
70	17	金						カラチ～東京				

(3) 第3次現地調査

日程	月	日	曜日	業務主任/交通計画1 /舗装設計1	環境配慮	社会配慮/移転計画
				森田 秀明	山田千晶	井手 佳季子
1	2	水				東京～カラチ
2	3	木				現地調査
3	4	金				
4	5	土				資料整理
5	6	日				
6	9	7	月			現地調査
7		8	火			
8		9	水			
9		10	木			
10		11	金			
11	12	土				カラチ～
12	13	日				～東京
1	5	月			東京～カラチ	
2	6	火			現地調査	
3	7	水				
4	8	木				
5	9	金			資料整理	
6	10	土				
7	11	日			現地調査	
8	12	月				
9	13	火				
10	14	水				
11	15	木				
12	16	金			カラチ～東京	
1	8	月		東京～カラチ		
2	9	火		現地調査		
3	10	水				
4	11	木				
5	12	金				
6	11	13	土	資料整理		
7		14	日			
8		15	月	関係機関協議		
9		16	火			
10		17	水	カラチ～東京		

(4) 準備調査概要説明時

日程	月	日	曜日	総括(JICA)	計画管理(JICA)	業務主任/交通計画1 /舗装設計1
				恒岡 伸幸	久家 隆裕	森田 秀明
1	3	土		東京～カラチ	東京～カラチ	東京～カラチ
2	4	日		団内協議	団内協議	団内協議
3	5	月		ミニッツ協議	ミニッツ協議	ミニッツ協議
4	6	火				
5	7	水		ミニッツ署名	ミニッツ署名	ミニッツ署名
6	12	8	木	大使館、JICA、「ハ」国関係 機関表敬	大使館、JICA、「ハ」国関係 機関表敬	大使館、JICA、「ハ」国関係 機関表敬
7		9	金			
8	10	土		資料作成	資料作成	イスラマ～ドバイ(他案件)
9	11	日				
10	12	月		関係機関協議	関係機関協議	
11	13	火				
12	14	水		イスラマ～東京	イスラマ～東京	

資料3. 関係者(面談者)リスト

<b>カラチ市役所 (Karachi Metropolitan Corporation, KMC)</b>	
Niaz Ahmed Soomro	Director General (Technical Services)
Khalid Masroor	Superintending Engineer
Junaid Ahmed Siddiqi	Deputy Project Manager
Iftikhar Ali Kaimkhani	Director General, Karachi Mass Transit Cell
Fazal Karim Khatri	Director Planning & Coordination, Karachi Mass Transit Cell
Syed Anwar Ul Haq Tariq	Deputy District Officer, Works & Service Department
<b>経済統計省経済課 (Economic Affairs Division, Ministry of Economic Affairs and Statistics, EAD)</b>	
Yasmeen Sadiq	Section Officer
Syed Mujtaba Hussain	Joint Secretary (ADB/Japan)
<b>シンド州計画開発局 (Planning and Development Department, Government of Sindh)</b>	
Muhammad Waseem	Additional Chief Secretary
Mahtab Ul Haq	Secretary (Technical)
Muhammad Asghar Memon	Chief Foreign Aid
Abul Nabi Thaheem	Senior Chief (T&C)
Riaz Ali Gohoti	Planning Officer (Foreign Aid)
<b>シンド州地域開発局 (Local Government &amp; Rural Development Department, Government of Sindh)</b>	
Abdul Kabir Kazi	Secretary
<b>シンド州財務局 (Finance Department, Government of Sindh)</b>	
Qassim Dada	Assistant Director, Public Private Partnership Unit
<b>シンド州環境局 (Environmental Protection Agency, Government of Sindh, SEPA)</b>	
Naeem Ahmed Mughal	Director General
Waqar Hussain Phulpoto	Director
<b>カラチ市マリル区役所 (District Municipal Corporation Malir)</b>	
Taruq Hussain Mughal	Administrator
<b>カシム港湾公社 (Port Qasim Authority, PQA)</b>	
Aleem Shaikh	Director (Civil Maintenance)
Ramesh Lal Lund	Manager (Planning)
<b>カラチ上下水道公社 (Karachi Water &amp; Sewerage Board, KWSB)</b>	
Muhammad Shakeel Qureshi	Project Director
A. Ghani Shaikh	GIS Manager
<b>パキスタン電気通信社 (Pakistan Telecommunication Company Limited, PTCL)</b>	
Rana Muhammad Akram	Regional General Manager
<b>スイ南ガス社 (Sui Southern Gas Company Limited, SSGC)</b>	
Nadeem Qayyum	Acting General Manager
<b>カラチ電気社 (K-Electric)</b>	
Latif	Manager
<b>在パキスタン日本大使館 (Embassy of Japan)</b>	
Tepei Nakagawa	一等書記官
<b>在カラチ日本国総領事館 (Consulate General of Japan in Karachi)</b>	
大内 晃	総領事
進藤 康治	主席領事
小林 満博	領事
<b>JICA パキスタン事務所 (JICA Pakistan Office)</b>	
加藤 健	次長
山口 みちの	次長
鈴木 麻希	所員

藤川 朋子	所員
Mahmood A. Jilani	現地職員
Naila Almas	現地職員



資料4. 討議議事録 (M/D)

(1) 第1回現地調査時

**THE MINUTES OF DISCUSSION  
ON  
THE MISSION FOR THE PREPARATORY SURVEY  
ON  
THE PROJECT FOR CONSTRUCTION AND REHABILITATION  
OF NATIONAL HIGHWAY N-5 IN KARACHI CITY  
IN  
THE ISLAMIC REPUBLIC OF PAKISTAN**

In response to a request from the Government of the Islamic Republic of Pakistan (hereinafter referred to as "Pakistan"), Japan International Cooperation Agency (hereinafter referred to as "JICA") in consultation with the Government of Japan decided to conduct a Preparatory Survey (hereinafter referred to as "the Survey") and sent a Preparatory Survey Team (hereinafter referred to as "the Team"), headed by Dr. Nobuyuki Tsuneoka, Senior Advisor of JICA, to Pakistan from February 7 to March 7, 2015 to discuss things on the Project for Construction and Rehabilitation of National Highway N-5 in Karachi City (hereinafter referred to as "the Project").

JICA and Karachi Metropolitan Corporation (hereinafter referred to as "KMC"), Government of Sindh (hereinafter referred to as "GOS"), first of all, agreed on the implementation of the Survey of the Project.

The Team held discussions with officials concerned of the Government of Pakistan and conducted a field survey in the Project area. In the course of discussions and field survey, both sides confirmed the main items described in the attached sheets.

The Team will continue further studies and prepare a Preparatory Survey Report.

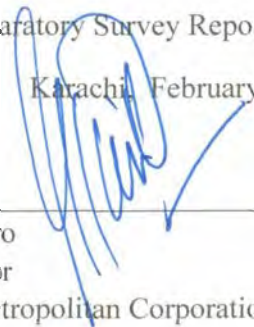
Karachi, February . 2015



Nobuyuki Tsuneoka  
Leader  
Preparatory Survey Team  
Japan International Cooperation Agency

Syed Mujtaba Hussain  
Joint Secretary (ADB/Japan)  
Economic Affairs Division  
Ministry of Economic Affairs and Statistics

**YASMEEN SADIQ**  
Section Officer  
Economic Affairs Division  
Government of Pakistan



Saqib Soomro  
Administrator  
Karachi Metropolitan Corporation



Muhammad Waseem  
Additional Chief Secretary  
Planning and Development Department  
Government of Sindh



Abdul Kabir Kazi  
Secretary  
Local Government & Rural Development Department  
Government of Sindh

## ATTACHMENT

### 1. Title of the Project

Both Japanese and Pakistani sides (hereinafter referred to as “Both sides”) confirmed that the title of the Project shall be “the Project for Construction and Rehabilitation of National Highway N-5 in Karachi City”.

### 2. Objective of the Project

Both sides confirmed that the objective of the Project is to widen and repair the existing National Highway N-5 between Quaidabad Flyover and Pakistan Steel Junction and install adjoining facilities in order to improve traffic condition among Karachi city center and suburbs.

### 3. Objective of the Survey

Both sides confirmed the objective of the Survey as follows:

- 3.1 To understand the background and objective of the Project and examine its impacts and appropriateness.
- 3.2 To identify the components, conduct outline design and estimate the Project cost, based on the data and information collected from and the results of meetings with the Pakistani side.
- 3.3 To study the issues of environmental and social considerations through the Survey.
- 3.4 It should be noted that implementation of the Survey does not imply any decision or commitment by JICA to extend its grant for the Project at this stage.

### 4. Items requested by the Government of Pakistan

Both sides confirmed the components of the Project will be selected from the following items with a consideration of effectiveness and appropriateness as well as available budget of the Project:

#### 4.1 Project Site

The target road to be constructed is a part of National Highway N-5 in Karachi city. The target road begins and ends at the edges of Quaidabad Flyover and Pakistan Steel Junction in length of approximately 11 km, corrected from 14 km as requested in the application.

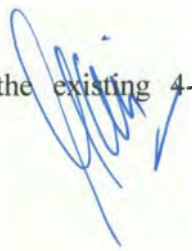
The site is also shown in Annex-1.

#### 4.2 Civil Works

- (1) Rehabilitation and improvement of the existing 4-lane dual carriageway (approx. 11 km)



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- (2) Construction of additional 2 lanes to the carriageway making a 6-lane dual carriageway (approx. 11 km)
- (3) Construction of maximum 2-lane service roads on either side
- (4) Installation of traffic control devices

#### 4.3 Technical Matters

4.3.1 Layout plan of the road will be discussed and confirmed at a technical note of each mission and therefore decided at the mission of explaining the draft final report.

4.3.2 Following road facilities may be included within the Project

- One lane of rigid pavement for the heavy traffic on either side
- Pedestrian bridges

#### 5. Responsible and Implementing Agency

Both sides confirmed the responsible and implementing organizations as follows:

5-1 The responsible and implementing organization is Karachi Metropolitan Corporation (KMC).

5-2 The organization chart of KMC is shown in Annex-2.

5-3 Upon completion, KMC will be responsible for maintenance and management for the road and facilities constructed by the Project.

#### 6. Japan's Grant Aid Scheme

6.1 The Pakistani side understands the Japan's Grant Aid scheme explained by the Team, as described in Annex-3 and Annex-4.


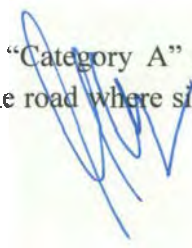
6.2 The Team explained the necessary measures to be taken by the Pakistani side, as described in Annex-5, to facilitate the smooth implementation of the Project.

#### 7. Environmental and Social Considerations

Both sides agreed on the procedure of Environmental and Social Considerations necessary for commencement of the Project. The Pakistani side is responsible for implementing the activities while JICA monitors and supports for smooth preparation.

7.1 The Team explained the outline of the JICA Guidelines for Environmental and Social Considerations (April, 2010) (hereinafter referred to as "the JICA Guidelines") to the Pakistani side. The Pakistani side understood the concept of the JICA Guidelines and confirmed to conduct the necessary procedure.

7.2 The Team explained the Project is categorized as "Category A" according to the JICA Guidelines, since the Project is widening of the road where significant adverse impact on the environment may be expected.




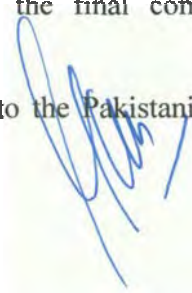
- 7.3 The Pakistani side understands the Project needs to follow the JICA Guidelines. Therefore environmental and social surveys at the Environmental Impact Assessment (EIA) level shall be done through the Survey by the Pakistani side in cooperation with the Team.
- 7.4 The Pakistani side shall prepare EIA report and obtain the Environmental Permit for the Project from the Sindh Environmental Protection Agency in accordance with the corresponding Pakistani environmental laws and regulations.
- 7.5 The Team explained that the approved EIA report with the Environmental Compliance Certificate is required to be disclosed on JICA's website 120 days prior to Grant Agreement. The Pakistani side took note of it.
- 7.6 Regarding the Project Affected Persons (PAPs) and businesses within the Project sites, the Pakistani side agreed to secure the appropriate budget to be allocated for their resettlement, compensation and assistances, and secure the land before the implementation of the Project. In this regard, an Abbreviated Resettlement Action Plan (Abbreviated RAP) will be prepared and approved by the responsible authorities before the implementation of the Project, and KMC will take necessary measures to PAPs, including affected businesses, according to the Abbreviated RAP in close communication with JICA.
- 7.7 Regarding the resettlement issues, Both sides confirmed those described in Annex-6.

## 8. Schedule of the Survey

The Preparatory Survey will be carried out under following schedule. The schedule may be subject to change during the preparation and the course of the survey.

- 8.1 Below are major schedules of the Survey. The Team will visit Pakistan four (4) times in total before finalizing the Preparatory Survey Report.
- The First Survey as "Project Scoping" (February, 2015): The Team will continue further studies in Pakistan until March 7, 2015.
  - The Second Survey as "Outline Design" (May to July, 2015): The Team will implement technical surveys necessary for road design.
  - The Third Survey as "Mid-Review" (September, 2015): The Team will come to discuss further planning of the Project and monitor the progress of social and environmental issues.
  - The Fourth (the last) Survey as "Explanation on the Draft Final Report" (December, 2015): JICA will prepare the Draft Final Report and send The Team to explain details of the Project including the final components and cost estimation to the Pakistani side.

- 8.2 JICA will finalize the Final Report and send it to the Pakistani side around May, 2016.



8.3 As commencing of each survey, the Team will prepare reports and explain on it to the Pakistani side for smooth implementation of the Survey and mutual understanding.

#### 9. Approval of PC-1

KMC agreed that PC-1 will be prepared by KMC based on the information to be provided by the Team to KMC soon after Draft Final Report is explained and shared by the Team in December 2015. Pakistani stakeholders including Planning and Development Department (P&D), GOS, Local Government & Rural Development Department, GOS and KMC, showed their understanding on PC-1 to be approved by PDWP/CDWP by March 2016, as is required before the approval by Japanese Cabinet. KMC informed that KMC will follow the approval process of PDWP/CDWP for ensuring timely approval of PC-1 before the approval of Japanese Cabinet.

#### 10. Other Relevant Issues

10.1 The Pakistani side understood the principle of the Japan's Official Development Assistance (ODA) Charter, which stresses that ODA must not be utilized for military purposes or promoting international conflicts.

10.2 The Pakistani side confirmed that the following undertakings should be taken by the Pakistani side at its own expense if implementation of the Project is accepted by the Government of Japan.

- (1) To secure sites for material storing yard, temporary construction yard and waste disposal for the Project.
- (2) To relocate existing utilities within the Project site to designated area.
- (3) To arrange issuance of license, permission and other necessary procedures for the Project

10.3 The Pakistani side shall secure enough budget and personnel necessary for the operation and maintenance of the facilities implemented by the Project, including the periodical maintenance work after the completion of the Project.

10.4 KMC shall act as a counterpart agency to the Team and also as a coordinating body with other organizations concerned for the smooth implementation of the Survey.

10.5 The Government of Pakistan and GOS shall take all possible and necessary security arrangement to ensure the safety of the concerned Japanese people during the Survey as well as implementation of the Project at the Project sites and movement to the Project sites from their accommodations, if Japanese side requests.

10.6 KMC shall, at its own expense, provide the Team with the following items in cooperation with other organizations concerned:

- (1) information as well as support in obtaining medical service;
- (2) data and information related to the Survey;



- (3) counterpart personnel;
- (4) credentials or identification cards;
- (5) entry permits necessary for the Team members to conduct field surveys;
- (6) permission for the implementation of traffic survey;
- (7) necessary arrangement for exemption of the taxes, duties, and any charges on equipment, machinery and other materials brought into Pakistan for the implementation of the Survey; and

10.7 KMC shall answer to the Questionnaire submitted by the Team in English with relevant documents by 20 February 2015.

#### 10.8 Misconduct

If JICA receives information concerning suspected corrupt or fraudulent practices, KMC shall take necessary measures in accordance with the Procurement Guidelines in the competition for, or in execution of, the contract funded by the Grant:

- (1) to provide JICA with such information as JICA may reasonably request, including information related to any concerned official of the government and/or public organizations of Pakistan;
- (2) not to treat unfairly or unfavorably the physical persons and juridical persons, that provide the information.

Annex-1: Project Site

Annex-2: Organization Chart of KMC

Annex-3: Japan's Grant Aid Scheme

Annex-4: Flowchart of Japan's Grant Aid Procedure

Annex-5: Major Undertakings to be Taken by Each Government

Annex-6: Resettlement Issues

**Annex-1: Project Site**



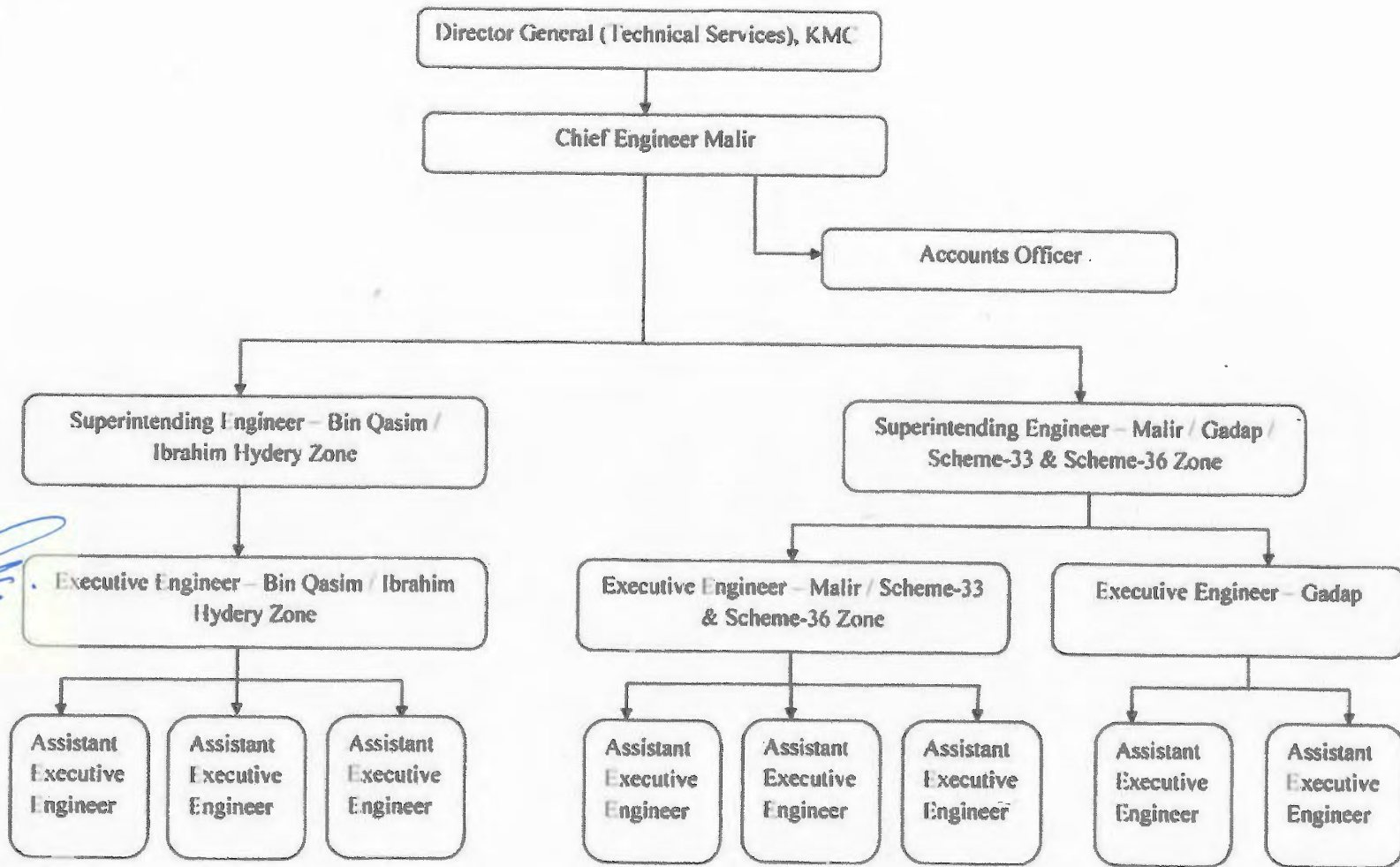
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### **Annex-3: Japan's Grant Aid Scheme**

#### JAPAN'S GRANT AID

The Government of Japan (hereinafter referred to as "the GOJ") is implementing the organizational reforms to improve the quality of ODA operations, and as a part of this realignment, a new JICA law was entered into effect on October 1, 2008. Based on this law and the decision of the GOJ, JICA has become the executing agency of the Grant Aid for General Projects, for Fisheries and for Cultural Cooperation, etc.

The Grant Aid is non-reimbursable fund provided to a recipient country to procure the facilities, equipment and services (engineering services and transportation of the products, etc.) for its economic and social development in accordance with the relevant laws and regulations of Japan. The Grant Aid is not supplied through the donation of materials as such.

#### **1. Grant Aid Procedures**

The Japanese Grant Aid is supplied through following procedures:

- Preparatory Survey
  - The Survey conducted by JICA
- Appraisal & Approval
  - Appraisal by the GOJ and JICA, and Approval by the Japanese Cabinet
- Authority for Determining Implementation
  - The Notes exchanged between the GOJ and a recipient country
- Grant Agreement (hereinafter referred to as "the G/A")
  - Agreement concluded between JICA and a recipient country
- Implementation
  - Implementation of the Project on the basis of the G/A

#### **2. Preparatory Survey**

##### **(1) Contents of the Survey**

The aim of the preparatory Survey is to provide a basic document necessary for the appraisal of the Project made by the GOJ and JICA. The contents of the Survey are as follows:

- Confirmation of the background, objectives, and benefits of the Project and also institutional capacity of relevant agencies of the recipient country necessary for the implementation of the Project.
- Evaluation of the appropriateness of the Project to be implemented under the Grant Aid Scheme from a technical, financial, social and economic point of view.
- Confirmation of items agreed between both parties concerning the basic concept of the Project.
- Preparation of an outline design of the Project.

- Estimation of costs of the Project.

The contents of the original request by the recipient country are not necessarily approved in their initial form as the contents of the Grant Aid project. The Outline Design of the Project is confirmed based on the guidelines of the Japan's Grant Aid scheme.

JICA requests the Government of the recipient country to take whatever measures necessary to achieve its self-reliance in the implementation of the Project. Such measures must be guaranteed even though they may fall outside of the jurisdiction of the organization of the recipient country which actually implements the Project. Therefore, the implementation of the Project is confirmed by all relevant organizations of the recipient country based on the Minutes of Discussions.

(2) Selection of Consultants

For smooth implementation of the Survey, JICA employs (a) registered consulting firm(s). JICA selects (a) firm(s) based on proposals submitted by interested firms.

(3) Result of the Survey

JICA reviews the Report on the results of the Survey and recommends the GOJ to appraise the implementation of the Project after confirming the appropriateness of the Project.

**3. Japan's Grant Aid Scheme**

(1) The E/N and the G/A

After the Project is approved by the Cabinet of Japan, the Exchange of Notes(hereinafter referred to as "the E/N") will be signed between the GOJ and the Government of the recipient country to make a pledge for assistance, which is followed by the conclusion of the G/A between JICA and the Government of the recipient country to define the necessary articles to implement the Project, such as payment conditions, responsibilities of the Government of the recipient country, and procurement conditions.

(2) Selection of Consultants

In order to maintain technical consistency, the consulting firm(s) which conducted the Survey will be recommended by JICA to the recipient country to continue to work on the Project's implementation after the E/N and G/A.

(3) Eligible source country


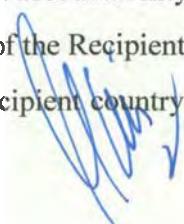
Under the Japanese Grant Aid, in principle, Japanese products and services including transport or those of the recipient country are to be purchased. When JICA and the Government of the recipient country or its designated authority deem it necessary, the Grant Aid may be used for the purchase of the products or services of a third country. However, the prime contractors, namely, constructing and procurement firms, and the prime consulting firm are limited to "Japanese nationals".

(4) Necessity of "Verification"

The Government of the recipient country or its designated authority will conclude contracts denominated in Japanese yen with Japanese nationals. Those contracts shall be verified by JICA. This "Verification" is deemed necessary to fulfill accountability to Japanese taxpayers.

(5) Major undertakings to be taken by the Government of the Recipient Country

In the implementation of the Grant Aid Project, the recipient country is required to undertake



such necessary measures as Annex-5.

(6) "Proper Use"

The Government of the recipient country is required to maintain and use properly and effectively the facilities constructed and the equipment purchased under the Grant Aid, to assign staff necessary for this operation and maintenance and to bear all the expenses other than those covered by the Grant Aid.

(7) "Export and Re-export"

The products purchased under the Grant Aid should not be exported or re-exported from the recipient country.

(8) Banking Arrangements (B/A)

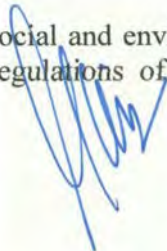
- a) The Government of the recipient country or its designated authority should open an account under the name of the Government of the recipient country in a bank in Japan (hereinafter referred to as "the Bank"). JICA will execute the Grant Aid by making payments in Japanese yen to cover the obligations incurred by the Government of the recipient country or its designated authority under the Verified Contracts.
- b) The payments will be made when payment requests are presented by the Bank to JICA under an Authorization to Pay (A/P) issued by the Government of the recipient country or its designated authority.

(9) Authorization to Pay (A/P)

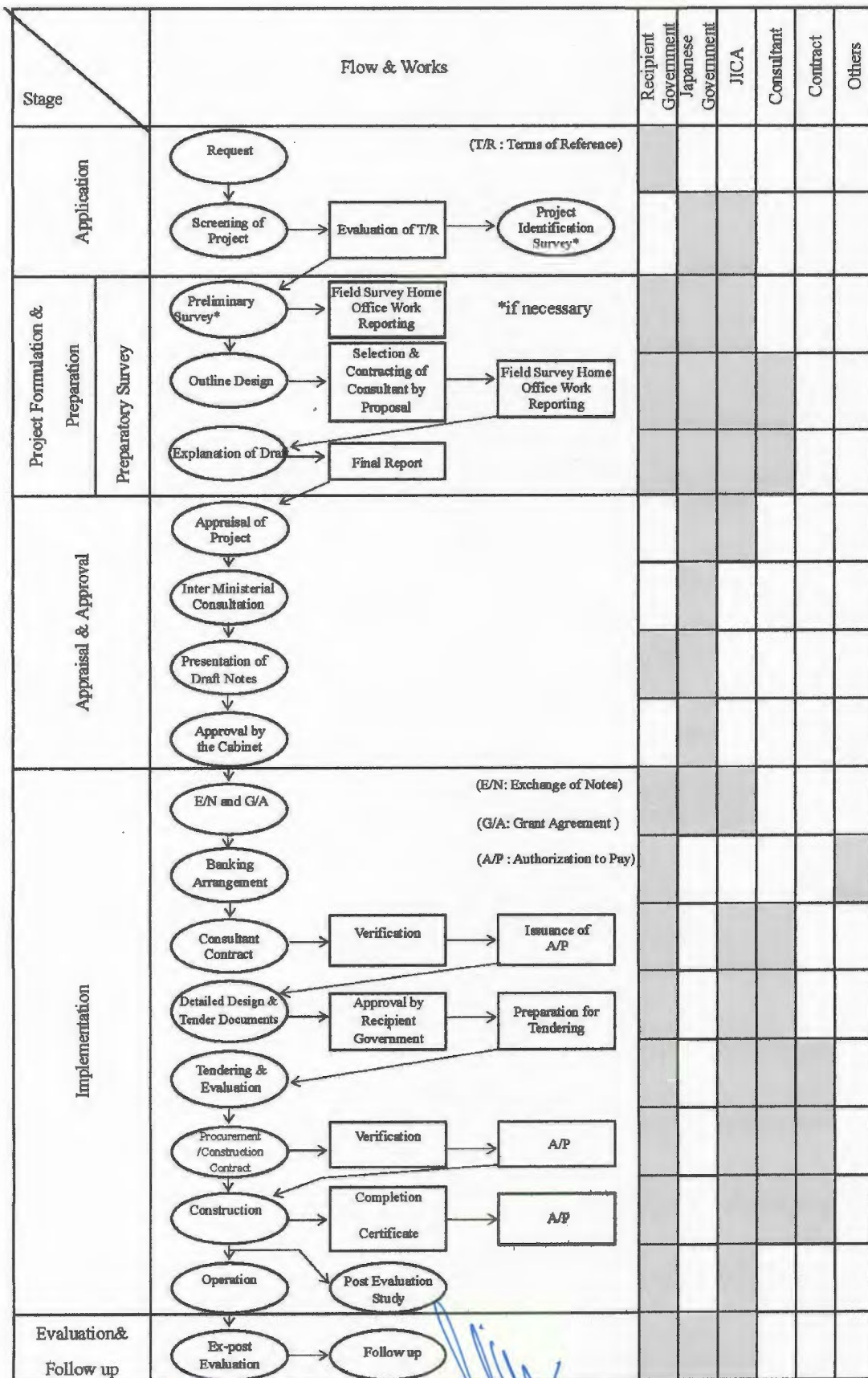
The Government of the recipient country should bear an advising commission of an Authorization to Pay and payment commissions paid to the Bank.

(10) Social and Environmental Considerations

A recipient country must carefully consider social and environmental impacts by the Project and must comply with the environmental regulations of the recipient country and JICA socio-environmental guidelines.



### Annex-4: Flowchart of Japan's Grant Aid Procedure



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**Annex-5: Major Undertakings to be Taken by Each Government**

NO	Items	To be covered by the Grant	To be covered by Recipient side
1	To secure land		●
2	To clear the site when needed		●
3	To construct roads		
	1) Within the site	●	
	2) Outside the site		●
4	To provide facilities for the distribution of electricity, water supply, drainage and other incidental facilities		
	1) Electricity		
	a. The distributing line to the site		●
	b. The drop wiring and internal wiring within the site	●	
	c. The main circuit breaker and transformer	●	
	2) Drainage		
	a. The city drainage main (for storm, sewer and others) to the site		●
	b. The drainage system (for toilet sewer, ordinary waste, storm drainage and others) within the site	●	
3) Equipment	●		
5	To bear the following commissions to a bank of Japan for the banking services based upon the B/A		
	1) Advising commission of A/P		●
	2) Payment commission		●
6	To ensure prompt unloading and customs clearance at the port of disembarkation in recipient country		
	1) Marine(Air) transportation of the products from Japan to the recipient country	●	
	2) Tax exemption and customs clearance of the products at the port of disembarkation		●
	3) Internal transportation from the port of disembarkation to the project site	(●)	(●)
7	To accord Japanese nationals whose services may be required in connection with the supply of the products and the services under the verified contract such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work		●

NO	Items	To be covered by the Grant	To be covered by Recipient side
8	To exempt Japanese nationals from customs duties, internal taxes and other fiscal levies which may be imposed in the recipient country with respect to the supply of the products and services under the verified contract		●
9	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid		●
10	To bear all the expenses, other than those to be borne by the Grant Aid, necessary for construction of the facilities as well as for the transportation and installation of the equipment		●

(B/A: Banking Arrangement, A/P: Authorization to Pay)






## **Annex-6 : Resettlement Issues**

### **1. JICA Guidelines for Environmental and Social Considerations (April, 2010)**

The JICA Mission for the Project for Construction and Rehabilitation of National Highway N-5 in Karachi City (hereinafter referred as "the Project") explained that the JICA Guidelines for Environmental and Social Considerations (the JICA Guidelines) (April, 2010) is mandatory for all JICA assisted projects to recognize and address environmental and social impacts. In terms of involuntary resettlement, the JICA Guidelines covers eligibility of compensation/assistance for all the Project Affected Persons (PAPs) irrespective of their land titles. As an effective stopgap measures, Abbreviated Resettlement Action Plan (Abbreviated RAP) is required under a certain conditions by the JICA Guidelines referring to World Bank's Operational Policy (OP) 4.12 and its "Annex A". The JICA Guidelines is the guiding rule to identify impacts and to plan measures for mitigating various losses likely to occur due to resettlement impacts. In particularly, JICA is required to confirm that projects do not deviate significantly from the World Bank's Safeguard Policies OP/ BP 4.12 (involuntary resettlement) as well as other relevant documents such as World Bank's Involuntary Resettlement Sourcebook.

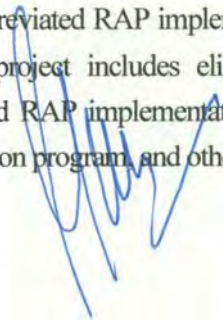
### **2. Resettlement Principles and Assistance for the Project**

Land Acquisition Act 1894 (hereinafter referred to as "LAA 1894"), stipulates to consider Government Guidelines, decisions, and circulations issued time to time with regard to valuation of assets and compensation determination. Accordingly, the resettlement principles adopted for the Project also recognizes both, Pakistan's country system represented by the LAA 1894, and the JICA Guidelines. In order to solve the gaps between the Pakistan's Country system and the JICA Guidelines, the most fundamental resettlement policy which will be adopted in the Project shall stand on the base of Compensation/Assistance to all PAPs regardless of their land title. Based on the above policy features, the JICA Mission and Pakistani side agreed that the following major items/principles of resettlement issues of the Project:

- Land replacement or cash compensation at full replacement costs<sup>1</sup> based on current market price to the PAPs subject to be fixed by the Land Acquisition Collector, by the direction of the Land Commissioner.
- Cash compensation for all affected structures (residential/residential-cum commercial and other structures) affected by the project at full replacement cost subject to be determined by the Land Acquisition Collector.

<sup>1</sup> "full replacement cost" is the method of valuation of assets that helps determine the amount sufficient to replace lost assets and cover transaction costs. In applying this method of valuation, depreciation of structures and assets should not be taken into account. For losses that cannot easily be valued or compensated for in monetary terms (e.g., access to public services, customers, and suppliers; or to fishing, grazing, or forest areas), attempts are made to establish access to equivalent and culturally acceptable resources and earning opportunities. (Ref) World Bank OP 4.12

- Assistance will be provided to the owners of structures and non-titleholders, who may incur loss of ability to maintain livelihood during relocation and resettlement;
- Rehabilitation assistance i.e.; compensation for lost business and workdays (including employees) due to relocation and disruption of business enterprise;
- Compensation and Assistance for resettlement impacts will be made in accordance with this policy before taking possession of the acquired lands and properties;
- Stakeholder Meeting complying with the JICA Guidelines must be ensured and implemented with enough considerations and participation of socially vulnerable groups including women.
- KMC must disclose necessary documents and information complying with the JICA Guidelines to secure transparency for PAPs and other relevant stakeholders.
- All cost required for compensation and Abbreviated RAP implementation will be borne by KMC. The estimated resettlement cost for the project includes eligible compensation, resettlement assistance, and support cost for Abbreviated RAP implementation, such as external monitoring, resettlement site preparation, income restoration program, and other activities.





**THE MINUTES OF DISCUSSION**  
**ON**  
**THE MISSION FOR THE PREPARATORY SURVEY**  
**ON**  
**THE PROJECT FOR CONSTRUCTION AND REHABILITATION**  
**OF NATIONAL HIGHWAY N-5 IN KARACHI CITY**  
**IN**  
**THE ISLAMIC REPUBLIC OF PAKISTAN**  
**(The 2nd Field Survey)**


On the basis of the preparatory survey in the Islamic Republic of Pakistan (hereinafter referred to as “Pakistan”) in February, 2015 and following technical examination in Japan, Japan International Cooperation Agency (hereinafter referred to as “JICA”) prepared an Interim Report (hereinafter referred to as “the Report”) on the Project for Construction and Rehabilitation of National Highway N-5 in Karachi City (hereinafter referred to as “the Project”).

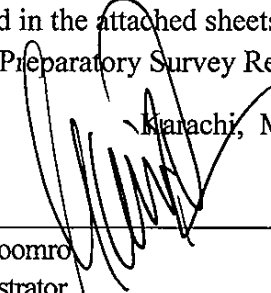
The Preparatory Survey Team (hereinafter referred to as “the Team”), headed by Dr. Nobuyuki Tsuneoka, Senior Advisor of JICA, explained to and consulted with Karachi Metropolitan Corporation (hereinafter referred to as “KMC”), Government of Sindh (hereinafter referred to as “GOS”), and the concerned officials of the Government of Pakistan based on the Report and conducted a field survey in the Project area.

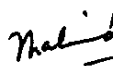
As a result of discussions and the field survey, both sides reconfirmed the contents of the Minutes of Discussions on the Preparatory Survey for the Project signed on February 20, 2015, and additionally confirmed the main items described in the attached sheets.

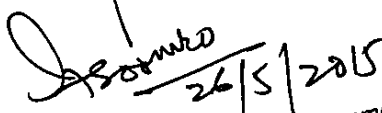
The Team will continue further studies and prepare a Preparatory Survey Report.

Karachi, May , 2015

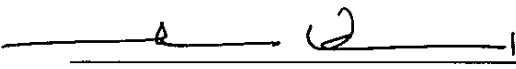
  
Nobuyuki Tsuneoka  
Leader  
Preparatory Survey Team  
Japan International Cooperation Agency

  
Saqib Soomro  
Administrator  
Karachi Metropolitan Corporation

  
Shahid Ahmeed Wakil  
Deputy Secretary (Japan)  
Economic Affairs Division  
Ministry of Economic Affairs and Statistics

  
Imram Atta Soomro  
Secretary  
Local Government & Rural Development Department  
Government of Sindh

*Secretary to Government of Sindh  
Local Government Department*

  
Muhammad Waseem  
Additional Chief Secretary  
Planning and Development Department  
Government of Sindh

## ATTACHMENT

### 1. Field Survey

First Field Survey was conducted from February 7 to March 7, 2015 and Minutes of Discussion of First Field Survey (hereinafter referred to as "M/D-1") was signed on February 20, 2015.

Both sides confirmed Minutes of Discussions of Second Field Survey (hereinafter referred to as "M/D-2") is based on the M/D-1, therefore descriptions in the M/D-2 focuses on necessary points to be added to and/or amended from the M/D-1.

### 2. Contents of the Interim Report

The Pakistani side agreed and accepted in principle the contents of the report explained by the Team.

### 3. Conditions for the Outline Design of the Project

Both sides confirmed the basic conditions for the outline design of the road are follows;

#### 3-1. Project Section

The target road to be constructed is a part of National Highway N-5 in Karachi city.

- Start Point: Approximately 100 m from the edge of Quidabad Flyover

- End Point: Port Qasim Intersection

Based on the result of traffic survey and pavement condition, the End Point would be changed from Pakistan Steel Junction to Port Qasim intersection in length of approximately 9 km.

The site is shown in Annex-1.

The Team confirmed that the section (between Port Qasim Intersection and Pakistan Steel Junction) excluded from the Project will be widened by KMC at an appropriate time.

#### 3-2. Route of the Project Road

Outline design works will be conducted based on the Option "Widening and rehabilitation of the target road".

The route of the Project Road is also shown in Annex-1.

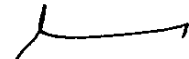
#### 3-3. Cross section

The width of ROW is 150 feet (45.7 m), and the cross section will be examined within the ROW.

### 4. Project Components Requested by the Pakistani Side



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Both sides confirmed the components of the Project in the following table. However, the Pakistani side understood that the final components of the Project would be selected by the Japanese side with a consideration of appropriateness, effectiveness, technical and financial viability, and sustainability.

Component	Remark
(1) Rehabilitation and improvement of the existing road (4-lane)	- Necessity of the rehabilitation and improvement will be verified based on condition of pavement composition, result of traffic demand forecast and axle load survey.
(2) Widening of the road from 4-lane to 6-lane	- Necessity of the widening will be verified based on the result of traffic demand forecast.
(3) Construction of service roads	- Necessary sections will be identified based on the result of this field survey.
(4) Installation of traffic control devices	- Necessary points will be identified based on the results of traffic survey.
(5) Construction of surface drainage facilities	- Necessary sections will be identified based on the drainage plan considered through this survey.
(6) Installation of bus bays	- Location and specification will be considered based on the results of this field survey.
(7) Installation of pedestrian bridges	- In case strong positive impacts are identified at specified locations, it might be included.
(8) Installation of crossing utility ducts	- Necessity of the ducts will be verified based on the result of this field survey.

#### 5. Major Undertakings to be taken by the Pakistani Side

5-1 The Pakistani side will take the necessary measures, as described in Annex-2, to facilitate the smooth implementation of the Project, as a condition for the Japan Grant Aid to be implemented.

5-2 The Pakistani side agreed that the following undertakings should be taken by the Pakistani side at the Pakistan's expenses under the Project if implementation of the Project is approved by the Government of Japan;

- (1) to provide tax exemption for construction materials and equipment for the Project;
  - 1) The Pakistani side agreed that customs duties, internal taxes and other fiscal levies which may be imposed in Pakistan are exempted under mutual agreement of Exchange of Note (E/N).
  - 2) If any expenses stated above are caused by some reasons such as the delay of execution of tax exemption, the Pakitani side shall pay for it.
- (2) to secure the lots of land necessary for the implementation of the Project including land for site office, plant yards, material storing yard, motor pool, temporary construction yard and waste disposal site;
- (3) to relocate existing utilities within the Project site if necessary;
- (4) to relocate existing buildings and facilities if necessary;
- (5) to arrange issuance of license, permission and other necessary procedures for the Project;

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- (6) to obtain the royalties/permission for taking raw materials such as stone/rock/filling materials from the quarry/river-bed/borrow pit; and
- (7) to provide security arrangement to ensure the safety of the concerned Japanese people at the Project sites and movement to the Project sites from their accommodations.

## 6. Environmental and Social Considerations

6.1 Pakistani side agreed to continuously conduct environmental and social considerations study in accordance with the JICA Guidelines for Environmental and Social Considerations (April, 2010) (hereinafter referred to as “the JICA Guidelines”).

6.2 Both sides confirmed that both sides will cooperate with each other continuously to solve the gaps on policies for compensation and entitlement provisions between the Pakistan's Country system and the JICA Guidelines.

6.3 The Team explained that the Project will be categorized as “Category B” in accordance with the JICA Guidelines since the Project section which has changed as shown in the Article 3 above will not be considered as a sector having significant adverse impacts on the environmental and society under the JICA Guidelines. The Team also explained that the approved EIA report will not be required to be disclosed on JICA’s website for 120 days prior to Grant Agreement only after re-categorization of the Project to “Category B”. Pakistani side understood these JICA’s explanations.

6.4 Both sides confirmed the tentative schedule of environmental certificate procedures (e.g. approval of EIA, etc.) necessary for commencement of the Project shown in Annex-3.

The Pakistani side shall conduct necessary procedures for environmental certificate procedures according to the schedule and report its progress to JICA Pakistan Office. The report to JICA Pakistan Office shall be submitted monthly with actual progress bar chart in Annex-3.

## 7. Operation and Maintenance

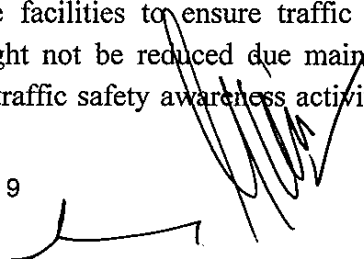
7.1 The Pakistani side will take every necessary action to maintain the drainage facilities and avoid clogging which could cause overflowing and damages to the road.

7.2 The Team explained and the Pakistani side agreed that taking necessary actions to let the road users respect traffic regulations are fundamental regarding the following three issues to maintain the facilities and to ensure road safety.

- (1) Although the project includes some facilities to ensure traffic safety such as guardrail, frequency of accidents might not be reduced due mainly to increased traffic volume. Therefore continuous traffic safety awareness activities by relevant



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organizations are required.

- (2) Overloading trucks which would exceed designed live load would cause earlier rehabilitation and shorter lifespan.
- (3) Proper asset management will impact greatly to maintenance cost and lifespan.

## 8. Safety Measures

8.1 To avoid accidents on site during the implementation of the Project, the Pakistani side agreed to cause the consultant and the contractor to enforce safety measures such as setting safety assurance to the site, providing information for security control to public, and deploying adequate security personnel, based on "The Guidance for the Management of Safety for Construction Works in Japanese ODA Projects" which has been published on JICA's URL below.

[http://www.jica.go.jp/activities/schemes/oda\\_safety/ku57pq00001nz4eu-att/guidance\\_en.pdf](http://www.jica.go.jp/activities/schemes/oda_safety/ku57pq00001nz4eu-att/guidance_en.pdf)

8.2 The Team recommended to the Pakistani side to explain to the residents about the Project (necessity and significance, construction period, sites, impact etc.), so that consensus support can be obtained from them for the smooth operation of the Project.

## 9. Schedule of the Survey

9.1. The Team will stay and continue the survey till July 31, 2015.

9.2. The Team for "Mid-Review" will be sent in September, 2015 to discuss further planning of the Project and monitor the progress of social and environmental issues.

9.3. JICA will prepare a draft final report and the Team for "Explanation of Draft Final Report" will be sent in December, 2015 to explain details of the Project including the final components and cost estimation to the Pakistani side.

9.4. JICA will finalize the Final Report and send it to the Pakistani side around May 2016.

## 10. Approval of PC-1

Pakistani stakeholders including Planning and Development Department (P&D), GOS, Local Government & Rural Development Department, GOS and KMC, showed their understanding on PC-1 to be approved by PDWP/CDWP/ECNEC or at least Anticipatory Approval of ECNEC by March 2016, as is required before the approval by Japanese Cabinet.

Annex-1: Project Site

Annex-2: Major Undertakings to be taken by Each Government

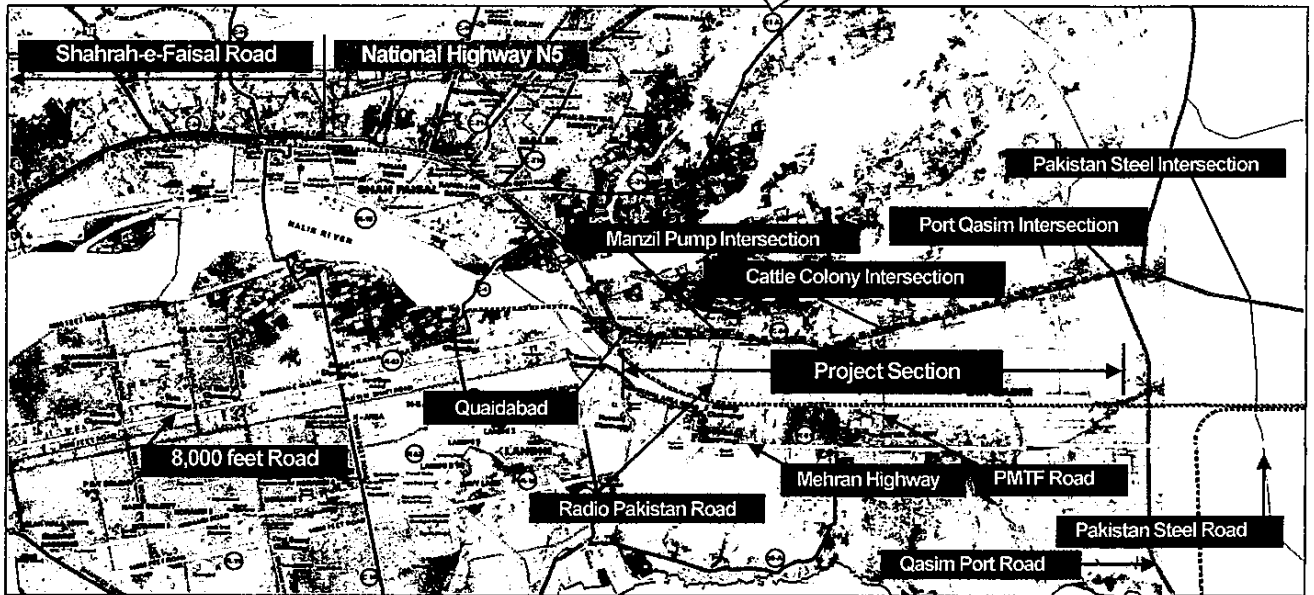
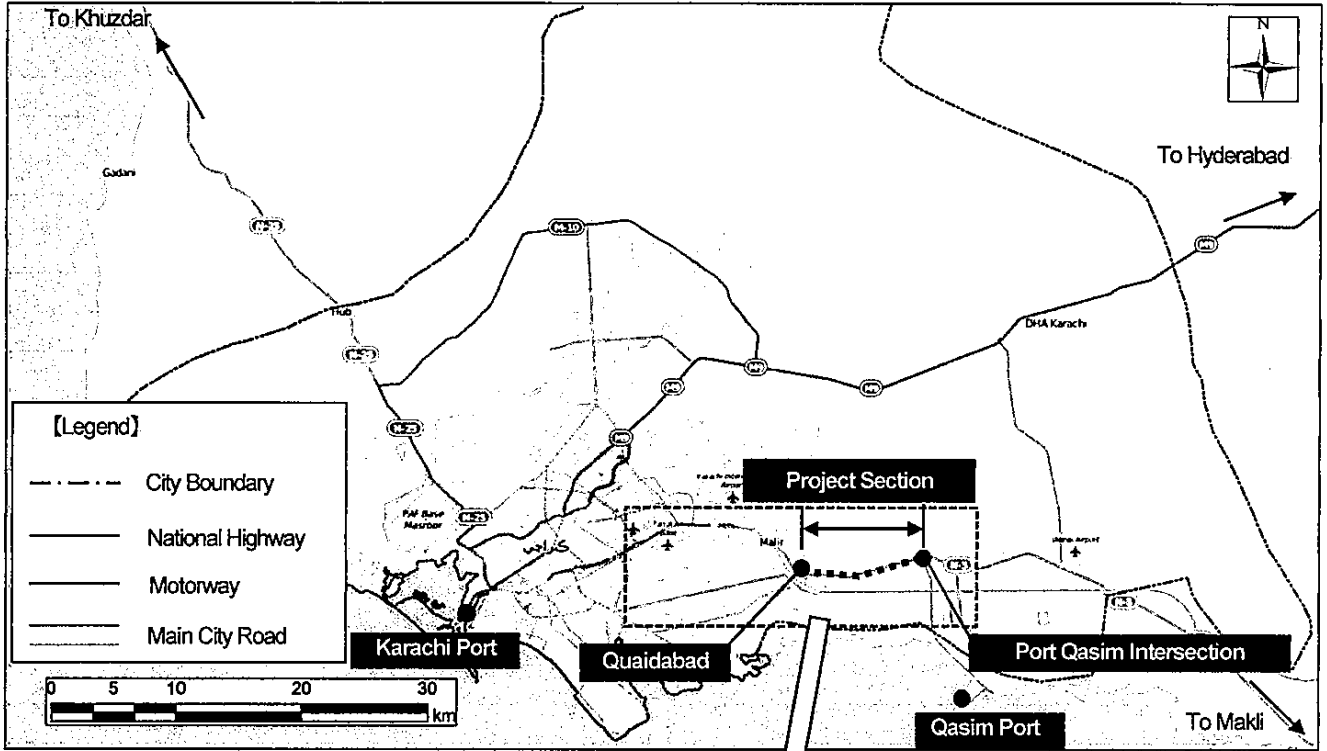
Annex-3: Tentative Schedule for EIA Procedures of the Project



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**Annex-1: Project Site**



*[Handwritten signatures and initials]*

**Annex-2: Major Undertakings to be taken by Each Government**

NO	Items	To be covered by the Grant	To be covered by Recipient side
1	To secure land		●
2	To clear the site when needed		●
3	To construct roads		
	1) Within the site	●	
	2) Outside the site		●
4	To provide facilities for the distribution of electricity, water supply, drainage and other incidental facilities		
	1) Electricity		
	a. The distributing line to the site		●
	b. The drop wiring and internal wiring within the site	●	
	c. The main circuit breaker and transformer	●	
	2) Drainage		
	a. The city drainage main (for storm, sewer and others) to the site		●
	b. The drainage system (for toilet sewer, ordinary waste, storm drainage and others) within the site	●	
	3) Equipment	●	
5	To bear the following commissions to a bank of Japan for the banking services based upon the B/A		
	1) Advising commission of A/P		●
	2) Payment commission		●
6	To ensure prompt unloading and customs clearance at the port of disembarkation in recipient country		
	1) Marine(Air) transportation of the products from Japan to the recipient country	●	
	2) Tax exemption and customs clearance of the products at the port of disembarkation		●
	3) Internal transportation from the port of disembarkation to the project site	(●)	(●)
7	To accord Japanese nationals whose services may be required in connection with the supply of the products and the services under the verified contract such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their work		●

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NO	Items	To be covered by the Grant	To be covered by Recipient side
8	To exempt Japanese nationals from customs duties, internal taxes and other fiscal levies which may be imposed in the recipient country with respect to the supply of the products and services under the verified contract		●
9	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant Aid		●
10	To bear all the expenses, other than those to be borne by the Grant Aid, necessary for construction of the facilities as well as for the transportation and installation of the equipment		●

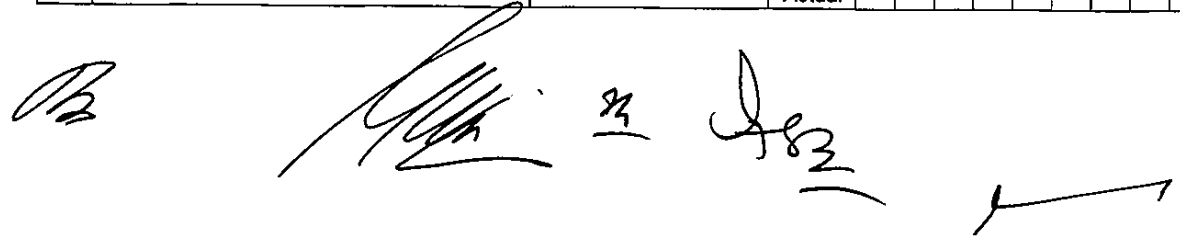
(B/A: Banking Arrangement, A/P: Authorization to Pay)



Tentative Schedule for EIA Procedures of the Project for Construction and Rehabilitation of National Highway N-5 in Karachi City

NO	Required Procedures	Responsibility	Year Month	2015											
				5	6	7	8	9	10	11	12				
1	Issuance of Public Notice (15 days before Scoping Meeting)	KMC	Plan	▲											
			Actual												
2	Preparation of documents for Scoping Meeting	KMC	Plan												
			Actual												
3	Scoping Meeting	KMC	Plan		▲										
			Actual												
4	EIA Survey	KMC	Plan												
			Actual												
5	Preparation of draft EIA Report	KMC	Plan				▲								
			Actual												
6	Public Hearing	KMC	Plan												
			Actual						▲						
7	Expert Committee	KMC	Plan												
			Actual							▲					
8	Review of EIA report	KMC	Plan												
			Actual												
8	Submission of final EIA report to SEPA	KMC	Plan												
			Actual								▲				
9	Review of final EIA report	SEPA	Plan												
			Actual												
10	Approval of EIA report	SEPA	Plan												
			Actual											▲	

Annex-3: Tentative Schedule for EIA Procedures of the Project



**Minutes of Discussions**  
**on The Preparatory Survey for**  
**The Project for Construction and Rehabilitation**  
**of National Highway N-5 in Karachi City**  
**IN**  
**The Islamic Republic of Pakistan**  
**(Explanation on Draft Preparatory Survey Report)**

With reference to the minutes of discussions signed between Karachi Metropolitan Corporation (hereinafter referred to as “KMC”), Government of Sindh (hereinafter referred to as “GOS”), and the concerned officials of the Government of Pakistan and the Japan International Cooperation Agency (hereinafter referred to as "JICA") in February ,2015 and May ,2015 , and in response to the request from the Government of the Islamic Republic of Pakistan (hereinafter referred to as “Pakistan”) dated August 13 ,2013 , JICA dispatched the Preparatory Survey Team (hereinafter referred to as “the Team”) for the explanation of Draft Preparatory Survey Report (hereinafter referred to as “the Draft Report”) for the Project for Construction and Rehabilitation of National Highway N-5 in Karachi City (hereinafter referred to as “the Project”), headed by Dr. Nobuyuki Tsuneoka, Senior Advisor of JICA, from December 3 to 9, 2016.

As a result of the discussions, both sides agreed on the main items described in the attached sheets.

Karachi, December , 2016



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**Nobuyuki Tsuneoka**  
Leader  
Preparatory Survey Team  
Japan International Cooperation Agency

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**Niaz Ahmed Soomro**  
Director General (Technical Services)  
Karachi Metropolitan Corporation

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**Rana Muhammad Yousaf Khan**

Deputy Secretary(Japan)

Economic Affairs Division

---

**Muhammad Ramzan Awan**

Secretary

Local Government & Rural Development

Department

Government of Sindh

---

**Mahtab UI Haq**

Secretary(Technical)

Planning and Development Department

Government of Sindh



## ATTACHMENT

### 1. Contents of the Draft Report

After the explanation of the contents of the Draft Report by the Team, the Pakistani side agreed to its contents.

The Pakistani side agreed that the draft report has been prepared on the assumption of implementing the Project under the Japan's Grant Aid scheme.

### 2. The project section of the target road

#### 2-1. The previously confirmed target road

The Team explained the target road as follows, on The 2nd Field Survey.

The target road to be constructed was a part of National Highway N-5 in Karachi city.

- Start Point: Approximately 100 m from the edge of Quidabad Flyover

- End Point: Port Qasim Intersection

Based on the result of traffic survey and pavement condition, the End Point would be changed from Pakistan Steel Junction to Port Qasim intersection in length of approximately 9 km.

#### 2-2. The surveyed section of the target road

The Outline Design has been conducted as follows, in according with discussion with Japanese relevant organization.

The surveyed section of the target road is a part of National Highway N-5 in Karachi city.

- Start Point: Approximately 100 m from the edge of Quidabad Flyover

- End Point: Pakistan Steel Junction

The site is shown in Annex-1.

### 3. Cost estimate

The Team explained that the Project cost is attached in the Annex-2, which is estimated based on the assumption of undertakings by both side.

The Team explained that large gap has occurred between the requested costs by the Pakistani side and the estimated costs by JICA.

The factors of cost increase are as follows;

- The requested costs do not contain those of Detailed Design, Procurement Supervision and the contingency.

- The requested costs contain indirect cost, but its details and amounts are uncertain and smaller, compared with JICA estimate.
- The estimated costs reflect the results of Outline Design. The main factor of cost increase is pavement price where the estimated pavement costs reflect the future traffic volume and relevant geotechnical data.

#### 4. Confidentiality of the cost estimate and technical specifications

Both sides confirmed that the cost estimate and technical specifications in the Draft Report should never be duplicated or disclosed to any third parties until all the contracts under the Project are concluded.

#### 5. Schedule of the Study

JICA will finalize the Preparatory Survey Report based on the confirmed items. The Pakistani side shall send the comments to the Draft Report by January 17, 2017. The report will be sent to the Pakistani side around February, 2017.

#### 6. Contents of the Final Report

In case contents of the report might be used for any purpose other than assistance by the Government of Japan (including JICA's activities) before signing of Grant Agreement for the Project, the Pakistani side shall inform the Japanese side (JICA Pakistan Office) in advance.

#### 7. Environmental and Social Considerations

7.1 The Team explained the Project had been changed to be categorized as "Category A" according to the JICA Guidelines, since the Project is widening of the trunk road of around 11km long where significant adverse impact on the environment may be expected.

7.2 The Team explained the necessary measure as "Category A" has been implemented and concluded for Japanese side.

7.3 The Pakistani explained to have obtained the Environmental Permit for the Project from the Sindh Environmental Protection Agency in accordance with the corresponding Pakistani side environmental laws and regulations.



8. Information from the Pakistani side

(1) The Pakistani side explained that the construction of flyover will be commenced at Manzil Pump intersection around January, 2017.

(2) The Pakistani side requested that future direction of the project will be informed in a written letter. The team took note of it.

END

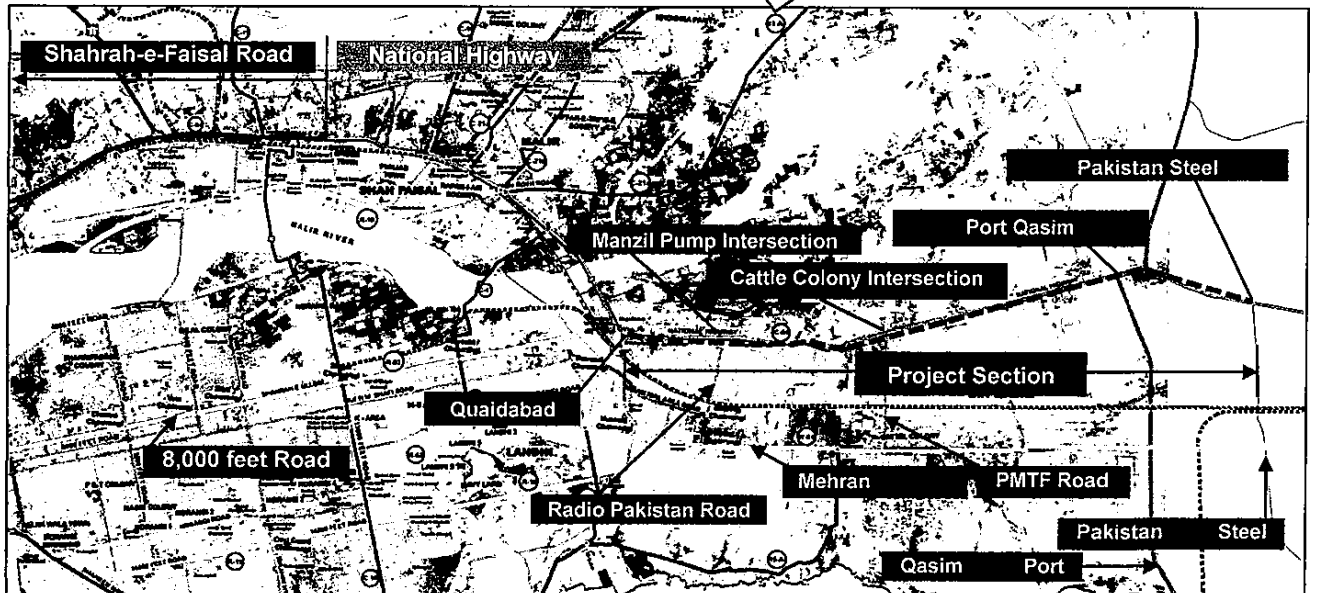
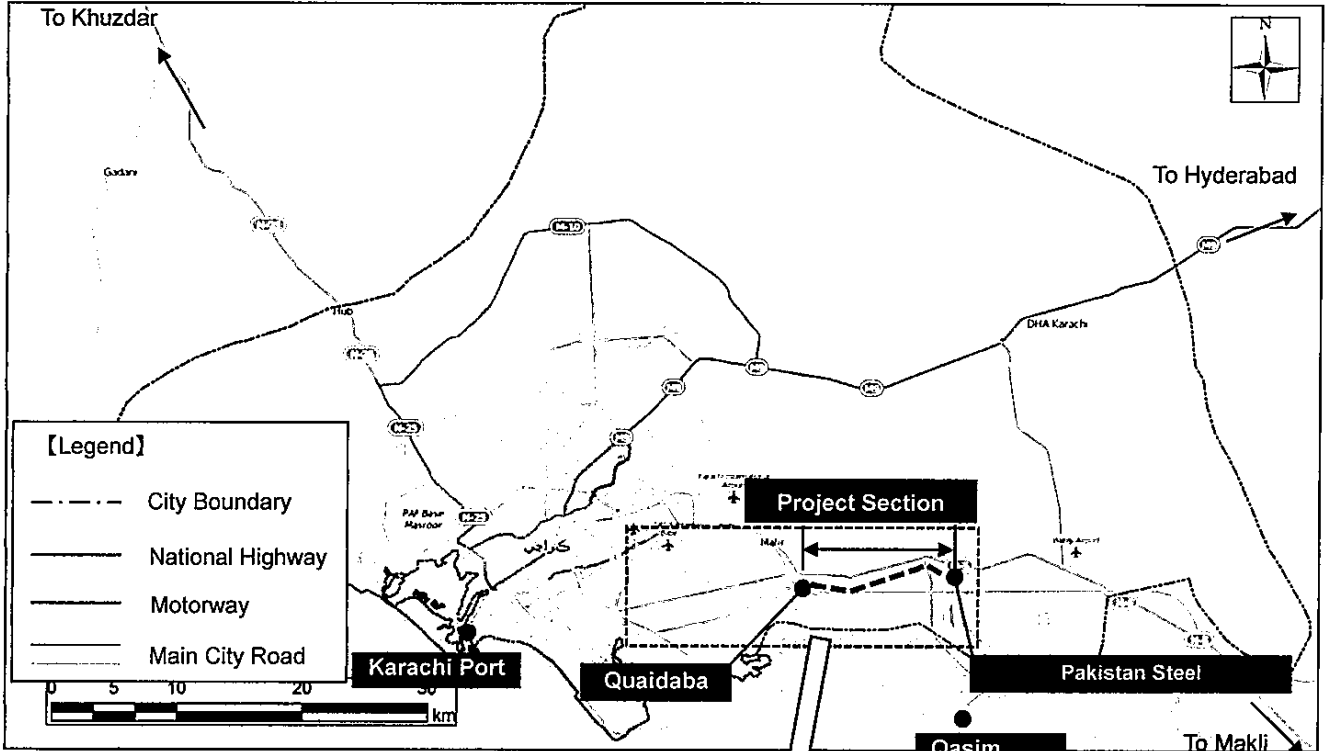
Annex 1 Project Site

Annex 2 Project Cost Estimation



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**Annex-1: Project Site**



## Annex-2: Project Cost Estimation

CONFIDENTIAL

### (1) Cost Borne by the Government of Japan

施工・調達業者契約認証まで非公開			
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### (2) Cost Borne by the Government of Pakistan

Items	Deadline	In charge	Estimated Cost*
Environmental and social consideration	Before P/Q Notice	KMC	5,000
Relocation of obstacles	-ditto-	-ditto-	31,000
Preparation of temporary yard	-ditto-	-ditto-	800
Commission for B/A and A/P	-ditto-	-ditto-	35,000

\*Unit: Thousand Pakistan Rupee

### (3) Conditions of Cost Estimation

- Estimated timing: July 2015
- Exchange rates: USD1.00 = 122.43 JPY  
Rs 1.00 = 1.062 JPY