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Consulting Services for: Design, Procurement Support and Construction Supervision Consultants
Client: Communication and Works Department (C&WD) of Khyber Pakhtunkhwa

KHYBER PAKHTUNKHWA RURAL INVESTMENT AND INSTITUTIONAL SUPPORT PROJECT

ADDENDUM TO ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP) FOR TEHSIL COMPLEX LANDI KOTAL, DISTRICT KHYBER

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*Prepared for the
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List of Acronyms

Communication & Works Department	C&W Department
Construction Contractors	CC
Contractor Environmental and Social Management Plan	CESMP
Environmental Engineer	EE
Environmental Impact Assessment	EIA
Environmental Protection Agency	EPA
Environmental Protection Ordinance	EPO
Environmental and Social Framework	ESF
Environmental and Social Management Plan	ESMP
Environmental and Social Standards	ESS
Federally Administered Tribal Area	FATA
Frontier Regions	FRs
General Environmental Assessment	GEA
Government of Khyber Pakhtunkhwa	GoKP
Government of Pakistan	GOP
Grievance Redress Mechanism	GRM
Initial Environmental Examination	IEE
Khyber Pakhtunkhwa	KP
KP Rural Infrastructure and Institutional Support Project	KPRIISP
Newly Merged Districts	NMDs
National Environmental Quality Standards	NEQS
Planning & Development Department	P&D Department
Pakistan Environmental Protection Act	PEPA
Pakistan Environment Protection Agency	Pak-EPA
Personal Protective Equipment	PPEs
Project Coordination & Management Unit	PCMU
Project Director	PD
Project Implementation Unit	PIU
Pakistani Rupees	PKR
Supervision Consultants	SC

1. Addendum to the ESMP Tehsil Complex Landi Kotal, District Khyber

1.1 Background and Purpose of Addendum

In a meeting with the World Bank, Progress Review Mission of KPRIISP held on December 02, 2025, the PIU C&W informed that some of the subprojects, apart from the construction of the District and Tehsil complexes buildings, include an additional component of the internal road improvement/rehabilitation in the respective Government Compound in the approved scope of work of the subprojects. As this additional component is added at a later stage, the original E&S Screening Checklist and ESMP of those subprojects do not include the required mitigation measures for the internal road improvement/rehabilitation. The Tehsil Complex, Landi Kotal, District Khyber, is one such subproject, for which an additional component of 400 meters of existing internal road rehabilitation has been added, and an amount of Rs. 3.2 million is provided in the approved project cost. The proposed rehabilitation works will be confined to the existing carriageway and ROW of the road. Therefore, the rehabilitation work will not involve any cutting of trees or disturbance to existing utilities in the surrounding areas. The subprojects' E&S Screening Checklist and ESMP were prepared in the light of the original scope of work, submitted to PCMU and WB, and approved by the World Bank, and a "No Objection Letter" was issued on August 05, 2025. In view of this situation, the WB team suggested that for all such subprojects for which NOL for ESMP is issued, an addendum to the ESMP be prepared to provide the required mitigation measures for carrying out the internal 400-meter road rehabilitation activities safely and sustainably. To comply with the decision of the above-referred meeting, this addendum is prepared to form an integral part of the approved ESMP of the subproject. This ESMP addendum, therefore, should be read as an integral part of the original ESMP.

1.2 Project Components

In view of the additional scope of work, the subproject components are also revised. The proposed new Tehsil complex site is spread over an area of 24 kanals of land (having a tehsil building on 4 kanals, and a residential building on 1.5 kanals) and has the following components:

1. One block having a Ground + 2-storied Office building for Tehsil Administration.
2. One block of 2-bedroom apartments (12 flats) for Government Officials.
3. Renovation of 3 existing Officer Residences (DC, AC, and Tehsildar houses), 8 quarters, Jirga Hall, Old tehsil building, AC office, and TMA office.
4. 400 meters internal road rehabilitation within the existing complex.

While preparing the E&S screening checklist of the subproject, it has been observed that the construction activities of the proposed Tehsil Complex will have moderate-level concerns/impacts within the site and the immediate surrounding areas. In view of this fact, the ESMP provides a key focus on air and water pollution control, noise and vibration mitigation, soil conservation measures, sustainable drainage planning, solid waste management, and detailed health and safety measures.

2. ENVIRONMENTAL AND SOCIAL MONITORING PLAN

2.1 Potential Environmental and Social Impacts, Mitigation Measures, and Monitoring Plan

The Environmental and Social Management Plan (ESMP) provides the framework for the implementation of the mitigation measures and environmental management and monitoring during the existing 400-meter road rehabilitation works. The proper implementation of the ESMP will ensure that any adverse environmental impacts are adequately mitigated, prevented, or minimized to an acceptable level, and that the actions required to achieve the above-stated objectives are successfully undertaken by the relevant institutions or regulatory agencies. The implementation of ESMP will be carefully coordinated with the design, construction, and operation programs of the project to ensure that relevant mitigation measures are implemented at the appropriate stage and adequate resources are properly allocated to achieve the desired results.

Table 4, below, provides the Environmental Management Plan for the existing 400-meter existing road rehabilitation works of the proposed new Tehsil Complex. As most of the following measures relate to good housekeeping and effective management control, the existing approved cost of the ESMP will cover the cost of them. The mitigation measures and corresponding budget provided in the original Environmental and Social Management Plan (ESMP) for environmental, social, and Occupational Health and Safety (OHS) impacts related to civil works will apply to the proposed existing 400-meter road rehabilitation works. As the proposed existing 400-meter road rehabilitation works were not considered in the stakeholder consultations of the original ESMP, the Stakeholder consultations will be conducted before the start of the civil works and continue throughout project implementation. The mitigation measures provided in the table below are only those that are directly related to the road improvement works of the Tehsil Complex Landi Kotal, District Khyber.

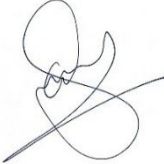
Table 4: Environmental Management Plan

Sr. No.	Parameters	Target	Mitigation	Status of Activity	Implementation Responsibility
Construction Phase					
1	Water Quality and Availability.	To protect the ground and surface water resources from any pollution due to the construction of the subproject and to fulfill the Regulatory Compliance under the NEQs.	<ul style="list-style-type: none"> ▪ The contractor will ensure to clear and maintain natural drainage paths; ▪ During all road improvement activities, the contractor shall implement effective controls to prevent construction debris and other waste from entering the drainage system. Appropriate measures—such as installing silt traps and maintaining regular site housekeeping—must be implemented to ensure that no materials obstruct the drainage network. 	To be carried out.	CEE, and Supervision Consultant (SC) to monitor.
2	Health and safety of workers and associated communities	To reduce the health and safety risks to construction workers and the	<ul style="list-style-type: none"> ▪ Work safety measures and good workmanship practices are to be followed by the contractor to ensure no health risks for laborers. 	To be done.	CEE, SC to monitor.

		<p>nearby communities arising from road improvement works.</p>	<ul style="list-style-type: none"> ▪ Provision of protective clothing for laborers handling road improvement materials, e.g., a helmet, adequate footwear, protective goggles, and gloves, etc; ▪ Ensure strict use of protective clothing and other necessary equipment during work activities; ▪ The contractor shall provide and maintain adequate traffic management and safety controls at internal road improvement sites. This includes installing clear and visible signage, lighting devices, physical barriers, and warning tape, as well as deploying trained flag personnel to ensure safe movement of vehicles, equipment, and pedestrians; ▪ The contractor shall ensure timely and accessible public notification regarding all planned road improvement activities. Notifications shall include the nature of works, expected start and end dates, potential traffic or access disruptions, and available detour routes. Information must be disseminated through appropriate channels—such as local notice boards, community meetings, to allow the public to prepare and minimize inconvenience; ▪ The contractor shall install and maintain appropriate safety and diversion signage at all construction and road improvement areas, with special emphasis on sensitive locations and accident-prone sections of the road. Signage must be clearly visible, compliant with applicable traffic safety standards, and 		
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			<p>placed at a sufficient distance to adequately warn and guide road users, ensuring safe navigation around the construction zone and road improvement spots;</p> <ul style="list-style-type: none"> ▪ Good housekeeping, clear walkways, adequate lighting, and spill control; and ▪ Setting up speed limits in close consultation with the local stakeholders. 		
3	Flora and fauna	To protect, conserve, and minimize the impact on flora and fauna	<ul style="list-style-type: none"> ▪ All efforts will be made to protect and conserve the existing trees and shrubs in the surroundings of the proposed road for improvement. 	To be carried out once the construction activities are started.	CEE, Supervision Consultant (SC), and PIU to monitor.
4	Traffic Management	To minimize traffic problems in the project area	<ul style="list-style-type: none"> ▪ A proper traffic management plan will be prepared in consultation with the PIU staff and implemented to avoid traffic jams/public inconvenience; ▪ Movement of vehicles carrying construction materials should be restricted during the daytime to reduce traffic load and inconvenience to the residents; and ▪ The PIU and the Tehsil Administration must maintain liaison between the residents/visitors, travelers, and the contractor to facilitate traffic movement during the construction stage. 	To be prepared before the construction begins.	Contractor Traffic Engineer, SC, and PIU.

3. Review & Approval

 <p>Reviewed By: Usman Shinwari Position: Deputy Director E&S C&W Date: 11/02/2026</p>	 <p>Approved By: Naveed Iqbal Position: Project Director, C&W PIU Date: 11/02/2026</p>
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