

**MEINHARDT-UEC-GC-CIV (JV)**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****DISTRICT, TEHSIL OFFICES & RESIDENCE  
COMPLEX KHAR, DISTRICT BAJAUR***February 2026**PREPARED BY THE MEINHARDT  
CONSULTANTS PIU – C&W**Prepared for the  
Communication & Works  
Department KP*

## 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 District, Tehsil, and Residences Complex Khar, District Bajaur

### 1.1 Project scope of work

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 subproject District, Tehsil, and Residences Complex, Khar, District Bajaur, is one such subproject, for which an additional component of existing small internal roads rehabilitation has been added. The lengths of the proposed internal roads for rehabilitation vary, ranging from a minimum of 148 meters to a maximum of 457 meters. Among them, some existing small roads are 145 meters to 175 meters, some existing roads are 200 meters to 240 meters, some existing roads are 350 meters to 375 meters, and only a few existing roads are 450 meters to 475 meters in length. An amount of Rs. 66 million was provided in the approved project cost. The proposed rehabilitation works will be confined to the existing carriageway and ROW of these internal roads. 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 (NOL)" was issued on June 20, 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 road's 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 subproject involves three new building complexes on three different plots within the same Government colony. The new District Office complex site is a 7.40 kanals plot with a district residential building (2BHK + 3BHK) 1.84 kanals, and the Tehsil complex site is a 3 kanals plot with a tehsil residential building (2BHK) 0.96 kanals. The three complexes have the following components:

1. One block having a Ground + 2-storied Office building for District Administration and line Department Offices.
2. One Office block having a Ground + 2-storied building for the Tehsil Administration and the line Department's offices.
3. Renovation/maintenance of existing buildings in District Complex (governor's cottage, rest houses, DC house, category 2 & 3 residences, 4 no quarters, hostels, education office, C&W offices, DPO office, AC office, ADC office, DAO office, agriculture office, forest office, mining office, livestock and PHED offices.
4. Two blocks of 2BHK and 3BHK (Ground + 2) residential apartments, in District Complex.
5. One block of 2BHK (Ground + 2) (12 no. flats) residential apartments, in Tehsil Complex.
6. 6 Km of internal road improvements within the existing complex.

During the preparation of the E&S screening checklist of the subprojects, it has been observed that the construction activities of the proposed Complexes will have some moderate-level concerns/impacts within the site and the immediate surrounding areas. Therefore, the ESMP's key focus is 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 mitigating measures and environmental management and monitoring during the internal road improvement 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 subproject 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 road improvement works of the proposed new District, Tehsil, and Residences 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. As the proposed existing roads 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 proposed in the following table of addendum are only directly related to the existing roads rehabilitation works of the District, Tehsil, and Residences Complex, Khar, District Bajaur.

**Table 4: Environmental Management Plan**

Sr. No.	Parameters	Target	Mitigation	Status of Activity	Implementation Responsibility
<b>Construction Phase</b>					
1	Water Quality and Availability.	To protect ground and surface water resources from any pollution due to the construction of the subproject and to fulfill Regulatory Compliance under the NEQs.	<ul style="list-style-type: none"> <li>▪ The contractor will ensure to clear and maintain natural drainage paths;</li> <li>▪ 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 taken to ensure that no materials block the drainage network.</li> </ul>	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 nearby communities	<ul style="list-style-type: none"> <li>▪ Work safety measures and good workmanship practices are to be followed by the contractor to ensure no health risks for laborers.</li> <li>▪ Provision of protective clothing for laborers handling</li> </ul>	To be done.	CEE, SC to monitor.

		<p>arising from road improvement works.</p>	<p>road improvement materials, e.g., a helmet, adequate footwear, protective goggles, and gloves, etc;</p> <ul style="list-style-type: none"> <li>▪ Ensure strict use of protective clothing and other necessary equipment during work activities;</li> <li>▪ 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;</li> <li>▪ 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;</li> <li>▪ 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 placed at a sufficient distance to adequately warn and</li> </ul>		
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			<p>guide road users, ensuring safe navigation around the construction zone and road improvement spots;</p> <ul style="list-style-type: none"> <li>▪ Good housekeeping, clear walkways, adequate lighting, and spill control; and</li> <li>▪ Setting up speed limits in close consultation with the local stakeholders.</li> </ul>		
3	Flora and fauna	To protect, conserve, and minimize the impact on flora and fauna	<ul style="list-style-type: none"> <li>▪ All efforts will be made to protect and conserve the existing trees and shrubs in the surroundings of the proposed road for improvement.</li> </ul>	To be carried out once construction activities begin.	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"> <li>▪ A proper traffic management plan will be prepared in consultation with the PIU staff and implemented to avoid traffic jams/public inconvenience;</li> <li>▪ Movement of vehicles carrying construction materials should be restricted during the daytime to reduce traffic load and inconvenience to the residents;</li> <li>▪ The PIU, the District, and Tehsil Administration must maintain liaison between the residents/visitors, travelers, and the contractor to facilitate traffic movement during the construction stage; and</li> </ul> <p>For the road improvements on which the schools and health facilities are situated, the contractor will take the following special measures:</p> <ul style="list-style-type: none"> <li>▪ No heavy vehicle movement during school timings and OPD peak hours;</li> <li>▪ Install bollards near school and hospital entrances for early warning of drivers;</li> <li>▪ Install temporary barricades around work zones;</li> </ul>	To be prepared before the construction begins.	Contractor Traffic Engineer, SC, and PIU.

			<ul style="list-style-type: none"> <li>▪ Deploy traffic control personnel during material transport;</li> <li>▪ Deploy traffic control personnel during school timings and peak OPD timings;</li> <li>▪ Provide warning signage (minimum 50 m before entry of the school and health facility);</li> <li>▪ The improvement work near schools should be carried out during the summer vacation or any long-term vacations.</li> </ul>		
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**3. Review & Approval**

	
<p><b>Reviewed By: Usman Shinwari</b>  <b>Position: Deputy Director, (E&amp;S) C&amp;W PIU</b>  <b>Date: 12/02/2026</b></p>	<p><b>Approved By: Naveed Iqbal</b>  <b>Position: Project Director, C&amp;W PIU</b>  <b>Date: 12/02/2026</b></p>