

**PC-I FORM**  
for  
**Improvement & Rehabilitation of Roads & Chowks Project in**  
**Jaranwala City**

*Project Serial Number*

*Sector :* **Local Government & Community Development Department**  
*Sub Sector:* **Social**

<b>1. Name of the project</b>	<b>Punjab Cities Program Improvement &amp; Rehabilitation of Roads &amp; Chowks Project in Jaranwala city</b>	
<b>2. Location</b>	The city is located at 31° - 20' North latitude and 73° -25' East longitude. Jaranwala is situated at a distance of 37 kilometres from Faisalabad towards south-east, on Lahore-Faisalabad Road and Jaranwala-Khurrianwala road. The Sheikhpura-Shorkot railway line also passes through this city. Location map of the city is attached in <b>Annexure-A</b>	
<b>3. Authorities responsible for</b>		
i- Sponsoring	Government of the Punjab (through World Bank funding)	
ii- Execution	Municipal Committee Jaranwala	
iii- Operation and Maintenance	Municipal Committee Jaranwala	
iv- Concerned Provincial Department	Local Government and Community Development Department Punjab	
<b>4a. Plan Provision</b>		
i. If the project is included in medium term/five year plan, specify actual allocation	Punjab Cities Program (PCP) is a World Bank funded Program with a total cost of USD 236.00 million and comprises of below mentioned components.	
	Total loan from World Bank	USD 200.00 million
	Component-1 Infrastructure development (PforR)	USD 180.00 million USD
	Component-2 Technical Assistance	USD 20.00 million
	MCs share (20% of PforR component) equivalent to:	USD 36.00 million
	Total Program cost	USD 236.00 million

	Component-2 i-e Technical Assistance component of Program costing USD 20.00 million is meant for management cost of the Program and capacity building of MCs & Government Departments and is included in the medium term/ five-year plan and has been funded now in ADP 2021-22 - under General Serial No-2521 with allocation of PKR 100.00 million as foreign component.
ii- If not included in the current plan, what warrants its inclusion and how it is now proposed to be accommodated	Not applicable
iii If the project is proposed to be financed out of block provision indicate.	The Project is being financed by World Bank as Donor along with 20% co-financing from the Program Units and is not proposed to be financed out of block allocation.
4b- Provision in the current year PSDP/ADP	PKR.100.00 million under ADP 2021-22 General Serial No 2521 for Component-2 of the Program i-e Technical Assistance as described above.
5. Project objectives and its relationship with sector objectives	<p><b><u>Sector Objectives</u></b> The sector objectives include:</p> <ol style="list-style-type: none"> <li>1. Provision of efficient and effective municipality services to the masses.</li> <li>2. Community development through improving basic infrastructure.</li> <li>3. Clean and green environment for better living standards.</li> <li>4. Effective use of land through master planning of urban areas.</li> <li>5. Social uplifting and cohesion through provision of public open spaces and play grounds.</li> <li>6. Ease in mobility and communication.</li> <li>7. Cost efficient Solid Waste Management through waste to energy initiatives.</li> <li>8. Capacity building of Local Governments.</li> <li>9. Efficient Road network to make areas easily accessible</li> </ol> <p><b><u>Objectives of the Project</u></b> The Project aims at improvement of infrastructure of municipal services such as roads, chowks, cross roads, street lights, parks and parking shed for SWM machinery for improved communication and recreational facilities.</p> <p>Scope of the work for this particular project includes the rehabilitation and improvement of existing roads, chowks and drainage system along with the construction of new drainage system where needed. However,</p>

	<p>the cleaning and de-silting of existing drains and pipes will be arranged by MC Jaranwala from their own resources.</p> <p>The Project has the following objectives;</p> <ol style="list-style-type: none"> <li>1. Improvement of service delivery level of the municipal services in the sector of communication.</li> <li>2. Better travelling facilities for the commuters.</li> <li>3. Reduction in road accidents.</li> <li>4. Saving in travelling and repair cost of the vehicles.</li> <li>5. Reduction in annual maintenance charges of roads and parks</li> <li>6. Better lit roads and streets adding to security of people travelling at night.</li> <li>7. Improvement in environments of the city making them livable.</li> <li>8. Improvement in local and province economy.</li> <li>9. Improvement in the economic growth potential of the city.</li> </ol> <p>Hence, the objectives of the project are in line with the sector objectives mentioned at Sr. No-1, 2, 3, 5 and 6 above and the project forms integral part of the concerned sector.</p>
<p><b>6. Description, justification, technical parameters and technology transfer aspects</b></p>	
<p>i. Present Condition</p>	<p>As per PLGA-12019 Urban Local Governments (ULGs) are basically and wholly responsible for delivery of the municipal services with a service delivery level which should satisfy the consumers and citizen. Unfortunately, the prevalent conditions of the service delivery are not encouraging in the city.</p> <p>The major reason of unsatisfactory service delivery is the lack of proper maintenance of the municipal infrastructure in all sectors causing consumer dissatisfaction at one end and degradation of the infrastructure on the other end apart from very low revenue recovery as the consumers are reluctant to pay because of deteriorated service delivery.</p> <p>The roads infrastructure has been damaged and degraded because of lack of repairs and upgradation due to shortage of money and constrained municipal budgets. If these roads &amp; chowks are not improved at this stage, then this infrastructure will be further damaged / degraded giving financial loss to the public as well as private sectors and the growth potential of the city will be adversely affected. Damaged roads will increase the operational expenditure of the vehicles apart from wasting time and giving rise to public frustration and mental agony.</p> <p>The only way to keep the infrastructure in operational and functional condition for better travelling and recreational facilities to the inhabitants</p>

	of the city and the surrounding areas, is to improve the roads, chowks and important cross roads			
ii. Description of the subproject-	The project comprises of improvement of 02 Nos damaged roads with total length of 3.59 Km and 03 Nos chowks in the city. Detail of these roads has been given in the table below.			
iii Detail of civil works, equipment & machinery and other physical facilities	The detail of roads and chowks to be improved, rehabilitated or constructed in the city, is given below			
	Improvement and construction of roads			
	S. N.	Name of road	From-To	Detail of works involved
	1	P1A- Chak 127 Main Bazar Road	Main Bazar 127 GB till Canal Road	<ul style="list-style-type: none"> <li>• Geometric Improvement</li> <li>• Rehabilitation of Existing Pavement Structure</li> <li>• Pavement Marking</li> <li>• Street Lighting</li> <li>• Improvement of drainage system</li> </ul>
	2	P1- Water Works Road	Karmanwala Chowk via Sabri Chowk to Taj Hospital	<ul style="list-style-type: none"> <li>• Geometric Improvement</li> <li>• Rehabilitation of Existing Pavement Structure</li> <li>• Pavement Marking</li> <li>• Street Lighting</li> <li>• Improvement of drainage system</li> </ul>
	3	P1- 127 GB Main Bazar Road	Sabri Chowk to Taj Hospital	<ul style="list-style-type: none"> <li>• Geometric Improvement</li> <li>• Rehabilitation of Existing Pavement Structure</li> <li>• Pavement Marking</li> <li>• Street Lighting</li> <li>• Improvement of drainage system</li> </ul>
4	P1- Muhammad Ali Park Road	Taj Hospital to Nankana Mor Chowk	<ul style="list-style-type: none"> <li>• Geometric Improvement</li> <li>• Rehabilitation of Existing Pavement Structure</li> <li>• Pavement Marking</li> <li>• Street Lighting</li> <li>• Improvement of drainage system</li> </ul>	
5	P3- Lahore Road	Anarkali Bazar Chowk via Gulistan Cinema	<ul style="list-style-type: none"> <li>• Geometric Improvement</li> <li>• Rehabilitation of Existing Pavement Structure</li> <li>• Pavement Marking</li> </ul>	

		Chowk to Railway line	<ul style="list-style-type: none"> <li>• Street Lighting</li> <li>• Improvement of drainage system</li> </ul>
6	P3- Rasheed Park Road	Ahtisham Touqeer Nashta Point to Farooq e Azam Masjid	<ul style="list-style-type: none"> <li>• Rehabilitation of Existing Pavement Structure</li> <li>• Pavement Marking</li> <li>• Improvement of drainage system</li> </ul>
7	P3- Gulistan Cinema Road	Gulistan Cinema Chowk to Ahtisham Touqeer Nashta Point	<ul style="list-style-type: none"> <li>• Geometric Improvement</li> <li>• Rehabilitation of Existing Pavement Structure</li> <li>• Pavement Marking</li> <li>• Street Lighting</li> <li>• Improvement of drainage system</li> </ul>
• Chowks or Cross Roads			
S. N.	Name of Chowk		
1	CP-1 Karmanwala Chowk		<ul style="list-style-type: none"> <li>• Geometric Improvement of intersection</li> <li>• Channelization of traffic flow</li> <li>• Rehabilitation of Existing Pavement Structure</li> <li>• Pavement Marking</li> <li>• Street Lighting</li> <li>• Aesthetic improvement of chowk</li> </ul>
2	CP-2 Nankana Mor Chowk		<ul style="list-style-type: none"> <li>• Geometric Improvement of intersection</li> <li>• Channelization of traffic flow</li> <li>• Rehabilitation of Existing Pavement Structure</li> <li>• Pavement Marking</li> <li>• Street Lighting</li> <li>• Aesthetic improvement of chowk</li> </ul>
3	CP-3 Anarkali Bazar Chowk		<ul style="list-style-type: none"> <li>• Geometric Improvement of intersection</li> <li>• Channelization of traffic flow</li> <li>• Rehabilitation of Existing Pavement Structure</li> <li>• Pavement Marking</li> <li>• Street Lighting</li> <li>• Aesthetic improvement of chowk</li> </ul>

iv Indicate governess issues of the sector relevant to the project and strategy to resolve them	<ul style="list-style-type: none"> <li>• Municipal Committee Jaranwala is facing acute shortage of staff. The smooth sailing of the Punjab Cities Program can only be assured when the required staff is available with Unit.</li> <li>• The Repair and maintenance of the municipal services is not up to the mark in such Unit. Trainings will be imparted by PMDFC to the officers as well as the field staff under the Program but practicing the interventions and method/procedures learnt in these trainings is the actual requirement in which Units are lacking at present. Hence inculcating the mind set for good repair and maintenance is the major requirement for improving the service delivery level.</li> </ul>																																																									
7- Capital Cost of Project	<p>The summary of the works included in the project is given below;</p> <table border="1" data-bbox="507 674 1369 1601"> <thead> <tr> <th>S. No</th> <th>Name of road</th> <th>Cost (PKR million)</th> </tr> </thead> <tbody> <tr><td>1</td><td>P1- Chak 127 Main Bazar Road</td><td>22.17</td></tr> <tr><td>2</td><td>P1- Water Works Road</td><td>41.91</td></tr> <tr><td>3</td><td>P1-127 GB Road</td><td>28.27</td></tr> <tr><td>4</td><td>P1-MUHAMMAD ALI PARK ROAD</td><td>6.59</td></tr> <tr><td>5</td><td>P3- Lahore Road</td><td>41.56</td></tr> <tr><td>6</td><td>P3- Rasheed Park Road</td><td>5.27</td></tr> <tr><td>7</td><td>P3- Gulistan Cinema Road</td><td>8.54</td></tr> <tr><td>8</td><td>CP-1 Karmanwala Chowk</td><td>20.29</td></tr> <tr><td>9</td><td>CP-2 Nankana Mor Chowk</td><td>6.66</td></tr> <tr><td>10</td><td>CP-3 Anarkali Bazar Chowk</td><td>5.94</td></tr> <tr><td>11</td><td>Drainage System</td><td>20.75</td></tr> <tr><td>12</td><td>Electrical Works</td><td>66.36</td></tr> <tr><td>13</td><td>Environment Health Safety Budget</td><td>1.49</td></tr> <tr><td>14</td><td>Project Board</td><td>0.07</td></tr> <tr><td></td><td><b>Total</b></td><td><b>275.95</b></td></tr> <tr><td></td><td>Contingencies @2%</td><td>5.51</td></tr> <tr><td></td><td>Punjab Sales Tax @5%</td><td>13.79</td></tr> <tr><td></td><td><b>Grand Total</b></td><td><b>295.27</b></td></tr> </tbody> </table> <p>See Annexure-B for details</p>	S. No	Name of road	Cost (PKR million)	1	P1- Chak 127 Main Bazar Road	22.17	2	P1- Water Works Road	41.91	3	P1-127 GB Road	28.27	4	P1-MUHAMMAD ALI PARK ROAD	6.59	5	P3- Lahore Road	41.56	6	P3- Rasheed Park Road	5.27	7	P3- Gulistan Cinema Road	8.54	8	CP-1 Karmanwala Chowk	20.29	9	CP-2 Nankana Mor Chowk	6.66	10	CP-3 Anarkali Bazar Chowk	5.94	11	Drainage System	20.75	12	Electrical Works	66.36	13	Environment Health Safety Budget	1.49	14	Project Board	0.07		<b>Total</b>	<b>275.95</b>		Contingencies @2%	5.51		Punjab Sales Tax @5%	13.79		<b>Grand Total</b>	<b>295.27</b>
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i- Indicate date of estimation of the project cost	The project estimates have been framed during the month of June, 2022																																																									
ii- Basis of determining the estimates be provided.	The cost estimates have been framed on the basis of bill of quantities actually required at site and unit rates from the Market Rate System																																																									

	(MRS) issued by the Government of Punjab (District Faisalabad 2 <sup>nd</sup> biannual of year 2022). For items not available in the MRS, the same have been analyzed as per prevailing market rates.																																		
iii- Provide year wise estimation of physical activities	The physical and financial requirements, year wise are included in the following table:																																		
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<p>iv- Phasing of capital cost on the basis of each item of work.</p>	<p>The phasing of capital cost of the project is included in the following table: (All figures are in million rupees)</p> <table border="1"> <thead> <tr> <th>S. #</th> <th>Items of Road/chovk</th> <th>Total (PKR million)</th> <th>Year 2022-2023 (100%)</th> </tr> </thead> <tbody> <tr><td>1</td><td>P1- Chak 127 Main Bazar Road</td><td>22.17</td><td>22.17</td></tr> <tr><td>2</td><td>P1- Water Works Road</td><td>41.91</td><td>41.91</td></tr> <tr><td>3</td><td>P1-127 GB Road</td><td>28.27</td><td>28.27</td></tr> <tr><td>4</td><td>P1-MUHAMMAD ALI PARK ROAD</td><td>6.59</td><td>6.59</td></tr> <tr><td>5</td><td>P3- Lahore Road</td><td>41.56</td><td>41.56</td></tr> <tr><td>6</td><td>P3- Rasheed Park Road</td><td>5.27</td><td>5.27</td></tr> <tr><td>7</td><td>P3- Gulistan Cinema Road</td><td>8.54</td><td>8.54</td></tr> <tr><td>8</td><td>CP-1 Karmanwala Chowk</td><td>20.29</td><td>20.29</td></tr> <tr><td>9</td><td>CP-2 Nankana Mor Chowk</td><td>6.66</td><td>6.66</td></tr> <tr><td>10</td><td>CP-3 Anarkali Bazar Chowk</td><td>5.94</td><td>5.94</td></tr> <tr><td>11</td><td>Drainage System</td><td>20.75</td><td>20.75</td></tr> <tr><td>12</td><td>Electrical Works</td><td>66.36</td><td>66.36</td></tr> <tr><td>13</td><td>Environment Health Safety Budget</td><td>1.49</td><td>1.49</td></tr> <tr><td>14</td><td>Project Board</td><td>0.075</td><td>0.075</td></tr> <tr><td></td><td><b>Total work outlay</b></td><td><b>275.95</b></td><td><b>275.95</b></td></tr> <tr><td></td><td>PST, contingencies, public awareness and Horticulture</td><td>19.3</td><td>19.3</td></tr> <tr><td></td><td><b>Total project cost (Millions)</b></td><td><b>295.27</b></td><td><b>295.27</b></td></tr> </tbody> </table>	S. #	Items of Road/chovk	Total (PKR million)	Year 2022-2023 (100%)	1	P1- Chak 127 Main Bazar Road	22.17	22.17	2	P1- Water Works Road	41.91	41.91	3	P1-127 GB Road	28.27	28.27	4	P1-MUHAMMAD ALI PARK ROAD	6.59	6.59	5	P3- Lahore Road	41.56	41.56	6	P3- Rasheed Park Road	5.27	5.27	7	P3- Gulistan Cinema Road	8.54	8.54	8	CP-1 Karmanwala Chowk	20.29	20.29	9	CP-2 Nankana Mor Chowk	6.66	6.66	10	CP-3 Anarkali Bazar Chowk	5.94	5.94	11	Drainage System	20.75	20.75	12	Electrical Works	66.36	66.36	13	Environment Health Safety Budget	1.49	1.49	14	Project Board	0.075	0.075		<b>Total work outlay</b>	<b>275.95</b>	<b>275.95</b>		PST, contingencies, public awareness and Horticulture	19.3	19.3		<b>Total project cost (Millions)</b>	<b>295.27</b>	<b>295.27</b>
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<p>8-Annual recurrent cost after completion of the project and source of financing</p>	<p>The roads &amp; chowks are already being repaired and maintained by the Municipal Committee Jaranwala out of its own financial resources. No additional cost will be required after completion of the improvement and upgradation of the roads and chowks, rather the repairs cost will be reduced for the initial years. However, the efficiency of the infrastructure and service delivery level will be improved after completion of the project.</p>																																																																								
<p>9- Demand &amp; Supply Analysis i- Existing Capacity of services</p>	<p><b>Existing supply level</b></p> <ul style="list-style-type: none"> <li>Existing geometry of the roads and chowk is not well enough to sustain the smooth traffic flow. Existing pavement structure of the roads and chowk is deteriorated which needs the rehabilitation to bear the traffic loading and better riding quality.</li> <li>Municipal Committee Jaranwala is unable to render satisfactory service to the entire area of the city because of degraded infrastructure wherein some rehabilitation and improvement are direly needed but MC could not be able to accomplish them because of low revenue recovery and funding constraints. Very few areas are reasonably served but others are deprived of the required level of the service. This</li> </ul>																																																																								



- Unsatisfactory municipal delivery is not encouraging the city to become engines of economic growth and hence the GDP of our city is much lower than the peers in the developing world.

Hence there is a large gap between the supply and demand which is to be bridged by improvement in the infrastructure and its management.

v-Designed capacity and output of the project

1. Table showing Name of roads, From and to reaches, length, ROW, metaled width and type of pavement of each road and total length is given below:

Sr. #	Road Name	From and To	Pavement Type	ROW	Carriage way Type	Metaled Width	Length (km)
1							
2	P1- Chak 127 Main Bazar Road	Main Bazar 127 GB till Canal Road	Asphalt Concrete	33 ft (Varies)	Single	15 ft	0.74
3	P1- Water Works Road	Karmanwala Chowk via Sabri Chowk to Taj Hospital	Asphalt Concrete	45 ft	Dual with Median	28 ft on Water Works Road & 48 ft on 127 GB Road	0.42
4	P1- 127 GB Main Bazar Road	Sabri Chowk to Taj Hospital	Asphalt Concrete	33 ft (Varies)	Single	15 ft	0.37
5	P1- Muhammad Ali Park Road	Taj Hospital to Nankana Mor Chowk	Asphalt Concrete	32 ft (Varies)	Single	30 ft (Varies)	0.15
6	P3- Lahore Road	Anarkali Bazar Chowk via Gulistan Cinema Chowk to Railway line	Asphalt Concrete	82 ft (Varies)	Dual with Median	22 ft	1.4
7	P3- Rasheed Park Road	Ahtisham Touqeer Nashta Point to Farooq e Azam Masjid	Asphalt Concrete	22 ft (Varies)	Single	12.5 ft	0.24
8	P3- Gulistan Cinema Road	Gulistan Cinema Chowk to Ahtisham Touqeer Nashta Point	Asphalt Concrete	40 ft (Varies)	Single	20 ft	0.27

2. One 4 legs chowk (CP-1 Karmanwala Chowk), connecting with Water Works Road and Girls College Road, second 4 leg Chowk (CP-2 Nankana Mor Chowk) connecting with Khurrianwala Road

	<p>and Nankana Road, third 3 Leg chowk (CP-3 Anarkali Bazar Chowk) connecting with Lahore Road and Water Works Road.</p> <p>3. Roads and chowk are designed for 10-year life.</p> <p>4. These roads will carry out the 215.8 Million traffic cumulatively for 10 years.</p> <p>5. Improvement of these roads and chowk will decrease the travel time of commuters which will ultimately improve the economy of city.</p>										
<p><b>10. Financial Plan</b></p> <p><b>Sources of financing</b></p> <p><u>Debt</u></p> <p>a) Indicate the local and foreign debt Loan</p>	<p>Below given loan for the Punjab Cities Program has been funded by World Bank for 16 PCP cities in Punjab.</p> <table border="1"> <tr> <td>Total loan to Government of Pakistan/Punjab</td> <td>USD 200 million</td> </tr> <tr> <td>Component-1 for Infrastructure Development</td> <td>USD 180 million</td> </tr> <tr> <td>Component-2 for Investment Project Financing For capacity building of MCs &amp; three Govt. organization and program management.</td> <td>USD 20 million</td> </tr> <tr> <td>20% share of Municipalities is equivalent to</td> <td>USD 36 million</td> </tr> <tr> <td>Total funds available for Infrastructure Development</td> <td>USD 216 million</td> </tr> </table> <p>This project will be funded under this financing.</p>	Total loan to Government of Pakistan/Punjab	USD 200 million	Component-1 for Infrastructure Development	USD 180 million	Component-2 for Investment Project Financing For capacity building of MCs & three Govt. organization and program management.	USD 20 million	20% share of Municipalities is equivalent to	USD 36 million	Total funds available for Infrastructure Development	USD 216 million
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20% share of Municipalities is equivalent to	USD 36 million										
Total funds available for Infrastructure Development	USD 216 million										
<p>b) Equity</p>	<p><b>A. Loan/grant to MC</b></p> <p>The amount of loan converted to grant to Jaranwala Unit will be <b>PKR. 236.21 million</b>. The financing of the project will be as given below:</p> <table border="1"> <tr> <td>Grant to Unit for the year 2022-2023 (80% of cost of PC-I)</td> <td>PKR 236.21 million</td> </tr> <tr> <td>20% Co-finance by MC (20% of the cost of PC-I)</td> <td>PKR 59.05 million</td> </tr> <tr> <td>Total available funds</td> <td>PKR 295.27 million</td> </tr> </table> <p><b>B. Project Cost PKR 295.27 million</b></p> <ul style="list-style-type: none"> <li>O&amp;M cost will be charged after 2-3 years of project completion.</li> <li>O&amp;M cost will be 0.5% of the total project cost.</li> </ul> <p>*The loan is from World Bank to Government of Pakistan/Punjab which will trickle down to Jaranwala Unit as grant.</p>	Grant to Unit for the year 2022-2023 (80% of cost of PC-I)	PKR 236.21 million	20% Co-finance by MC (20% of the cost of PC-I)	PKR 59.05 million	Total available funds	PKR 295.27 million				
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Total available funds	PKR 295.27 million										
<p>c) Grants</p>	<p>No grant is being given by Government of Punjab out of ADP funds. The World Bank loan to Government of Pakistan/Punjab will trickle down as grant to MC from Government of Punjab.</p>										
<p>d) Weighted cost of capital</p>	<p>Nil</p>										
<p><b>11-Project benefits and analysis</b></p>											

<p>i. Financial: Income to the project with assumption</p>	<ul style="list-style-type: none"> <li>• The project comprises of improvement of roads, chowks and cross roads in the city.</li> <li>• Jaranwala Unit has no plan to levy user charges /toll tax on the roads as these are internal roads of city and levying of toll tax is not feasible.</li> <li>• However, it is an infrastructure sector project but the capital cost of the project is not intended to be recovered. The unit will meet the cost of repair and maintenance out of its own resources. The project economic analysis is given as <b>Annexure-C</b>.</li> </ul>
<p>ii. Social benefits to the target group</p>	<p>The completion of the project will result in:</p> <ul style="list-style-type: none"> <li>• Up gradation of the infrastructure.</li> <li>• Enhanced life of the roads and chowks.</li> <li>• Reduction in travelling time of the commuters.</li> <li>• Reduction of road accidents.</li> <li>• Reduction in consumption of POL resulting in saving of the foreign exchange.</li> <li>• Reduction in the operation and maintenance cost of the vehicles.</li> <li>• Improvement in the environment of the city;</li> <li>• Minimized public mental tension and frustration</li> <li>• Improved local economy</li> <li>• Improvement of city growth potential</li> </ul>
<p>iii. Environmental Impact negative/positive</p>	<p>Construction/Rehabilitation of Roads and Chowks and their subsequent long-term use lead to many changes in the environment. There will be some negative impacts during rehabilitation of the Roads in the form of noise of the machinery, dismantling of the existing roads, dust pollution, nuisance caused by higher traffic, risked caused by animal intersecting routes or consequences of any crossing water courses etc. Therefore, it is recommended to develop variant solutions in order to choose the one that would be least harmful to the environment, and then to incorporate them in an Environmental and Social Management Framework. However, the impacts will be temporary and there will be no negative impacts after completion of the project, rather, positive impacts, because of improvement in environments of the city, will be observed and present traffic hazards and jams will be eliminated. Hence overall positive impacts will be experienced due to execution and operation of the sub-projects.</p> <p>To facilitate the selection of an optimal solution and for the inclusion of Safe Operating Procedures for Construction workers/labors; assessment indicators or an Environmental Screening Checklists have been developed which is attached as Annexure E (A) of this PC-1. The checklist focuses on Environmental Issues and social concerns and ensure that all environmental and social dimensions are adequately considered. Based on the remarks of the screening checklist, Environment and Social Management Plans (ESMPs) are prepared and the necessary costs for</p>

	<p>implementation of ESMPs have been provided in this PC-1. The Environment, Health and Safety SOPs for labor/workers are provided as Annexure E (B).</p> <p>Moreover, the ESMP for the required road and chowk sub-projects will be prepared and made part of the bidding documents.</p>						
iv. Quantifiable project outputs	<p>The quantifiable project outputs have been given above in Sr. No-9 (V). The social benefits to the citizen have been described at Sr. No-11(ii).</p>						
v. Unit cost analysis	<p>The unit cost analysis is produced below;</p> <table border="1"> <tr> <td>Project capital cost</td> <td>PKR 295.27 million</td> </tr> <tr> <td>Population of the city in year 2023</td> <td>285,258 persons</td> </tr> <tr> <td>Unit capital cost per capita</td> <td>PKR 1035</td> </tr> </table> <ul style="list-style-type: none"> <li>Unit R&amp;M cost: – The Repair &amp; maintenance cost is already being borne by Jaranwala Unit and there will be no increase in this cost. Due to improvement of the infrastructure R&amp;M cost will reduce for at least 5 years after completion of the project.</li> </ul>	Project capital cost	PKR 295.27 million	Population of the city in year 2023	285,258 persons	Unit capital cost per capita	PKR 1035
Project capital cost	PKR 295.27 million						
Population of the city in year 2023	285,258 persons						
Unit capital cost per capita	PKR 1035						
vi. Employment generation (direct and indirect)	<p><b><u>Employment Analysis</u></b></p> <p><b>Direct Employment</b></p> <p><i>a) Planning and Design of projects</i></p> <p>The planning and design of the project has been entrusted to local consultants who have appointed staff and experts in road and related disciplines along with their support staff. The consultants will also appoint their staff for resident supervision of the project to verify and certify the items of works to be executed under this PC-I.</p> <p><b>b) Execution of the Project</b></p> <p><i>a) PMDFC</i></p> <p>PMDFC has the project monitoring and supervisory role and the company has enough experts and staff to complete this assignment. PMDFC has already deployed under mentioned staff for these projects:</p> <ul style="list-style-type: none"> <li>Civil Engineers</li> <li>Accounts, administration and audit personnel</li> <li>Urban planners</li> <li>GIS experts</li> <li>Support staff like computer operators, vehicle drivers, office boys and guards.</li> <li>Procurement experts</li> <li>Communication experts</li> <li>Environmental and social experts</li> <li>Contract management experts</li> </ul> <p><i>b) Consultants</i></p>						

	<p>PMDFC has employed consultants for detailed design and resident supervision of the projects who will deploy their staff for execution of the project.</p> <p><b>c) Municipality</b>  Jaranwala Unit has regular staff like engineers, sub engineers and other administrative &amp; accounts keeping staff which will be responsible for execution of the project and contract management. No additional staff will be needed for execution of this project</p> <p><b>d) Contractor</b>  The contractor responsible for execution of the sub project will employ skilled and un-skilled labor on this work.</p> <p><b>Indirect Employment</b>  Indirect employment for production of material such as cement, steel, stone metal, bitumen, bricks etc. will be generated.</p>
vii. Impacts of delays on project cost and viability	<p>The impact of delay in project implementation will;</p> <ul style="list-style-type: none"> <li>• Result in increased project cost due to escalation in cost of material and labor.</li> <li>• Delay the benefits to the target group</li> <li>• Result in further deterioration of the infrastructure and the service delivery level.</li> </ul>
<b>12-Implementation Schedule</b>	
a) Indicate starting and completion date of the project	The project is anticipated to commence by Jan 2023 and to be completed by Dec 2023 with project implementation period of 12 months.
b) Item wise/year wise schedule in line chart	The Gant chart has been attached at <b>Annexure-D</b>
<b>13- Management Structure and manpower requirements</b>	
i. Administrative arrangements for the implementation of the project	<p><b>ii. Planning &amp; design of the project</b>  The project has been designed by the consultants employed by PMDFC and will also carry out the resident supervision of the project.</p> <p><b>iii. Preparation of cost estimation</b>  The cost estimates have been prepared by the design consultants by actual measurements are required at site. The execution of the items of works included in these estimates /PC-I will be certified by these consultants.</p> <p><b>iv. Execution of the project</b></p> <ul style="list-style-type: none"> <li>• The project will be executed by Municipal Committee Jaranwala and supervised by the Consultants appointed by PMDFC in</li> </ul>





resident supervision mode. The technical staff & experts in PMDFC will oversee, co-ordinate and collaborate in the project planning, design and implementation through their experts in head office located in Lahore and regional offices. The reporting of progress to LG & CDD & World bank and troubleshooting will also be responsibility of PMDFC.


- MO (I&S) of the Unit has been designated as Project Manager /Engineer in Charge of the project. The supervision of the works will also be carried out by these municipal officers along with their support engineering staff. All supervisory staff is available with MC.
- The procurement of works and goods will be done by Procurement Committee of Jaranwala Unit as per PPRA Rules.

**v. Verification of quantities included in PC-Is and Resident Supervision of the works by consultants**

The works will be supervised by Supervision Consultants in resident supervision mode by assuring the quantity and quality of works. The consultants will verify the items of work and their quantities contained in the PC-Is and cost estimates initially and then the quantities and quality of works included in the contractor claims at the stage of payments. Payments will be made by the Unit after these contractor claims have been entered in the measurement books by the Project Manager/Engineer in Charge and pre audited as per LG Works Rules.

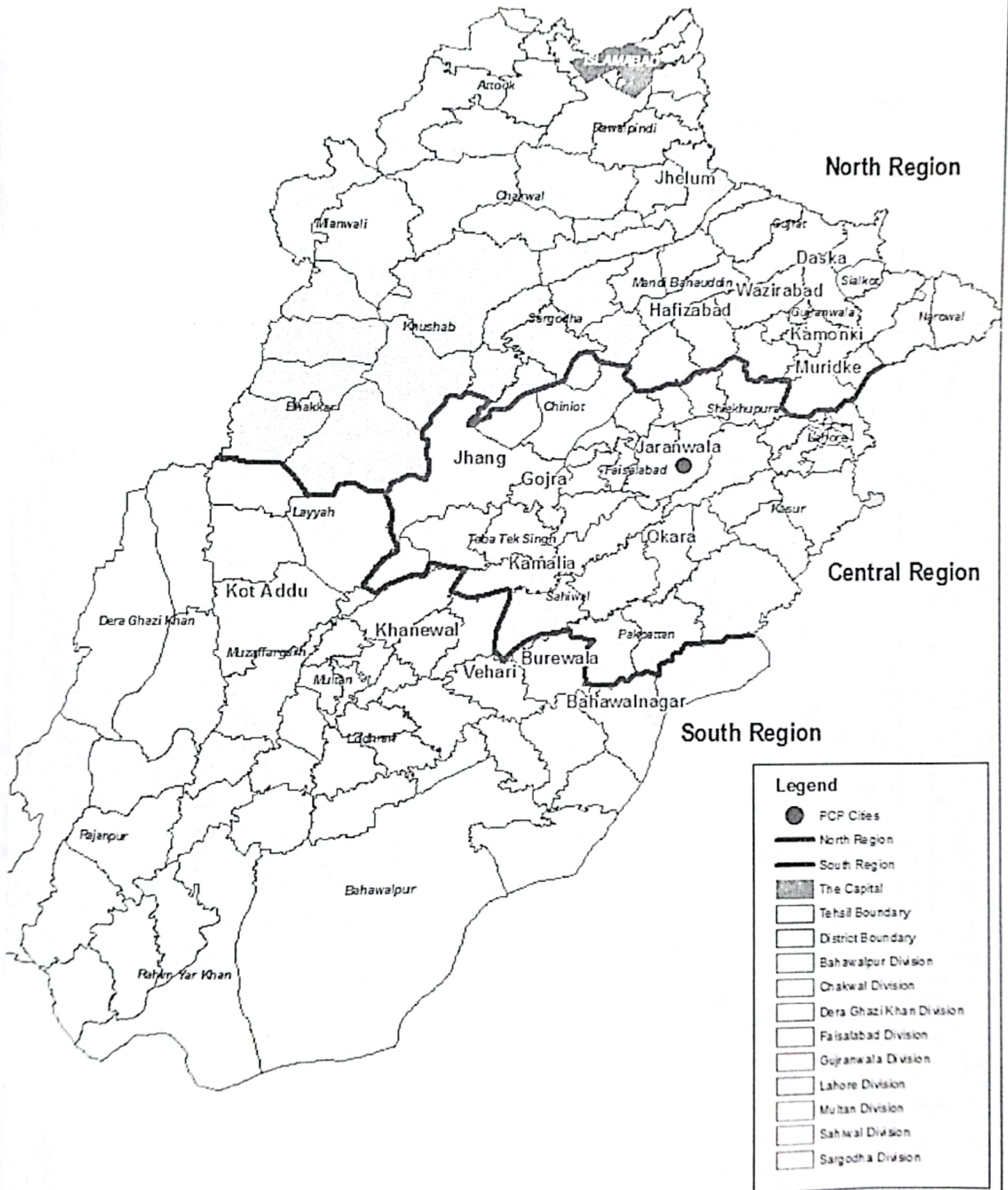
<p>14-Additional projects /decisions required to optimize the investment being undertaken</p>	<p><b>1) Shortage &amp; frequent transfers of Provincially appointed staff</b>  MC is facing shortage in provincially appointed and locally appointed cadres. This will seriously affect the pace of progress of the program and the implementation of the infrastructure projects may be delayed. Provincial Government should fill up the vacant staff immediately for optimizing the investments in MC.</p> <p><b>2) Repair &amp; Maintenance (R&amp;M) staff</b>  The R&amp;M staff is also deficient and this is adversely affecting the service delivery level. Number of slots are vacant but MC is not allowed to recruit the persons to fill these slots due to ban on recruitments.  Further the sanctioned strength of the field staff is much lesser than the actual requirement because with the increase in population and extension of services, additionally required staff has not been sanctioned by the competent authorities.  Both of the above issues need to be addressed for optimal utilization of the investments and giving targeted benefits to the resident population of these cities.</p>
<p>15-Certificate</p>	<p>Certified that the project proposal has been prepared on the basis of guidelines provided by the Planning Commission for the preparation of PC-I for social sectors projects.</p>

<p>Prepared by</p>	<p>JERS Consultancy (Pvt) Ltd</p>	<p>Signatures</p>	
<p>Checked by</p>	<p>Municipal Officer (Infrastructure) Municipal Committee Jaranwala</p>	<p>Signatures</p>	
	<p>Chief Officer Municipal Committee Jaranwala</p>	<p>Signatures</p>	
	<p>Administrator Municipal Committee Jaranwala</p>	<p>Signatures</p>	
<p>Vetted by</p>	<p>Senior Program Officer PMDFC</p>	<p>Signatures</p>	

  
Program Officer-I  
Infrastructure Development  
Punjab Cities Program-Lahore

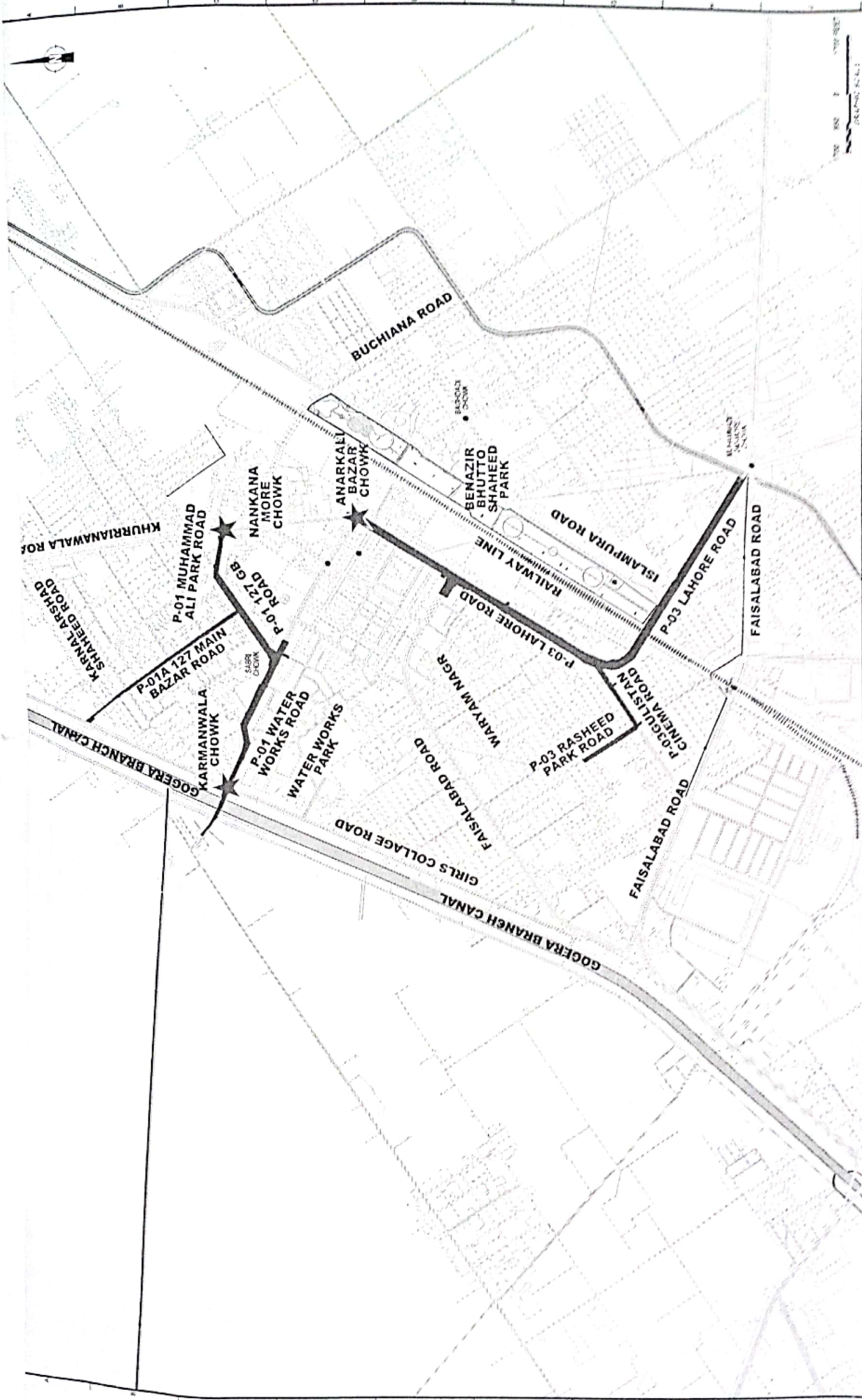
# Location Map (Punjab Cities Program)



ANNEXURE - A



Local Government & Community Development Department, Government of The Punjab





 <b>PNDC</b> NATIONAL DEVELOPMENT FINANCE CORPORATION (PNDC)	<b>CLIENT</b> PUNJAB MUNICIPAL DEVELOPMENT FUND COMPANY (PMDFC)	 <b>JERS CONSULTANCY (PVT) LTD</b> 101-A, 101-B, 101-C, 101-D, 101-E, 101-F, 101-G, 101-H, 101-I, 101-J, 101-K, 101-L, 101-M, 101-N, 101-O, 101-P, 101-Q, 101-R, 101-S, 101-T, 101-U, 101-V, 101-W, 101-X, 101-Y, 101-Z, 101-AA, 101-AB, 101-AC, 101-AD, 101-AE, 101-AF, 101-AG, 101-AH, 101-AI, 101-AJ, 101-AL, 101-AM, 101-AN, 101-AO, 101-AP, 101-AQ, 101-AR, 101-AS, 101-AT, 101-AU, 101-AV, 101-AW, 101-AX, 101-AY, 101-AZ, 101-BA, 101-BB, 101-BC, 101-BD, 101-BE, 101-BF, 101-BG, 101-BH, 101-BI, 101-BJ, 101-BL, 101-BM, 101-BN, 101-BO, 101-BP, 101-BQ, 101-BR, 101-BS, 101-BT, 101-BU, 101-BV, 101-BW, 101-BX, 101-BY, 101-BZ, 101-CA, 101-CB, 101-CC, 101-CD, 101-CE, 101-CF, 101-CG, 101-CH, 101-CI, 101-CJ, 101-CL, 101-CM, 101-CN, 101-CO, 101-CP, 101-CQ, 101-CR, 101-CS, 101-CT, 101-CU, 101-CV, 101-CW, 101-CX, 101-CY, 101-CZ, 101-DA, 101-DB, 101-DC, 101-DD, 101-DE, 101-DF, 101-DG, 101-DH, 101-DI, 101-DJ, 101-DL, 101-DM, 101-DN, 101-DO, 101-DP, 101-DQ, 101-DR, 101-DS, 101-DT, 101-DU, 101-DV, 101-DW, 101-DX, 101-DY, 101-DZ, 101-EA, 101-EB, 101-EC, 101-ED, 101-EE, 101-EF, 101-EG, 101-EH, 101-EI, 101-EJ, 101-EL, 101-EM, 101-EN, 101-EO, 101-EP, 101-EQ, 101-ER, 101-ES, 101-ET, 101-EU, 101-EV, 101-EW, 101-EX, 101-EY, 101-EZ, 101-FA, 101-FB, 101-FC, 101-FD, 101-FE, 101-FG, 101-FH, 101-FI, 101-FJ, 101-FL, 101-FM, 101-FN, 101-FO, 101-FP, 101-FQ, 101-FR, 101-FS, 101-FT, 101-FU, 101-FV, 101-FW, 101-FX, 101-FY, 101-FZ, 101-GA, 101-GB, 101-GC, 101-GD, 101-GE, 101-GF, 101-GG, 101-GH, 101-GI, 101-GJ, 101-GL, 101-GM, 101-GN, 101-GO, 101-GP, 101-GQ, 101-GR, 101-GS, 101-GT, 101-GU, 101-GV, 101-GW, 101-GX, 101-GY, 101-GZ, 101-HA, 101-HB, 101-HC, 101-HD, 101-HE, 101-HF, 101-HG, 101-HH, 101-HI, 101-HJ, 101-HL, 101-HM, 101-HN, 101-HO, 101-HP, 101-HQ, 101-HR, 101-HS, 101-HT, 101-HU, 101-HV, 101-HW, 101-HX, 101-HY, 101-HZ, 101-IA, 101-IB, 101-IC, 101-ID, 101-IE, 101-IF, 101-IG, 101-IH, 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101-NI, 101-NJ, 101-NK, 101-NL, 101-NM, 101-NN, 101-NO, 101-NP, 101-NQ, 101-NR, 101-NS, 101-NT, 101-NU, 101-NV, 101-NW, 101-NX, 101-NY, 101-NZ, 101-OA, 101-OB, 101-OC, 101-OD, 101-OE, 101-OF, 101-OG, 101-OH, 101-OI, 101-OJ, 101-OK, 101-OL, 101-OM, 101-ON, 101-OO, 101-OP, 101-OQ, 101-OR, 101-OS, 101-OT, 101-OU, 101-OV, 101-OW, 101-OX, 101-OY, 101-OZ, 101-PA, 101-PB, 101-PC, 101-PD, 101-PE, 101-PF, 101-PG, 101-PH, 101-PI, 101-PJ, 101-PK, 101-PL, 101-PM, 101-PN, 101-PO, 101-PP, 101-PQ, 101-PR, 101-PS, 101-PT, 101-PU, 101-PV, 101-PW, 101-PX, 101-PY, 101-PZ, 101-QA, 101-QB, 101-QC, 101-QD, 101-QE, 101-QF, 101-QG, 101-QH, 101-QI, 101-QJ, 101-QK, 101-QL, 101-QM, 101-QN, 101-QO, 101-QP, 101-QL, 101-QM, 101-QN, 101-QO, 101-QP, 101-QR, 101-QS, 101-QU, 101-QV, 101-QW, 101-QX, 101-QY, 101-QZ, 101-RA, 101-RB, 101-RC, 101-RD, 101-RE, 101-RF, 101-RG, 101-RH, 101-RI, 101-RJ, 101-RK, 101-RL, 101-RM, 101-RN, 101-RO, 101-RP, 101-RQ, 101-RR, 101-RS, 101-RT, 101-RU, 101-RV, 101-RW, 101-RX, 101-RY, 101-RZ, 101-SA, 101-SB, 101-SC, 101-SD, 101-SE, 101-SF, 101-SG, 101-SH, 101-SI, 101-SJ, 101-SK, 101-SL, 101-SM, 101-SN, 101-SO, 101-SP, 101-SQ, 101-SR, 101-SS, 101-ST, 101-SU, 101-SV, 101-SW, 101-SX, 101-SY, 101-SZ, 101-TA, 101-TB, 101-TC, 101-TD, 101-TE, 101-TF, 101-TG, 101-TH, 101-TI, 101-TJ, 101-TK, 101-TL, 101-TM, 101-TN, 101-TO, 101-TP, 101-TQ, 101-TR, 101-TS, 101-TT, 101-TU, 101-TV, 101-TW, 101-TX, 101-TY, 101-TZ, 101-UA, 101-UB, 101-UC, 101-UD, 101-UE, 101-UF, 101-UG, 101-UH, 101-UI, 101-UJ, 101-UK, 101-UL, 101-UM, 101-UN, 101-UO, 101-UP, 101-UQ, 101-UR, 101-US, 101-UT, 101-UY, 101-UZ, 101-VA, 101-VB, 101-VC, 101-VD, 101-VE, 101-VF, 101-VG, 101-VH, 101-VI, 101-VJ, 101-VK, 101-VL, 101-VM, 101-VN, 101-VO, 101-VP, 101-VQ, 101-VR, 101-VS, 101-VT, 101-VU, 101-VV, 101-VW, 101-VX, 101-VY, 101-VZ, 101-WA, 101-WB, 101-WC, 101-WD, 101-WE, 101-WF, 101-WG, 101-WH, 101-WI, 101-WJ, 101-WK, 101-WL, 101-WM, 101-WN, 101-WO, 101-WP, 101-WQ, 101-WR, 101-WS, 101-WT, 101-WU, 101-WV, 101-WW, 101-WX, 101-WY, 101-WZ, 101-XA, 101-XB, 101-XC, 101-XD, 101-XE, 101-XF, 101-XG, 101-XH, 101-XI, 101-XJ, 101-XK, 101-XL, 101-XM, 101-XN, 101-XO, 101-XP, 101-XQ, 101-XR, 101-XS, 101-XT, 101-XU, 101-XV, 101-XW, 101-XX, 101-XY, 101-XZ, 101-YA, 101-YB, 101-YC, 101-YD, 101-YE, 101-YF, 101-YG, 101-YH, 101-YI, 101-YJ, 101-YK, 101-YL, 101-YM, 101-YN, 101-YO, 101-YP, 101-YQ, 101-YR, 101-YS, 101-YT, 101-YU, 101-YV, 101-YW, 101-YX, 101-YY, 101-YZ, 101-ZA, 101-ZB, 101-ZC, 101-ZD, 101-ZE, 101-ZF, 101-ZG, 101-ZH, 101-ZI, 101-ZJ, 101-ZK, 101-ZL, 101-ZM, 101-ZN, 101-ZO, 101-ZP, 101-ZQ, 101-ZR, 101-ZS, 101-ZT, 101-ZU, 101-ZV, 101-ZW, 101-ZX, 101-ZY, 101-ZZ	<b>PROJECT</b> PUNJAB CITIES PASSAGE (P-01) DETAILED DESIGN AND CONSTRUCTION SUB-PROJECTS AND DESIGN SUPERVISION IN CITIES OF PUNJAB	<b>PROJECT KEYPLAN</b> (JARANWALA)	<b>NO. OF SHEETS</b> 12	<b>DATE</b> 15/05/2022	<b>SCALE</b> 1:1000	<b>PROJECT NO.</b> TS-20