

Land Acquisition and Resettlement Plan

February 2017

TA-8683 PAK: Punjab Intermediate Cities
Improvement Investment Program (46526-002)

Sahiwal Bus Terminals Upgrade

Prepared by the Local Government and Community Development Department, Government of Punjab for the Asian Development Bank. This land acquisition and resettlement plan is a document of the borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, Management, or staff.

CURRENCY EQUIVALENTS

(as of 23 February 2017)

Currency unit	–	Pakistan Rupee
1.00 PRs	–	\$ 0.0095
1.00 \$	–	PRs 104.8251

ABBREVIATIONS

ADB	–	Asian Development Bank
ADC	–	Assistant District Collector
AP	–	Affected Person
CIU	–	City Implementation Unit
DP	–	Displaced Person
DMS	–	Detailed Measurement Survey
GRM	–	Grievance Redress Mechanism
GRC	–	Grievance Redress Committee
IP	–	Indigenous People
IR	–	Involuntary Resettlement
ILA	–	Inventory of Lost Assets
IOL	–	Inventory of Losses
LAA	–	Land Acquisition Act, 1894
LARF	–	Land Acquisition and Resettlement Framework
LARP	–	Land Acquisition and Resettlement Plan
LTCS	–	Lower Bari Doab Transport Cooperative Society
PICIIP	–	Punjab Intermediate Cities Improvement and Investment Program
PIU	–	Project Implementation Unit
SMC		Sahiwal Municipal Corporation
UU	–	Urban Unit

DEFINITIONS

Affected Person	Any person or livelihood affected as result of infrastructure development for the bus terminal upgrade.
Compensation	Payment in cash/voucher or kind to which the affected people are entitled in order to replace the lost asset, resource or income.
Cut-off date	Eligibility for entitlements under this LARF is limited by a cut-off date, to be determined and disclosed at the time of Social Impacts Assessment (SIA) survey, census of displaced / affected persons, inventory of losses (IOL) and socioeconomic baseline survey.
Detailed measurement survey	Exact description and quantification of all lost assets by qualified appraisal experts.
Displaced Persons	In the context of involuntary resettlement, displaced persons are those who are physically displaced (relocation, loss of residential land, or loss of shelter) and/or economically displaced (loss of land, assets, access to assets, income sources, or means of livelihoods) as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas.
Economic displacement	Loss of land, assets, access to assets, income sources, or means of livelihoods as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas.
Entitlements	All compensation, relocation, and income restoration measures due to displaced persons, specified by their property status and particular losses.
Income rehabilitation	Assistance to restore and/or improve the incomes of displaced persons through allowances and provision of alternative means of income generation.
Inventory of lost assets	Descriptive list of all assets lost to the project, including land, immovable property (buildings and other structures), and incomes with names of owners.
Involuntary resettlement	Development project results in unavoidable resettlement losses that people affected have no option but to rebuild their lives, incomes and asset bases elsewhere.
Kanal	Measure of land area about 605 square yards. Eight kanals are equal to one acre.

Marla		Measure of land area equal to 272 square feet. One kanal has 20 marla.
Mouza		The smallest and basic revenue unit.
Meaningful Consultation		<p>A process that:</p> <p>(i) begins early in the project preparation stage and is carried out on an ongoing basis throughout the project cycle;</p> <p>(ii) provides timely disclosure of relevant and adequate information that is understandable and readily accessible to affected people;</p> <p>(iii) is undertaken in an atmosphere free of intimidation or coercion;</p> <p>(iv) is gender inclusive and responsive, and tailored to the needs of disadvantaged and vulnerable groups; and,</p> <p>(v) Enables the incorporation of all relevant views of affected people and other stakeholders into decision making, such as project design, mitigation measures, the sharing of development benefits and opportunities, and implementation issues.</p>
Non-titled person	displaced	Displaced persons without formal legal rights to land or claims to land recognized or recognizable under national law; eligible for compensation of non-land assets.
Physical displacement		Relocation, loss of residential land, or loss of shelter as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or no access to legally designated parks and protected areas.
Relocation		Settlement of displaced persons in alternative location through relocation schemes organized by the project or government or through self-relocation.
Replacement cost		Relocation, loss of residential land, or loss of shelter as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas.
Socio-economic survey		Assessment of the social and economic conditions of the displaced persons through a combination of quantitative and qualitative research methods, providing a baseline for monitoring and evaluation.
Temporary occupation	land	The use of or impacts on land and immovable property outside the right of way of the project caused temporarily by civil works related activities.
Valuation of Lost Assets		Assessment of the value of all lost assets according to the principle of replacement cost by qualified appraisal experts.

Vulnerable Person Household not below poverty line but just above it who can fall into poverty because of inflation, price increases and as a result of disasters, including the elderly, disabled and female headed households.

NOTES

- (i) The fiscal year (FY) of the Government of Pakistan, its agencies and participating financial institutions ends on 30 June.
- (ii) In this report, "\$" refers to US dollars unless otherwise stated.

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A. Executive Summary

1. The Punjab Intermediate Cities Improvement and Investment Project (PICIIP) will improve the quality of life of residents in selected cities of Punjab. The Program will address urban development challenges at the city level through integrated urban planning, improved institutional framework for urban services, strengthened business process of utilities and improved urban infrastructure and services.
2. The Sahiwal Bus Terminal Upgrade is infrastructure subprojects which is already established on state land where a number of different types of shops and motor workshops are functioning. There are two bus terminals, one at the Multan Road which is used by inter-city transport services and the other on the Railway Road that is mainly used by local transport services to nearby towns and villages.
3. The total area of Multan Road bus terminal is about 0.8 acres (6 kanal 8 marla). This terminal is used by different inter-city bus services. The total number of bus departures from this terminal is around 100 per day. This bus terminal operates round the clock. There are 30 shops and workshops in the bus terminal. All these shops were constructed by the SMC and sublets to shopkeepers on annual rent. A new waiting room and washrooms for men and women were constructed in 2012. The waiting room is little away from the bus departure area and not used by passengers.
4. The Railway Road bus terminal was established in 1940s on state land measuring a little over 3 acres (24 Kanal 7 Marla). This bus terminal is used by local transport services to nearby towns and villages. More than 40 transporters use this terminal for their transport services. There are about 300 departures of buses and wagons from this terminal daily. This bus terminal works from early morning to late evening and remains closed during the night.
5. SMC has not built any shop on the Railway Road bus terminal but provided land for setting up of kiosk to 87 persons after the establishment of bus terminal in 1940s. These kiosk owners have built shops with the passage of time. The SMC charges rent of PRs 2 per square foot per annum for the covered area of shops from these tenants. A small parcel of land was leased on annual rent to one cooperative society which constructed 22 shops.
6. Portion of land on the Railway Road bus terminal was leased on annual rent to Lower Bari Doab Transport Cooperative Society (LTCS) in 1944. The LTCS later divided into two groups in 1955 and the third group was set up in 1961 and all these groups were registered by the provincial Cooperative Department. Lease of land to LTCS was cancelled in 1968 because of non-payment of rent. The LTCS went into litigation and the lawsuit is still being heard. The LTCS was placed under liquidation by the Cooperative Department in 1973 and all properties were taken over by the Liquidator.
7. Census of assets and Affected Persons (APs) was completed on 15 February and consultation meetings with APs were held on that date on both bus terminals. These consultation meetings were held prior to preparation of detailed engineering design for upgrade of these bus terminals. The participants were informed that their concerns will be addressed and their suggestions will be incorporated in the engineering design of the bus terminals upgrade.
8. Concerns expressed by APs included: (i) disruption of business activities during infrastructure development, (ii) eviction of tenant and allocation of shops to some other individuals, (iii) increase in rent of shops after upgrade of bus

terminal, and (iv) acquisition of shops for infrastructure development. The APs were informed that measures will be taken to avoid disruption of business during infrastructure development works. The SMC gave assurance that none of the tenants will be evicted and rent will not be increased after upgrade of the bus terminals. No acquisition of shop is foreseen at this time. In case any shop is acquired, the Displaced Persons (DPs) will be provided replacement shop prior to its acquisition. All APs appreciated these measures.

9. At this time acquisition of shops or any changes in the business areas are not envisaged. Every effort will be made to avoid acquisition of shops for upgrade of bus terminals. If any shop acquisition is needed after completion and finalisation of the engineering design then SMC will provide replacement of shop prior to the demolition of existing shop.
10. In case of any acquisition of shop, this LARP will be updated for assessment of the socioeconomic and livelihood impacts. The entitlements will need to be redefined and budget for implementation of LARP will be prepared.
11. The consultation meetings suggested improvements in the bus terminals. These improvements included provision of sheds for waiting passengers close to bus departure area bays and provision of clean drinking. Provision of pavement of grounds in bus terminal and adequate arrangements for waste water and storm water drainage shall be provided. Adequate light arrangements in night are required on both bus terminals. Improvement of bus entrance into the Railway Road terminal is required. APs were informed that all these suggestions will be incorporated in the bus terminal design.
12. The final design of the bus terminals upgrade will be presented to all stakeholders and consultations will be held again. Their concerns will be addressed and their suggestions will be incorporated in the final design.
13. Grievance Redress Mechanism will be established with constitution of the Grievance Redress Committee. All grievances will be addressed within three weeks of their submission.

B. Project Description

14. The Government of Punjab intends to implement the Punjab Intermediate Cities Improvement and Investment Program (PICIIP) with ADB assistance. The PICIIP will improve the quality of life in selected cities of Punjab. This will be achieved by focusing on urban development challenges at the city level. The PICIIP will provide a framework for integrated urban planning, and the improved institutional framework required for urban development. The PICIIP will support investment in urban management and infrastructure, strengthen regulatory frameworks and municipal governance, and encourage efficient financial management for sustainable urban development.
15. The PICIIP will be financed by the ADB Sector Loan. The first phase of this loan is \$200 million and the Government of Punjab contribution will be \$50 million. In the first phase this loan will be utilised for Sahiwal and Sialkot cities. The first phase of this loan will provide implementation of several infrastructure subprojects in each of the cities. The nature and extent of land acquisition and resettlement varies for every subproject under this first phase and will be addressed separately.
16. The PICIIP will provide infrastructure improvements for water supply, waste water, solid waste management, public parks and urban transport.
17. This LARP focuses on upgrade of two bus terminals in Sahiwal City.

C. Scope of Land Acquisition and Resettlement

18. The subproject in Sahiwal will be implemented on two bus terminals under the management of Sahiwal Municipal Corporation (SMC). No land acquisition is required for the subproject. Both these bus terminals are already built on the state land. The existing bus terminals will be upgraded with improvement of infrastructure and services for shopkeepers, workshops and passengers.
19. There are 30 shops on the Multan Road bus terminal and about 109 shops on Railway Road terminal. These shops are owned by the SMC and were sublet to tenants long ago. The Affected Persons (APs) in this subproject are these tenant shopkeepers. These APs comprise shopkeepers, auto workshops, bus service managers and the SMC.
20. The SMC has ensured that the upgrade of both bus terminals will not affect the rights of tenants in any respect. Their shop rents will remain the same. The subproject will not disturb any businesses on the bus terminals.
21. If any shop is acquired in the infrastructure development for bus terminal upgrade, SMC will provide the replacement shop before demolishing the existing shop. The size of the replacement shop will be equal or larger than the acquired shop.
22. Engineering design for the provision of new infrastructure for services is under preparation. The preliminary consultations with APs have been conducted to document their concerns and suggestions for improvement. The complete design will be presented to stakeholders for their suggestions before its finalisation.

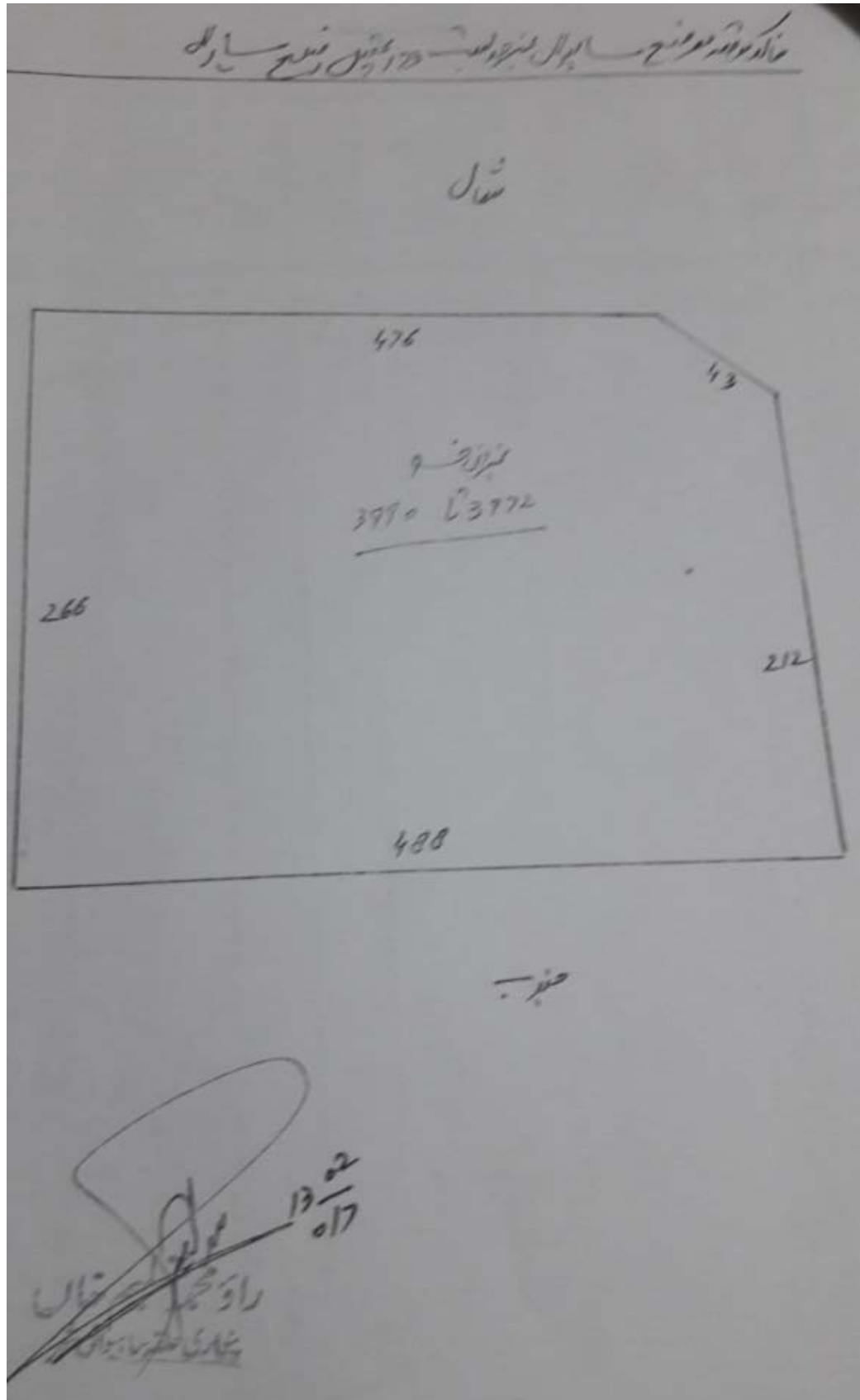
1. Sahiwal Bus Terminals

23. The PICIIP will provide infrastructure improvements for upgrade of two bus terminals in Sahiwal City. One bus terminal is located on the Railway Road of Sahiwal City and commonly known as Local Bus Terminal because it is used for bus services to nearby towns. This is the oldest bus terminal of the city established in early 1940s. The second bus terminal established in 1970s is located on the Multan Road and it is used by inter-city bus services.
24. The total land area of the Railway Road Bus Terminal is about 3 acres (24 kanal and 7 marla) and it is entirely owned by the Government of Punjab. The land used for the Inter-City Bus Terminal measuring 0.8 acre (6 kanal 8 marla) is entirely owned by the Government of Punjab. Both these bus terminals are under the management of Sahiwal Municipal Corporation (SMC).
25. There are about 10 other private bus and wagon terminals in addition to these two government owned bus terminals. Three of these private bus terminals are used by inter-city bus-services and are located on the Multan Road. Seven other bus stations are small wagon stands mainly used by services to different towns. These seven wagon stands are spread out on different locations inside the city
26. The design for upgrade of bus terminals is under preparation. At present it is envisaged that infrastructure development activities for this upgrade will not affect business activities in the bus terminals. The design of the upgrade of bus terminals will be shared with all stake-holders and they will be consulted again for improvement and finalisation of the design.

2. Multan Road Bus Terminal

27. Multan Road Bus Terminal has relatively small area of 0.8 acre, all owned by the Government of Punjab. It is almost a rectangular plot measuring 231 feet in the south on the Multan road which is also used as for entry and exit of buses and where bus departure bays are located. The northern side of the bus terminal is about 220 feet long where office of SMC caretaker, passengers lounge, toilets and shops are located. The eastern side of the bus terminal is about 209 feet long where shops and a low-priced hotel for night stay is located. The western side of the bus terminal is 137 feet long and occupied by shops and restaurants.
28. There are a total of 34 premises of different sizes, 30 of which are owned by the SMC and four are in private ownership, listed by the SMC. Two of the premises are in private ownership and two other plots were transferred on long term lease. One of the long-term lease holders has built two-storey shop and the other has just started new construction.
29. The front of the bus terminal on Multan road and some other facilities were constructed in 2006. This construction included three huge gates, each with two bus departure bays facing Multan road on the south, passengers lounge, toilets and office of the SMC caretaker on the northern boundary of the bus terminal. The passengers lounge is not in use and remains closed while toilets are used by passengers.

Cadastral Map of Railway Road Bus Terminal



30. There are a total of 30 business establishments which include seven restaurants, seven tuck shops, six auto repair workshops, four barber shops, two mobile phone repair shops, two offices of transport companies, one hotel and a snooker club in the bus terminal.
31. Buses of 11 different transport companies operate from the bus terminal while only two of these have offices. The other nine bus companies have no office and their staffs come at bus departure times only. Majority of the bus services are operating between different cities and they make stopover to pick and drop passengers of Sahiwal. About 100 buses make stopover on this bus terminal in 24 hours. Every bus pays stopover fee of PRs 30 to the SMC.
32. All shops are mostly single storey buildings and old construction with a few exceptions. The two storey buildings include one small hotel for night stay and one barber shop. The SMC fixed rental value of these premises according to size of the covered area. The annual rental value charged by the SMC is in range of PRs 3,500 to PRs 14,115.
33. The actual rent of these premises is very different from the rental value provided by SMC. It appears that some of the original tenants of the SMC have sublet these shops to other persons on enhanced monthly rent. The monthly rate of rents is in range of PRs 3,000 to 12,000 according to the data collected from the business operators.
34. The bus station is very busy place where buses arrive and depart round the clock. About nine shops remain open for 24 hours. These include four restaurants and five tuck shops. All other shops are closed in night and have different working hours.

3. Railway Road Bus Terminal

35. The Railway Road Bus Terminal is the oldest one established in the early 1940s. The total land area of this Bus Terminal is a little over 3-acres (24 kanal 7 marla exactly), according to land revenue records. All this land is owned by the Government of Punjab. Copy of the cadastral map provided by the revenue department is included as Cadastral Map No. 2. There are business areas on all the inside boundary of this bus terminal and about 20 shops are close to the exit gate. The total number of shops inside this bus terminal is 109 provided to 107 tenants. Two tenants each have two premises and the second shop is used as store.
36. There is small parcel of land under litigation between the Cooperative Societies Department and the SMC. This litigation is very old and continuing since the past 48 years. The Government of Punjab leased portion of land in the bus terminal to the Lower Bari Doab Cooperative Transport Society (LTCS) in 1944 on three years renewable lease. The annual rent of this land was fixed at British Indian Government Rs. 2,284 in 1944. The LTCS had 155 members and after the creation of Pakistan in 1947 because of migration of Hindus and Sikh the membership of the LTCS was reduced to 46. There were disagreements among the members and a splinter group was registered by the Cooperative Societies Department as Group A and Group B of LTCS on 12 December 1955. After further disagreements among members another Group C of the LTCS was registered on 11 June 1961.
37. In 1968, the lease of the LTCS was cancelled by the government because of non-payment of land rent. At that time management of bus terminal was under the Sahiwal Improvement Trust headed by the Deputy Commissioner. The

Group A, B and C of LTCS refused to vacate the land and went into litigation. The cancellation of lease to LTCS was upheld by the court of additional session judge Sahiwal in 1972. The LTCS filed appeal in Lahore High Court and the case is being heard by the Multan Bench of the Lahore High Court since then. The last hearing date was 26 January 2016 but the case was left over (not heard by the court and no new hearing date was fixed). The case is being heard without any conclusion for the last 48 years from 1968 to date.

38. In 1973 the LTCS A, B and C were placed under liquidation by the Cooperative Societies Department and Liquidator was appointed. The incumbent Liquidator – Assistant Registrar, Cooperative Societies Department, Pakpattan – is the 19th in number. The Liquidator has taken over all the properties of these societies. The property of LTCS A, B, and C, inter alia includes 22 shops in the bus terminal. Rent of these shops is collected and deposited with the Liquidator. The case in High Court is pursued by the Liquidator.
39. The land parcel of the bus terminal is roughly in a rectangular shape. The northern boundary is 476 feet long and the southern boundary is 488 feet. The eastern boundary is 212 feet and the western boundary is 266 feet. The northern side of the bus terminal is on the Railway Road and eastern boundary is formed by the Pakpattan Road. All the shops of SMC are located inside the boundary of the bus terminal. All the shops on the front of Railway Road are owned by the Irrigation Department of Government of Punjab.
40. There are 109 shops in the bus terminal, of these 22 belong to Liquidator of the Cooperative Societies. The total number of tenants and sub-tenants are 107. Two of the tenants have taken two shops each. These 22 shops owned by the LTCS were constructed by them and given to tenants on monthly rent. Rent of these shops is in range of PRs. 4,000 to 8,000 per month. The land of the remaining 87 shops was originally sublet to vendors for kiosks who have built shops in the due course. All the buildings of shops in this bus terminal were constructed by tenants. The SMC charges rent from these shops on the basis of PRs 2 per square foot per annum for the covered area of shop. The annual rent of these shops charged in 2017 by SMC is in range of PRs 1,350 to 6,050.
41. A vast majority of these premises comprise different types of auto repair workshops and spare parts shops which are 84 in number, followed by offices of transporters which are 10. A vast majority of the buses and wagons operating from this bus terminal are relatively old and frequent repairs are needed. There are 7 tuck shops, 5 restaurants and tea stalls and 3 barber shops in the bus terminal.
42. The bus terminal is used by local bus services to nearby towns and villages. The daily departures from this bus terminal are about 300 buses and wagons. A vast majority of commuters from nearby areas use these bus services. The bus terminal is in central city area and is congested because of heavy traffic. The SMC charges PRs 20 from wagons and PRs 30 from buses for each departure.
43. This bus terminal works from early morning to sunset. Bus departures stop after sunset and the bus terminal is closed. Buses and wagons are parked in the bus terminal which has ample parking space to accommodate about 50 buses and wagons.

D. Socioeconomic Information and Profile

1. Multan Road Bus Terminal

44. The APs are not a residential community living in a specified geographical area. Every AP is living in different area of the city and they interact with one another on work place. Socioeconomic and poverty surveys conducted under pre-feasibility studies and poverty and social analysis as part of the feasibility studies provide detailed analysis of socioeconomic conditions of different city areas. For this LARP socioeconomic conditions of the household were assessed through their income and assets. Information about household members provides data about level of educational attainment, school enrolment and employment status of household members.
45. There are a total of 30 tenants and sub-tenants who are considered Affected Persons (AP) in upgrade of the bus terminal. All APs are resident of various localities in the Sahiwal City. Total population of these 30 AP households is 191 according to census data. Of these 98 (51%) are male and 93 (49%) are female. Only three of the 30 APs are unmarried, one is widower and 26 are married. Among the APs four households have less than four members and three households have more than eight members. Average household size is 6.3 persons which is smaller than the average household size of 6.8 in the 1998 census of population. The youth population under 15 years age is 66 equal to 35% and the old age dependents are 3. The total dependency ratio of the population is 36%.

Table No. 1: Population of Affected Persons' Household

Age	Male	Female	Total
0-5 Years	9	11	20
6-15 Years	24	22	46
15-45 Years	52	45	97
45-65 Years	12	13	25
Above 65 Years	1	2	3
Total	98	93	191

46. All male and female children of school age group (5-15 years) are enrolled in schools. Total number of illiterate above ten years of age is 39 (21 male and 18 females). About 28% or 54 persons (34 male and 20 female) have completed primary education. About 32 (15 male and 17 female) possess secondary school certificate. About 6 (5 male and 1 female) are graduates and two male are postgraduates. Adult male members of the households are employed while two male educated youth including one with M. Phil degree is unemployed in the AP households.
47. None of the women from AP households is employed. Poverty and social analysis of Sahiwal indicated that women employment is negligible and parents prefer to marry their daughters instead of allowing them to work. Women are custodians of the house and engaged in domestic chores.
48. Shopkeepers were asked to inform about the value of merchandise in their shops. There was much hesitation in assessing the value however they have provided crude estimates of worth of goods in shops. About 50% of shops reported value of merchandise or work tools and implements up to PRs

100,000. About 20% reported worth of merchandise in range of 100,000 to 150,000. Another 13% reported worth of merchandise in range of 150,000 to 200,000 while 17% reported worth of their goods above PRs 250,000.

49. Average monthly income of AP households is given below in Table No. 2. Income is generally reportedly low because of some tax apprehensions. About one fifth of the APs are in the lowest income group of PRs 30,000 to 40,000 which indicates low income level of these households. More than half of the AP households have income in range of PRs 40,000 to 50,000. About 23% of the households have income in range of PRs 50,000 to 80,000 and only one had income above PRs 50,000 per month. About 22 AP households have only one income earner while 8 household have two income earners.

Table No. 2: Average Monthly Income of Shopkeepers on Multan Road Bus Terminal, Sahiwal

Monthly Income in PRs	Frequency	Percentage
30,000 – 40,000	6	20
40,000 – 50,000	16	53
50,000 – 60,000	7	23
Above 60,000	1	3
Total	30	100

50. There is no incidence of poverty and vulnerability in the AP households because all have running businesses in the busy bus terminal. The respondents hesitated in providing income data and generally low income is reported. About 12 APs have employed one or more persons to assist in their businesses. Seven APs have one employee, two each have three and four employees and one has five employees. Employees are paid monthly salary of around PRs 15,000 and some employed on daily wages are paid PRs 500.

Table No. 3: Number of Workers Employed by Shops

Number of Employees	Frequency	Percentage
No Employees	18	60
One Employee	7	23
Three Employee	2	7
Four Employee	2	7
Five Employee	1	3
Total	30	100

1. Railway Road Bus Terminal

51. There are a total of 107 tenants and sub-tenants who are considered Affected Persons (AP) in upgrade of the bus terminal. All APs are resident of various localities in the Sahiwal City. Total population of these 107 AP households is 709 according to census conducted. The sex composition of AP households indicates 367 male (51.8%) and 342 female (48.2%) population. About 95% of the heads of household are married and 4% are unmarried and 1% is widowed. Average size of the household is 6.6, that is close to the average household size of 6.8 in the 1998 population census of Sahiwal district. The youth population under 15 years age is 193 equal to 27% and the old age dependents are 4%. The total dependency ratio of the population is 31.3%.

Table No. 4: Population Census of Affected Persons' Household

Age Groups	Male	Female	Total	Percent
Under 5	32	29	61	8.6
5—9	35	31	66	9.3
10—14	34	32	66	9.3
15-19	37	34	71	10.0
20-45	167	157	324	45.7
46-65	49	43	92	13.0
65 and above	13	16	29	4.1
Total	367	342	709	100.0

52. All male and female children of school age group (5-15 years) are enrolled in schools. Literacy rate of the population above 10 years of age is 63%, female literacy rate is 51% and male literacy rate is 76%. About 54% of the population has completed primary education. The gender distribution indicates 42% of women and 65% of men have completed primary education. Adult male members of the households are mostly employed while male educated youth unemployment was reported by 6 of the 107 households.
53. Women are responsible for upkeep of the house and domestic work. Employment of educated women is little in Sahiwal except in health and education departments. There is no large scale industry or commercial enterprise in city employing men and women. The local NGOs have small set up and employ male and female staff when they get some projects for implementation. In AP households where men are employed in different jobs very few women are employed. In all household only two graduate unmarried women are employed as school teacher. Poverty and social analysis and socioeconomic surveys of Sahiwal undertaken as part of prefeasibility study indicated that parents were less inclined to allow their unmarried daughters to work. Focus group discussions undertaken with elected public representatives and women indicated parents' preference to marry their daughters instead of allowing them to work.
54. A vast majority of the APs are workshop owners working with their tools and they have reported the lowest value of assets. About 52% have assets of up to PRs 50,000, 13% reported assets worth in range of PRs 50,000 to 100,000, 7% reported assets in range of PRs 100,000 to 150,000, 2% each reported assets in range of PRs 150,000 to 200,000. Nearly one quarter of the respondents (24%) have assets more than PRs 250,000. Transporters, bus and wagon owners have also shown low value of assets and some said they have obtained vehicles on instalments.
55. A vast majority of the shopkeepers (57%) reported monthly income up to PRs 30,000. About 27% reported income in range of PRs 30,000 to 40,000, 9% reported income in range of PRs 40,000 to 50,000. About 5% reported income in range of 50,000 to 60,000 and 3% reported income in range of 60,000 to 70,000. The lowest income was reported by workshops that appears low compared to the volume of work in their hands.

Table No. 5: Average Monthly Income of Shopkeepers on Railway Road Bus Terminal, Sahiwal

Monthly Income in PRs	Frequency	Percentage
Up to 30,000	59	55
30,000 – 40,000	29	27
40,000 – 50,000	10	9
50,000 – 60,000	5	5
Above 60,000	4	3
Total	107	100

56. A vast majority of shops have no employees. The workshop technicians are providing one service, like welding, denting, motor electricians, engine repair, etc. Instead of joint workshops these are vendor service providers. Restaurants have the largest number of employees. About 89 of the shops have no employees, 12 shops have one employee, 5 shops have two employees, 3 shops have three employees 4 shops have four employees and only one shop had five employees. Employees' salary was reported in range of PRs 13,000 to 15,000 per month.
57. None of these APs is poor or vulnerable because all have running businesses in the busy transport centre. About 18% of the household have second income earner in the house. The income range of second earners is reported in range of PRs 15,000 to 25,000. About 6% of the households have second source of income. Income from second source is reported in range of PRs 5,000 to 10,000.



Consultation Meeting at Multan Road Bus Terminal

E. Information Disclosure, Consultation, and Participation

58. Information about PICIIP and subproject for upgrade of bus terminals was provided to shopkeepers by the SMC staff posted at bus terminals and field teams conducting census of assets and socioeconomic survey. This was necessary to seek their cooperation in data collection on both bus terminals. There is no association of shopkeepers on the Multan Road bus terminal and all shopkeepers and managers of the transport companies were informed individually to send their representatives for consultation meeting. There is an association of shopkeepers on the railway road bus terminal. All shopkeepers and officers of the association of shopkeepers were informed about consultation meeting for upgrade of bus terminal.
59. A consultation meeting at the Multan Road bus terminal was held at 11:00 am on 15 February 2017. The meeting was attended by 21 APs which include 14 shopkeepers, 3 workshop technicians, 3 transport company managers and one game shop owner. The tax superintendent and rent collector of SMC also participated. The Deputy Team Leader of the PPTA consultant and the LARP team conducted consultations. The meeting lasted for one and half hour. List of participants with their signatures is included as Appendix-1.
60. A consultation meeting at the Railway Road bus terminal was held at 2:30 pm on 15 February 2017. The meeting was attended by 20 APs which include 10 shopkeepers, 3 LTCS shopkeepers, 3 transporters, 2 workshop owners, 2 transport company managers, tax superintendent and rent collector of SMC. Deputy Team Leader of the PPTA consultant and LARP consultant team conducted consultations. The Due Diligence Consultant of ADB also attended the consultation meeting. The meeting lasted for nearly two hours. List of participants with their signatures is included as Appendix-2.



Consultation Meeting at Multan Road Bus Terminal

61. At the beginning of the meeting participants were informed about the PICIIP and its subprojects for improvement of water supply, sanitation, solid waste management, improvement of public parks and urban transport that included upgrade of the bus terminals. They were informed that their tenancy contracts including the terms and conditions with the SMC will remain unchanged after upgrade of bus terminals. Their business premises and businesses will remain intact throughout the improvement works.
62. Both consultation meetings were held in the bus terminals in free and fair atmosphere. All participants have expressed their point of views, concerns and suggestions in candid manner and without any restraint. None of the participant were interrupted during their talk and nor they were stopped on reiteration.

1 Consultations at the Multan Road Bus Terminal

Issues Raised and Concerns Expressed

63. Participants of the consultation meeting raised three major concerns.

Disruption of Business

All the APs expressed concern that business activities will be disrupted because of infrastructure development as contractors start construction on all sides and make deliberate delays in completion of work. They were informed that construction plan will be provided for sequential commencement and completion of different infrastructure components. Every effort will be made to avoid disruption to business activities.

Apprehension of Eviction

64. The APs expressed apprehension that after upgrade of bus terminal the SMC may reallocate tenancy contract to some new persons and some of them may be evicted. They were informed that SMC will not evict any tenant. The long-standing tenancy will not be disrupted in any case. The APs welcomed this statement and said they will cooperate fully in upgrade of the bus terminal.

Apprehension of Rent Enhancement

65. The second major concern was about increase in rent of shops after upgrade. All these shops are given to tenants on almost nominal rent compared to the rent of private shops. The SMC has not increased rent of shops since long. It was assured that SMC will not increase rent of shops after upgrade of bus terminals. This was welcomed by the tenants.

Suggestions for Bus Terminal Upgrade

66. Participants said that washrooms and passengers lounge is built on the northern boundary of the bus terminal are little away from the departure bays and many passengers do not know about these services. Washroom is used by a small number of passengers while the passengers lounge is not used by passengers and it remains closed. They suggested construction of passengers sheds with sitting areas close to the departure bays to facilitate passengers.
67. There is no facility for drinking water on the bus terminal. The upgrade shall provide clean drinking water facilities at the bus terminal.
68. Adequate drainage shall be provided for waste water and storm water.



Consultation Meeting at Railway Road Bus Terminal

69. There is no adequate system for waste disposal in the bus terminal. Participants urged for making arrangements for waste collection. They were informed that arrangements for solid waste management under the PICIIP will include provisions for waste removal.

70. Pavement shall be provided for the entire area of the bus terminal.

2 Consultations at Railway Road Bus Terminal

71. The three major concerns raised in this meeting were the same as on the Multan road bus terminal and the same assurances were given. These concerns are:

Disruption of business

Apprehension of eviction

Apprehension of Rent Enhancement

They were assured that business disruption will be avoided, none of the shopkeepers will be evicted and rent will not be increased after upgrade of bus terminal. Participants of the meeting welcomed these assurances.

Acquisition and Replacement of Shop

72. They raised the issue that upgrade may require acquisition of any shop which will deprive the AP from its source of livelihood. They were informed that maximum effort will be made to avoid acquisition of shops. In case any acquisition of shop is required for the new infrastructure development, the SMC will provide replacement shop to the AP prior to the demolition of existing shop. APs expressed satisfaction at this kind of arrangement.



Consultation meeting at Railway Road Bus Terminal Sahiwal

Suggestions for Bus Terminal Upgrade

73. Participants informed this bus terminal had problem of storm water drainage which was overcome a few years ago with new drainage pipeline. There is no drainage on the southern outer boundary of the bus terminal which is dangerous for shops. They were informed that improvement of sewerage and storm water drainage is included in the PICIIP and this problem will be resolved.
74. Suggestions were given for building passengers waiting area, washrooms, and provision of clean drinking water. They were informed that passengers lounge with water and washroom facilities for men and women will be included in the design for upgrade of this bus terminal. Location of these facilities will be appropriate and they will be consulted again after completion of the design.
75. The bus terminal is without proper light in the night. Lights shall be provided in all areas of the bus terminal.
76. Suggestion was given to include improvement of bus entry road into the terminal. This road remains congested because of heavy traffic. Installation of traffic signals may help solve the problem. The design for upgrade will include improvement of the entry route to the bus terminal.
77. They suggested pavement of the ground in the bus terminal area. They were informed that this will be included in the upgrade subproject.
78. There is no adequate system for waste disposal in the bus terminal. Participants urged for making arrangements for waste collection. They were informed that arrangements for solid waste management under the PICIIP will include provisions for waste removal.

79. Participants of the consultation meeting were informed that they will be consulted again after completion of the design for bus terminal upgrade. Their suggestions and recommendations will be incorporated in the final design.

Continuity of Consultations

80. These preliminary consultations were held to document their concerns and suggestions before the finalisation of engineering design for bus terminal upgrade. The consultations shall be held after preparation of design. The design shall be presented and explained to stakeholders to confirm that their concerns are addressed and their suggestions are incorporated.
81. The infrastructure development may require any acquisition of existing shop in the bus terminal. Consultations shall be conducted again and concerns of DPs addressed in satisfactory manner. The DPs in this regard shall be protected and new shops provided before the award of construction contract for infrastructure development to protect the livelihood.
82. Consultations with the APs and DPs shall be made continuous process for addressing their concerns, incorporating their suggestions and protecting their livelihoods.

F. Grievance Redress Mechanism (GRM)

83. The PICIIP will provide GRM to ensure facilitation of the affected persons in all respects. The Grievance Redress Committee (GRC) will be established at the City Implementation Unit (CIU) of PICIIP at Sahiwal. The GRC will ensure to redress specific complaint and any issues related to disruption of businesses or any affect on the livelihood of APs. The GRC will address complaints accurately and fairly, alleviating any adverse impacts on the APs. The GRC may be headed by the Chief Officer of SMC and shall comprise representatives of APs, elected representatives and line departments. The grievances shall be reviewed and resolved within three weeks from the date of submission to the GRC.

G. Legal Framework

The Land Acquisition Act, 1894

84. The Government of Pakistan's current legislation governing land acquisition for public purposes is the Land Acquisition Act (LAA) of 1894 with successive amendments. The LLA regulates the land acquisition process and enables the federal and provincial governments to acquire private land for public purposes. Land acquisition is a provincial subject and each province has its own regulations for implementation.
85. The LAA specifies a systematic approach for acquiring and compensation of land and other properties for development project. It stipulates various sections pertaining to notifications, surveys, acquisition, compensation and apportionment awards and disputes resolution, penalties and exemptions. The LAA under eminent domain deals with the matters related with acquisition of private land and other immovable properties existing on the land for the public purpose. The public purpose, inter alia, includes the construction of development project of public interest.
86. The LAA with its successive amendments provides a framework for facilitating land acquisition and enables the State government to acquire private land for public purposes. The LAA is the most commonly used law for acquisition of land and other properties for development projects. It comprises of 55 sections

pertaining to preliminary area notifications and surveys, acquisition, compensation and apportionment awards and disputes resolution, penalties and exemptions. A few relevant sections synthesized from the LAA are summarized in Table below.

Table 6: Salient Features of the LAA

Key Sections	Salient Features of the LAA
Section 4	Publication of preliminary notification and power for conducting survey.
Section 6	The Government makes a more formal declaration of intent to acquire land.
Section 7	The Land Commissioner shall direct the Land Acquisition Collector (LAC) to take order the acquisition of the land.
Section 8	The LAC has then to direct the land to be marked out, measured and planned.
Section 9	The LAC gives notice to all APs that the Govt. intends to take possession of the land and if they have any claims for compensation that should to be made to him at an appointed time.
Section 10	Delegates power to the LAC to record statements of the APs in the land or any part thereof as co-proprietor, sub-proprietor, mortgagee, and tenant or otherwise.
Section 11	Enables the Collector to make enquiry into measurements, value and claim and issue the final "award". Included is the land's marked area and valuation of compensation.
Section 16	When the LAC has made an award under Section 11, he will then take possession and the land shall thereupon vest absolutely in the Government, free from all encumbrances.
Section 18	In case of AP's dissatisfaction with the award who may request the LAC to refer the case onward to the court for decision. This does not affect the taking possession of the land.
Section 23	The award of compensation for the owners for acquired land is determined at its market value plus 15% in view of compulsory nature of the acquisition for public purposes.
Section 28	Relates with determining compensation values and interest premium for land acquisition
Section 31	The Section 31 provides that the LAC can, instead of awarding cash compensation in respect of any land, make any arrangement with a person having an interest in such land, including the grant of other lands in exchange.
Section 35, 36	In case of temporary land acquisition these sections allow the LAC to directly negotiate the compensation rate or a lump sum amount for a maximum of three years.

87. The LAA prescribes provisions for fair and adequate compensation for land acquired involuntarily, however, its enforcement marred with many lacunas

related with the whole process from notification to compensation and grievance resolution often encumbered with inordinate delays. Under the eminent domain of LAA, the state coercively acquires the citizen's property and pushes them to impoverishment with a little recourse. There is a need to redefine the scope of eminent domain and improve procedure and process required for land acquisition.

2. ADB's Policy and Resettlement Principles

88. The ADB Social Policy Statement 2009 in Involuntary Resettlement is based on the following principles:

- i. Involuntary resettlement will be avoided as much as possible when unavoidable, at least minimized by reviewing alternatives to the project;
- ii. Where involuntary resettlement is unavoidable, APs are entitled to compensation for all types of losses, i.e., land, crops/trees, structures, business, employment, and wages at market/replacement value.
- iii. Non-titled APs including informal dwellers/squatters and encroachers will be provided compensation and rehabilitation assistance. The absence of formal title to land is not a bar to resettlement assistance;
- iv. Special assistance will be provided to APs from vulnerable groups to help improve their economic and social status;
- v. Access to infrastructure will be provided to communities equally, without discrimination on the basis of religion, social status, gender or any other factors;
- vi. APs will be fully informed and consulted regarding project planning and implementation, including disclosure of LARPs and other project-related information;
- vii. Physical project implementation works can only commence upon completion of compensation and rehabilitation measures before a No-objection Certificate can be provided by ADB for award of civil works contracts.
- viii. The full resettlement costs are included in the costs of the project and may be considered for inclusion in ADB loan financing.

89. The above principles will apply to all projects to ensure that persons affected by land acquisition will be eligible for appropriate compensation and rehabilitation assistance. Detailed criteria, procedures and modus operandi for the implementation of these principles applicable to the project will be spelled out in the remainder of this LARP.

3. Difference between Key LAA and ADB Policy Principles and Practices

Table 7 presents comparison between LAA (1894) and ADB policy principles of key LAR aspects.

Table 7: Difference between Pakistan's LAA and the ADB Involuntary Resettlement Policy

Pakistan Land Acquisition Act (1894)	ADB Involuntary Resettlement Policy
Titled land owners or holders of customary rights are only recognized for compensation.	Lack of title should not be an excuse for compensation.
Registered landowners and sharecroppers/ lease holders are only eligible for compensation of crop losses.	Registration is not condition for crop compensation, which is provided according to their shares whether they are registered or not.
Tree losses are compensated on the basis of out dated officially fixed rates by the relevant forest and agriculture departments.	Tree losses are compensated according to the market rates based on productive age or wood volume depending on the type of the tree.
Land valuation based on the median registered land transfer rate over the previous 3 years before the establishment of Section 4.	Land valuation is to be based on current replacement (market) value and valued within 1 year before the delivery of compensation.
Valuation of built-up structures based on official rates, with depreciation deducted from gross value of the structure and 10 % for salvage material.	Valuation of structures is based on current market value/cost of new construction of the structure. APs can take the salvage material free of cost.
The powers are only vested to the Revenue Department to decide disputes and address complaints regarding quantification and assessment of compensation for the affected land and other assets.	Complaints and grievances are resolved informally through community participation in the Grievance Redress Committees (GRC), local governments and local-level community based organizations.
The decisions regarding land acquisition and the amounts of compensations to be paid are published in the official Gazette and notified in convenient places so that the people affected get aware of the same.	Information related to quantification and costing of land, structures and other assets, entitlements, and amounts of compensation and financial assistance are to be disclosed to the affected persons prior to project appraisal.
LAA is silent to provide income/livelihood rehabilitation measure, allowances for severely affected APs and vulnerable groups, or resettlement expenses.	ADB policy requires rehabilitation for lost losses, and for expenses incurred by the APs during the relocation process particular attention must be paid to the poor and vulnerable groups.

H. Entitlements, Assistance and Benefits

90. The exact dimension of the upgrade of the two bus terminals can only be ascertained after the detailed engineering design. However, during the stakeholder consultation, it was agreed that the upgrade of bus terminals will be done without any disruption to the normal business activities. The project will avoid any physical displacement and resettlement impacts of existing

businesses. In case if any acquisition of shop is required the DPs will be provided replacement shop prior to acquisition.

Eligibility

91. No displacement is envisaged at this stage and the detailed design will ensure that the existing business premises are not disturbed in any manner.
92. In the event that any shop is displaced, the SMC will provide replacement for the lost premises prior to its acquisition. In this case the DPs will be entitled for shifting allowance. The DPs are eligible for compensation and rehabilitation provisions under the PICIP as follows:
 - All APs losing shop will be provided replacement shop by SMC.
 - Cost for shifting of merchandise will be provided in case of shifting to other business premises.
93. This LARP will need revision if any acquisition of shop is required after final design for upgrade of bus terminal. Impact assessment will be required to determine the extent of displacement and provisions for restoration of livelihood. If the DPs face any disruption in their business they will be entitled for award of livelihood restoration grant under the project. Budget for LARP will be required to be prepared after impact assessment.
94. After revision of LARP cut-off date will be announced by the City Implementation Unit through SMC. Anyone who claims to be DP in the bus terminal after the cut-off date will not be eligible for compensation.

Entitlements for DPs

95. The following entitlements are applicable for DPs losing business premises.
96. **Replacement of Shop** will be provided prior to acquisition of existing shop.
97. **Relocation subsidy** will be provided to those DPs who are forced to relocate and will receive a relocation subsidy sufficient to cover transport costs on actual cost basis at current market rates.
98. **Employment of the workers**, if any, in the shop will not be interrupted and no entitlement is determined.

4. Entitlement Matrix

99. Based on the inventory of losses, the Entitlement Matrix outlined below reflects the core involuntary resettlement principles to ensure DPs of their entitlements.

Table No. 8: Entitlement Matrix

Type of Loss	Specification	Displaced Persons	Compensation Entitlement
Acquisition of shop	Business	All DP tenants of SMC	Provision of Replacement shop prior to acquisition of existing shop
Relocation Subsidy	Transportation of merchandise	All DPs	Equivalent to actual cost of shifting according to current market rates

I. Resettlement Budget and Financing Plan

100. There is no engineering design at this stage and impacts of infrastructure development for bus terminal upgrade are not known. Therefore, budget requirements cannot be determined. After preparation of final engineering design impact assessment shall be carried out and consultations with stakeholders to be conducted.
101. The budget for resettlement will be prepared following the demarcation of the actual alignment based on the final design. The EA will ensure that adequate funds for resettlement are allocated during the course of project implementation.

J. Fund Flow Mechanism

102. Funds for all lost businesses, relocation and transfer allowances and administration of updated LARP preparation and implementation will be provided by the EA. The cost of external monitoring can be financed under the loan. To ensure the availability of sufficient funds for all LAR tasks the EA will allocate 100 percent of the cost of allowances anticipated and estimated in the updated LARP before its implementation.
103. Payment of compensation will be made prior to the actual start of work. DPs eligible for compensation will be given advance notice of the date, time, and place of payment through public announcements.
104. The Government of Punjab (GoP) will guarantee to supplement the resettlement budget, as may prove necessary, to meet any shortfall which emerges in achieving the resettlement objectives.
105. The resettlement implementation schedule will be prepared based on the subproject construction timetable agreed by GoP and ADB. The PIU will update this LARP and ensure that (i) resettlement impacts are accurately quantified, (ii) detailed mitigation measures formulated, where necessary, (iii) new information is disclosed to affected persons, and (iv) the updated DPs are submitted to ADB for concurrence prior to commencement of infrastructure development for upgrade of bus terminals.

K. Institutional Arrangements

106. The Project will be executed through SMC with support from all relevant department and line agencies. SMC will exercise its functions through City Implementation Unit (CIU) that will be responsible for project implementation. In this regard, a well-defined institutional structure will be placed in the CIU and PMU and staff will be assigned to specific roles associated with the process of LARP implementation. The PMU will provide technical supervision, execution of the project, and ensuring compliance to the ADB policies and procedures.

L. Implementation Schedule

107. An implementation schedule will be prepared in the updated LARP after preparation of final design and impact assessment.

M. Monitoring and Reporting

108. Implementation of LAR activities will be closely monitored to assess LAR progress and identifying potential difficulties and problems. Regular monitoring will be conducted internally by CIU as a whole through the PMU and approved by ADB. The PMU will engage an external monitoring agency (EMA) chosen among local consultants to verify the progress and achievements according to the stated goal and purpose of the project.

APPENDIX – I**List of Participants in the Consultation Meeting at Multan Road Bus Terminal Sahiwal**

No.	Name of Affected Person	Business of Affected Person
1	Abid Ali	Shopkeeper
2	Muneer Ahmed	Shopkeeper
3	Shehzad Khan	Shopkeeper
4	Naeem Ahmed	Shopkeeper
5	Muhammad Nawaz	Bus service manager
6	Muhammad Arif	Shopkeeper
7	Muhammad Rafeeq	Shopkeeper
8	Maqbool Ahmed	Bus service manager
9	Saqib Ali	Shopkeeper
10	Muhammad Javed	Workshop
11	Akbar Irfan	Shopkeeper
12	Muhammad Shafeeq	Shopkeeper
13	Ghulam Rasool	Shopkeeper
14	Abdul Razzaq	Snooker game shop
15	Muhammad Siddique	Shopkeeper
16	Muhammad Kamran	Bus service manager
17	Sajjad Haider	Shopkeeper
18	Munir Ahmed	Workshop
19	Malik Irfan	Shopkeeper
20	Anwaar	Workshop
21	Haji Masood	Shopkeeper
Consultant and Participants from SMC		
1	Dr Saifur Rahman Sherani	LARP Consultant
2	Azher Uddin Khan	Deputy Team Leader of PPTA
3	Muhammad Asher	LARP Assistant
5	Muhammad Ali	Tax Superintendent SMC
6	Imtiaz Ahmad	Rent collector SMC

Signed list of participant on following page

دفتري نوم	General Bus Stand فون نمبر	Multon Road فون نمبر	نمبر
(A)	0302 6926488	عام ملي	1
M. S. M.	0	بنز احمد	2
شیراز خان	0300 9697600	شیراز خان	3
لقمان	0331 6780972	نعیم احمد	4
(M. S. M.)	0300 9691421	محمد لواز	5
عارف	0300 9679117	محمد رفیق	6
(R)	0302 6907647	محمد رفیق	7
مستور احمد	0301 7268204	مستور احمد	8
قائم علی	0303 6973121	قائم علی	9
جاوید	0300 7079527	جاوید	10
محمد شعیق	0301 6520076	محمد شعیق	11
محمد شعیق	0301 6936774	محمد شعیق	12
محمد شعیق	0306 6927365	قلام رسول	13
محمد شعیق	0303 8189412	محمد شعیق	14
محمد شعیق	0301 6722894	محمد شعیق	15
محمد شعیق	0302 7155210	محمد شعیق	16
محمد شعیق	0301 6534978	محمد شعیق	17
محمد شعیق	0306 6947078	محمد شعیق	18
محمد شعیق	0303 8322167	محمد شعیق	19
محمد شعیق	0302 2977694	محمد شعیق	20
محمد شعیق	0301 6922875	محمد شعیق	21

APPENDIX – II

List of Participants in the Consultation Meeting at Railway Road Bus Terminal Sahiwal

No.	Name of Affected Person	Business of Affected Person
1	Muhammad Akram	Shopkeeper
2	Aziz Arif	Shopkeeper
3	Faqeer Ullah Butt	Shopkeeper
4	Shaukat Ali	Shopkeeper LTCS
5	Muhammad Lateef	Transporter
6	Ajmal Lodhi	Shopkeeper
7	Raja Abdullah	Shopkeeper
8	Muhammad Anwar	Battery shop LTCS
9	Haji Muhammad Boota Bhatti	Shopkeeper LTCS
10	Chaudhary Muhammad Awais	Workshop
11	Sajid Ali	Workshop
12	Waqar Hussain	Transporter
13	Basheer Ahmed	Transporter
14	Ali Hassan	Shopkeeper
15	Abdul Rehman	Transport manager
16	Waqar Ahmed	Shopkeeper
17	Baba Saeed	Shopkeeper
18	Muhammad Asghar	Shopkeeper
19	Muhammad Adeel	Transport manager
20	Haji Muhammad Basheer	Shopkeeper
Consultant and Participants from SMC		
1	Dr Saifur Rahman Sherani	LARP Consultant PPTA
2	Azher Uddin Khan	Deputy Team Leader of PPTA
3	Ayaz Asif	Due Diligence Consultant ADB
4	Hafeez Buzdar	LARP Coordinator
5	Muhammad Asher	LARP Assistant
6	Muhammad Ali	Tax Superintendent SMC
7	Fazal Qadir	Tax Collector Bus terminal SMC

Signed List of participants on following page

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15-02-2017

نمبر شمار	نام	فون نمبر	درستی
1	محمد انور	03433226223	محمد انور
2	عزیز عارف	03016909783	عزیز عارف
3	فیضان اللہ	03026536727	فیضان اللہ
4	شہولہ علی	0301-6915904	SAE
5	قادر لطیف	0321-6909530	لطیف
6	احمل لودھی	03009694897	Almalk
7			
8	لالہ علیہ ایس	0302-3718573	لالہ علیہ ایس
9	محمد انور	0300-9721574	محمد انور
10	حاجی کمال شاہ	03068682654	حاجی کمال شاہ
11			
12	محمد انور	03006907291	محمد انور
13	ساجد علی	03005372980	ساجد علی
14	وقار حسین	0312-6936576	وقار حسین
15	یونس احمد		یونس احمد
16	علی حسن	03227108426	علی حسن
17	کیو الیز علی	0302-6533105	کیو الیز علی
18	وقار احمد	0300-8690554	وقار احمد
19	یونس احمد	0321 7022866	یونس احمد
20	محمد انور	0304-0431335	محمد انور
21	محمد علی	0321-2184480	محمد علی
22	حاجی کمال شاہ	0306 5274973	حاجی کمال شاہ

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