



**The World Bank**

PAKISTAN: Peshawar-Torkham Expressway Corridor Project (Trans-Khyber Pass - Gateway to Central Asia)  
(P159577)

---

# Project Information Document/ Integrated Safeguards Data Sheet (PID/ISDS)

---

Concept Stage | Date Prepared/Updated: 04-Oct-2016 | Report No: PIDISDSC18472

**BASIC INFORMATION**

**A. Basic Project Data**

|  |  |  |  |
|--|--|--|--|
| Country<br>Pakistan                                | Project ID<br>P159577                    | Parent Project ID (if any)                               | Project Name<br>PAKISTAN: Peshawar-Torkham Expressway Corridor Project (Trans-Khyber Pass - Gateway to Central Asia) (P159577) |
| Region<br>SOUTH ASIA                               | Estimated Appraisal Date<br>Jan 16, 2017 | Estimated Board Date<br>Sep 29, 2017                     | Practice Area (Lead)<br>Transport & ICT  |
| Lending Instrument<br>Investment Project Financing | Borrower(s)<br>Economic Affairs Division | Implementing Agency<br>National Highways Authority (NHA) |  |

**Financing (in USD Million)**

| Financing Source                            | Amount        |
|---|---------------|
| International Development Association (IDA) | 375.00        |
| <b>Total Project Cost</b>                   | <b>375.00</b> |

|  |  |
|--|--|
| Environmental Assessment Category<br>A-Full Assessment | Concept Review Decision<br>Track II-The review did authorize the preparation to continue |
|--|--|

Other Decision (as needed)

Not Applicable.

**B. Introduction and Context**

Country Context

**The revival of economic growth that started in FY 2013-14 sustained the pace in FY 15-16.** The gross domestic product (GDP) growth during FY 2015-16 was 4.7 percent – the highest growth rate since FY 2008-09 – compared to last year 4.2 percent and 4.0 percent in FY 2013-14. However, the economy could not achieve the targeted growth rate of 5.5 percent due to negative growth of agriculture sector (-0.2 percent) mainly because of decrease in the production of cotton, rice and maize. On the other hand, industrial and services sectors recorded growth of 6.8 percent and 5.7 percent respectively surpassing FY 2015-16 targets. The policy environment is improving, particularly with regard to macroeconomic stability over the last two to three years, as evident from the steady growth of foreign exchange

reserves, reduced fiscal deficit and low inflation environment. Strong growth in consumption, rising foreign exchange reserves<sup>1</sup>, fast-growing foreign remittances and a low import bill compensated for a substantial fall in exports. Low oil prices generated a significant boost, driving a 9.1 percent fall in import bill and reducing inflation significantly. Low international commodity prices and the stable Pakistan Rupee (PKR) parity also helped in keeping the consumer price index (CPI) inflation under control, and in lowering inflation expectations in the country. The average CPI inflation fell from 4.5 percent in FY 2014-15 to 2.8 percent during July-April FY 2015-16. *The Government of Pakistan (GOP) is now focusing on addressing the challenges of negative growth of the agricultural sector and declining exports and the opportunity to open up regional markets through connectivity and trade facilitation.*

***While Pakistan's overall trade has declined in the past few years, Afghanistan has emerged as one of the major trading partners after the United States (US), European Union (EU) and United Arab Emirates (UAE).*** *Despite political and recent border tensions, the transit and bi-lateral trade has remained intact and has been growing at a fast pace, which shows the political commitment to enhance economic cooperation.* During 2005-2014, according to official figures, exports from Pakistan and imports from Afghanistan grew at a CAGR of 4.9 percent and 22.1 percent respectively. Informal trade is estimated to be very large, given the two countries share a 2,400 km long porous border. Average trade levels more than doubled from US\$ 1.0 billion on average during 2005-2007 to US\$ 1.9 billion on average during 2013-2015, although the last three years have noted a decline in exports.<sup>2</sup> The two countries have resolved to work together for enhancing bilateral trade to US\$ 5.0 billion by December 2017 through effective trade facilitation measures and by promoting business to business interactions. Afghanistan has emerged as a major export market accounting for 7.9 percent of exports in 2015, behind only the EU (28 percent), the US (16.6 percent) and China (8.8 percent). From the Afghanistan perspective, Pakistan is its second largest source of imports (17 percent in 2014), after Iran (19 percent). On the export side, Pakistan is the largest export destination with 33 percent of exports in 2014, followed by India at 28 percent.

***The Central Asia Regional Economic Cooperation (CAREC) Initiative has identified various corridors from the CARs to Pakistan through Afghanistan and China.*** Each corridor improves access for CAREC countries to at least two large Eurasian markets. Afghanistan is connected through Pakistan by two border posts. The Afghanistan's imports from and exports to neighboring (bilateral trade) and non-neighboring countries (transit trade) enter and exit Pakistan at the Torkham border-crossing in FATA, which is just 50 km from the closest city of Peshawar in Khyber-Pakhtunkhwa (KPK) province, and the key entry and exit point of Afghanistan's international transit trade is the Karachi Port. The Chaman border-crossing in Balochistan province is the second most important border-crossing. The National Highways Authority (NHA) is working on an overall internal and regional transport connectivity program that includes three regional economic corridors for CPEC – Western, Central and Eastern Corridors. *The Western corridor includes the National Highway N-25 that provides access to Afghanistan through Chaman border-crossing which is part of the CAREC-6 corridor.* The Eastern corridor includes the Peshawar-Torkham-Kabul Motorway. *The Peshawar-Kabul Motorway is part of the CAREC-5 corridor as well as part of the Asian Highway Network (AH-1).* A Joint Economic Commission (JEC<sup>3</sup>) headed by the finance ministers of Afghanistan and Pakistan have endorsed the proposed Peshawar-Kabul Motorway and its extension to Tajikistan. The Peshawar-Kabul Motorway can be termed as *the gateway to Central Asia.*

---

<sup>1</sup> Forex reserves reached an all-time high above US\$ 23.0 billion in July 2016, which can finance over 5-months of the country's import bill.

<sup>2</sup> WITS database, World Bank – calendar year data.

<sup>3</sup> The JEC was formed to discuss bilateral economic cooperation in the areas of communications, power, railways, roads, APTTA and other bilateral issues of mutual interest.

***Pakistan has traditionally been the main provider of transit trade facilities to landlocked Afghanistan, first formalized under the Afghanistan Transit Trade Agreement (ATTA 1965). Peshawar-Torkham expressway as a Gateway to Central Asia will leverage the Afghanistan Pakistan Transit Trade Agreement (APTTA) signed in 2010, and will facilitate access to potential new regional markets. One of the key features of APTTA-2010 which became operational in 2011, is that it provides reciprocal transit trade privileges to Pakistan to enter Central Asia markets and Iran, unlike the ATTA.<sup>4</sup> This provides much potential growth, with Pakistan's exports to CARs at only US\$ 28 million in 2015<sup>5</sup>, although on an upward trend since 2010. Construction of Peshawar-Kabul Motorway will contribute to improve this volume because of higher efficiency and savings of time and costs.***

***Peshawar-Torkham expressway will yield even further benefits if expansion of APTTA to include Tajikistan, Kyrgyz Republic, and Turkmenistan materializes.*** Recently, Tajikistan has requested to be part of a Trilateral Transit Trade Agreement and several expert level group meetings among Afghanistan, Pakistan and Tajikistan have been held during the past one year. A draft trilateral transit trade agreement has been prepared and Pakistan has provided its consent to the draft agreement. The Kyrgyz Republic and Turkmenistan have also indicated their keen interest to be part of transit trade agreements with Pakistan and Afghanistan.

#### Sectoral and Institutional Context

***Pakistan's road transportation system mainly depends on north-south links because the ports are in the south whereas most of the industrial centers are in the north.*** Pakistan's traffic movements are primarily concentrated along the north-south National Highway N-5 Corridor (1819-km long Grand Trunk Road: Torkham-Peshawar-Islamabad-Lahore-Karachi) which serves domestic needs, and also links the main industrial centers in Punjab and neighboring countries in the north-west (Afghanistan) and north (China) with international markets through the southern Karachi area ports. The N-5 Corridor 'moves' Pakistan's external and internal trade. Together the ports, roads and railways along the N-5 Corridor handle 96 percent of external trade, 65 percent of total inland freight and serve the regions of the country which contribute 80 to 85 percent of GDP. *However, the country's 'economic lifeline' is fast reaching its capacity*

***The NHA has launched construction of a new north-south Trans-Pakistan Motorway/Expressway System.*** The overall aim of the new north-south motorway/expressway corridor is to develop a modern, efficient, high speed, safe, and reliable access-controlled road transport corridor for the long distance traffic of the country. The Peshawar-Kabul Motorway is divided into three parts, 50 km Peshawar-Torkham (Pakistan), 76 km Torkham-Jalalabad and 155 km Jalalabad-Kabul (Afghanistan). The Peshawar-Torkham section will be built by the NHA under this project and is an integral part of the new north-south Trans-Pakistan Motorway/Expressway System. The GOP has provided US\$ 67.0 million for construction of a 2-lane additional carriageway on the Torkham-Jalalabad section in Afghanistan. The Frontier Works Organization (FWO) started the construction work in May 2015. Completion is expected in December 2016. The ADB is financing the Jalalabad-Kabul section (US\$ 160.0 million). Progress is about 30 percent.

---

<sup>4</sup> The entry/exit points for Pakistan in Afghanistan are: Iran through Islam Qila and Zaranj Border; Uzbekistan through Hairatan; Tajikistan through Ali Khanum and Sher Khan Bandar; and Turkmenistan through Aqina and Torghundi. However, Afghanistan has yet to notify Pakistan of the transit rules.

<sup>5</sup> 0.12 percent of total Pakistan exports.

## Relationship to CPF

*The Pakistan Country Partnership Strategy (CPS) for 2015–19 has four main result areas: (a) energy, (b) private sector development, (c) inclusion, and (d) service delivery.* Interwoven within these four result areas is a cross-cutting program to leverage cross-border and regional opportunities and markets. This proposed Project would be designed to contribute to the cross-cutting program of promoting regional trade and people-to-people interaction. The CPS notes that **regional cooperation** could support growth acceleration because South Asia is one of the most dynamic but least economically integrated regions. Intraregional trade accounts for just 5 percent of its total trade, versus about 25 percent in ASEAN. This reflects historical mistrust. Pakistan has yet to fully benefit from economic relations with China, or with India, if the most-favored-nation status is granted. The CPS also notes that improvements in port operations and border post management are equally important. *A sound trade facilitation and logistical system can play a decisive role in attaining export-led growth – by reducing trade costs, upgrading service quality, improving connectivity between domestic and foreign markets, and moving up the supply chain.*

*Trade and transport connectivity are among the key pillars of the World Bank Group (WBG) Regional Integration Strategy led by the office of South Asia Regional Vice President (SARVP).*

## C. Proposed Development Objective(s)

The proposed Project Development Objective (PDO) is to foster regional connectivity and integration, and create supportive conditions for more efficient transport and trade between Pakistan and Afghanistan through select corridors.

### Key Results (From PCN)

**Development impact will be judged on the basis of the following performance indicators on the Project reaches:**

#### 1. Outcome Indicators

- a. X% decrease in vehicle operating costs (% shall be established after determining the baseline)<sup>6</sup>.
- b. X% reduction in commercial traffic travel times (% shall be established after determining the baseline).
- c. X% reduction in fatal accidents (growth adjusted) along the project corridor (% shall be established after determining the baseline).
- d. Favorable response by trade – level of traders satisfaction = 3 (scale High = 4, Low = 1).
- e. Initiation of policy outcome interventions for broadening and multiplying economic opportunities (interventions shall be determined upon completion of the diagnostic study).
- f. X% increase in border efficiency (% shall be established after determining the baseline upon completion of the diagnostic study).

#### 2. Output Indicators

---

<sup>6</sup> Vehicle operating costs analysis, and traffic and road safety surveys being conducted by NHA's consultants for the feasibility and design of the Peshawar-Torkham expressway Project.

- a. About 50 km of a high-speed, safe and reliable 4-lane access-controlled expressway constructed and operational.
- b. Master Plan for regional economic development leveraging the Corridor development finalized.
- c. Time Release Study (TRS) key recommendations implemented.

***Project beneficiaries will comprise road users, and small and medium enterprises (SMEs) along the corridor. Internal and external trade and commerce will benefit from reductions in transit costs and times for goods using the project corridor.*** Project beneficiaries will also include the poor who will have increased access to socio-economic and job opportunities.

#### **D. Concept Description**

***The project has three components.***

##### **Component-1**

***The anchor of the Peshawar-Torkham Economic Trade Corridor is a new expressway which will provide a reliable and safe driving environment with higher travelling speeds.*** The existing Peshawar-Torkham Road is part of the National Highway N-5 that goes through the famous Khyber Pass which has great historical significance and has been an important trade route between Central and South Asia. The 400-years old existing carriageway is a 2-lane, 6.0 meter wide facility with earthen shoulders. Improvements to the existing highway are constrained by heavy population settlements on either side, a railway line running adjacent to the road and steep gradients and sharp curves that are difficult for large multi-axle commercial trucks to negotiate. Geometrics are inadequate to cater for the modern high speed heavy vehicular traffic. The proposed 4-lane expressway will be built on a new alignment with much improved geometry. The proposed 4-lane expressway will be constructed as a dual highway facility with a 7.3 meter wide carriageway on each side and 3.0 meter wide treated shoulders.

***The new expressway will provide a reliable and safe driving environment with higher travelling speeds resulting in reductions in transit time and costs for regional and international trade goods using Peshawar-Torkham international trade corridor.*** The proposed expressway is an extension of the Karachi-Lahore-Islamabad-Peshawar Trans-Pakistan Expressway System as well as part of the Peshawar-Kabul-Dushanbe Motorway. The proposed expressway will be the first transformative step towards connecting the Central Asian markets through Afghanistan to the CPEC.

##### **Component-II**

***This component will focus on providing support to trade facilitation and selected economic activities in the initial stage of the development of the corridor.*** It will contribute to laying the foundations for a long-term development approach of the corridor for which building the expressway is a major first step. During project preparation, an initial diagnostic will be carried out to identify investment interventions with potential quick results that could be financed under the time-frame of the project, to accelerate and expand the evolution of the economic activity spurred by the improvement in connectivity, while increasing inclusion of vulnerable groups, especially women, and youth to economic

opportunities and service delivery. The focus will be on improving production, processing, trading and services in key sectors of the KPK Province. The diagnostic will also identify the required policy interventions at federal and provincial level in the sectors identified as priority sectors.

***A comprehensive Master Plan covering spatial dimensions for regional development leveraging the corridor development will be prepared.*** This master plan will take a more holistic view and focus on promoting inclusive growth by expanding economic opportunities in backward regions and linking cities and towns with urban centers and industrial clusters. Further, it will consider future growth by improving access to markets, stimulating trade and investment and boosting productivity and efficiency through associated network externalities and agglomeration effects. The spatial approach will be followed to identify shared infrastructure needed and services geared toward specific industries, as well as economic projects (such as secondary roads, micro-dams, wholesale markets, storages, and so on), that are critical for the development of the value chains and the corridor in general. The master plan is expected to guide local authorities in their policy dialogue and in discussions with development partners interested in supporting the region. The project will also finance prefeasibility studies, technical design studies, as well as environmental and social studies for selected activities that could be financed through an additional financing or by other development partners.

***The component will also support implementation of key recommendations of the recently completed TRS for Torkham.*** The work under this component will complement the efforts initiated by the GOP under the Integrated Transit Trade Management System (ITTMS), supported by the ADB.

**Component-III**

***This component shall finance costs associated with project management such as incremental operating costs (IOC).***

**Component-wise Project Costs**

| Component   | Indicative Costs (US\$ Million)    |
|---|------------------------------------|
| <b>I. Expressway Development</b> – consisting of: <sup>7</sup><br>(a) Civil Works<br>(b) Land Acquisition<br>(c) Resettlement<br>(d) Afforestation<br>(e) Consultant services for construction supervision and contract administration, implementation of environmental management plan (EMP) and resettlement action plan (RAP) and independent environmental monitoring, and third party validation of implementation of EMP and RAP. | 211.0<br>52.0<br>5.0<br>1.0<br>7.0 |
| <b>II. Economic Trade Corridor Development</b><br>(a) Master Plan for Economic Corridor Development (including feasibility studies and environmental and social [E&S] studies).<br>(b) Support implementation of key recommendations of the TRS.  | 25.0                               |

<sup>7</sup> NHA has appointed a consulting firm to prepare the feasibility study and detailed engineering design. The outputs are expected to be available by January/February 2017.

|  |              |
|--|--------------|
| (c) Implementation of selected sectoral and/or services projects/investments that could unlock the economic potential of the region by engaging in catalytic investments which could transform the existing value chains in the region. <sup>8</sup> |              |
| (d) Institutional Capacity Building (institutional assessment, studies, action plans).   |              |
| <b>III. Project Management – Incremental Operating Costs (IOCs)</b>  | <b>2.0</b>   |
| Physical Contingencies   | 30.0         |
| Price Contingencies  | 42.0         |
| <b>Total Project Costs</b>   | <b>375.0</b> |
| <b>Total Financing Required</b>  | <b>375.0</b> |

<sup>8</sup>An advisory services and analytics (ASA) will be done at preparation stage for identification of investment interventions to accelerate and expand the evolution of the economic activity spurred by the improvement in connectivity, while increasing inclusion of vulnerable groups, especially women and youth, to economic opportunities and service delivery. Diagnostic will be completed by end November 2016. Terms of Reference (TOR) for the analytical diagnostic have been prepared.

## SAFEGUARDS

### A. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

The proposed expressway is located in the province of Khyber-Pakhtunkhwa (KP) and Federally Administered Tribal Areas (FATA). KP is largely located on the Iranian plateau and Eurasian land plate, while peripheral eastern regions are located near the Indian subcontinent and this has led to seismic activity in the past. Geographically the province could be divided into two zones: the northern one extending from the ranges of the Hindu Kush to the borders of Peshawar basin; and the southern one extending from Peshawar to the Derajat basin. The northern zone is cold and snowy in winters with heavy rainfall and pleasant summers with the exception of Peshawar basin, which is hot in summer and cold in winter. It has moderate rainfall. The southern zone is arid with hot summers and relatively cold winters and scanty rainfall. Its climate varies from very cold (Chitral in the north) to very hot in places like D.I. Khan.

KP province shares an international border with Afghanistan, connected through the Khyber Pass. The expressway corridor runs parallel to the existing 2-lane Peshawar-Torkham highway. The terrain consists of mountain ranges, undulating submontane areas, and plains surrounded by hills. Much of this region has been cleared for cultivation, and biological diversity is very low.

FATA region is basically a hilly terrain with dominant dry barren mountains. The estimated figures for forest cover in FATA range from 1% to 8% of the total reported area. This is declining rapidly due to uncontrolled grazing and timber extraction for commercial usage and fuel wood. The inability of barren hills to retain soil and water is not only causing soil erosion in the area but affecting the quality and quantity of fodder for livestock, drawing down of water table, besides increasing incidences of flash floods. The quality of fresh water resources is also under stress due to over exploitation and inappropriate disposal of wastes.

The Project will pass through Khyber Agency which contains a number of sites of historical and cultural interest such as the Khyber Pass, Jamrud Fort close to which is an old British cemetery, Ali Masjid Fort (constructed in 1890), Shaghai Fort), Shpola Stupa (a Buddhist ruin), and Khyber Stupa.

### B. Borrower's Institutional Capacity for Safeguard Policies

National Highway Authority (NHA) is the implementing agency. NHA will prepare Environmental Impact Assessment (EIA)/Environmental Management Plan (EMP), Social Impact Assessment (SIA)/Resettlement Action Plan (RAP) and a Cultural Resources Management Plan (CRMP) and share these safeguards documents and instruments with the Bank before appraisal. NHA will have the ultimate responsibility for compliance with these safeguards instruments. NHA has implemented a large number of projects financed by the World Bank, ADB, JICA, USAID, and DFID and is very familiar with the multi-donors/bilateral donors safeguard policies. NHA's in-house 'environmental section' headed by a General Manager will assist the Project Management Unit (PMU) in environmental and social monitoring, and liaise between the NHA, environmental protection agencies, and World Bank in the context of compliance. The construction supervision consultants will assist the organization in supervising the construction contractors and ensuring that all contractual obligations related to environmental and social compliance are met (the supervision consultant shall have an international senior environmental specialist on its team). NHA will also engage a local consulting firm for conducting periodic air, water and noise monitoring program on contract site. In addition, NHA will ensure a third party validation to assure the transparency of the environmental and social compliance process carried out by the

NHA.

### C. Environmental and Social Safeguards Specialists on the Team

Salma Omar, Ahmad Imran Aslam

### D. Policies that might apply

| Safeguard Policies                  | Triggered? | Explanation (Optional)  |
|-------------------------------------|------------|---|
| Environmental Assessment OP/BP 4.01 | Yes        | <p>This project will finance construction of a expressway on a new alignment with significant adverse environmental and social impacts. During construction stage impacts may include resettlement due to acquisition of land and private properties, soil erosion, improper disposal of spoil, loss of vegetation, disturbance to people, disruption of traffic and some possible impacts on the health and safety of general public and workers. And, during operations phase, negative impacts may include noise pollution, increase in greenhouse gasses emissions due mainly to the increased volume of traffic, erosion and road safety. Consistent with these provisions, the appropriate EA category is A. The client will prepare site specific Environmental and Social Impact Assessments including Environmental and Social Management Plans. There are no Strategic or Regional Environmental and Social Impact Assessments, since the proposed project is financing activities inside Pakistan unlike CASA-1000 which is financing activities in Pakistan, Afghanistan, Tajikistan and the Kyrgyz Republic.</p> |
| Natural Habitats OP/BP 4.04         | TBD        | <p>Expressways/highways normally result in fragmentation or depletion of natural habitats and, therefore, normally may have an impact on natural habitats as defined by this policy. The proposed project passes through a hilly terrain with dominant dry barren mountains. The area is generally very dry and poorly vegetated with low biological diversity due to the shortage of water, limited rainfall, and poor soil. Much of this region has been cleared for cultivation, and biological diversity is very low. During project preparation, a determination will be made if this expressway is going to have an impact on natural habitats, if any.</p>   |

|  |     |   |
|--|-----|---|
| Forests OP/BP 4.36                             | No  | The proposed project is unlikely to directly affect forest as defined by this policy and, therefore, the policy is not triggered.   |
| Pest Management OP 4.09                        | No  | The proposed project will not finance or use Pesticides.  |
| Physical Cultural Resources OP/BP 4.11         | Yes | There are a number of sites of historical and cultural interest in the vicinity of project area. The EIA will assess impact, if any and will formulate mitigating measures and a physical cultural resources management plan. The mitigating measures may range from full scale site protection to selective mitigation, including salvaging and documentation, in cases where a portion or all of the physical cultural resources may be lost. |
| Indigenous Peoples OP/BP 4.10                  | No  | There are no indigenous people in the project area.   |
| Involuntary Resettlement OP/BP 4.12            | Yes | Resettlement is expected due to land acquisition.   |
| Safety of Dams OP/BP 4.37                      | No  | The project does not involve construction of dams. Hence, this policy is not triggered.   |
| Projects on International Waterways OP/BP 7.50 | No  | The project area has some streams which that may meet the definition of International Waterways as defined by the policy. However, OP 7.50 is not applicable to expressway projects.  |
| Projects in Disputed Areas OP/BP 7.60          | No  | The project is not located in a disputed area/territory. Therefore, this policy is not triggered.   |

### E. Safeguard Preparation Plan

Tentative target date for preparing the Appraisal Stage PID/ISDS

Jan 16, 2017

Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage PID/ISDS

Tentative time frame is 5-months from September 2016 to January 2017 for preparing Environmental Impact Assessment (EIA)/Environmental Management Plan (EMP), Social Impact Assessment (SIA)/Resettlement Action Plan (RAP) and a Cultural Resources Management Plan (CRMP). NHA will share these safeguards documents and instruments with the Bank before appraisal.

By QER, the team will ascertain the environment and social due diligence carried out for Torkham-Jalalabad and Jalalabad-Kabul road sections in Afghanistan.

### CONTACT POINT

**World Bank**

Zafar Iqbal Raja, Sarwat Aftab  
Sr Highway Engineer

**Borrower/Client/Recipient**

Economic Affairs Division  
Mumtaz Hussain Shah  
Deputy Secretary  
webmaster@ead.gov.pk

**Implementing Agencies**

National Highways Authority (NHA)  
Shahid Ashraf Tarar  
Chairman, NHA  
chairman@nha.gov.pk

**FOR MORE INFORMATION CONTACT**

The InfoShop  
The World Bank  
1818 H Street, NW  
Washington, D.C. 20433  
Telephone: (202) 458-4500  
Fax: (202) 522-1500  
Web: <http://www.worldbank.org/infoshop>

**APPROVAL**

|                      |                                |
|----------------------|--------------------------------|
| Task Team Leader(s): | Zafar Iqbal Raja, Sarwat Aftab |
|----------------------|--------------------------------|

**Approved By**

|                           |                         |             |
|---------------------------|-------------------------|-------------|
| Safeguards Advisor:       | Maged Mahmoud Hamed     | 04-Oct-2016 |
| Practice Manager/Manager: | Karla Gonzalez Carvajal | 13-Oct-2016 |

|                   |                |             |
|-------------------|----------------|-------------|
| Country Director: | Anthony Cholst | 08-Nov-2016 |
|-------------------|----------------|-------------|