



IFRAP
Integrated
Flood Resilience &
Adaptation Project



Ministry of Planning
Development &
Special Initiatives



INTEGRATED FLOOD RESILIENCE & ADAPTATION PROJECT

Quarterly Progress Report (Q-2)
(October–December 2025)
COMPONENT-1

MONITORING & EVALUATION (M&E) CONSULTANT

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Glossary of Acronyms and Abbreviations

- API - Application Programming Interface
- AWP – Annual Work Plan
- CE - Citizen Engagement
- DQA - Data Quality Assurance
- ESMF - Environmental and Social Management Framework
- FGD - Focus Group Discussion
- FPMU - Federal Project Management Unit
- GAP - Gender Action Plan
- GIS - Geographic Information System
- GRM - Grievance Redress Mechanism
- IFRAP - Integrated Flood Resilience and Adaptation Project
- IR - Intermediate Results
- IVR - Interactive Voice Response
- JV - Joint Venture
- KII - Key Informant Interview
- KM - Knowledge Management
- M&E - Monitoring and Evaluation
- MIS - Management Information System
- MoPDSI - Ministry of Planning, Development, and Special Initiatives
- PAD - Project Appraisal Document
- PDO - Project Development Objective
- PIU - Provincial Implementing Unit
- PMIS - Project Monitoring Information System
- PSC - Project Steering Committee
- RBMEF - Results-Based Monitoring and Evaluation Framework
- TA - Technical Assistance
- TORs - Terms of Reference
- VRC - Village Reconstruction Committee

1. EXECUTIVE SUMMARY

1.1 Strategic Overview

The second quarter marked a transition phase for Component-1 of the Integrated Flood Resilience and Adaptation Project (IFRAP). Unlike previous reporting period, this quarter enabling a more detailed assessment of implementation readiness, design progress, safeguard compliance, and future procurement preparedness. While no physical work commenced during the reporting period, substantial efforts were made toward completing technical studies, engineering designs, environmental and social safeguard documentation, and associated review processes required to initiate procurement and construction activities.

From an implementation perspective, the quarter demonstrated that Component-1 remains predominantly in a preparatory phase. Progress was recorded in advancing design and safeguard deliverables; however, implementation performance was constrained by recurring review cycles, extensive revisions, and sequential approval processes involving consultants, PIU, line departments, and the World Bank. As a result, several critical milestones remained outstanding beyond their original timelines, preventing transition into procurement and physical execution.

1.2 Overall Performance Assessment

A review of ten major technical deliverables across the Irrigation, Roads and Bridges sub-components shows mixed performance and only two were completed during the quarter:

- Preliminary Site Assessment Report (Irrigation)
- Flood Risk Analysis Report (Irrigation)

Both were completed about four months behind schedule, showing milestone achievement with significant delays.

The remaining eight deliverables, including designs, feasibility studies, quality assurance plans, and safeguard documents, were still under review or revision at the end of Q-2, despite planned completion between August and October 2025.

This shows that delays are systemic within the design-review-clearance cycle, affecting both sub-components due to repeated reviews, submission quality issues, and prolonged approvals.

1.3 Assessment of Sub-Component Performance

1.3.1 Irrigation Sub-Component

The Irrigation Sub-component progressed more than Roads & Bridges, completing two key deliverables: the Preliminary Site Assessment Report and Flood Risk Analysis Report. However, both were delayed by about four months due to repeated reviews, technical revisions, and extended consultations.

Several critical downstream activities, including ESMPs, EIAs, and design proposals for fourteen irrigation packages, remained incomplete, delaying procurement and construction readiness.

Overall, technical preparation advanced, but implementation readiness remains incomplete due to delayed safeguard clearances and design finalization. Without faster approvals, procurement may face further delays in Q-3.

1.3.2 Roads & Bridges Sub-Component

The Roads & Bridges Sub-component performed significantly weaker, with none of the five major design deliverables completed during the quarter despite planned completion between August and October 2025.

All major deliverables showed similar delays of about three to five months, indicating a structural bottleneck across inception reporting, feasibility, quality assurance, safeguard documentation, and engineering design reviews.

The absence of completed design packages weakens procurement readiness and makes Roads & Bridges the highest implementation risk within Component-1.

1.4 Results Framework Performance

PDO indicator performance remained unchanged in Q-2 as Component-1 had not yet entered implementation. Consequently:

- No beneficiaries regained access to essential services.
- No beneficiaries recorded enhanced climate resilience.
- No irrigation coverage or road rehabilitation outputs were achieved.
- Baseline and beneficiary tracking remain pending until construction starts.

The GRM was the only indicator with measurable achievement, recording 100 percent resolution of registered grievances. This confirms Component-1 remains in an inputs-and-readiness stage, not an outputs-or-results stage.

1.5 Institutional and Management Analysis

Q-2 showed improved coordination between the M&E team and PIU through regular meetings, stronger communication, and structured information sharing. Coordination was high for communication frequency and moderate for data responsiveness, but manual reporting remains a key operational weakness.

A major institutional gap is the absence of a dedicated Component-1 MIS. Progress is still tracked through fragmented spreadsheets, documents, and correspondence, limiting real-time monitoring, risk identification, and accountability.

The lack of a consolidated milestone register further limits visibility on design approvals, safeguard clearances, procurement readiness, and mobilization status, reducing proactive management and delaying corrective action.

1.6 Key Risks and Strategic Implications

The analysis identifies three critical risks requiring immediate management attention:

Risk Rating	Risk Area	Key Issue	Strategic Implication
High	Procurement Readiness Delays	Unresolved design and safeguard deliverables continue to delay procurement readiness, contractor mobilization, and start of construction.	May defer procurement, contract awards, and physical implementation during subsequent quarters.
High	Inadequate Milestone Monitoring	Absence of centralized monitoring systems and milestone registers limits visibility on schedule slippages and weakens accountability.	Reduces management's ability to escalate issues early and enforce corrective action.
Substantial	Site Readiness Uncertainty	Limited visibility on land availability, utility relocation, safeguard compliance, and field constraints may affect readiness.	May trigger construction delays even after contract awards are issued.

1.7 Proposed Management Priorities for Q-3 (Jan–Mar 2026)

To move Component-1 from readiness to implementation, management should prioritize five actions:

- Finalize pending design and safeguard deliverables to enable procurement.
- Operationalize a Component-1 milestone tracking system linked with PMIS.
- Maintain a consolidated design, approval, and procurement register with clear accountability.
- Verify site readiness before procurement and mobilization.
- Accelerate specialist mobilization and reviews to reduce revision cycles and approvals.

Q-2 showed progress in Component-1 preparation but limited movement toward implementation readiness. Although two irrigation deliverables were completed, most design, safeguard, and engineering output remained pending. Delays are systemic, driven by repeated reviews, fragmented tracking, and prolonged approvals. Without corrective action in Q-3, procurement readiness and physical work may be further delayed. Stronger milestone management, faster approvals, and clearer readiness tracking are essential to achieve Component-1 objectives and maintain the IFRAP schedule.

2 OVERVIEW OF THE REPORTING PERIOD

This Quarterly Progress Report covers the period October to December 2025 and corresponds to the second quarter of Monitoring and Evaluation activities for Component-1 (Community Infrastructure Rehabilitation) under the Integrated Flood Resilience and Adaptation Project (IFRAP).

The reporting period primarily reflects a continuation of preparatory and design-stage activities under Component-1, with emphasis on technical assessments, design development, safeguard documentation, and coordination with implementing entities. No physical construction activities were initiated during the quarter. Accordingly, progress assessment focused on verification of deliverables, review status, and readiness indicators required to enable procurement and subsequent implementation.

2.1 Project Overview and Development Objectives

Component-1 of IFRAP supports the rehabilitation and upgrading of community infrastructure damaged during the 2022 floods, including irrigation systems and roads and bridges in flood-affected districts of Balochistan. The component contributes directly to the Project Development Objective (PDO):

“To improve livelihoods and essential services and enhance flood risk protection in selected communities affected by the 2022 floods.”

During the reporting period, monitoring activities under Component-1 remained focused on tracking progress against approved work plans, validating the status of design and safeguard deliverables, and assessing implementation readiness. Progress was therefore evaluated based on completion status, review outcomes, and alignment of technical outputs with procurement requirements, rather than physical execution.

2.2 Data Sources, Coverage and Limitations

The findings presented in this report are based on verified information compiled from multiple sources, including the Annual Work Plan (AWP) provided by the FPMU, progress submissions and supporting documentation provided by the PIU for Component-1, technical deliverables related to irrigation and roads & bridges sub-components, and records of coordination meetings held during the reporting period.

During Q-2, a dedicated Management Information System (MIS) for Component-1 was not operational. As a result, data consolidation and verification were carried out through manual and semi-automated processes, including document reviews, cross-verification with PIU records, and tracking of submission and review timelines. While the absence of an MIS affected data aggregation efficiency, it did not limit the ability of the M&E team to verify reported progress for quarterly monitoring purposes.

Limitations affecting analytical depth during the reporting period included:

- Annual Work Plans lack time-phased and scheme-level disaggregation, limiting month-wise or scheme-specific progress analysis.
- Lack of scheme-wise information on finalized schemes and their current processing status (e.g., design stage, review, approval, or procurement readiness) and:
- Delayed reporting cycles for certain deliverables undergoing extended review processes.

Despite these limitations, the M&E team was able to validate Component-1 progress through readiness assessments, design reviews, and safeguard documentation tracking.

3 M&E ACTIVITIES, PROGRESS AND COORDINATION

3.1 M&E Activities During the Reporting Period

During the reporting period, Monitoring and Evaluation activities for Component-1 focused on verifying progress against approved work plans, tracking the status of design and safeguard deliverables, and assessing implementation readiness for irrigation and roads and bridges sub-components.

Key M&E activities included review of technical submissions, validation of submission and revision timelines, assessment of delays and contributing factors, and documentation of risks affecting readiness for procurement and physical execution. Given that no construction activities were initiated during the quarter, M&E efforts were concentrated on design quality, safeguard compliance progression, and effective coordination rather than output-level physical verification.

3.2 PIU Coordination and Key Outcomes

Regular coordination was maintained between the M&E Consultants and the Provincial Implementing Unit (PIU) responsible for Component-1 throughout the reporting period. These interactions supported structured information exchange, clarification of deliverable status, and verification of progress reported for irrigation and roads and bridges sub-components.

Coordination during Q-2 focused on:

- Reviewing the status of pending design and safeguard deliverables;
- Discussing sequencing of technical reviews and approval processes;
- Identifying factors contributing to delays and revision cycles; and
- Agreeing on follow-up actions to support readiness for procurement and subsequent implementation stages.

Key outcomes of coordination during the quarter included confirmation of completion status for selected deliverables, identification of documentation and review-related bottlenecks, and improved clarity on dependencies between design finalization, safeguard clearance, and procurement readiness.

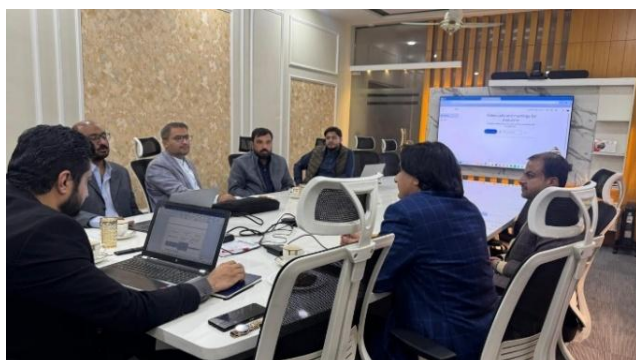
3.3 Coordination Meetings

Key meetings held during the reporting period are summarized below

1. Debrief Meeting on QPR-I, Component-I

Date: 18th November 2025

Venue: PIU - Component-I Office



2. Progress and GRM, Component-I

Date: 24th October 2025**Venue:** PIU - Component-I Office

3. Coordination Meeting, Component-I

Date: 10th November 2025**Venue:** PIU - Component-I Office

4. Delays in Implementation of Physical Activities, Component-I

Date: 31st December 2025**Venue:** PIU - Component-I Office

3.4 Coordination Effectiveness and Institutional Learning

From an M&E perspective, coordination arrangements during the second quarter demonstrated increasing structure and regularity, particularly in relation to design-stage monitoring and issue resolution. Coordination effectiveness was assessed across several dimensions, as summarized below.

Coordination Dimension	Maturity (M&E Assessment)	Evidence / Observation
Communication Frequency	High	Regular meetings and ongoing email exchanges between PIU-Component-1 and the M&E team
Data Responsiveness	Moderate	Manual data sharing and document-based tracking due to absence of a Component-1 MIS
Inter-PIU Collaboration	Emerging	Increased interaction with line departments during design review processes

Overall, coordination during Q-2 established a functional foundation for results-based monitoring of Component-1. However, the absence of digital tracking tools limited the ability to quantify follow-up efficiency and closure of action points. Going forward, M&E will transition from coordination facilitation toward coordination measurement by tracking response times, revision cycles, and decision closure rates as part of Component-1 readiness monitoring.

4 RESULTS FRAMEWORK - COMPONENT-I (STATUS UPDATE)

The Results Framework for IFRAP provides overarching structure for tracking progress toward the Project Development Objective (PDO) and component-level intermediate results. For Component-1 (Community Infrastructure Rehabilitation), the approved indicators primarily relate to restoration of irrigation systems, flood protection infrastructure, and road connectivity.

During the reporting period, Component-1 activities remained at the preparatory and design stages. As such, no physical outputs or outcome-level results were realized against the Results Framework indicators. Progress during the quarter focused on preparatory actions required to operationalize the Results Framework, including preliminary assessments and design finalization processes.

Accordingly, the status of Component-1 indicators remains as “preparatory phase”, consistent with the component’s implementation stage. Measurement of progress against PDO and intermediate indicators will commence once physical work begins and field-level implementation advances.

The Results Framework indicators applicable to Component-1, as defined in the revised PAD, will be tracked in subsequent quarters following initiation of construction activities.

4.1 Project Development Objectives (PDO) Indicators

Indicator No.	Indicator Description	Unit of Measure	End Target	Q-2 Status (Oct–Dec 2025)	Remarks
PDO-1	People regaining access to at least one essential service	Number	1,500,000	0 Achievement (Preparatory phase)	Component-1 activities at design and planning stage; surveys and measurement to commence after initiation of physical works.
Sub-Indicator-01	Of which are females	Percentage	50	0 Achievement (Preparatory phase)	Gender-disaggregated measurement to be undertaken once service restoration begins.
PDO-2	People with enhanced resilience to climate risks	Number	1,800,000	0 Achievement (Preparatory phase)	Flood protection and resilience interventions under preparation stage.
Sub-Indicator-02a	Of which are youth	Number	540,000	0 Achievement (Preparatory phase)	Beneficiary identification pending physical implementation.
Sub-Indicator-02b	Of which are females	Number	900,000	0 Achievement (Preparatory phase)	Gender-disaggregated resilience tracking to begin post-implementation.

4.2 Intermediate Results Indicators-IRI

Indicator No.	Indicator Description	Unit of Measure	End Target	Q-2 Status (Oct–Dec 2025)	Remarks
IRI-3	Land area benefitting from restored irrigation systems	Hectare (Ha)	50,000	0 Achievement (Preparatory phase)	Irrigation design proposals and assessments ongoing.
IRI-5	Land area with improved protection through rehabilitated flood protection infrastructure	Hectare (Ha)	50,000	0 Achievement (Preparatory phase)	Flood protection designs under preparation.
IRI-7	Registered grievances satisfactorily resolved in line with the GRM	Percentage	100	100	GRM is operational.
IRI-8	Length of roads rehabilitated	Kilometers	20	0 Achievement (Preparatory phase)	Roads & bridges design documents under review.
IRI-9	Restoration of small community facilities	Number	2	-	Held in abeyance.

The IRI table shows that Component-I remained largely preparatory in Q-2, with no physical progress against key intermediate results indicators. Both irrigation indicators recorded **zero achievement** against end targets of **50,000 hectares each**, as related designs and technical assessments had not yet translated into field outputs.

The **GRM indicator** is the only fully achieved result, with **100 percent grievance resolution**, showing that the mechanism is functional despite implementation delays.

The roads indicator also recorded **zero achievement** against the **20 km** target, as design documents remained under review. This indicates that the Roads & Bridges sub-component is not yet procurement- or implementation-ready, while small community facilities remain **held in abeyance** and require clarification in future reporting.

Overall, Component-I has not yet shifted from planning and design to measurable implementation. Delays in design finalization, safeguard clearance, and procurement readiness are directly affecting Results Framework progress.

5 COMPONENT-I PROGRESS & ANALYSIS

This section presents the monitoring assessment of progress under Component-I during the reporting period October to December 2025. The analysis covers both irrigation and roads & bridges sub-components and focuses on the status of technical, design, and safeguard-related deliverables. During Q-2, activities largely remained at preparatory and design stages, with no physical work initiated. Progress is therefore assessed in terms of completion, review status, and readiness of key deliverables required to enable procurement and subsequent implementation.

A snapshot of quarterly progress is given in the following table:

Activity	Target Start Date	Planned End Date	Status	Actual End Date
Preliminary Site Assessment Report – 2nd Deliverable for Irrigation Sub-component	June 2025	16 July 2025	Completed	17 Nov 2025
Flood Risk Analysis Report – 3rd Deliverable for Irrigation Sub-component	June 2025	16 July 2025	Completed	22 Nov 2025
ESMP / IEE / EIA Report – 4th Deliverable for Irrigation Sub-component	June 2025	14 Oct 2025	In Progress	-
Design Proposal – 05 Packages (17 Schemes) for Irrigation Sub-component	July 2025	15 Aug 2025	In Progress	-
Design Proposal – 09 Packages for Irrigation Sub-component	14 Sep 2025	13 Dec 2025	In Progress	-
Design Phase Inception Report – Road & Bridges Sub-component (1st Deliverable)	23 Jun 2025	12 Aug 2025	In Progress	-
Feasibility Assessment Report – Road & Bridges Sub-component (2nd Deliverable)	23 Jun 2025	12 Aug 2025	In Progress	-
Quality Assurance Plan (QAP) – Road & Bridges Sub-component (3rd Deliverable)	23 Jun 2025	12 Aug 2025	In Progress	-
Site-Specific ESMP Reports – Road & Bridges Sub-component (4th Deliverable)	23 Jun 2025	12 Aug 2025	In Progress	-
Detailed Engineering Design Documents – Road & Bridges Sub-component (5th Deliverable)	23 Jun 2025	1 Oct 2025	In Progress	-

5.1 Preliminary Site Assessment Report - 2nd Deliverable for Irrigation Sub-component

Target Start Date: June 2025

Planned End Date: 16 July 2025

Status: Completed

Actual End Date: 17 November 2025

The Preliminary Site Assessment Report (Draft-01) was submitted by the PIU on 21 August 2025. Following iterative review and revision, the final version (Draft-04) was cleared by the World Bank on 17 November 2025, subject to incorporation of two final comments. In total, four versions of the report were prepared to address observations received from the PIU and the World Bank.

The iterative review process resulted in a delay of approximately four months, extending completion of the deliverable from the originally planned end date in July 2025 to November 2025.

Analysis of Delays and Contributing Factors:

The delay was primarily attributable to multiple review cycles and successive revisions required to address technical and contextual observations. Responsibility for the delay was shared, with contributing factors including the time required by the consultants to incorporate comments and the sequence and timing of feedback received from the PIU and the World Bank.

5.2 Flood Risk Analysis Report - 3rd Deliverable for Irrigation Sub-component

Target Start Date: June 2025

Planned End Date: 16 July 2025

Status: Completed

Actual End Date: 22 November 2025

The Flood Risk Analysis Report (Draft-01) was submitted to the PIU on 5 September 2025 by consultants. Following technical review, the report underwent multiple revisions to address observations related to hydrological assumptions, flood return periods, and scheme-specific risk characterization. The final version (Draft-03) was cleared on 22 November 2025 after incorporation of comments received from the PIU and the World Bank.

The completion of the deliverable extended beyond the originally planned timeline, resulting in a delay of approximately four months from July to November 2025.

Analysis of Delays and Contributing Factors:

The delay was primarily due to iterative review cycles and the need for additional technical refinement to align flood risk assessments with site-specific conditions and evolving design considerations. Contributing factors included the time required by the consultants to revise analytical assumptions and the sequencing of consolidated feedback from the PIU and the World Bank during the review process.

5.3 ESMP / IEE / EIA Report - 4th Deliverable for Irrigation Sub-component

Target Start Date: June 2025

Planned End Date: 14 October 2025

Status: In Progress

Preparation of environmental and social safeguard documentation under the irrigation sub-component progressed during the reporting period. As part of the safeguard documentation process, the ESMP for the Thara FPB scheme was submitted by the Design and Supervision (D&S) firm to the PIU on 3 November 2025 as a sample document.

The sample ESMP was reviewed by newly hired consultants at PIU and returned with comments on 14 November 2025. The revised version (second draft) was submitted on 19 November 2025 and, following PIU review, was forwarded to the World Bank on the same day. A review meeting between the World Bank and the PIU Environmental and Social (E&S) team was held on 25 November 2025. Observations from the World Bank were subsequently shared with the PIU on 3 December 2025.

Following the review of the sample ESMP, ESMPs for Packages II to V were submitted by the D&S firm on 15 and 17 December 2025. At the end of the second quarter, these documents were under review by the PIU, and the deliverable remained in progress.

Analysis of Delays and Contributing Factors:

Progress on this deliverable extended beyond the planned timeline primarily due to the phased approach adopted for safeguard documentation, starting with preparation and review of a sample ESMP prior to finalization of package-level documents. Contributing factors included the engagement of newly hired team of consultants at PIU for review, the sequencing of PIU and World Bank feedback, and the time required to incorporate observations across multiple packages.

5.4 Design Proposal - 05 Packages (17 Schemes) for Irrigation Sub-component

Target Start Date: July 2025

Planned End Date: 15 August 2025

Status: In Progress

Initial design proposals for five packages covering seventeen irrigation schemes were submitted by the Design and Supervision (D&S) firm to the PIU on 7 October 2025. Following submission, the PIU team conducted field visits during October 2025 and based on field observations, shared comments requiring revisions to the design proposals for two packages (seven schemes) with the D&S firm on 20 October 2025.

Revised design proposals for these two packages were submitted to the PIU on 2 November 2025. However, due to identified gaps in design and incomplete incorporation of field conditions, the revised documents were returned to the D&S firm on 13 November 2025. A second revised version was submitted on 19 November 2025 and subsequently returned on 21 November 2025 for further improvements.

In parallel, the PIU team conducted field visits for the remaining three packages (ten schemes) during November 2025 and shared comments requiring additional modifications to the design proposals. Following internal review, Packages II and III were forwarded to the World Bank on 1 December 2025, followed by Packages IV, V, and VI on 12 December 2025. As of the end of the second quarter, comments from the World Bank were awaited, and the deliverable remained in progress.

Analysis of Delays and Contributing Factors:

Progress on this deliverable extended beyond the planned timeline due to multiple revision cycles arising from design gaps and incomplete incorporation of field observations in initial submissions. Contributing factors included the time required by the consultants to address technical deficiencies, verification and validation through PIU field visits, and the sequencing of reviews and feedback from the PIU and the World Bank.

5.5 Design Proposal - 09 Packages for Irrigation Sub-component

Target Start Date: 14 September 2025

Planned End Date: 13 December 2025

Status: In Progress

Design proposal preparation for nine irrigation packages progressed during the reporting period. Design documents for Packages I, VII, IX, and X were submitted by the Design and Supervision (D&S) firm to the PIU on 23 December 2025, followed by submission of Package XI on 28 December 2025.

As of 31 December 2025, initial design proposals for the remaining four packages had not been submitted. The submitted packages were under technical review by the PIU at the end of the reporting period. Accordingly, the overall activity remained in progress.

Analysis of Delays and Contributing Factors:

Progress against the planned timeline was affected by staggered submission of design packages by the consultants and non-submission of initial design documents for the remaining packages within the planned period. Contributing factors also included the time required for detailed technical review by the PIU to ensure compliance with design standards and project requirements.

5.6 Design Phase Inception Report - Road & Bridges Sub-component (1st Deliverable)

Target Start Date: 23 June 2025

Planned End Date: 12 August 2025

Status: In Progress

The Design Phase Inception Report for the roads and bridges sub-component was submitted by the Design and Supervision (D&S) firm to the PIU on 1 August 2025. The report was forwarded to the Communication and Works (C&W) and Planning, Projects and Housing (PP&H) Departments on 5 August 2025 and was returned to the PIU with observations and comments on 26 August 2025.

A revised version (second draft) was submitted on 27 August 2025 and shared with the World Bank on 2 September 2025. Observations from the World Bank were received on 17 September 2025 and were conveyed to the D&S firm on 18 September 2025. The third draft was submitted on 26 September 2025 and subsequently shared with the World Bank on 29 September 2025. As of the end of the second quarter, the deliverable remained under review and in progress.

Analysis of Delays and Contributing Factors:

Progress on this deliverable extended beyond the planned timeline due to multiple review cycles required to address quality gaps identified during technical scrutiny. Contributing factors included the time required by the consultants to incorporate comments and the sequencing of reviews and feedback from the PIU and the World Bank.

5.7 Feasibility Assessment Report - Road & Bridges Sub-component (2nd Deliverable)

Target Start Date: 23 June 2025

Planned End Date: 12 August 2025

Status: In Progress

The Feasibility Assessment Report for the roads and bridges sub-component was submitted by the Design and Supervision (D&S) firm to the PIU on 29 August 2025. Following initial review, the report was returned with observations by the PIU on 22 September 2025.

A revised version (second draft) was submitted on 7 October 2025 and subsequently shared with the World Bank on 10 October 2025. Observations from the World Bank were received on 16 October

2025 and were communicated to the D&S firm on 20 October 2025. The third draft was submitted on 27 October 2025 and was returned with further comments on 17 November 2025. As of the end of the second quarter, as the third draft was not shared so that the deliverable remained under in progress.

Analysis of Delays and Contributing Factors:

Progress against the planned timeline was affected by multiple revision cycles and incomplete incorporation of comments in earlier submissions. Contributing factors included the time required by the consultants to adequately address technical observations, as well as the sequencing of PIU and World Bank reviews during the quarter.

5.8 Quality Assurance Plan (QAP) - Road & Bridges Sub-component (3rd Deliverable)

Target Start Date: 23 June 2025

Planned End Date: 12 August 2025

Status: In Progress

The Quality Assurance Plan (QAP) for the roads and bridges sub-component was submitted by the Design and Supervision (D&S) firm to the PIU on 1 August 2025 and was forwarded to the Communication and Works (C&W) and Planning, Projects and Housing (PP&H) Departments on 5 August 2025. The draft QAP was returned with observations from PIU on 26 August 2025.

A revised version (second draft) was submitted on 2 September 2025 and was shared with the World Bank on the same day. As of the end of the second quarter, the QAP remained under review by the World Bank, and the activity was in progress.

Analysis of Delays and Contributing Factors:

Progress beyond the planned timeline was affected by the time required to address review observations and complete iterative revisions. Contributing factors included the need for technical refinement by the consultants and the ongoing World Bank review process, which influenced finalization timelines.

5.9 Site-Specific ESMP's Reports - Road & Bridges Sub-component (4th Deliverable)

Target Start Date: 23 June 2025

Planned End Date: 12 August 2025

Status: In Progress

Preparation of site-specific Environmental and Social Management Plans (ESMPs) for the roads and bridges sub-component progressed during the reporting period. The first draft of the ESMPs was submitted by the Design and Supervision (D&S) firm on 8 September 2025 and was returned by the PIU with observations on 23 September 2025.

A revised version (second draft) was submitted on 10 October 2025 and shared with the World Bank on the same day. A review meeting scheduled by the World Bank with the PIU Environmental and Social (E&S) team, covering ESMPs for both irrigation and roads and bridges sub-components, was held on 25 October 2025. The ESMPs were subsequently discussed during the mini reverse mission held on 30 October 2025.

Following discussions, the revised ESMPs were resubmitted to the World Bank on 5 November 2025. Observations from the World Bank were shared with the PIU on 26 November 2025, and consolidated

comments from the PIU and the World Bank were conveyed to the D&S firm on 8 December 2025. The third revised versions were submitted by the D&S firm on 15, 16, and 17 December 2025 and were forwarded to the World Bank on 19 December 2025. As of the end of the second quarter, the deliverable remained under review and in progress.

Analysis of Delays and Contributing Factors:

Progress against the planned timeline was affected by multiple review cycles and the need to address quality gaps identified during technical and safeguard reviews. Contributing factors included the time required by the consultants to incorporate detailed environmental and social observations, coordination between PIU and World Bank review processes, and the sequencing of consolidated feedback prior to finalization.

5.10 Detailed Engineering Design Documents - Road & Bridges Sub-component (5th Deliverable)

Target Start Date: 23 June 2025

Planned End Date: 1 October 2025

Status: In Progress

Preparation of Detailed Engineering Design Documents for the roads and bridges sub-component progressed during the reporting period. The first draft of the design documents was submitted by the Design and Supervision (D&S) firm on 3 November 2025.

A detailed coordination meeting involving the Communication and Works (C&W) Department, Planning, Projects and Housing (PP&H) Department, PIU team, and the consultants were held on 13 November 2025, during which modifications to the submitted designs were identified. Following the meeting, a modified version of Package I (Sohbatpur Road) was submitted by the consulting firm on 20 November 2025 and forwarded to the World Bank on 25 November 2025.

Modified design documents for Package III (Quetta Bridges) were submitted by the consulting firm on 25 November 2025 and were returned on 27 November 2025 for further improvements. A revised version of Package III was submitted on 1 December 2025. Observations from the PIU were subsequently shared on 2 December 2025, and further correspondence between the PIU and the D&S firm on design refinements took place on 3, 8, 12, and 13 December 2025.

Following receipt of comments from the World Bank on 24 December 2025, all packages were returned to the D&S firm by the PIU on 29 December 2025 for further modification and improvement. As of the end of the second quarter, the design documents remained with the D&S firm, and the activity was in progress.

Analysis of Delays and Contributing Factors:

Progress against the planned timeline was affected by repeated revision cycles and incomplete submissions that required additional technical refinement. Contributing factors included the time required by the consultants to address design deficiencies, iterative PIU reviews, and incorporation of observations received from the World Bank prior to final clearance.

Analytical Comparison C-I: Quarter-1 activities progressed into Quarter-2

Activity	Planned End	Q-1 Status (Sep 2025)	Q-2 Status (Dec 2025)	Schedule Variance	Technical Remark
Preliminary Site Assessment Report (Irrigation)	16 Jul 2025	Ongoing (pre-deadline)	Completed (17 Nov 2025)	+4 months vs. planned end	Milestone completion delayed; closure achieved outside reporting quarter of origin. Risk rating: Moderate (resolved).
Flood Risk Analysis Report (Irrigation)	16 Jul 2025	Ongoing (pre-deadline)	Completed (22 Nov 2025)	+4.2 months vs. planned end	Milestone delayed; comparable variance to preceding deliverable, indicating a systemic (not isolated) delay in the Irrigation design-review cycle. Risk rating: Moderate (resolved).
ESMP/IEE/EIA Report (Irrigation)	14 Oct 2025	On track	Ongoing, unresolved	+2.5 months vs. planned end	Variance registered entirely within Q-2; no evidence of corrective action or revised completion target. Risk rating: Substantial (open).
Design Proposal – 05 Packages (17 Schemes)	15 Aug 2025	Slippage already registered	Ongoing, unresolved	+4.5 months vs. planned end	Variance originated in Q-1 and remains uncorrected through Q-2; no interim milestone achieved (tender clearance not reached). Risk rating: High.
Design Proposal – 09 Packages	13 Dec 2025	Not yet due	Ongoing, at threshold	~0–1 month vs. planned end	Deliverable within tolerance; insufficient elapsed time post-planned-end to classify as delayed. Requires monitoring in next cycle. Risk rating: Low (provisional).
Design Phase Inception Report (Roads & Bridges)	12 Aug 2025	Slippage already registered	Ongoing, unresolved	+4.6 months vs. planned end	No completion evidence across two consecutive reporting periods; indicates a structural bottleneck rather than a transient delay. Risk rating: High.
Feasibility Assessment Report (Roads & Bridges)	12 Aug 2025	Slippage already registered	Ongoing, unresolved	+4.6 months vs. planned end	Identical variance profile to the inception report, consistent with a shared root cause (design–procurement sequencing, per Q1 QPR Risk Register Item 1). Risk rating: High.
Quality Assurance Plan (Roads & Bridges)	12 Aug 2025	Slippage already registered	Ongoing, unresolved	+4.6 months vs. planned end	No corrective milestone recorded; deliverable remains a standing exception item. Risk rating: High.
Site-Specific ESMP Reports (Roads & Bridges)	12 Aug 2025	Slippage already registered	Ongoing, unresolved	+4.6 months vs. planned end	Fourth Roads & Bridges deliverable sharing identical variance — cluster-level delay affecting the full sub-component design package, not a single-deliverable issue. Risk rating: High.
Detailed Engineering Design Documents (Roads & Bridges)	1 Oct 2025	On track	Ongoing, unresolved	+3 months vs. planned end	Variance registered within Q-2; deliverable status inconsistent with the otherwise High-risk cluster above, suggesting partial progress. Risk rating: Substantial.

The comparison shows that most Q-1 activities carried forward into Q-2 without closure, indicating that delays are systemic rather than isolated. While two irrigation deliverables were completed, both closed with an average variance of around four months, confirming weak schedule control during the design-review cycle. Roads and bridges deliverables present a higher risk profile, with multiple activities remaining unresolved across two consecutive quarters and showing similar variance patterns. The continued pendency of design, safeguard, and quality assurance outputs may delay procurement readiness and postpone the transition to physical implementation. Immediate management attention is therefore required to enforce revised timelines, strengthen milestone tracking, and accelerate technical and safeguard clearances.

6 KEY GAPS, RISKS AND PROPOSED MANAGEMENT ACTIONS

6.1 Key Gaps Identified

Monitoring findings identified systemic gaps affecting Component-1 implementation readiness, mainly related to fragmented tracking, delayed design and safeguard clearances, limited site-readiness visibility, and weak linkage between gaps, risks, and corrective actions.

The key gaps are summarized below:

- **Absence of dedicated Component-1 MIS and centralized tracking:** Component-1 lacks a MIS to consolidate progress on design, procurement readiness, contract milestones, safeguard clearances, and site-readiness conditions.

Progress is still monitored through fragmented spreadsheets, documents, and correspondence, limiting real-time visibility for FPMU, PIU, and the M&E team.
- **Weak design, approval, and procurement milestone tracking:** A consolidated register for feasibility studies, design submissions, technical approvals, safeguard clearances, procurement, contract award, and mobilization has not yet been operationalized, limiting early detection of slippages and timely escalation.
- **Limited site readiness visibility:** Information on land availability, access, utility shifting, safeguard prerequisites, and pre-construction constraints remains fragmented, increasing the risk that issues emerge only during procurement or mobilization.
- **Weak linkage between gaps, risks, and corrective actions:** Identified gaps are not consistently linked to impacts on timelines, costs, procurement sequencing, or construction readiness, limiting management's ability to prioritize time-bound corrective actions.

6.2 Risks Emerging from the Delay Analysis

Weak milestone tracking delays decision-making, delayed approvals postpone procurement, and unresolved site readiness issues can further delay construction even after contracts are awarded. Immediate focus on following milestone management, accelerated approvals, and site readiness verification is therefore essential to maintain implementation momentum in Q-3.

6.2.1 Procurement and Contractor Mobilization Delays (High Risk)

The continued pendency of design proposals, engineering designs, feasibility studies, and safeguard approvals is delaying procurement readiness across Component-1. Since procurement cannot proceed until key technical and safeguard clearances are finalized, further slippages may result in delayed contract awards, contractor mobilization, and commencement of physical works.

Potential Impact:

- Delayed start of construction activities
- Compression of implementation timelines
- Risk of under-achievement against annual work plans

6.2.2 Weak Milestone Tracking and Management Oversight (High Risk)

The absence of a dedicated Component-1 MIS, consolidated milestone register, and structured early-warning mechanism limits management's ability to identify delays, assign accountability, and initiate

corrective actions in a timely manner. Current monitoring relies largely on fragmented records and manual tracking processes.

Potential Impact:

- Delays detected after they become critical
- Reduced management visibility on implementation status
- Weak accountability for overdue deliverables

6.2.3 Site Readiness and Pre-Construction Constraints (Substantial Risk)

Limited visibility of site readiness conditions including land availability, utility shifting requirements, safeguard prerequisites, and access constraints creates a significant risk that issues will emerge only after procurement or contractor mobilization. This could lead to construction disruptions even if designs are approved on time.

Potential Impact:

- Delays during contractor mobilization
- Work stoppages during early construction
- Additional time and cost implications

6.3 Management Actions to Address Delays

Based on the delay analysis, the following management action matrix should be prioritized to prevent further slippage and accelerate transition from design stage to procurement and physical implementation.

Management Action	Purpose	Key Measures	Lead Responsibility	Timeline	Expected Result
Establish Component-1 Performance Recovery Task Force	Accelerate resolution of delayed deliverables through focused oversight.	Hold fortnightly progress reviews; report against revised milestones; escalate overdue issues to FPMU; maintain a dashboard of delayed deliverables and corrective actions.	FPMU / PIU	Q-3	Improved oversight and faster resolution of delayed deliverables.
Implement Consolidated Milestone Tracking System	Improve visibility and accountability for critical implementation milestones.	Develop interim tracker linked with PMIS; track submissions, reviews, approvals, safeguards, procurement and mobilization; assign focal persons.	PIU / M&E Consultants	Q-3	Functional milestone tracker supporting early warning and management review.
Reduce Review and Approval Turnaround Times	Address the primary source of schedule slippages.	Set maximum review timelines; consolidate comments before issuance; conduct joint technical reviews; maintain a comment-tracking matrix.	PIU / Line Departments / World Bank	Q-3	Shorter review cycles and reduced approval delays.
Fast-Track Design and Safeguard Clearances	Remove bottlenecks affecting procurement readiness.	Prioritize outstanding irrigation and roads packages; expedite ESMP, IEE and EIA approvals; hold joint PIU–World Bank reviews; monitor safeguards as critical-path items.	PIU / D&S Consultants / World Bank	Q-3	Design and safeguard clearances advanced for procurement processing.
Strengthen Consultant Performance Management	Reduce delays from incomplete or low-quality submissions.	Enforce submission schedules; require time-bound action plans for overdue deliverables; monitor revision rates and recurring quality issues; increase management engagement with D&S firms.	PIU / FPMU	Q-3	Improved submission quality and fewer revision cycles.
Introduce Site Readiness Monitoring	Prevent future delays during procurement and mobilization.	Develop site readiness checklist covering land, access, utilities, safeguards and clearances; verify readiness before procurement; maintain site-readiness register.	PIU / Line Departments / M&E Consultants	Q-3	Site constraints identified before procurement and mobilization.

Management Action	Purpose	Key Measures	Lead Responsibility	Timeline	Expected Result
Recover Schedule Slippages Through Revised Implementation Planning	Establish realistic timelines and prevent cascading delays.	Update schedules to reflect actual progress; identify critical-path activities; prepare recovery plans for delays over three months; monitor revised schedules monthly.	FPMU / PIU / Consultants	Q-3	Revised implementation plan with realistic recovery milestones.
Strengthen FPMU–PIU–World Bank Coordination	Improve decision-making and accelerate approvals.	Hold monthly high-level coordination meetings; escalate unresolved clearance issues; improve follow-up on World Bank observations; track closure of action points.	FPMU / PIU / World Bank	Q-3	Faster decision-making and improved closure of agreed actions.

The analysis indicates that Component-1 delays are primarily driven by prolonged review cycles, fragmented tracking mechanisms, and pending design and safeguard approvals. The most effective management response is to strengthen milestone management, enforce approval timelines, accelerate safeguard clearances, and institute proactive monitoring of procurement readiness. Immediate implementation of these actions during Q-3 will significantly improve implementation readiness and reduce the risk of further delays to procurement, contractor mobilization, and commencement of physical works.

7. CORRECTIVE ACTION PLAN FOR THE NEXT QUARTER (JAN–MAR 2026)

7.1 Corrective Action Matrix

The Q-3 corrective action matrix prioritizes completion of pending design and safeguard deliverables, establishment of a functional milestone tracking mechanism, alignment of implementation timelines, verification of site readiness, and mobilization of key technical specialists.

Issue	Impact on Implementation	Responsible Entity	Corrective Action	Timeline
No dedicated Component-1 tracking system / MIS	Limited visibility on progress, delays, and management actions	PIU Component-1 with FPMU	Develop an interim Component-1 milestone tracker or structured tracking module compatible with PMIS.	Q3
No consolidated design and procurement milestone register.	Risk of undetected schedule slippage and weak accountability.	PIU Component-1	Establish and maintain a consolidated milestone register covering design, approvals, safeguard clearances, procurement, and mobilization.	Q3
Limited site readiness visibility	Construction delays after award and during early mobilization.	PIU Component-1 with line departments	Introduce a site readiness checklist and verification protocol before procurement and mobilization.	Q3
Gaps not consistently linked to actions in reporting.	Limited decision value of quarterly progress reports.	M&E Consultants	Use a consistent issue, impact, responsible entity, corrective action, and timeline format in Component-1 reporting.	Q3 onward

7.2 Q-3 Corrective Action Plan(Jan-March 2026)

Based on the Q-2 monitoring findings, the Q-3 corrective action plan is structured as an action-oriented implementation matrix to support management follow-up, accountability, and timely escalation. **The matrix focuses on priority actions required to move Component-1** from the preparatory and design stage toward procurement and physical implementation readiness.

The following action matrix may be used to monitor agreed corrective actions during Q-3:

Priority Action	Key Activities / Follow-up Measures	Responsible Entity	Timeline	Expected Output / Result	Monitoring / Verification Method
Finalize pending design deliverables	Track finalization, review, and approval of irrigation and roads and bridges design documents; reduce repeated revision cycles and improve review turnaround time.	PIU-Component-1, D&S Consultants, line departments	Q-3	Design deliverables cleared for procurement processing.	Approved design submissions, review logs, and updated milestone register.
Accelerate safeguard approvals	Monitor ESMP, IEE, and EIA review and clearance processes to ensure safeguard requirements are completed before procurement, mobilization, and physical works.	PIU-Component-1, E&S Specialists, D&S Consultants, World Bank	Q-3	Safeguard documents reviewed, revised, and cleared in line with project requirements.	Clearance correspondence, safeguard review tracker, and approved ESMP / IEE / EIA documents.
Operationalize Component-1 milestone tracking	Maintain a consolidated milestone register covering design submissions, technical approvals, safeguard clearances, procurement readiness, contract award, and mobilization indicators.	PIU-Component-1 with FPMU and M&E Consultants	Q-3	Functional milestone tracker available for management review and escalation.	Updated tracker, progress review minutes, and PMIS-compatible reporting outputs.

Priority Action	Key Activities / Follow-up Measures	Responsible Entity	Timeline	Expected Output / Result	Monitoring / Verification Method
Update and align implementation timelines	Review current progress against planned timelines, update delivery schedules, and align revised milestones with procurement sequencing and expected start of physical implementation.	PIU-Component-1, FPMU, D&S Consultants	Q-3	Realistic and time-bound implementation schedule approved for follow-up.	Revised implementation schedule, approved work plan, and variance analysis.
Verify site readiness conditions	Apply site readiness checklists to identify and address land access, utility shifting, safeguard prerequisites, and field-level constraints before procurement and mobilization.	PIU-Component-1 with line departments and M&E Consultants	Q-3	Site readiness constraints identified and addressed before mobilization.	Site readiness checklist, field verification notes, and issue-resolution tracker.
Monitor specialist engagement	Track hiring and mobilization of the Dam Safety Specialist and Security Management Consultant to support technical clearance, risk management, and implementation readiness.	PIU-Component-1 and FPMU	Q-3	Required specialists mobilized to support technical and risk-related clearances.	Recruitment status updates, mobilization records, and specialist input reports.

Collectively, these time-bound actions are intended to address the main bottlenecks identified during Q-2, improve procurement readiness, strengthen accountability for delayed actions, and support a timely transition from preparatory activities to physical implementation.

Progress against the action matrix will be reviewed through close coordination with PIU- 1, document verification, updated milestone tracking, and follow-up on agreed timelines during the Q-3 monitoring cycle. This approach will strengthen implementation visibility, improve accountability for delayed actions, and reduce the risk of further slippage in procurement and physical work.

ANNEXURE

Key meetings held during the reporting period are summarized below:

1. Debrief Meeting on QPR-I, Component-I

Date: 18th November 2025

Venue: PIU - Component-I Office

Participants:

- Deputy Project Director (DPD), Irrigation, Component-I
- Infrastructure Specialist, FPMU
- M&E Specialist / Focal Person, Component-I
- Team Leader, M&E Consultants
- M&E Officer, M&E Consultants

Agenda:

A debrief meeting on QPR-I for Component-I was held at the PIU Office, Quetta. During the meeting, the Team Lead formally presented and briefed the participants on the QPR, highlighting key progress achieved, monitoring findings, identified gaps, and areas requiring corrective actions.

2. Progress and GRM, Component-I

Date: 24th October 2025

Venue: PIU - Component-I Office

Participants:

Deputy Project Director (DPD), Irrigation, Component-I

Team Leader, M&E Consultants

Agenda:

A meeting was held with the DPD (Irrigation), Component-I, to review implementation progress and discuss the status of the Grievance Redress Mechanism (GRM). The discussion focused on progress against planned targets, key implementation issues, and actions required to strengthen GRM effectiveness.

3. Coordination Meeting, Component-I

Date: 10th November 2025

Venue: PIU - Component-I Office

Participants:

- Deputy Project Director (DPD), Irrigation, Component-I
- M&E Specialist / Focal Person, Component-I
- Social Safeguard Specialist, Component-I
- Team Leader, M&E Consultants
- GRM Associate, M&E Consultants

Agenda:

A meeting was held with PIU-I officials, attended by the DPD, M&E Specialist, and Social Safeguard Specialist of PIU-I, along with the Team Leader and GRM Associates from the M&E Consultants (IFRAP). During the meeting, progress updates, the M&E framework, and ongoing GRM activities were reviewed and discussed. All officials assured their full cooperation and continued collaboration to further strengthen project implementation, monitoring, and grievance redress mechanisms.

4. Delays in Implementation of Physical Activities, Component-I

Date: 31st December 2025

Venue: PIU - Component-I Office

Participants:

- M&E Specialist / Focal Person, Component-I
- Social Safeguard Specialist, Component-I
- Gender Specialist, Component-I
- CEO/Authorized Representative of JV, M&E Consultants
- Team Leader, M&E Consultants

Agenda:

A coordination meeting was held between PIU-I officials and the M&E Consultants, attended by the CEO / Project Coordinator (M&E Consultants JV). During the meeting, delays in the implementation of PIU-I physical activities were reviewed in detail, including underlying reasons, constraints, and related technical, administrative, and field-level aspects. All technical experts shared project updates relevant to their respective components, highlighting progress achieved, bottlenecks encountered, and corrective measures required. The meeting concluded with a mutual commitment to strengthen coordination, improve implementation timelines, and enhance overall project performance through effective monitoring and follow-up.