



IFRAP
Integrated
Flood Resilience &
Adaptation Project



Ministry of Planning
Development &
Special Initiatives



INTEGRATED FLOOD RESILIENCE & ADAPTATION PROJECT

Quarterly Progress Report (Q-3)
(January–March 2026)
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

1. EXECUTIVE SUMMARY

1.1 Strategic Overview

The third quarter (January–March 2026) reflected continued progress in preparatory and design-stage activities under Component-I of IFRAP, but the component did not reach physical implementation during the reporting period. Progress was concentrated on design submissions, technical reviews, safeguard clearances, coordination with PIU and the World Bank, and assessment of readiness conditions required for procurement and subsequent construction.

Although both Design and Supervision firms remained mobilized and several technical and safeguard deliverables were advanced or cleared, Component-I remained in a pre-implementation stage. The main constraint was the extended design-review-clearance cycle involving consultants, PIU, line departments, and the World Bank, which delayed procurement readiness and prevented transition to physical works.

1.2 Overall Performance Assessment

Overall performance during Q-3 was mixed. The quarter helped close several earlier bottlenecks, especially irrigation design-phase deliverables and roads safeguard documents; however, unresolved irrigation design proposals and selected engineering approvals continued to constrain procurement readiness.

1.3 Assessment of Sub-Component Performance

1.3.1 Irrigation Sub-Component

The Irrigation sub-component made important readiness progress. All fourteen design packages were submitted to the World Bank between November 2025 and March 2026, and key design-phase deliverables such as the Inception Report, Preliminary Site Assessment, Flood Risk Analysis, and related safeguard documentation were completed or advanced through review.

However, irrigation remains the critical path for Q-4 because pending clearance of the five-package/17-scheme and nine-package design proposals continues to delay tender preparation, procurement launch, and works mobilization.

1.3.2 Roads & Bridges Sub-Component

The Roads and Bridges sub-component progressed mainly through review and clearance milestones. Initial design submissions for Packages I–III were completed, and the Inception Report, Feasibility Assessment Report, QAP, and site-specific ESMPs were cleared during Q-3, with ESMP clearance completed on 17 March 2026.

1.4 Results Framework Performance

Results Framework performance remained largely unchanged during Q-3 because Component-I had not yet generated physical outputs. PDO indicators and most intermediate indicators therefore remained at zero achievement, including beneficiaries regaining access to services, beneficiaries with enhanced climate resilience, irrigation coverage, flood protection benefits, and road rehabilitation outputs.

The GRM remained operational during the reporting period, with no grievances registered through the established mechanism. This indicates that the grievance redress arrangements are in place and

functional, while Component-I continues to remain primarily at the inputs, design, and implementation-readiness stage, with measurable physical outputs and results yet to commence.

1.5 Institutional and Management Analysis

Institutional coordination improved during Q-3, with regular engagement among the PIU, consultants, line departments, World Bank, and M&E team supporting design finalization and safeguard clearance. Coordination was particularly useful in consolidating comments, clarifying review requirements, and improving documentation consistency.

However, the absence of a dedicated Component-I MIS and consolidated milestone tracker remains a key management gap. Progress continues to be tracked through fragmented spreadsheets, correspondence, and document registers, limiting real-time visibility on submissions, reviews, clearances, procurement readiness, and site preparedness.

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-4 (Apr–Jun 2026)

As Component-I could not reach physical implementation in Q-3, Q-4 should be treated as a corrective action and implementation-readiness quarter. Management priorities should focus on:

- Clearing pending irrigation design proposals and selected roads engineering approvals to enable procurement.
- Operationalizing a Component-I milestone tracker linked with PMIS and monthly PIU/FPMU review meetings.
- Linking safeguard clearance, procurement readiness, and site readiness as mandatory pre-tender conditions.
- Assigning lead and supporting roles for each corrective action, with defined timelines, escalation pathways, and measurable expected results.
- Updating the implementation schedule to reflect Q-3 slippages and identify the critical path for Q-4 recovery.

In summary, Q-3 represented delayed recovery rather than full implementation readiness. Component-I advanced important preparatory work, particularly design submissions and safeguard clearances, but unresolved design approvals, fragmented tracking, and limited site-readiness verification continue to constrain procurement and physical execution. Q-4 should therefore focus on accountability-driven corrective actions to convert preparatory progress into procurement-ready packages and prevent further slippage in implementation.

2. OVERVIEW OF REPORTING PERIOD

This Quarterly Progress Report covers the period January to March 2026 and corresponds to the third quarter of Monitoring and Evaluation activities for Component-1 (Community Infrastructure Rehabilitation) under the Integrated Flood Resilience and Adaptation Project (IFRAP).

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

Although the recruitment of the Design and Supervision Firms for both the Irrigation and Roads sub-components was completed within the planned timeframe, significant delays persist in the subsequent implementation stages. Several key design deliverables were finalized later than originally scheduled, while detailed design and tender documentation for the irrigation packages remains incomplete despite the planned completion date having elapsed. Similarly, deliverables for the Roads and Bridges sub-components continue to be pending beyond their scheduled timeline. In addition, the restoration of small community facilities has been placed in abeyance, resulting in no implementation progress for this activity.

Delays in the preparation and finalization of design documents have consequently postponed the procurement and construction phases, increasing the risk of further slippage in physical implementation. Furthermore, the continued delay in hiring essential project staff may constrain technical oversight, contract management, and implementation capacity, potentially affecting the timely achievement of Component I objectives. Close monitoring expedited completion of outstanding design deliverables, and timely mobilization of project personnel are therefore critical to minimizing further schedule overruns.

2.1 Summary of Progress During the Reporting Period

During the third quarter (January - March 2026), implementation under Component-I: Community Infrastructure Rehabilitation exhibited steady progress, with key consultancy engagements completed, critical design deliverables advanced, and safeguard documentation cleared, while some activities remained dependent on World Bank review processes and strategic decisions.

- The Design and Supervision (D&S) Firms for both Irrigation and Roads sub-components remained fully mobilized, with contracts signed in June 2025, enabling continuity of design and coordination activities across Component-I.
- For the Irrigation sub-component, the design phase reached a significant milestone, with all fourteen (14) design packages submitted to the World Bank between November 2025 and March 2026 after multiple rounds of review. The activity remains in progress, pending final feedback and clearance from the World Bank.
- Core design phase deliverables for irrigation, including the Inception Report, Preliminary Site Assessment, and Flood Risk Analysis Reports, were successfully completed and cleared by the World Bank, strengthening the technical foundation for subsequent implementation stages.
- Under the Roads sub-component, design and tender documents for Packages I-III (Sohbatpur Road, Notal - Gandawa Road, and Quetta Bridges) were completed, reviewed by PIU, and submitted to the World Bank as planned.
- Key Roads and Bridges deliverables, including the Inception Report, Quality Assurance Plan (QAP), and Feasibility Assessment Report, were cleared by the World Bank, while all

site-specific ESMPs received final clearance on 17 March 2026. Detailed engineering designs for selected packages remain under World Bank review.

- The Restoration of Small Community Facilities (Component-1.3) remained held in abeyance, in line with restructuring decisions and World Bank directives issued during the August 2025 Implementation Support Mission.
- In terms of institutional capacity, essential PIU positions (covering technical, environmental, social, gender, and M&E functions) remained fully staffed. Recruitment of specialized consultancies, including the Security Management Consultant, continued during the reporting period.

Overall, progress during Quarter-3 reflects strong advancement in design finalization and safeguard clearance, while timelines for selected activities remain influenced by iterative review processes and strategic approvals required at the Bank level World.

2.2 Key Constraints, Risks, and Forward Look

During the third quarter (January - March 2026), implementation under Component-I continued to face process-related constraints typical of large, design-intensive infrastructure programs at the preparatory stage. The primary constraint remained the extended review and clearance timelines for design, safeguard, and detailed engineering documents, particularly those requiring multiple iterations with the World Bank and line departments.

Key risks during the reporting period included:

- Prolonged review cycles for detailed engineering designs, especially for irrigation packages and selected road and bridge packages.
- Dependence of downstream activities (procurement and works initiation) on timely receipt of World Bank no-objections.
- Limited digital project tracking arrangements affecting real-time visibility of submission, review, and clearance status across packages.

Looking forward, Component-I is approaching a critical transition from the design phase to implementation readiness. Timely clearance of the remaining design and engineering documents in the forthcoming quarters will be essential to mitigate schedule-related risks. The focus will progressively shift toward readiness tracking, design-to-procurement handover, and early baseline preparation to enable measurement of physical and outcome-level indicators once construction activities commence.

2.3 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.

2.4 Data Sources, Coverage and Limitations

The findings presented in this report are based on verified information compiled from multiple primary and secondary sources. These include the Annual Work Plan (AWP) issued by the FPMU, physical and progress submissions provided by the PIU for Component-I, design and safeguard deliverables for irrigation and roads & bridges sub-components, and minutes and records of coordination and review meetings held during the quarter.

During the third quarter, a dedicated Management Information System (MIS) for Component-I remained non-operational. Consequently, data consolidation, monitoring, and verification were undertaken through manual and semi-automated methods, including structured document reviews, cross-checking PIU submission registers, monitoring World Bank feedback cycles, and validation of clearance milestones. While the absence of an MIS influenced efficiency in data aggregation, it did not materially affect the ability of the M&E team to verify reported progress for quarterly monitoring.

Key limitations during Q-3 included:

- Annual Work Plans continuing to lack time-phased, scheme-level breakdowns, constraining granular tracking of monthly or package-wise readiness.
- Absence of a consolidated tracker reflecting real-time processing stages of individual schemes (e.g., submission, review, clearance, procurement readiness).
- Extended review timelines for certain deliverables, resulting in lag between submission and measurable progress updates.

Despite these limitations, the M&E function remained effective in validating progress through systematic tracking of submissions, review status, safeguard clearances, and readiness milestones for Component-I activities.

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 submission, review, and clearance status of design and safeguard deliverables, and assessing implementation readiness for both irrigation and roads and bridges sub-components.

Key M&E activities included systematic review of technical and safeguard submissions, validation of submission and revision timelines, assessment of delays and their contributing factors, and documentation of risks affecting readiness for procurement and subsequent physical implementation. As no construction activities were initiated during the quarter, M&E efforts were primarily concentrated on assessing design quality, progress in safeguard compliance, and the effectiveness of coordination mechanisms supporting advancement toward implementation readiness, rather than on output-level physical verification.

3.2 PIU Coordination and Key Outcomes

During Q-3, coordination between the PIU (Component-I), design consultants, and the M&E team remained structured and functionally effective, particularly for design finalization and safeguard clearance processes. Regular coordination engagements supported alignment on priority deliverables, clarification of review comments, and follow-up on outstanding actions with consultants and reviewing entities.

Key coordination outcomes during the quarter included:

- Submission of **all fourteen (14) irrigation design packages** to the World Bank for review.
- Clearance of key irrigation design-phase deliverables and roads & bridges safeguard documents.
- Completion of ESMP clearance for all roads and bridges packages on 17 March 2026.
- Improved sequencing of PIU reviews prior to World Bank submissions, reducing fragmentation in feedback cycles.

From an M&E standpoint, coordination during Q-3 contributed positively to improving procedural clarity and documentation consistency, supporting more reliable readiness assessments.

3.3 Coordination Effectiveness and Institutional Learning

From an M&E perspective, coordination mechanisms during the third quarter demonstrated increased maturity and predictability compared to earlier quarters, particularly in managing multi-cycle review processes and safeguard clearance pathways.

Coordination Dimension	Maturity (M&E Assessment)	Evidence / Observation
Communication Frequency	High	Regular coordination meetings and continuous follow-up between PIU, consultants, and M&E team
Data Responsiveness	Moderate	Manual document sharing and tracking due to absence of Component-I MIS
Inter-PIU Collaboration	Moderate	Active engagement with line departments during design, ESMP, and engineering reviews
Use of M&E Findings	Increasing	M&E observations referenced in discussions on design delays, sequencing, and corrective actions

Overall, Q-3 reinforced coordination as a functional tool for issue resolution rather than compliance reporting alone. Institutional learning during the quarter highlighted the importance of early consolidation of review comments and the need for digital tracking tools to enhance efficiency. Going forward, M&E will increasingly focus on measuring coordination effectiveness through indicators such as review duration, response time, and closure rates of action points.

4. RESULTS FRAMEWORK - COMPONENT-I (STATUS UPDATE)

The Results Framework for IFRAP continues to provide the strategic structure for monitoring progress toward the Project Development Objective (PDO) and intermediate results. For Component-I, indicators relate primarily to restoration of irrigation systems, flood protection infrastructure, road connectivity, and service access.

During the third quarter, Component-I activities remained largely within **design, safeguard, and preparatory phases**. No construction-related physical outputs were initiated during the reporting period. Accordingly, progress against PDO- and outcome-level indicators could not yet be measured.

Q-3 progress contributed to **operational readiness** of the Results Framework through:

- Clearance of key design and safeguard documents;
- Advancing detailed engineering reviews; and
- Establishing conditions required for baseline definition once physical work commences.

The status of Component-I indicators therefore remains “**preparatory phase**”, consistent with the implementation stage. Measurement against PDO and intermediate indicators will begin following initiation of construction and completion of baseline surveys.

4.1 : Project Development Objectives (PDO) Indicators

Indicator No.	Indicator Description	Unit of Measure	End Target	Q-3 Status (Jan-Mar 2026)	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 measurements 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-3 Status (Jan-Mar 2026)	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 in the preparatory phase even during Q-3, with no physical achievement recorded against the main intermediate results indicators. The irrigation related indicators for restored irrigation systems and rehabilitated flood protection infrastructure both remained at **zero achievement** against end targets of **50,000 hectares each**, as design proposals, technical assessments, and flood protection designs had not yet translated into field-level outputs.

The GRM remained operational during the reporting period, with no grievances received through the established mechanism. As no cases were registered, there were no pending grievances requiring resolution during the quarter. The absence of grievances indicates that no unresolved cases were reported through the GRM during the period, while continued monitoring and awareness of the mechanism remain important to ensure timely registration and resolution of any grievances that may arise.

The Roads indicator remained at the pre-output stage against the 20 km target during the reporting period, as the roads and bridges design documents were still under review. Consequently, measurable physical output delivery under the Roads & Bridges sub-component had not commenced during Q-3. The small community facilities indicator remained **held in abeyance**, with no Q-3 achievement reported and clarification required in future reporting on its scope and implementation pathway.

Overall, Component-I had not yet shifted from planning, design, and readiness activities to measurable implementation outputs by the end of Q-3. Delays in design finalization, safeguard clearance, procurement readiness, and site-level preparation continue to constrain progress against the Results Framework and should remain a priority focus for Q-4 monitoring.

5. COMPONENT- I PROGRESS & ANALYSIS

This section presents the M&E assessment of progress under Component-I during the reporting period **January - March 2026**. The analysis covers both irrigation and roads & bridges sub-components and focuses on the status, clearance, and readiness of technical and safeguard-related deliverables.

During Q-3, activities largely remained at the **pre-implementation stage**, with progress assessed primarily in terms of:

- Completion and submission of design packages;
- Review and clearance status by PIU and the World Bank;
- Finalization of safeguard documentation; and
- Advancement of detailed engineering designs toward procurement readiness.

Significant progress was achieved in terms of design submissions and ESMP clearances, while remaining delays are attributable to multi-level technical reviews required to ensure compliance with engineering, climate resilience, and safeguard standards. No physical works were initiated during the quarter; however, Component-I continued to progress toward implementation readiness, laying a structured foundation for procurement and construction activities in subsequent quarters.

5.1 Hiring of Design & Supervision Firm (Irrigation)

Target Start Date: June 2024

Planned End Date: Sep 2024

Status: Completed

Actual End Date: 16 June 2025

The consultancy contract was formally signed on 16 June 2025, enabling commencement of design and supervision activities in line with the project implementation plan.

Analysis of Delays and Contributing Factors:

The procurement of the Design and Supervision (D&S) Firm experienced a significant delay against the original timeline. The process was initially planned to commence in June 2024 and conclude by September 2024; however, the first attempt at procurement was subsequently cancelled by the World Bank during the procurement process. Following the cancellation, the procurement process required restructuring and reprocessing, including further coordination and obtaining the required World Bank No Objection/clearance (NOL). Despite these challenges, the PIU, in coordination with the relevant stakeholders and the World Bank, completed the restructured procurement process, and the consultancy contract was successfully signed on 16 June 2025. The D&S Firm was subsequently mobilized to undertake the required design and supervision activities.

5.2 Detailed Design & Tender Documents of All Irrigation Packages

Target Start Date: June 2025

Planned End Date: November 2025

Status: In Progress

Actual End Date: Not yet achieved

The design phase for the irrigation sub-component spans a duration of six (06) months (June–December 2025). During the reporting period, regular fortnightly progress review meetings were conducted involving consultants, PIU, and relevant stakeholders. All fourteen (14) design packages were submitted to the World Bank between November 2025 and March 2026 after multiple rounds of technical review and revisions. The activity remains in progress, pending receipt of consolidated feedback and final clearance from the World Bank before proceeding to the next stage.

Analysis of Delays and Contributing Factors:

The extension beyond the planned end date is primarily attributable to multiple review and revision cycles requested during technical scrutiny by the PIU and the World Bank. Additional time was required to ensure full compliance with design standards, flood resilience considerations, and site-specific requirements.

5.3 Design Phase Deliverables for Irrigation Sub-component

Target Start Date: June 2025

Planned End Date: October 2025

Status: Completed

Actual End Date: November 2025

Key design deliverables, including the Inception Report, Preliminary Site Assessment Report, and Flood Risk Analysis Report, were completed and submitted. Following iterative reviews and incorporation of technical observations, all deliverables were formally cleared by the World Bank during the period from September to November 2025.

Analysis of Delays and Contributing Factors:

Minor delays were experienced due to iterative review processes and the need for additional refinements to address technical and contextual observations. These revisions contributed to strengthening the overall quality and robustness of the deliverables.

5.4 Hiring of Design & Supervision Firm (Roads)

Target Start Date: June 2024

Planned End Date: Sep 2024

Status: Completed

Actual End Date: 23 June 2025

The consultancy contract was signed on 23 June 2025, allowing the firm to commence design and supervision responsibilities for road and bridges packages.

Analysis of Delays and Contributing Factors:

The hiring of the Design and Supervision (D&S) Firm for the Roads and Bridges sub-component experienced a significant delay against the original implementation schedule. The procurement process was initially planned to commence in June 2024 and be completed by September 2024. However, the first procurement attempt was subsequently cancelled by the World Bank. Following the cancellation, the hiring process had to be restructured and reprocessed, which required additional time for procurement actions, evaluation, coordination, and obtaining the required World Bank No Objection (NOL). After completion of the restructured procurement process and the required approvals, the consultancy contract was successfully signed on 23 June 2025.

5.5 Design & Tender Documents for Roads Packages (I–III)

Target Start Date: June 2025

Planned End Date: September 2025

Status: Completed

Actual End Date: September 2025

The four-month design phase for the roads sub-component was completed. Initial and revised designs for Package-I (Sohbatpur Road), Package-II (Notal–Gandawa Road), and Package-III (Quetta Bridges) were prepared, reviewed by the PIU, and subsequently submitted to the World Bank for review and feedback.

Analysis of Delays and Contributing Factors:

No significant delays were noted for this activity. The design process progressed largely in accordance with the planned schedule.

5.6 Deliverables for Roads and Bridges Sub-component

Target Start Date: June 2025

Planned End Date: August 2025

Status: In Progress

Actual End Date: Not yet achieved

The Inception Report, Quality Assurance Plan (QAP), and Feasibility Assessment Report were cleared by the World Bank in January 2026. Site-specific Environmental and Social Management Plans (ESMPs) underwent detailed review processes, including multiple rounds of observations and responses, and were formally cleared by the World Bank on 17 March 2026. However, detailed engineering designs for Packages-I and III remain under World Bank review following several coordination and revision cycles.

Analysis of Delays and Contributing Factors:

Delays are mainly attributed to the extensive review process required for detailed engineering designs, incorporating feedback from multiple stakeholders, including PIU departments and the World Bank, to ensure technical accuracy, constructability, and compliance with safeguard requirements.

5.7 Restoration of Small Community Facilities

Target Start Date: June 2025

Planned End Date: June 2025

Status: Held in Abeyance

Actual End Date: Not applicable

Component-1.3 was restructured, limiting the scope to one health and one education facility amounting to USD 1 million, which were rehabilitated on an urgent basis during project inauguration. Procurement and payment processes for the remaining nine (09) activities have been placed in abeyance as per World Bank directives following discussions held during the August 2025 Implementation Support Mission (ISM).

Analysis of Delays and Contributing Factors:

The activity remains on hold due to strategic restructuring decisions and explicit instructions from the World Bank.

5.8 Hiring of Project Staff

Target Start Date: June 2025

Planned End Date: June 2025

Status: In Progress

Actual End Date: Partially achieved

Key PIU staff, including Project Specialists for Irrigation and Roads, Environmental and Social Safeguards Specialists, Gender Specialist, and M&E Specialist, have been onboard since November 2025 and remained actively engaged during the reporting period. In addition, the Dam Safety Specialist has been successfully hired. Recruitment of the Security Management Consultant, as recommended by the World Bank, is currently underway, with evaluations in progress at the PIU level.

Analysis of Delays and Contributing Factors:

While the recruitment of core PIU positions has been completed and the team remains fully functional for Component-I activities, the overall status of this activity remains in progress due to the pending recruitment of a specialized Security Management Consultant. The extended timeline for this position reflects the need to ensure compliance with World Bank recommendations and selection of a suitably qualified firm or expert. This has not constrained routine implementation or monitoring activities but remains a dependency for full institutional readiness.

The tracking shows uneven Q-3 progress across Component-I design deliverables. Several earlier bottlenecks were cleared, particularly irrigation design-phase outputs and roads safeguard documents, but key irrigation design proposals remain unresolved and continue to constrain procurement readiness.

The main delay pattern is concentrated in the design-review-clearance cycle rather than in one isolated activity. Q-3 served largely as a corrective quarter: the irrigation ESMP/IEE/EIA and several roads deliverables, including the Inception Report, Feasibility Assessment Report, QAP, and site-specific ESMPs, moved from delayed or ongoing status to completion. However, cumulative delays of four to seven months indicate that late clearance may still affect procurement sequencing.

The irrigation sub-component shows mixed performance. Early technical studies were completed in Q-2 after about four months of delay and remained closed in Q-3; however, the five-package/17-scheme design proposal remains delayed across all three quarters, with an estimated seven to eight months of variance and a high escalation risk.

This is the most critical constraint because pending design proposals directly affect tender preparation, procurement launch, and works mobilization. The nine-package proposal has also moved from threshold status in Q-2 to substantial risk in Q-3, confirming that unresolved irrigation packages are now the main implementation-readiness bottleneck.

For Roads & Bridges, the issue was not design production: the D&S firm and initial design submissions were completed on time. The delay occurred mainly during review and clearance, especially for inception, feasibility, QAP, and ESMP deliverables. The longest slippage was the site-specific ESMPs, cleared on 17 March 2026, showing that safeguard review was a key driver of schedule variance.

IFRAP Component-I: Design Phase Deliverable Tracking — Q-1 through Q-3 Schedule Variance Analysis							
Activity	Planned End	Q-1 Status (Sept 2025)	Q-2 Status (Dec 2025)	Q-3 Status	Cumulative Schedule Variance	Technical Remark	Risk Rating
Preliminary Site Assessment Report (Irrigation)	16 Jul 2025	Ongoing (pre-deadline)	Completed (17 Nov 2025)	Completed	Closed in Q-2 (+4 months)	On track through Q-1, closed with a 4-month delay in Q-2, no outstanding action in Q-3. Deliverable fed into the Q-3 finalization of the Design Phase Deliverables (Irrigation) package.	Closed
Flood Risk Analysis Report (Irrigation)	16 Jul 2025	Ongoing (pre-deadline)	Completed (22 Nov 2025)	Completed	Closed in Q-2 (+4.2 months)	Identical trajectory to the preceding deliverable — on track in Q-1, closed with comparable delay in Q-2. Two-deliverable pattern indicates a systemic (not isolated) lag in the Irrigation design-review cycle.	Closed
ESMP/IEE/EIA Report (Irrigation)	14 Oct 2025	On track	Ongoing, unresolved (+2.5 months)	Completed	~4-5 months (est.)	On track at Q-1 close; delay emerged and persisted through Q-2; closed in Q-3. This closure is what drove the Design Phase Deliverables (Irrigation) package to "Completed" in Q-3.	Moderate (resolved)
Design Proposal - 05 Packages (17 Schemes)	15 Aug 2025	Delay already registered	Ongoing, unresolved (+4.5 months)	In Progress	+7 to 8 months (est.)	Delay originated in Q-1 itself and has persisted uncorrected across all three quarters; no interim milestone (tender clearance) achieved to date. Recommend escalation to a standing exception item.	High - escalate
Design Proposal - 09 Packages	13 Dec 2025	Not yet due	Ongoing, at threshold	In Progress	Planned end now passed by ~1-3 months	No delay possible in Q-1 (activity had barely started); within tolerance at Q-2 close; now confirmed overdue in Q-3 as the Dec 2025 deadline has elapsed.	Substantial (upgraded from Low)
Hiring of D&S Firm (Roads) [New]	June 2024	Completed (23 Jun 2025)	Completed	Completed	Closed in Q-1 (+12 months)	The hiring of the Design and Supervision (D&S) Firm for the Roads and Bridges sub-component experienced a significant delay against the original implementation schedule. The procurement process was initially planned to commence in June 2024 and be completed by September 2024. However, the first procurement attempt was subsequently cancelled by the World Bank.	Closed

IFRAP Component-I: Design Phase Deliverable Tracking — Q-1 through Q-3 Schedule Variance Analysis							
Activity	Planned End	Q-1 Status (Sept 2025)	Q-2 Status (Dec 2025)	Q-3 Status	Cumulative Schedule Variance	Technical Remark	Risk Rating
Design Phase Inception Report (Roads & Bridges) [Updated]	12 Aug 2025	Delay already registered	Ongoing, unresolved (+4.6 months)	Completed (cleared by World Bank, Jan 2026)	~5 months	Delay persisted through Q-1 and Q-2 due to WB review cycle; formally cleared by the World Bank in January 2026, together with the QAP and Feasibility Assessment Report. Root cause: external WB review/coordination turnaround, not PIU or consultant non-performance.	Moderate (resolved)
Feasibility Assessment Report (Roads & Bridges) [Updated]	12 Aug 2025	Delay already registered	Ongoing, unresolved (+4.6 months)	Completed (cleared by World Bank, Jan 2026)	~5 months	Same Q-1-origin delay as the Inception Report; cleared by the World Bank in January 2026 as part of the same consolidated review and clearance cycle covering the Inception Report and QAP.	Moderate (resolved)
Quality Assurance Plan (Roads & Bridges) [Updated]	12 Aug 2025	Delay already registered	Ongoing, unresolved (+4.6 months)	Completed (cleared by World Bank, Jan 2026)	~5 months	Delay persisted since Q-1; formally cleared by the World Bank in January 2026 alongside the Inception Report and Feasibility Assessment Report, closing out this line item.	Moderate (resolved)
Site-Specific ESMP Reports (Roads & Bridges) [Updated]	12 Aug 2025	Delay already registered	Ongoing, unresolved (+4.6 months)	Completed (cleared by World Bank, 17 Mar 2026)	~7 months	Underwent detailed WB review, including multiple rounds of observations and responses; formally cleared by the World Bank on 17 March 2026 — the longest review cycle among the Roads & Bridges deliverables sharing the original Aug 2025 deadline.	Moderate (resolved)
Design & Tender Documents for Roads Packages I-III (Design Submission) [Corrected]	Sept 2025	Completed (Sept 2025)	Completed	Completed	On time	Correction: previously listed as "Detailed Engineering Design Documents" with an assumed 1 Oct 2025 planned end and an estimated 5–6-month delay. Source data confirms initial and revised designs for Package I (Sohbatpur Road), Package II (Notal-Gandawa Road), and Package III (Quetta Bridges) were completed and submitted to the World Bank within the planned four-month design window (June-Sept 2025), with no significant delay at this design-production stage.	Closed (on time)

From a risk perspective, Q-3 reduced several legacy delays but did not remove the main implementation risk. Closed and moderate-resolved items reflect progress, while unresolved irrigation design proposals remain high-risk because they are directly linked to procurement readiness and may trigger cascading delays if not cleared quickly.

The management implication is that Q-3 should be viewed as delayed recovery, not full readiness. Q-4 should therefore focus on clearing the five-package and nine-package irrigation proposals, consolidating World Bank comments, setting firm clearance deadlines, and converting pending designs into procurement-ready packages.

Overall, Component-I is progressing but remains behind the pace required for timely implementation. The component has moved from broad preparatory delay to a narrower but urgent implementation-readiness bottleneck, with unresolved irrigation design packages forming the critical path for Q-4 action.

6. KEY GAPS, RISKS AND PROPOSED MANAGEMENT ACTIONS

6.1 Key Gaps Identified

Monitoring during the third quarter (January–March 2026) identified several structural and process-level gaps that continue to affect implementation readiness under Component-I. While progress has been achieved in design submissions and safeguard clearances, the following gaps remain relevant as the component approaches the transition to implementation.

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.
- **Design, Approval, and Procurement Milestone Tracking Needs Strengthening:** 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.
- **Pending engagement of selected specialized consultancies:** which may affect preparedness for risk mitigation as physical works approach.

6.2 Risks Emerging from the Delay Analysis

Gaps in milestone tracking can affect timely decision-making, while delays in approvals may postpone procurement. Similarly, unresolved site-readiness issues may affect the timely commencement of construction even after contract award. Immediate focus on following milestone management, accelerated approvals, and site readiness verification is therefore essential to maintain implementation momentum in Q-4.

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 Milestone Tracking and Management Oversight Requiring Strengthening (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
- Strengthening 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 Q-3 delay analysis, the following management action matrix summarizes the priority actions identified during the reporting period to address persistent review, clearance, milestone tracking, and readiness bottlenecks. These actions are intended to support transition from the design stage toward procurement readiness and should be implemented and monitored closely during Q-4.

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-4	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-4	Functional milestone tracker supporting early warning and management review.

Management Action	Purpose	Key Measures	Lead Responsibility	Timeline	Expected Result
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-4	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-4	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-4	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-4	Site constraints identified before procurement and mobilization.
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-4	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-4	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 (APR–JUN 2026)

7.1 Implications if Unaddressed

If the identified gaps persist as Component-I transition from design toward physical implementation, the following risks are likely to materialize:

- Procurement delays and contractor mobilization issues may only become evident after commitments are made.
- Physical progress may be disrupted due to unresolved site readiness and pre-construction requirements.
- PMIS may continue to function primarily as a reporting repository rather than a proactive management tool.
- FPMU and PIU may have limited early-warning visibility on schedule, coordination, and readiness risks.

The implication corrective actions are summarized in Table 7.1 below:

Table 7.1: Corrective Action Matrix (QPR-3)

Issue	Impact on Implementation	Responsible Entity	Corrective Action	Timeline
No Component-I MIS.	Limited visibility on progress and delays.	PIU-Component-I with FPMU.	Develop an interim Component-I tracking module or structured milestone tracker compatible with PMIS.	Q4
No design and procurement milestone register.	Risk of undetected schedule slippage.	PIU-Component-I.	Establish and maintain a consolidated milestone register covering design, approvals, procurement, and mobilization.	Q4
Weak site readiness tracking.	Delays during mobilization and early construction.	PIU-Component-I with line departments.	Introduce a site readiness checklist and verification protocol prior to procurement and mobilization.	Q4
Gaps not explicitly linked to corrective actions in reporting.	Reduced decision value of QPRs.	M&E Consultants.	Integrate issue–impact–action format consistently in Component-I reporting.	Q4 onward

Severity: Medium – This does not directly affect project implementation but reduces the usefulness of Quarterly Progress Reports (QPRs) for management decision-making.

Probability: High – Since the reporting format has been consistently used without explicit linkage to corrective actions, the issue is likely to continue unless the reporting template is revised.

7.2 Key Forward Actions

- **Expedite Consultant Submissions:** Consultants should adhere strictly to agreed submission schedules, incorporate consolidated comments efficiently, and minimize avoidable iterative revisions.
- **Accelerate PIU Internal Reviews:** PIU should prioritize review of deliverables critical for procurement readiness and streamline internal feedback consolidation to reduce review bottlenecks.
- **Strengthen Coordination with the World Bank:** Proactive follow-up on reviews and approvals should be maintained, particularly for pending detailed engineering designs and specialized consultancy engagements.
- **Integrate Timeline Adjustments into Project Scheduling:** The project implementation plan should be updated to reflect revised timelines, anticipate cascading impacts on procurement and construction, and align readiness planning accordingly.

7.3 Q-4 Corrective Action Plan (Apr-Jun 2026)

As Component-I could not reach the physical implementation phase even during Q-3, the Q-4 focus must shift from general progress reporting to a structured corrective action plan. The plan should address the specific bottlenecks that prevented transition to implementation, particularly pending design finalization, safeguard clearance, procurement readiness, milestone tracking, and site preparedness.

Accordingly, the corrective action approach for Q-4 should be accountability-driven. Each action should identify a lead role responsible for delivery, supporting entities required for coordination, a defined completion timeline, and a measurable monitoring indicator. This will help move Component-I from delayed readiness toward procurement launch and eventual physical execution.

The following Q-4 corrective action matrix therefore places emphasis on corrective measures, accountable roles, escalation pathways, and expected results to ensure that unresolved Q-3 delays are actively managed rather than carried forward into subsequent reporting periods:

Priority Area / Issue	Implementation Risk	Q-4 Corrective Action	Responsible Roles	Timeline	Expected Result
Pending design deliverables and approvals.	Delayed procurement launch, contract award, and transition to physical implementation.	Finalize and clear remaining irrigation and roads design documents; consolidate comments; reduce repeat review cycles; maintain package-wise clearance status.	Lead: PIU Component-I Project Director / Technical Lead Support: D&S Consultants, FPMU, World Bank.	Q-4	Pending design packages cleared or formally tracked with agreed closure dates.
Safeguard approval and procurement linkage.	Safeguard conditions may delay tendering, mobilization, or site handover if not integrated early.	Track safeguard requirements as procurement readiness conditions; reflect ESMP, IEE, EIA, and clearance requirements in bid documents and mobilization planning.	Lead: PIU E&S Safeguards Specialists Support: D&S Consultants, Procurement Specialist, World Bank E&S Team.	Q-4	Safeguard status mapped against each procurement package before tender launch.

Priority Area / Issue	Implementation Risk	Q-4 Corrective Action	Responsible Roles	Timeline	Expected Result
Absence of consolidated milestone tracking.	Weak early warning, delayed escalation, and limited .accountability for overdue actions.	Operationalize a Component-I milestone tracker covering design submissions, approvals, safeguards, procurement readiness, tender launch, contract award, mobilization, and site readiness.	Lead: PIU M&E Specialist Support: M&E Consultants, FPMU M&E Team, PMIS/MIS Focal Person	Q-4	Functional tracker used in monthly PIU/FPMU .review meetings.
Implementation sequencing requiring updating	Unrealistic schedules may cause cascading delays across procurement and construction phases.	Update Component-I implementation schedule based on actual Q-3 status; identify critical-path packages; align procurement sequencing with realistic clearance and site readiness timelines.	Lead: PIU Project Director / Planning & Procurement Lead Support: FPMU, D&S Consultants, M&E Consultants	Q-4	Revised schedule approved and monitored against critical-path milestones.
Site readiness verification requiring further strengthening	Land, access, utility, safeguard, or community issues may delay mobilization after contract award.	Introduce site readiness checklist and verification protocol covering land availability, access, utilities, safeguards, community interface, and pre-construction constraints before procurement launch.	Lead: PIU Irrigation and Roads Technical Leads Support: Line Departments, Safeguards Team, District/Field Engineers, M&E Consultants	Q-4	Site readiness register prepared for priority procurement packages.
Pending security management consultants engagement and risk preparedness	Incomplete specialized support may weaken readiness for security, risk, and field implementation management.	Track mobilization of specialized technical support, including security-related arrangements; define deployment milestones and link specialist inputs with procurement and field readiness planning.	Lead: FPMU / PIU Procurement Specialist Support: PIU Project Director, Security/Risk Consultant, World Bank as required	Q-4	Specialist mobilization status reviewed and linked with readiness milestones.

ANNEXURE

Key meetings during the reporting period are summarized below:**Workshop on QPR-I, Component-I**

Date: 26th March 2026.

Venue: FPMU Office, Chaman Housing, Quetta.

Participants:

- Mr. Asim, DPD/Senior Strategy and Operation Specialist, FPMU
- Mr. Rafay Durrani, M&E Specialist, FPMU
- Mr. Muhammad Anwar, M&E Specialist, Component-I, PIU-I
- Mr. Kaleemullah, Social Safeguard Specialist, Component-I, PIU-I
- Syed Ahmed Ali Shah, Environment Safeguard Specialist, Component-I, PIU-I
- Mr. Rizwan Ahmed, Team Leader, M&E Consultants (IFRAP)
- Mr. Sanaullah, M&E Associate, M&E Consultants (IFRAP)
- Mr. Nazeer Ahmed, M&E Associate, M&E Consultants (IFRAP)

Agenda:

- Objectives of the QPR-1 review workshop.
- Discussed the reported physical and financial progress under the Irrigation, Roads, and Bridges sub-components.
- Reviewed the status of key technical deliverables, engineering designs, procurement activities, and implementation readiness.
- Validated reported progress, supporting evidence, and data sources to ensure accuracy and consistency of the QPR.
- Discussed progress on Environmental and Social Framework (ESF) implementation, including safeguard compliance and the status of ESMPs.
- Reviewed progress on Gender, Citizen Engagement, and the Grievance Redress Mechanism (GRM), along with reporting requirements.
- Identified reporting gaps, data inconsistencies, and areas requiring additional information, clarification, and supporting documentation.
- Discussed implementation challenges, key risks, bottlenecks, and proposed corrective and mitigation measures to strengthen project implementation.
- Agreed on revisions, assigned responsibilities, and established timelines for incorporating comments and finalizing the QPR-1 for submission.

