

SENATE OF PAKISTAN HOUSE OF THE FEDERATION



REPORT OF THE SENATE STANDING COMMITTEE ON COMMUNICATIONS ON THE CALLING ATTENTION NOTICE RAISED BY SENATOR ABIDA MUHAMMAD AZEEM:

**"Sub-Standard Material Used in the Construction of Kech-Harnai Road (107.2 km)
and Harnai-Sanjavi Road (55.1 km)"**

PRESENTED BY

**SENATOR PRINCE AHMED UMER AHMEDZAI
CHAIRMAN COMMITTEE**

SENATE SECRETARIAT

Subject: REPORT OF THE SENATE STANDING COMMITTEE ON COMMUNICATIONS

I, Senator Prince Ahmed Umer Ahmedzai, Chairman Senate Standing Committee on Communications have the honour to present the report of the Committee on the Calling Attention Notice raised by Senator Abida Muhammad Azeem in the Senate sitting held on 25th July, 2023 regarding "Sub-standard material used in the construction of Kech-Harnai Road (107.2 km) and Harni-Sanjavi Road (55.1 km) which was referred to the Standing Committee on Communications for consideration and report.

2. The composition of the Standing Committee is as follows:

1.	Senator Prince Ahmed Umer Ahmedzai	Chairman
2.	Senator Shamim Afridi	Member
3.	Senator Syed Yousuf Raza Gillani	Member
4.	Senator Danesh Kumar	Member
5.	Senator Muhammad Akram	Member
6.	Senator Manzoor Ahmed Kakar	Member
7.	Senator Hafiz Abdul Karim	Member
8.	Senator Umer Farooq	Member
9.	Senator Abida Muhammad Azeem	Member
10.	Senator Kamil Ali Agha	Member
11.	Senator Ahmed Khan	Member
12.	Senator Molana Abdul Ghafoor Haideri	Member
13.	Minister for Communications	Ex-Officio Member

3. The Standing Committee on Communications considered the House referred matter in its meetings held on 19th September & 4th October, 2023, respectively.

4. The meeting dated 19th September, 2023, was attended by the following Members:

i)	Senator Prince Ahmed Umer Ahmedzai	Chairman
ii)	Senator Abida Muhammad Azeem	Mover
iii)	Senator Shamim Afridi	
iv)	Senator Kamil Ali Agha	
v)	Senator Molana Abdul Ghafoor Haideri	
vi)	Senator Hafiz Abdul Karim	
vii)	Senator Muhammad Akram	
viii)	Senator Danesh Kumar	
ix)	Senator Manzoor Ahmed Kakar	
x)	Senator Umer Farooq	
xi)	Minister for Communication	

5. The Honourable Senator Abida Muhammad Azeem (Mover) apprised the Committee that trucks dispatched 40-tons of materials through these roads. She expressed her deep concern on the usage of substandard materials that caused roads depression and potential safety hazards for all road users. She further added that the road was constructed on 18 ft instead of 24 ft. Initially, the project was included in the PSDP 2020-2021 and later on excluded from the last PSDP 2022-2023 due to non-allocation of funds.

6. Member (West Zone), National Highways Authority (NHA) briefed the Committee that the project was entrusted to NHA for construction as Deposit Work. The rehabilitation work of

the roads was stopped by the contractor due to terrorist attack at the site resulting in casualties and kidnapping of labour. It was further apprised that the original scope of work was changed due to unprecedented floods in 2022 and a supervisory consultant conducted fresh hydrology study and accordingly revised the design and BOQ which resulted in an increase in PC-I of Rs. 7,579,749,344. The case regarding change in scope of work alongwith cost escalation of the project was placed before NHA Executive Board on 31st January 2023 wherein the Board constituted Fact-Finding Inquiry Committee to probe the following discrepancies: -

- i) Additional Cost effect as a result of improvement in pavement design.
- ii) Redesigning and re-evaluation of quantities due to flood damages.
- iii) Inconsistency/ Difference in tender BOQ and tender drawings.
- iv) Realignment and rationalization in design and cost by the design and design review consultants.
- v) Stoppage of works due to terrorist attacks.
- vi) Revised PC-1 has been submitted to NHA HQ for scrutiny

7. The Honourable Senator (Mover) showed her dissatisfaction with the response submitted by the Ministry, and requested that Ex-Provincial Minister (Mr. Abdul Rahim Ziaratwal) may be invited in the next meeting, as he is well conversant with the agenda. The Chairman Committee agreed and deferred the agenda to be discussed in the next meeting.

8. Final consideration of the matter was held in the meeting dated 4th October, 2023, which was attended by the following:

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|------|------------------------------------|----------|
| i) | Senator Prince Ahmed Umer Ahmedzai | Chairman |
| ii) | Senator Abida Muhammad Azeem | Mover |
| iii) | Senator Shamim Afridi | |
| iv) | Senator Muhammad Akram | |
| v) | Senator Danesh Kumar | |
| vi) | Senator Manzoor Ahmed Kakar | |
| vii) | Senator Umer Farooq | |


9. Member (West Zone), NHA informed the Committee in detail that 1600 Field Density Tests were performed, out of which 1425 tests passed, and the remaining 209 tests failed. The contractor was instructed to redo the work. Quality tests for Aggregates, Cements, Steel & Water were also performed in Commercial Laboratories in order to ascertain the quality of materials. The Committee sought a list of the authorized laboratories / companies which conducted Quality Test / Field Density Test and the basis on which they were qualified for conducting the tests.

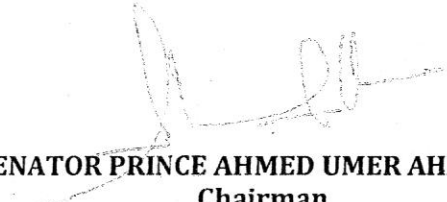
10. The Committee was further briefed that as per FIDIC condition of Contract Clause-2.1, NHA appointed Brig. (Retd.) Tarique Mahmood as "The Engineer" for the project. As per contract, he regularly inspected site visit and submits a monitoring report. Senator Shamim Afridi inquired why NHA hired a retired military officer instead of hiring a civilian Engineer. The Committee was informed that the engineer was hired based on experience. The Chairman Committee inquired about the selection criteria of "The Engineer" and list of project engineers and contractors appointed from private sectors.

11. The Chairman Committee noted that if proper compaction is not determined during layering process then what procedure has to be adopted to rectify the same. General Manager, NHA informed the committee that a deep test has to be conducted, and the faulty portion is removed. Senator Manzoor Ahmed Kakar asked about the timeframe of Defect Liability Period (DLP) of the project. He was informed that the time span of DLP is minimum 1 year and maximum 2 years, wherein the contractor is responsible for repairing or rectifying defects that appear in the works. On the query of Chairman Committee regarding payment of any security in this regard, the Committee

was informed that NHA has 10% of project cost in lieu of performance equity which holds for the period of two years until the work is completed. While briefing on the fact finding inquiry (as mentioned in para 6 above), the Committee showed displeasure on the inordinate delay in inquiry report and directed that inquiry report alongwith penalty order against those responsible may be submitted in the next Committee meeting.

12. After thorough deliberations on the agenda, Honourable Senator Abida Muhammad Azeem shared a letter of Mr. Abdul Rahim Ziaratwal, Ex-Provincial Minister of Education, Balochistan addressed to the then Federal Minister for Planning, Development & Special Initiatives (Mr. Ahsan Iqbal) requesting that revised PC-I incorporating the cost effect due to change in design on asphaltic pavement carriage away design 7.3m with 3m shoulders both sides should be followed so that the public money is invested in the best way and in the best public interest **(Annex-A)**. The Honourable Mover requested that work may be undertaken as per above request of the Ex-Provincial Minister of Education. The Committee disposed of the matter with the directions for strict compliance in letter and spirit as requested by the mover.


(TAYYAB BIN TAHIR KHAN)
Joint Secretary/ Secretary (Committee)


(SENATOR PRINCE AHMED UMER AHMEDZAI)
Chairman

Islamabad, the
November, 2023

Respected Ahsan Iqbal,

Federal Minister for Planning Development & Special Initiatives.

SUBJECT: REQUEST TO CHANGE ZIARAT MOR-KACH-HARNAI ROAD (107.2 km) AND HARNAI-SANJAVI ROAD (55.1 km) TST TO ASPHALTIC PAVEMENT AND CARRIAGE AWAY WIDTH 7.3M WITH 3M SHOULDERS

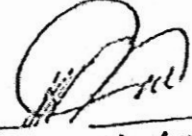
It is humbly requested that ZIARAT MOR-KACH-HARNAI ROAD (107.2 km) AND HARNAI-SANJAVI ROAD (55.1 km) project was approved by PDWP after the detailed survey and was sent to Federal PSDP for further action in 2017-18. It was approved for asphaltic pavement. At federal level, the Planning Commission sent it to ECNEC for approval but it asked for rationalization of cost. Afterwards, CDWP rationalized it and ECNEC approved it with cost of 8379.75 million. It was also reflected in the PSDP 2017-18 with PSDP number 177.

2. However, the issue was made that the design was changed from asphaltic pavement to TST breaching rules of NHA and surely the standard would be compromised. It is very pertinent to mention here that this road will observe the heavy coal trucks being transported to all parts of the country.

3. This project was excluded from the federal PSDP in 2020-21. Against which a petition was filed in the Baluchistan High Court. The Baluchistan High Court not only restored the project but also ordered the Planning Commission to visit the site and investigate the feasibility of changing the design of asphaltic pavement surface as per NHA standards.

4. It is also important to highlight that as per current tender of this project the NHA has given the contract cost for Pak Rs.4956.02 million against the PC-I cost of Rs. 8379.75 million. It clearly shows that NHA has tried to show saving around 3423.728 million. Resultantly, it would totally compromise the standard of the road even in the TST form.

5. It is, therefore, kindly requested that revised PC-I incorporating the cost effect due to change in design on asphaltic pavement carriage away design 7.3 m with 3 m shoulders both sides should be followed so that the public money is invested in the best way and in the best public interest. The decision of the Honorable High Court would also be respected.


12/05/2022
(ABDUL RAHIM ZIARATWAL)
SENIOR DEPUTY CHAIRMAN
PASHTOIONKHIWA MULLI AWAMI PARTY