



Pakistan: Peshawar Sustainable Bus Rapid Transit Corridor Project

Project Name	Peshawar Sustainable Bus Rapid Transit Corridor Project				
Project Number	48289-001				
Country	Pakistan				
Project Status	Active				
Project Type / Modality of Assistance	Technical Assistance				
Source of Funding / Amount	<table border="1"> <tr> <td colspan="2">TA 8795-PAK: Peshawar Sustainable Bus Rapid Transit Corridor Project</td> </tr> <tr> <td>Technical Assistance Special Fund</td> <td>US\$ 1.50 million</td> </tr> </table>	TA 8795-PAK: Peshawar Sustainable Bus Rapid Transit Corridor Project		Technical Assistance Special Fund	US\$ 1.50 million
TA 8795-PAK: Peshawar Sustainable Bus Rapid Transit Corridor Project					
Technical Assistance Special Fund	US\$ 1.50 million				
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth				
Drivers of Change	Governance and capacity development Knowledge solutions Partnerships Private sector development				
Sector / Subsector	Transport - Transport policies and institutional development - Urban public transport - Urban roads and traffic management Water and other urban infrastructure and services - Urban flood protection				
Gender Equity and Mainstreaming	Effective gender mainstreaming				
Description	<p>The project impact will be sustainable, low carbon, and climate resilient urban transport system in Peshawar. The project outcome will be improved quality of public transport along corridor 2 in Peshawar. The project will consist of the following two interlinked outputs:</p> <p>Output 1 (infrastructure): Peshawar's first bus rapid transit (BRT) corridor is constructed. This will include construction of (i) a BRT route designed and built following international best practices and quality standards along corridor 2; (ii) sidewalks, on-street parking, mixed-traffic lanes, and non-motorized transport lane along the BRT; (iii) a high-capacity drainage system along the corridor; (iv) BRT depot; (v) improvement of access roads for NMT and feeder services; and (vi) energy-efficient streetlights and intelligent transport systems for traffic management.</p> <p>Output 2: Project management is effective, leading to sustainable BRT operations. This will include: (i) developing capacity of Peshawar BRT Company (PBRTC) and Peshawar Urban Mobility Authority (PUMA); (ii) designing the BRT operational plan and business model; (iii) facilitating a bus industry transition through negotiations with private bus operators selected to operate the BRT; (iv) setting up a fleet scrapping program and compensation mechanism for non-participating operators; (v) structuring and delivering viable public-private partnership arrangements through transaction advisory service; (vi) developing capacity of the traffic police to enforce parking, hawkers' policy and other traffic rules; and (vii) implementing a transit-oriented urban development strategy.</p>				
Project Rationale and Linkage to Country/Regional Strategy	<p>The project will contribute to developing a sustainable urban transport system (UTS) in Peshawar through the delivery of a bus rapid transit (BRT) corridor, focusing on accessibility and people's mobility needs. It will aim at organizing the urban growth and public space along the selected corridor through a transit-oriented development strategy integrating landuse, making the city more livable, providing a holistic solution for integrated urban mobility, and bearing a demonstration effect as no modern mass-transit system exists in the city yet.</p> <p>The project is consistent with the Government of Pakistan's Vision 2025, Framework for Economic Growth (2011), National Climate Change Policy; supports priorities set out in KPK Comprehensive Development Strategy 2010-17; and is aligned with the interim country partnership and Sustainable Transport Initiative of the Asian Development Bank. It will contribute to make Peshawar safer and more business-friendly through low carbon and climate resilient urban infrastructure and improved access. The project design will incorporate lessons learned from past assistance, notably the need for strong political support and consensus, and for a robust governance structure. Coordination will be ensured with development partners and potential cofinanciers in the urban transport sector.</p>				
Impact					

Project Outcome

Description of Outcome

Progress Toward Outcome

Implementation Progress

Description of Project Outputs

Status of Implementation Progress (Outputs, Activities, and Issues)

Geographical Location

Peshawar

Summary of Environmental and Social Aspects

Environmental Aspects

Involuntary Resettlement

Indigenous Peoples

Stakeholder Communication, Participation, and Consultation

During Project Design

TBD

During Project Implementation

TBD

Business Opportunities

Consulting Services

All consultants were selected in accordance with ADB's Guidelines on the Use of Consultants by ADB and Its Borrowers (2013, as amended from time to time). The consultants recruited under the PPTA include (i) an international firm recruited by ADB under quality-and cost-based selection (QCBS 90:10) and using full technical proposal (FTP); and (ii) individual consultants, notably to supervise technical work under the government-financed technical assistance.

A total of 70 person-months consultants services (40 international, and 30 national) is estimated to be required. However, the PPTA uses a performance and output-based approach, similar to the one used for the PPTA for the Karachi BRT Project, as agreed with the Operations Services and Financial Management Department.

Procurement

Procurement of goods, works, and services will be undertaken in conformity with ADB's Procurement Guidelines (2013, as amended from time to time).

Responsible Staff

Responsible ADB Officer

Margonsztern, David C. M.

Responsible ADB Department

Central and West Asia Department

Responsible ADB Division

Urban Development and Water Division, CWRD

Executing Agencies

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Timetable

Concept Clearance

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Fact Finding

-

MRM

-

Approval

15 Dec 2014

Last Review Mission

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Last PDS Update

29 Sep 2016

TA 8795-PAK

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual

15 Dec 2014

27 Jan 2015

27 Jan 2015

31 Jan 2016

30 Jul 2017

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Financing Plan/TA Utilization						Cumulative Disbursements		
ADB	Cofinancing	Counterpart				Total	Date	Amount
		Gov	Beneficiaries	Project Sponsor	Others			
1,500,000.00	0.00	0.00	0.00	0.00	0.00	1,500,000.00	15 Dec 2014	1,231,850.28

Project Page <https://www.adb.org/projects/48289-001/main>

Request for Information <http://www.adb.org/forms/request-information-form?subject=48289-001>

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