



Pakistan: Preparing Transport Projects

Project Name	Preparing Transport Projects	
Project Number	54089-001	
Country	Pakistan	
Project Status	Approved	
Project Type / Modality of Assistance	Technical Assistance	
Source of Funding / Amount	TA 9975-PAK: Preparing Transport Projects	
	Technical Assistance Special Fund	US\$ 1.50 million
Strategic Agendas	Inclusive economic growth	
Drivers of Change	Governance and capacity development	
Sector / Subsector	Transport - Road transport (non-urban)	
Gender Equity and Mainstreaming	Some gender elements	
Description	<p>The transaction technical assistance (TA) facility will provide project preparation support to a series of ensuing projects, comprising (i) Punjab Provincial Highway Project; (ii) Khyber Pakhtunkhwa Rural Road Development Project; and (iii) Sindh Provincial Road Improvement Project (Phase II). All ensuing projects aim to rehabilitate or upgrade existing provincial roads or rural roads while improving regional connectivity with neighboring provinces. Project identification and preliminary technical reviews are being carried out with either ongoing loan proceeds or the provincial government's own resources. The government has cleared the concept papers for these ensuing projects in the fourth quarter of 2019. The TA facility is required to conduct the relevant due diligence, improve project readiness, provide implementation support during the initial stage, and provide capacity building activities for the concerned executing and implementing agencies. The TA facility is listed in the 2019 pipeline in the approved Country Operations Business Plan (2019-2021) for Pakistan. The ensuing projects are included in the Country Operations Business Plan (2020-2022) for Pakistan.</p>	
Project Rationale and Linkage to Country/Regional Strategy	<p>Transport is a key driver of socioeconomic development. Transport allows people to access jobs, markets, social interaction, education, and other services, enabling people to rise out of poverty and overcome social exclusion. Transport adds value to goods brought to markets, and links rural areas to cities and global supply chains, thereby driving economic development. Road transport dominates Pakistan's transport system, accounting for almost 98% of freight traffic in ton-kilometers and 94% of passenger traffic in passenger-kilometers. Pakistan's road network of 263,000 kilometers (km) consists of 12,500 km of national highways and 93,000 km of provincial highways, with the remainder classified as either district, rural roads, or urban roads. The national highway network, which is less than 5% of the total road network, caters to 80% of inter-urban traffic. The National Highway Authority is responsible for national highways, while the provincial governments are responsible for provincial highways, and district roads. Other rural roads come under the jurisdiction of local government bodies as well as other government agencies (such as provincial irrigation departments). Urban roads and streets are the responsibility of municipalities, cantonment boards, metropolitan and/or city development authorities and housing development agencies.</p> <p>Despite the high reliance on road transport, the quality and capacity of the road infrastructure severely constrains free and safe traffic flow. While the quality of the national highways has improved considerably from continuous capital spending such as China -Pakistan Economic Corridor Program and better road asset management, the overall condition remains below the target to eliminate those roads with condition of poor and very poor - only 11% of national highways are assessed to be in good and 67% in fair condition. This is partly due to aging road and bridge infrastructure. The condition of the provincial highways is worse, especially in the remote parts of the country. They have poor serviceability (narrow, rough and unsafe) and many are either perennially impassable due to flooding and/or landslides, or subject to closure due to extreme weather events. The district and rural access roads, which connect farmers to market, likewise have poor serviceability and receive even less attention (mostly emergency repairs) due to lacking ownership and inadequate funding.</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	Khyber Pakhtunkhwa, Punjab, Sindh	
Summary of Environmental and Social Aspects		
Environmental Aspects		
Involuntary Resettlement		
Indigenous Peoples		
Stakeholder Communication, Participation, and Consultation		
During Project Design		
During Project Implementation		

Responsible ADB Officer	Ning, Jiangbo
Responsible ADB Department	Central and West Asia Department
Responsible ADB Division	Transport and Communications Division, CWRD
Executing Agencies	Government of Khyber Pakhtunkhwa (KP) Sarhad Hydel Development Organization, 372-WAPDA House, Shami Road, Peshawar, NWFP, PAKISTAN Government of Punjab Lahore Pakistan Planning & Development Department, Sindh Sindh Secretariat Karachi, Pakistan

Timetable	
Concept Clearance	-
Fact Finding	-
MRM	-
Approval	15 May 2020
Last Review Mission	-
Last PDS Update	11 May 2020

TA 9975-PAK

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	-	0.00

Project Page	https://www.adb.org/projects/54089-001/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=54089-001
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