



Pakistan: Karachi Bus Rapid Transit Project

Project Name	Karachi Bus Rapid Transit Project						
Project Number	47279-002						
Country	Pakistan						
Project Status	Proposed						
Project Type / Modality of Assistance	Loan						
Source of Funding / Amount	<table border="1"><thead><tr><th colspan="2">Loan: Karachi Bus Rapid Transit Project</th></tr></thead><tbody><tr><td>Ordinary capital resources</td><td>US\$ 390.00 million</td></tr><tr><td>Asian Infrastructure Investment Bank</td><td>US\$ 100.00 million</td></tr></tbody></table>	Loan: Karachi Bus Rapid Transit Project		Ordinary capital resources	US\$ 390.00 million	Asian Infrastructure Investment Bank	US\$ 100.00 million
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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 proposed project will help develop a sustainable transportation system in Karachi by delivering the city's _red line_ BRT corridor, directly benefiting 1.5 million people. The project will comprise two interlinked outputs: (i) the construction of a 25-kilometer (km) BRT corridor and associated facilities, and (ii) effective project management and sustainable BRT operations through institutional developments. The project is economically justified by major time savings for future BRT passengers, vehicle operating cost savings, better air quality and carbon emissions savings, which will improve the health of Karachi's citizens and mitigate climate change. The project will also make Karachi safer, boost private sector investment, and foster gender equity.</p> <p>The project impact will be developed sustainable UTS in Karachi. The project outcome will be improved quality of public transport along a selected corridor in Karachi. The project will consist of the following two interlinked outputs.</p> <p>Output 1 (infrastructure): BRT corridor restructuring. This will include construction of (i) a BRT route designed and built following international best practices and quality standards along either the Green, Red or Yellow line; (ii) sidewalks, on-street parking, mixed-traffic lanes and NMT lane along the BRT; (iii) a high-capacity drainage system along the corridor; (iv) BRT depot; and (v) improvement of access roads for NMT and feeder services. Energy-efficient streetlights and intelligent transport systems for traffic management along the corridor will also be procured and installed under this output. The construction of associated infrastructure such as intercity bus terminals and off-street parking may be considered as well.</p> <p>Output 2: Effective project management and sustainable BRT operations. This will include: (i) strengthening capacity of the Sindh Mass Transit Coordination Authority (SMTCA) and the Sindh Mass Transit Company (SMTC); (ii) structuring and delivering viable PPP arrangements through transaction advisory service (TAS); (iii) designing the BRT operational plan and business model; (iv) facilitating a bus industry transition through negotiations and capacity building for private bus operators selected to operate the BRT; (v) setting up a fleet scrapping program and compensation mechanism for non-participating operators; (vi) building capacity of the traffic police to enforce parking, street vendors' policy, and other traffic rules; (vii) implementing a communication and marketing plan; and (viii) implementing an urban development strategy along the corridor.</p>						

Project Rationale and Linkage to Country/Regional Strategy

Karachi is the largest city of Pakistan and its main seaport, economic, and financial center. The population of this fast-expanding megacity is estimated at 14.9 million in the last 2017 census, and 23 million for the metropolitan area. One of the most densely populated cities in the world, Karachi is consistently ranked as one of the world's most unlivable cities. Traffic congestion and induced air and noise pollution play a major role in these poor rankings. Car and motorcycle ownership remains low but is increasing fast due to a growing middle class. With other factors such as weak traffic management to organize competing modes and inefficient public transport, this rapid motorization exacerbates congestion and leads to increased pollution. For decades and until recently, large investments in various flyovers have reflected the prioritization of private road transport over public transport. Karachi's current transportation system fails to provide mobility for all and is characterized by long commuter trip times, the rise of private and paratransit modes, and the decline of public transport. Approximately 4,000 buses, shared between a multitude of semi-public and private operators, are still running daily through the city with a deficient level of service: the bus fleet is in poor condition; bus stops are rudimentary, without information on schedule or itinerary; the ticketing system is obsolete; and operators compete for passengers, worsening congestion and impairing safety. Of all trips, an estimated 40% are still non-motorized, made on foot or bicycles. Traffic-based collisions are increasing, affecting pedestrians, mostly the poorest and women who would significantly benefit from a well-designed, safe and accessible public transport system.

Impact	A sustainable urban transport system is developed in Karachi
Outcome	Quality of public transport is improved along selected corridor
Outputs	Karachi's first BRT corridor is constructed Project management is effective, leading to sustainable BRT operations

Geographical Location

Safeguard Categories

Environment	A
Involuntary Resettlement	A
Indigenous Peoples	C

Summary of Environmental and Social Aspects

Environmental Aspects	The environmental impact assessment (EIA) has been prepared by TMTD in accordance with ADB's Safeguard Policy Statement (2009). Adequate mitigation measures are incorporated into project design and will be implemented through an environmental management plan, which includes a capacity building and training program for TransKarachi project staff, and contractors during pre-construction and construction stages. The draft EIA was disclosed on the ADB website on 30 May 2018.
Involuntary Resettlement	A draft resettlement plan has been prepared in consultation with the affected persons and relevant agencies. This will be updated following the completion and approval of the detailed design. TransKarachi will be responsible for updating and implementing the resettlement plan, on behalf of SMTA, with support from the consultant team for resettlement under the PDA loan.
Indigenous Peoples	The project will not affect any indigenous communities and, accordingly, no indigenous peoples planning documents are required.

Stakeholder Communication, Participation, and Consultation

During Project Design	UNDP will participate to the project design, mainly through stakeholder engagement process and inclusive infrastructure design (i.e. technical design including inputs from future users), including awareness campaigns. Under ADB Cluster TA and PPTA, a bus industry transition process will be initiated through negotiations with existing private bus operators, to include them at early stages in the BRT operational design.
During Project Implementation	The bus industry transition process, initiated during project design, will continue with the objective that current bus operators will become the operators of the new BRT system. For operators not participating to future BRT operations, a fleet scrapping and compensation mechanism will be set up and financed under the loan.

Business Opportunities

Consulting Services	All consultants will be selected in accordance with ADB's Guidelines on the Use of Consultants by Asian Development Bank and Its Borrowers (2013, as amended from time to time). A total of 2,602 person-months will be required.
Procurement	Advance contracting and retroactive financing will be considered for consulting services and civil work packages, and if approved by ADB, undertaken in conformity with ADB's Procurement Guidelines (2013, as amended from time to time) and ADB's Guidelines on the Use of Consultants (2013, as amended from time to time).

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	<i>Sindh Mass Transit Authority (SMTA) 201 2nd Floor, The Doctors Plaza (near 2 Talwar), Plot No.G-7, Block-9, KDA Scheme 5 Kehkashan Clifton, Karachi, Pakistan Transport and Mass Transit Department, Government of Sindh 2F Tughlag House, Siddh Secretariat Building #2 Karachi Pakistan</i>

Timetable

Concept Clearance	06 Dec 2013
Fact Finding	06 May 2018 to 21 May 2018
MRM	25 Jun 2018
Approval	-
Last Review Mission	-
Last PDS Update	27 Sep 2018

Project Page	https://www.adb.org/projects/47279-002/main
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