ADB ASIAN DEVELOPMENT BANK

Pakistan: Karachi Bus Rapid Transit Project Project Design Advance (prev name Karachi Mass Transit Project Design Advance)

Project Name	Karachi Bus Rapid Transit Project Project Design Advance (prev name Karachi Mass Transit Project Design Advance)
Project Number	47279-003
Country	Pakistan
Project Status	Active
Project Type / Modality of Assistance	Loan
Source of Funding / Amount	**Loan 6008-PAK: Karachi Bus Rapid Transit Project Project Design Advance (prev name Karachi Mass Transit Project Design Advance)** Ordinary capital resources — US$ 9.70 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
Gender Equity and Mainstreaming	Some gender elements
Description	The project will contribute to developing a sustainable urban transport system in Karachi 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 integration of land-use and transport planning (transit-oriented development), making the city more pleasant to live in, providing a holistic solution for integrated urban mobility, and bearing a demonstration value as no modern mass transit system exists in Karachi yet.
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 grew annually by 4.2% since 1998, and is projected to grow from 18.9 million in 2010 to 27.6 million in 2020 and 31.6 million in 2030. One of the most densely populated cities in the world, Karachi is consistently ranked as one of the world's most unlivable cities.1 Severe traffic congestion and induced air and noise pollution play a major role in these poor rankings. With limited infrastructure and low level of public services, the city''s urban transport system fails to provide mobility for all people. Car and motorcycle ownership (49.7 and 47.4 per 1000 inhabitants in 2010) is still low but increasing fast with a growing middle class. From 1988 to 2010, the number of registered cars in Karachi more than tripled, reaching 940,000, while the number of motorcycles quadrupled, reaching 900,000. Maintaining the same growth rate, there could be up to 2.1 million cars and 2.7 million motorcycles in 2025. With other factors such as weak traffic management to organize many competing modes, lack of transport demand management and inefficient public transport, this rapid motorization exacerbates congestion and leads to increased pollution. Karachi's UTS in 2012 is characterized by low mobility, long commuter trip times, and the following modal share: (i) 21.6% of all trips are made by private modes [motorcycles:10.9%; cars: 10.7%]; (ii) 22.2% by public transport [buses]; (iii) 10.4% by paratransit modes; and (iv) 45.8% are still non-motorized, made on foot or bicycles. Private modes represent 84% of all vehicles plying on Karachi's street but transport only 40% of total passengers, while buses represent only 4.5% of all vehicles but transport 42% of total passengers. Approximately 10,000 large and mini buses, shared between a multitude of semi-public and private operators, run through the city. The level of service is nonetheless deficient: 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. Traffic-based collisions are increasing, affecting pedestrians, mostly the poorest and women.
Impact	A sustainable urban transport system is developed in Karachi

Project Outcome

Description of Outcome	Quality of public transport is improved along selected corridor
Progress Toward Outcome	
Implementation Progress	
Description of Project Outputs	Karachi's first BRT corridor is constructed Project management is effective, leading to sustainable BRT operations
Status of Implementation Progress (Outputs, Activities, and Issues)	
Geographical Location	

Safeguard Categories

Environment	C
Involuntary Resettlement	C
Indigenous Peoples	C

Summary of Environmental and Social Aspects

Environmental Aspects	Based on the preliminary information, the project under discussion is expected to be environment category B as specified by ADB's safeguards policy statement 2009 (SPS). As a result, the project will require a separate initial environmental examination (IEE) report which would cover the development and operation phases of the project.
Involuntary Resettlement	The land acquisition requirement can only be determined once the BRT corridor has been selected and the preliminary engineering design has been completed. If land acquisition and resettlement is required, a resettlement plan will be prepared in accordance with national law and ADB SPS. If land acquisition is not required, the consultants will prepare a due diligence report confirming the land is free of encumbrances and not occupied by informal dwellers. Consultations will be undertaken with the Karachi city planning department to understand the project scope within the red line and possible impacts.
Indigenous Peoples	No impact on indigenous peoples is expected
Stakeholder Communication, Participation, and Consultation	
During Project Design	Workshops, meetings, focus group discussions with NGOs, structured interviews with stakeholders and specific consultations will be held for persons who may be affected by the Project.
During Project Implementation	The main stakeholders are: (i) Transport and Mass-Transit Department of the provincial government of Sindh (Executing Agency); (ii) Mass-Transit cell (Implementing Agency)

Business Opportunities

Consulting Services	An estimated 600 person-months (252 international, 348 national) of consulting services are required to (i) undertake all project preparatory work; (ii) facilitate PDA project management and implementation; and (iii) strengthen the institutional and operational capacity of the executing agency. Consulting firms will be engaged using the quality- and cost-based selection (QCBS) method with a standard quality: cost ratio of 90:10.
Procurement	A._Advance Contracting 20._All advance contracting will be undertaken in conformity with ADB's Procurement Guidelines (2015, as amended from time to time) and ADB's Guidelines on the Use of Consultants (2013, as amended from time to time). The issuance of invitations to bid under advance contracting will be subject to ADB approval. The Government of Sindh and its P&DD and TMTD have been advised that approval of advance contracting does not commit ADB to finance the PDA project. 21._Advance contracting for the PDA project will include the recruitment of all consultants to carry out project preparatory work. At the request and on behalf of the Government of Sindh, ADB accepted delegation and undertook the PDA consultants' selection process for EPCM, ODBM, and PMCCB packages, using output-based terms of references and the lump sum contracting method. ADB is also currently selecting individual consultants to staff the PIU on behalf of the government and using the individual consultant selection (ICS) method. B._Procurement of Goods and Consulting Services 22._All procurement of goods will be undertaken in accordance with ADB's Procurement Guidelines. However, no procurement of goods of significant value is expected under the proposed PDA. Only minor equipment is expected to be purchased under some of the consultants' contracts, using the shopping method of procurement.

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	*Planning & Development Department, Sindh* *PD.SCIP@GMAIL.COM* *Sindh Secretariat* *Karachi, Pakistan*

Timetable

Concept Clearance	11 Dec 2013
Fact Finding	14 Jul 2014 to 18 Jul 2014
MRM	-
Approval	29 Sep 2016
Last Review Mission	-
Last PDS Update	11 Oct 2016

Loan 6008-PAK

Milestones					
Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
29 Sep 2016	17 Nov 2016	17 Nov 2016	30 Oct 2018	-	-

Financing Plan		Loan Utilization			
	Total (Amount in US$ million)	Date	ADB	Others	Net Percentage
Project Cost	11.98	Cumulative Contract Awards			
ADB	9.70	29 Sep 2016	4.62	0.00	48%
Counterpart	2.28	Cumulative Disbursements			
Cofinancing	0.00	29 Sep 2016	0.00	0.00	0%

Project Page	https://www.adb.org/projects/47279-003/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=47279-003
Date Generated	06 July 2017