Early Warning System

WB-P166732

Karachi Urban Mobility Project

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Quick Facts

Countries	Pakistan
Financial Institutions	World Bank (WB)
Status	Active
Bank Risk Rating	B
Voting Date	2019-06-27
Borrower	Islamic Republic of Pakistan
Sectors	Transport
Investment Amount (USD)	$ 400.00 million
Project Cost (USD)	$ 500.00 million

Project Description

The development objective of the Karachi Mobility Project for Pakistan is to improve mobility, accessibility, and safety along selected corridors in Karachi. The project comprises of three components. The first component, urban road infrastructure - yellow corridor includes: (a) rehabilitating or reconstructing road infrastructure (including improving and shifting related utilities such as street lighting, sewer or water supply, drainage, oil pipeline), bridges and non-motorized transport facilities (such as motorcycle lanes, footpaths, and pedestrian crossing) along the yellow corridor and its direct and feeder service routes; (b) implementing environmental and social recommendations and mitigation measures before and during construction; and (c) carrying out detailed designs, construction supervision activities and third-party monitoring. The second component, the development and operationalization of a bus rapid transit (BRT) system - yellow corridor includes: (a) constructing and equipping bus rapid transit facilities (including segregated busways, interchange facilities, stations, terminal, and depots) along the yellow corridor; (b) providing working capital subsidy for the concession of the BRT operation for the yellow corridor; (c) implementing social management and impact mitigation measures including the labor redeployment for the affected existing bus operators such as drivers, conductors, and route managers; (d) implementing and monitoring the social management plan including its actions to mitigate gender based violence and actions to improve women’s mobility and economic participation options; (e) designing a transit-oriented development strategy for the yellow corridor; (f) providing public private partnership (PPP) transaction advisory services for BRT operation concession; and (g) carrying out a program of regular engagement with key stakeholders; and implementing a public relations and media strategy to generate support for and disseminate information on the BRT system. The third component, capacity building and technical assistance includes: (a) supporting project management and providing technical assistance for the implementation of social measures; (b) provision of technical assistance in traffic management and road safety; (c) supporting the regional transport authorities in automating the management and monitoring of bus route permits; and (d) carrying out capacity building activities to strengthen Sindh Mass Transit Authority (SMTA) and support the consolidation and improvement of the management of the urban transport sector in Karachi.

Investment Description

- World Bank (WB)

Contact Information

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*No contact information available at the time of disclosure.

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