



Project Summary Information

Date of Document Preparation: Nov 11, 2019

Project Name	Karachi Bus Rapid Transit Red Line Project
Document Code	PD000162-PSI-PAK
Country	Islamic Republic of Pakistan
Sector/Subsector	Transport/Urban Transport
Status	Financing approved on November 11, 2019
Project Description	The Project will improve the public transport system in Karachi through efficient and safe connectivity and reduced journey times, and provide high-quality, accessible and affordable mass transport. The planned activities under the proposed Project are (1) delivering (i) the 24.2-kilometer (km) Red Line main corridor, (ii) a 2.4-km section of the common corridor along with all BRT lines merged in the city center and (iii) off-corridor direct and feeder service routes connecting the corridor to communities; and (2) establishment of BRT operations, including procurement of compressed natural gas-hybrid fleet and systems.
Objective	The objective of the Project is to provide an efficient and sustainable public transport system in Karachi by delivering the city's Red Line Bus Rapid Transit (BRT) corridor.
Expected Results	(i) 320,000 passengers carried, as measured by the average daily ridership. (ii) Increased average bus commercial speeds on the BRT corridor to 25 Km/hr. (iii) Reduction in annual GHG emissions by using CNG-hybrid buses.
Environmental and Social Category	Category A.
Environmental and Social Information	<p>AIIB has agreed with ADB that: (a) ADB's Safeguard Policy Statement (SPS, 2009) and related procedures of ADB will apply to the Project and (b) AIIB will rely on ADB's determination as to whether compliance with those policies and procedures have been achieved under the Project. AIIB is satisfied that: (i) the SPS is consistent with AIIB's Articles of Agreement and materially consistent with the provisions of AIIB's Environmental and Social Policy (ESP); and (ii) the monitoring procedures that ADB has in place to ascertain compliance with its SPS are appropriate for the Project.</p> <p>Under ADB's Safeguard Policy, this Project has been classified as Category A for environment and involuntary resettlement. An Environmental Impact Assessment (EIA) accompanied by an Environmental Management Plan (EMP), a Resettlement Plan (RP) and a Gender Action Plan (GAP) have been developed for the 24.2-km main corridor, bus stations and two depots. A Supplementary EIA has been prepared for the 2.4-km common corridor; and an Initial Environmental Examination has been developed for the staging facility. A separate RP has been prepared for the 2.4-km common corridor and the staging facility.</p>

	Public consultations with various stakeholders were conducted from December 2017 to June 2019 and a Public Consultation Meeting was held in October 2018, for which the EIA report in English and the executive summary of the EIA report in both English and Urdu were disclosed for public comment. The executive summary of the RP was translated into Urdu in the form of a resettlement brochure and together with the RP in English were prominently displayed in the Project area accessible to stakeholders, particularly Project-affected people. Environmental and social documents have been disclosed on ADB's website https://www.adb.org/projects/47279-002/main																																																																																																																												
Cost and Financing Plan (USD million)	<table border="1"> <thead> <tr> <th rowspan="2">Item</th> <th rowspan="2">Cost</th> <th>AiIB</th> <th>ADB</th> <th>AFD</th> <th>GCF</th> <th>GoS</th> </tr> <tr> <th>Amount</th> <th>Amount</th> <th>Amount</th> <th>Amount</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td>A. Construction of Karachi Red Line BRT Corridor and Associated Facilities*</td> <td>279.69</td> <td>49.15</td> <td>128.40</td> <td>53.14</td> <td>7.13</td> <td>41.87</td> </tr> <tr> <td>Civil works</td> <td>275.66</td> <td>49.15</td> <td>128.40</td> <td>53.14</td> <td>7.13</td> <td>37.84</td> </tr> <tr> <td>Environmental and social mitigation</td> <td>4.03</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>4.03</td> </tr> <tr> <td>B. Establishment of BRT Operations*</td> <td>129.34</td> <td>11.95</td> <td>31.22</td> <td>12.92</td> <td>41.00</td> <td>32.23</td> </tr> <tr> <td rowspan="4">Equipment</td> <td>a. Rolling Stock</td> <td>78.33</td> <td>7.08</td> <td>18.51</td> <td>7.66</td> <td>27.00</td> <td>18.08</td> </tr> <tr> <td>b. Feeder E-Vehicles</td> <td>5.26</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>3.80</td> <td>1.46</td> </tr> <tr> <td>c. Other Equipment (ITS, fare collection, etc.)</td> <td>31.63</td> <td>4.87</td> <td>12.72</td> <td>5.26</td> <td>0.00</td> <td>8.78</td> </tr> <tr> <td>d. Biogas Plant for Waste-to-Fuel</td> <td>14.12</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> <td>10.20</td> <td>3.92</td> </tr> <tr> <td>Bus Industry Transition Program</td> <td>13.38</td> <td>0.00</td> <td>13.38</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> </tr> <tr> <td>Consultants</td> <td>23.69</td> <td>0.00</td> <td>21.21</td> <td>0.00</td> <td>0.87</td> <td>1.61</td> </tr> <tr> <td>Operating Costs - TransKarachi</td> <td>7.98</td> <td>0.00</td> <td>7.98</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> </tr> <tr> <td>Subtotal</td> <td>454.08</td> <td>61.10</td> <td>202.19</td> <td>66.06</td> <td>48.97</td> <td>75.71</td> </tr> <tr> <td>Contingencies**</td> <td>28.69</td> <td>5.31</td> <td>17.66</td> <td>5.74</td> <td>0.00</td> <td>0.00</td> </tr> <tr> <td>Financial Charges During Implementation***</td> <td>20.56</td> <td>5.40</td> <td>15.15</td> <td>0.00</td> <td>0.00</td> <td>0.00</td> </tr> <tr> <td>Total Costs</td> <td>503.33</td> <td>71.81</td> <td>235.00</td> <td>71.81</td> <td>49.00</td> <td>75.71</td> </tr> </tbody> </table>							Item	Cost	AiIB	ADB	AFD	GCF	GoS	Amount	Amount	Amount	Amount	Amount	A. Construction of Karachi Red Line BRT Corridor and Associated Facilities*	279.69	49.15	128.40	53.14	7.13	41.87	Civil works	275.66	49.15	128.40	53.14	7.13	37.84	Environmental and social mitigation	4.03	0.00	0.00	0.00	0.00	4.03	B. Establishment of BRT Operations*	129.34	11.95	31.22	12.92	41.00	32.23	Equipment	a. Rolling Stock	78.33	7.08	18.51	7.66	27.00	18.08	b. Feeder E-Vehicles	5.26	0.00	0.00	0.00	3.80	1.46	c. Other Equipment (ITS, fare collection, etc.)	31.63	4.87	12.72	5.26	0.00	8.78	d. Biogas Plant for Waste-to-Fuel	14.12	0.00	0.00	0.00	10.20	3.92	Bus Industry Transition Program	13.38	0.00	13.38	0.00	0.00	0.00	Consultants	23.69	0.00	21.21	0.00	0.87	1.61	Operating Costs - TransKarachi	7.98	0.00	7.98	0.00	0.00	0.00	Subtotal	454.08	61.10	202.19	66.06	48.97	75.71	Contingencies**	28.69	5.31	17.66	5.74	0.00	0.00	Financial Charges During Implementation***	20.56	5.40	15.15	0.00	0.00	0.00	Total Costs	503.33	71.81	235.00	71.81	49.00	75.71
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Implementation Organization	Government of Sindh (GoS), Sindh Mass Transit Authority (SMTA) and TransKarachi																																																																																																																												

Estimated date of loan closing	Jun. 30, 2024			
Contact Points:	AIIB	ADB	Borrower	Implementation Organization
Name	Soon-Sik Lee	Mr. David Margonsztern	Aslam Chaudhary	A. Rasheed Mughal
Title	Project Team Leader/Senior Investment Operations Specialist	Principal Urban Development Specialist (Transport)	Joint Secretary-China & AIIB Economic Affairs Division Government of Pakistan	Project Director Transport & Mass Transit Department, PIU
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Date of Concept Decision	August 17, 2018			
Date of Appraisal Decision	October 16, 2018			
Date of Financing Approval	November 11, 2019			

Independent Accountability Mechanism	<p>Pursuant to AIIB's agreement with ADB, AIIB will rely on ADB's independent accountability mechanism, the Accountability Mechanism, to handle complaints relating to environmental and social issues that may arise under the Project. Consequently, in accordance with AIIB's Policy on the Project-affected People's Mechanism (PPM), submissions to the PPM under the Project will not be eligible for consideration by the PPM.</p> <p>For information on how to submit complaints to ADB's Accountability Mechanism, please visit: https://www.adb.org/site/accountability-mechanism/main</p>
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