

Workshop on enabling Inclusive Cities

ADB – 29 October 2013



PAKISTAN: Karachi Mass-Transit Project (KMTP)



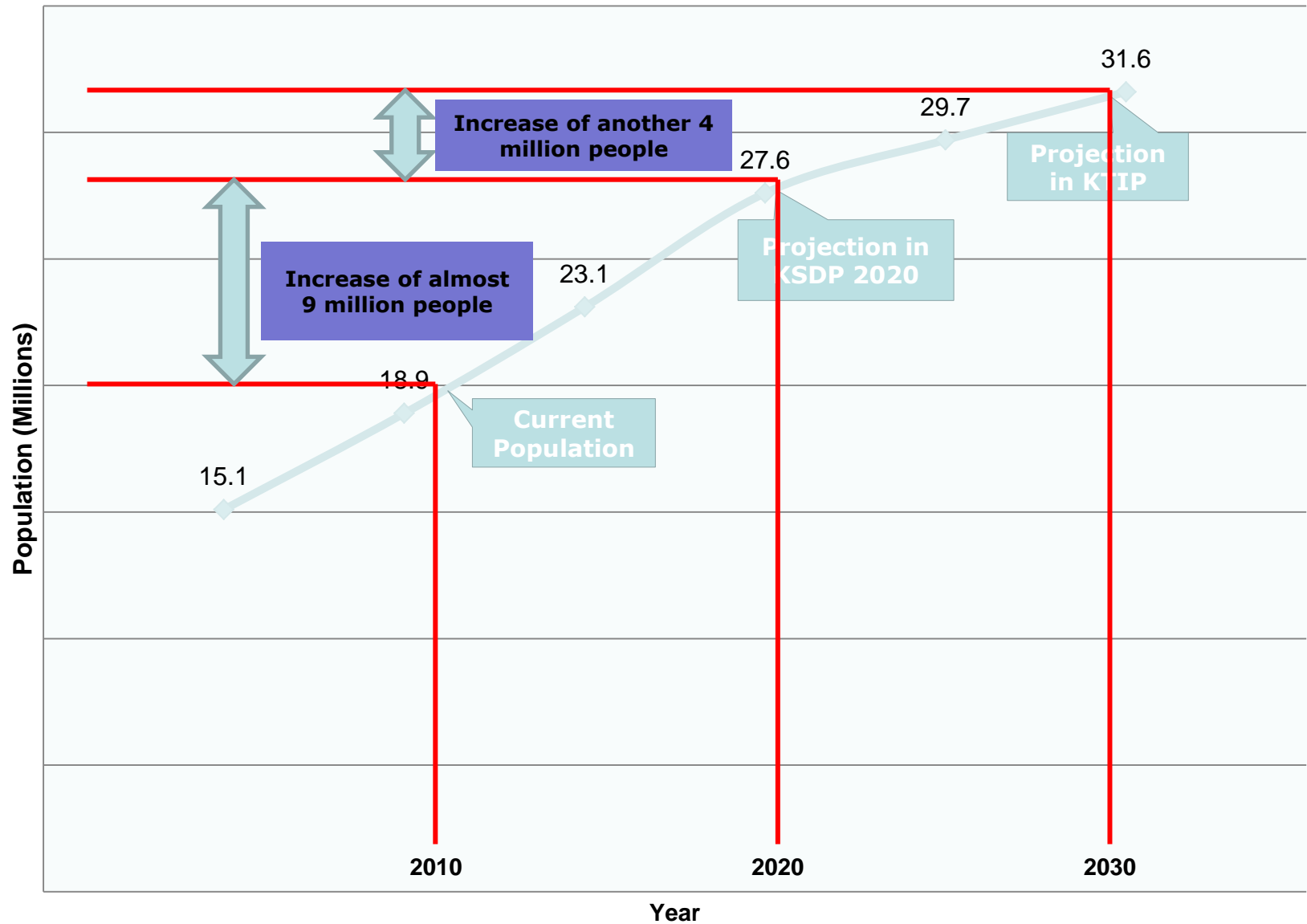
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Agenda

1. Karachi - Context
2. Rapid Project Description
3. Urban Transport and Inclusiveness:
Different scales of Intervention

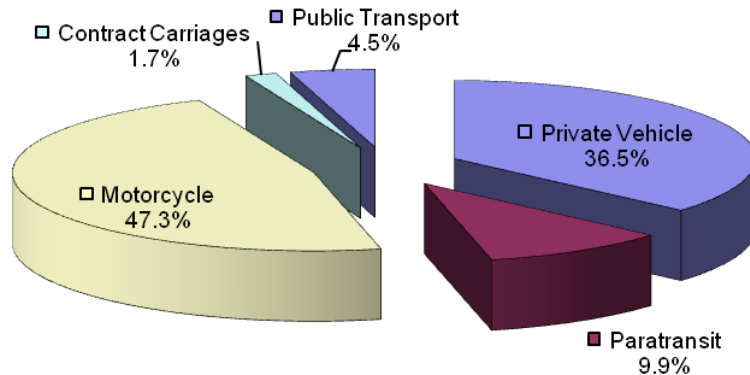
Karachi - Context

Karachi: Population Projections

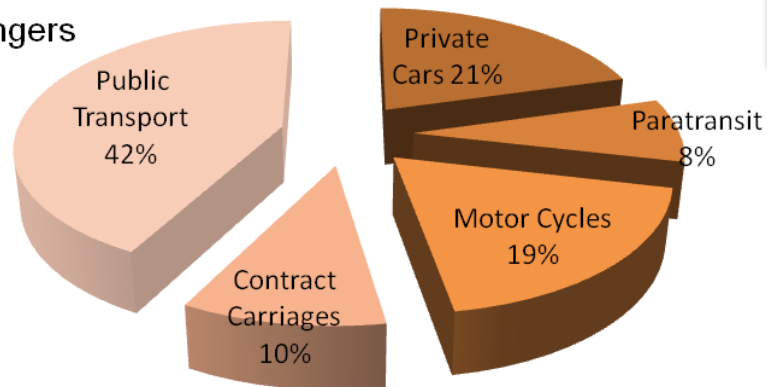


Karachi: Situation of Public Transport

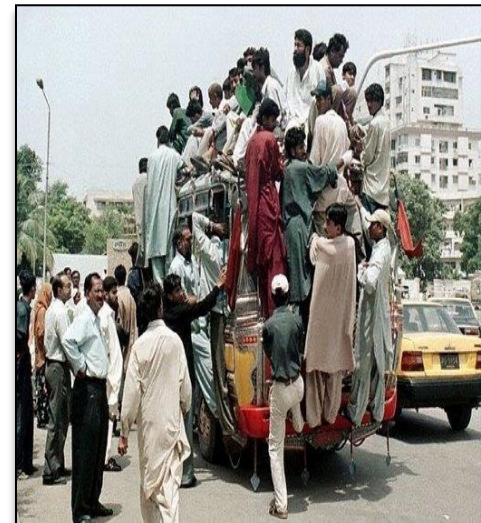
Modal Distribution of Vehicles



Modal Distribution of Passengers



- **42% of total persons traveling in the city are transported by Public Transport vehicles representing only 4.5% of total vehicles plying on the city's road network.**
- **Private cars represent 36.5% of the total vehicular traffic, and carry only 21% of persons, showing lesser average vehicle occupancy.**
- **Conclusion: Major deficiency of Public Transport availability on all major routes in the city.**



Project Description

1. Project Objective

- Urban sprawl, road congestion, air pollution, noise, high traffic accidents, unenforced parking
- Unregulated PT services provided by private sector, low financial sustainability
- Inappropriate transport organization, lack of planning, no intermodal integration

1

Limiting increasing congestion and pollution
Promoting PT and NMT

2

Improving safety and accessibility

3

Complying with the recommendations of
Karachi Transportation Improvement Project

4

Organizing Urban growth

- Pilot Mass Transit System on one of Karachi's main corridor
- Complementary infrastructures (terminal, parking, feeder routes)
- Urban development strategy and framework along the corridor

Karachi Mass-Transit Project

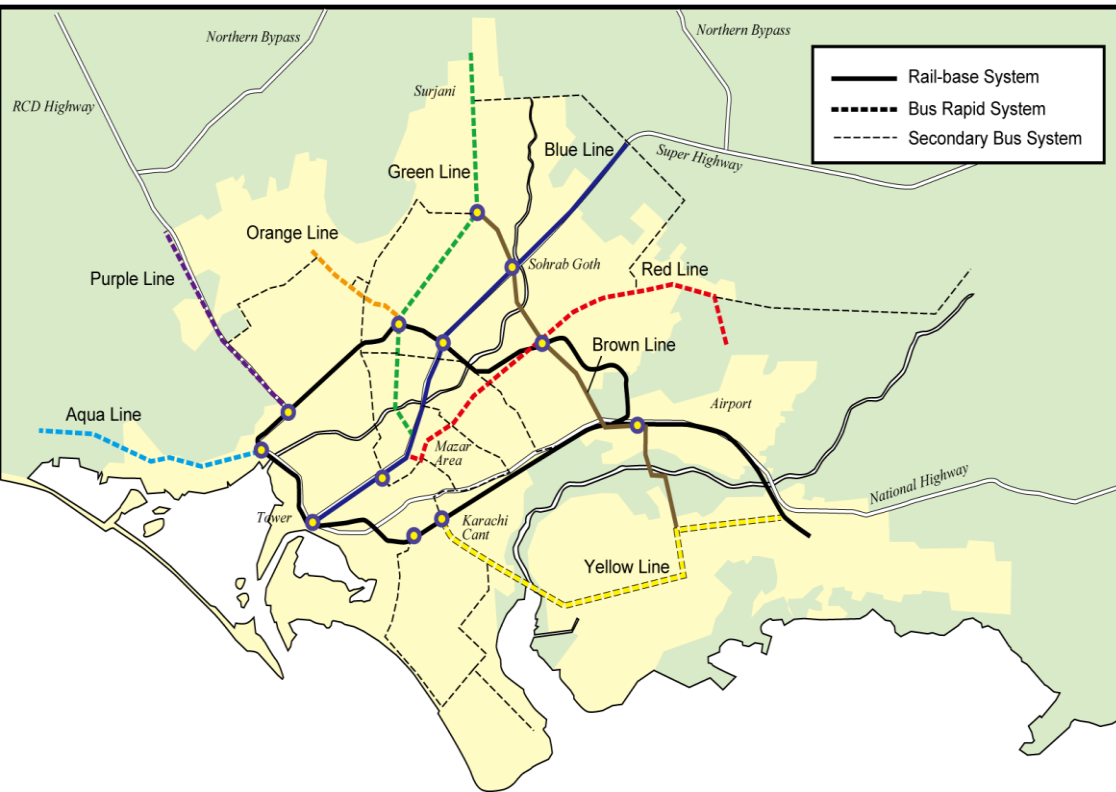
Vision / Outputs	Investment	Institutional and soft component
<p>1 One of the Karachi's main corridor is restructured</p>	<ul style="list-style-type: none"> • Construction of an approximately 20-km BRT route including: (i) 1 segregated lane p.d. + 1 passing lane at stations with concrete pavement; (ii) access to BRT stations with various options from at-grade to overpass or underpass; (iii) closed stations; and (vii) terminals and depots. • Sidewalks, two mixed-traffic lanes, and one NMT lane per direction along the BRT; • High-capacity drainage system along the corridor; and • Access roads improved for NMT. 	<ul style="list-style-type: none"> • public-private partnership (PPP) scheme developed to finance: (i) the BRT terminal as part of an intermodal hub; (ii) parking along the corridor; and (iii) intercity bus terminals
<p>2. Effective Project Management and sustainable BRT operations</p>	<ul style="list-style-type: none"> • Low-emission buses leased to selected private bus operating companies; • Intelligent transport systems (ITSs) installed for the BRT, including the fare collection system; 	<ul style="list-style-type: none"> • establishing a Public Company / SPV to support project management and monitor future BRT operations with the private sector; • designing BRT operational plan and business model • conducting negotiations and facilitating consolidation of existing bus industry to operate the BRT; • building capacity of the SPV and selected private bus operators; • setting up fleet scrapping and compensation mechanism for non-participating operators; • training bus drivers and testing the BRT system prior to the operational start; and • conducting media and community awareness campaigns
<p>3. Improved urban quality of the corridor</p>	<ul style="list-style-type: none"> • Energy-efficient streetlights installed along the corridor; • Equipment procured for the traffic police to improve traffic management, including BRT-priority traffic lights, closed-circuit television cameras at main junctions, and mobile vehicle emission-testing devices 	<ul style="list-style-type: none"> • TA on transit-oriented development and improved traffic management

Urban Transport and Inclusiveness: Different scales of Intervention

1. Master Plan

Karachi Transport Improvement Plan 2030

- Karachi Circular Railway
- 2 MRT lines
- 6 BRT corridors



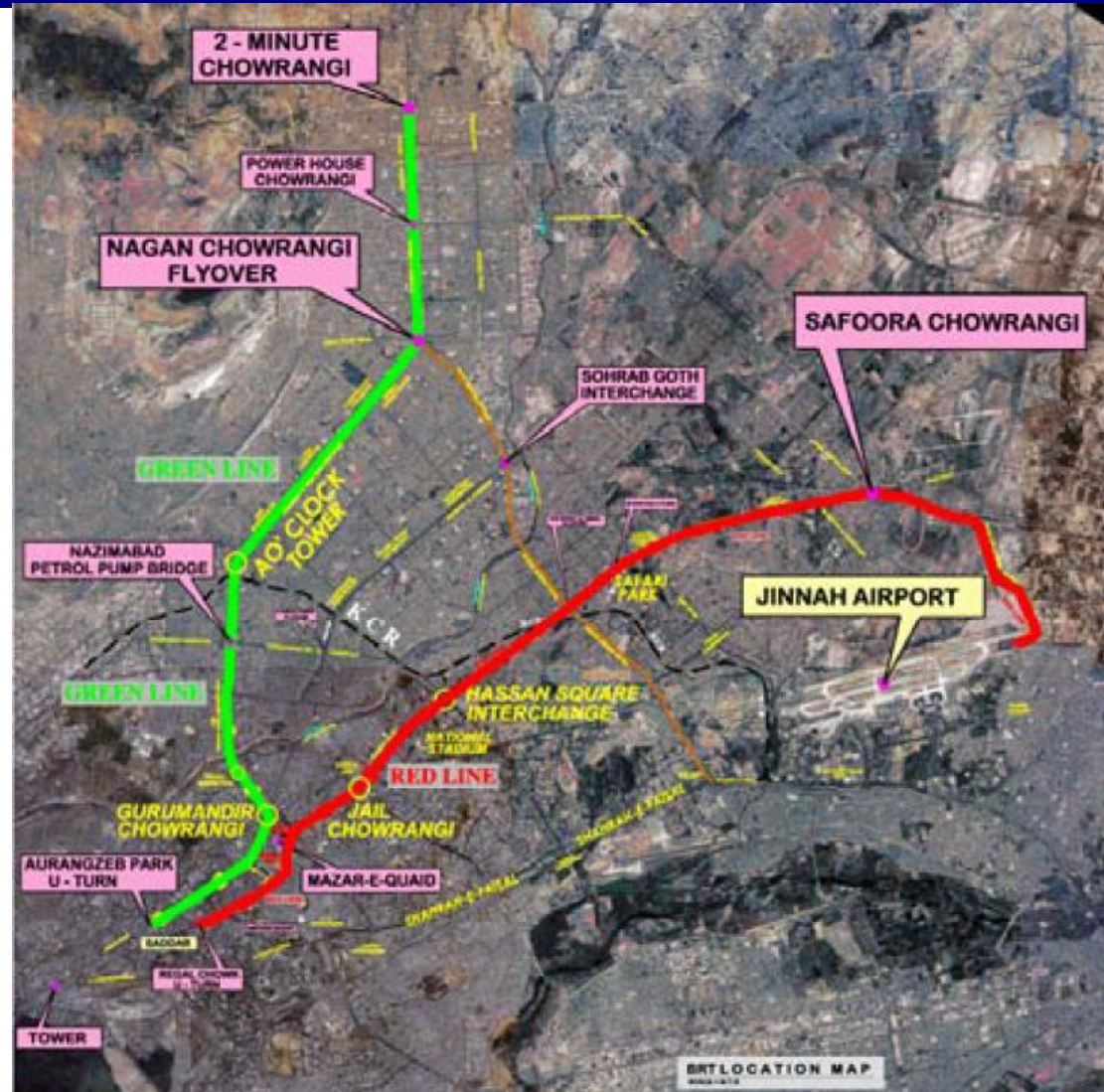
3 potential priority corridors are to be assessed through a multi-criteria analysis based on 5 criteria:

- Operational capacity = operational cost savings + congestion reduction + intermodality
- Ease of implementation = physical constraints + construction time + implementation cost
- Urban and environmental impact = city long-term vision + level of resettlement + environmental issues
- Social benefits = **pro-poor and gender benefits** + demand captation + time savings
- Stakeholders support = Political support + private operators potential contestation + social and media acceptability

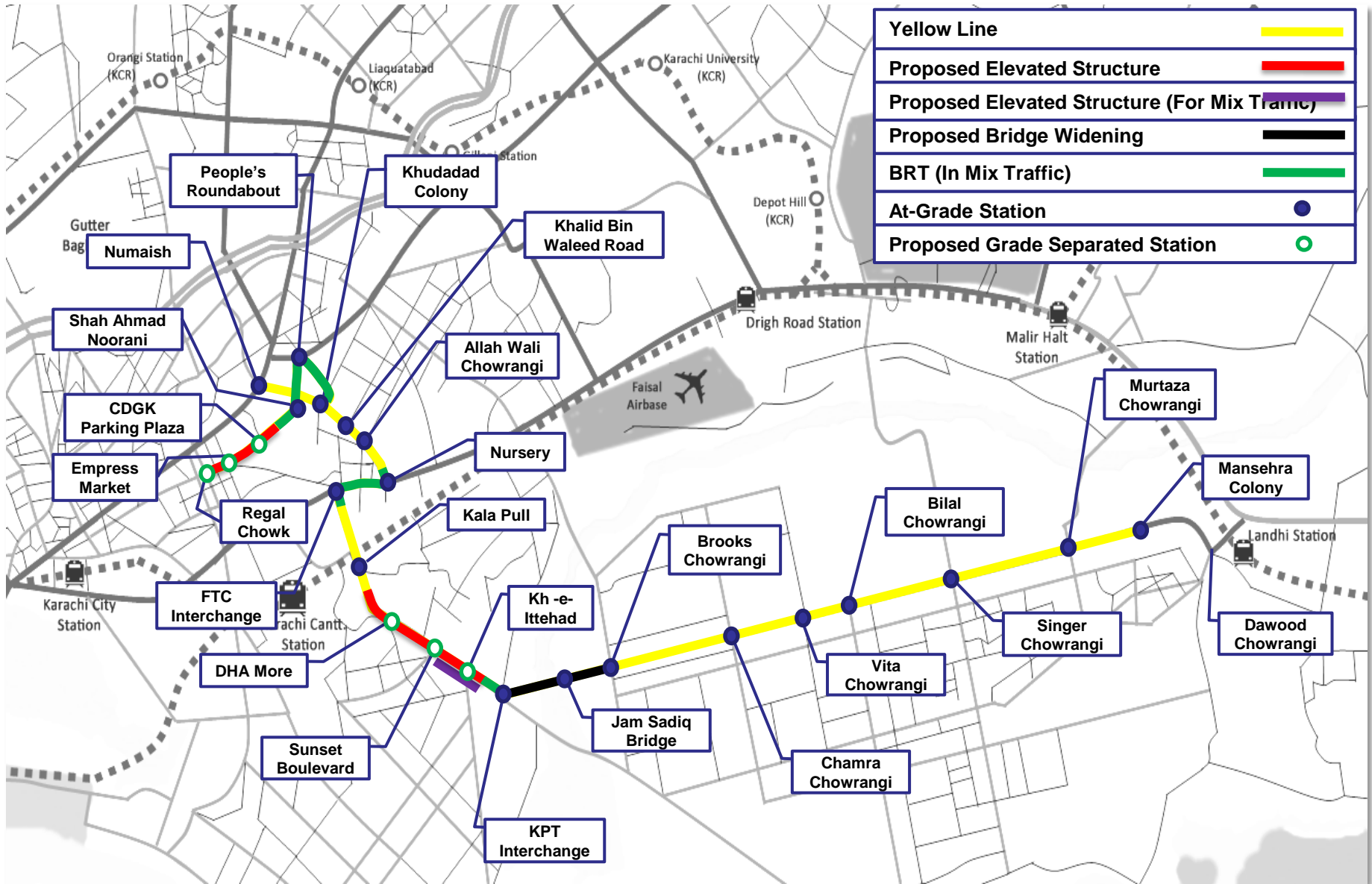
2. Project Location – Green & Red Lines (KMTP)

Which corridor for which population?

- Population “captive” of public transport are the poorest.
- Commuting through public transport is essential for poor workers.
- Improving transport conditions for the poorest will improve quality of life, productivity and economic growth.
- But: the public transport system’s efficiency and quality must be sufficient to also attract private car owners and start modal shift.



2. Project Location – Yellow Line

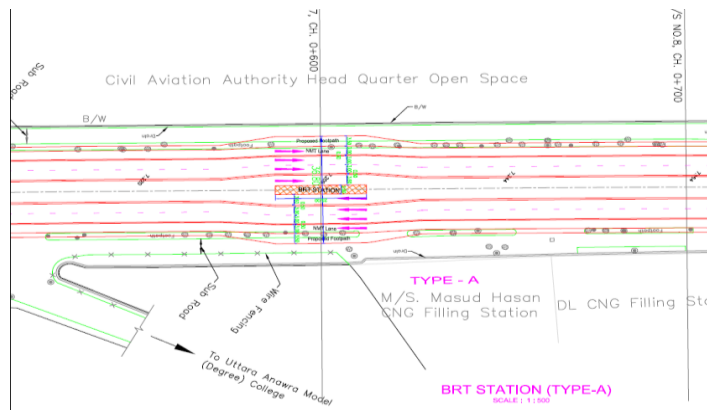


3. Project Design

Engineering Design:

Universal accessibility and safety features, such as:

- **Inclusive design**
- Lighting and security systems (CCTV cameras) in stations and access to stations
- Toilets in stations
- Access ramps and at-level boarding
- Automatic doors
- Signage and awareness / education campaigns within stations and buses (ITS and Passenger Information System)

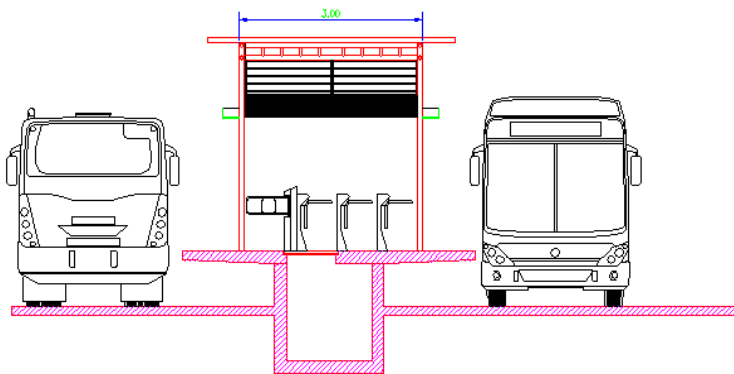


Operational Design:

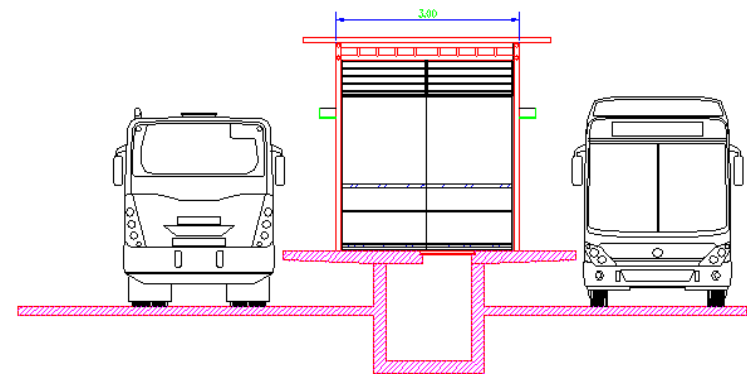
- Large public consultation to determine fares, service hours, routes, quality of services
- Cross-subsidy policies in favor of target groups to favor affordability and usage by the target groups. Potentially financed by employers (factories)
- Reserved cars / buses for women, vs. Car / Bus officer to protect women's right and comfort (reserved seats) ?
- Ensure displaced street vendors / hawkers have reserved commercial space in vendors area in underpasses and stations
- Separate queuing system for male and female passengers in stations
- Priority boarding for pregnant women
- Training of operation staff with emphasis on gender and social aspects
- Ensure a certain %age of jobs in BRT operations (SPO, operators, etc.) are reserved for women

4. Project Management

- Awareness campaigns targeting issues faced by women, children, elderly and disabled, such as road safety, driving behavior, outdoor air pollution, etc.
- Ensure the incorporation of gender and social aspects in the collection of sex-disaggregated information and data for effective monitoring of social- and gender-related targets and indicators.
- Ensure consultation of women (target: 33% participation), poor and disabled PT users in the public perception of urban transport services survey.
- Equal employment opportunity given to poor women and men in construction works; and equal wages distributed to women and men for work of equal value.
- Employment opportunities for women sought (incl. for drivers and are encouraged to apply).
- Women, children, elderly and disabled friendly design specifications included in bid documents
- PMU and PIUs have gender focal points and include women staff



CROSS SECTION A



CROSS SECTION B

Thank you

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