Pakistan: Enabling Economic Corridors through Sustainable Transport Sector Development

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Enabling Economic Corridors through Sustainable Transport Sector Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Number</td>
<td>49063-001</td>
</tr>
<tr>
<td>Country</td>
<td>Pakistan</td>
</tr>
<tr>
<td>Project Status</td>
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<tr>
<td>Project Type / Modality of Assistance</td>
<td>Technical Assistance</td>
</tr>
<tr>
<td>Source of Funding / Amount</td>
<td>TA 8990-PAK: Enabling Economic Corridors through Sustainable Transport Sector Development</td>
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</tbody>
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| Description | The TA is in line with the Country Partnership Strategy for Pakistan 2015-2019, which in turn is aligned with the Government of Pakistan’s national strategy (Pakistan Vision 2025). One of seven pillars of the national strategy is modernization of transport infrastructure and greater regional connectivity, which this TA directly supports. ADB has provided extensive support to Pakistan’s transport sector which has in recent years focused on the upgrading of national highways and construction of new motorways. This is set to continue, with projects in the pipeline to support the construction of National Highways M-4, and further development of CAREC Corridors through a Multitranche Financing Facility (MFF). In addition, projects are now being prepared to develop provincial roads in Sindh province, and to improve infrastructure at key border crossing points with neighboring countries. The TA complements these efforts by enhancing the Government’s capacity to manage the transport sector effectively, facilitate transport movement with neighboring countries, maintain road assets properly, and ensure safety on the roads being rehabilitated or reconstructed. The TA strongly supports the implementation of the Central Asia Regional Economic Cooperation (CAREC) Transport and Trade Facilitation Strategy 2020, which places emphasis on the completion of six strategic multimodal corridors (two of which pass through Pakistan), and the shift of emphasis toward sustainability and quality of service of these corridors, addressed inter alia through (i) better maintenance of transport assets, (ii) road safety, (iii) transport and trade facilitation, and (iv) a multimodal approach to transport corridor development. These areas are directly supported through this TA. |
| Strategic Agendas | Environmentally sustainable growth |
| Drivers of Change | Governance and capacity development |
| Sector / Subsector | Transport - Transport policies and institutional development |
| Gender Equity and Mainstreaming | Some gender elements |
| Impact | The impact of this technical assistance (TA) is a coordinated, efficient, safe, and sustainable transport system in Pakistan, in support of realizing Pakistan’s Vision 2025 and the objectives of the Pakistan Economic Corridors Programme (Pakistan Vision 2025, 2014) |

<table>
<thead>
<tr>
<th>Project Outcome</th>
<th>Description of Outcome</th>
<th>Improved capacity of the Government of Pakistan to develop and manage its transport system in a coordinated, efficient, safe and sustainable manner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Progress Toward Outcome</td>
<td>In progress.</td>
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<table>
<thead>
<tr>
<th>Implementation Progress</th>
<th>Description of Project Outputs</th>
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</thead>
<tbody>
<tr>
<td>1. NTP transport policy and master plan developed</td>
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</tr>
<tr>
<td>2. Multimodal transport facilitated within Pakistan and with its neighboring countries</td>
<td>2. Multimodal transport facilitated within Pakistan and with its neighboring countries</td>
</tr>
<tr>
<td>3. National road safety program implemented</td>
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</tr>
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</table>
The GoP will provide members to a steering committee of this TA, convened by Minister for Planning, Development and Reform, and to be represented by Ministries of Communications, Finance, Railways, Maritime Affairs, Cabinet Secretariat, Industry, Commerce and Climate Change at high level. Non-governmental organizations, including research agencies, universities and private transport associations, will also be expected to take part in the implementation of the TA. Their roles may include, but not be limited to (i) providing data on transport/trade, (ii) assessment of key transport agreements (e.g. TIR, CMR and ADR conventions) is ongoing. On road safety, a working group for TA implementation (facilitated by Ministry of Communications, and participated by National Highway Authority, National Highways and Motorways Police and National Transport Research Centre) was launched in October 2016, and is meeting fortnightly to advance discussions on institutional and technical issues. TA activities are aligned and guided by the work of the steering committee for Government of Pakistan's National Road Safety Framework and Action Plan. An updated Road Safety Strategy and Action Plan has been prepared, and has been approved in principle by the Steering Committee in April 2018. A comprehensive awareness raising campaign is underway. Road safety data is being improved. Training on road safety audit and data collection has been completed. On road asset management, work is now being implemented under the wider umbrella of NHA's internal reforms, including the creation of a new business plan which will place more attention to asset management. Work to improve the capacity of provincial road authorities on asset management also being articulated and initiated. A training session on performance-based contracts was delivered in March 2017.

| Status of Implementation Progress (Outputs, Activities, and Issues) | Following contracting of two main consultancy firms at the end of August 2016, progress on all components of the TA have been made, allowing the TA to remain largely on schedule. On National Transport Policy, the TA has helped the government prepare a full draft, through a consultative process involving all relevant federal and provincial authorities. The Policy was duly approved by the Cabinet on 29 May 2018. The TA is now supporting steps for the proper implementation of the Policy. On multimodal transport facilitation, a scoping study has been completed, on the basis on which training required for implementation of key transport agreements (e.g. TIR, CMR and ADR conventions) is ongoing. On road safety, a working group for TA implementation (facilitated by Ministry of Communications, and participated by National Highway Authority, National Highways and Motorways Police and National Transport Research Centre) was launched in October 2016, and is meeting fortnightly to advance discussions on institutional and technical issues. TA activities are aligned and guided by the work of the steering committee for Government of Pakistan's National Road Safety Framework and Action Plan. An updated Road Safety Strategy and Action Plan has been prepared, and has been approved in principle by the Steering Committee in April 2018. A comprehensive awareness raising campaign is underway. Road safety data is being improved. Training on road safety audit and data collection has been completed. On road asset management, work is now being implemented under the wider umbrella of NHA's internal reforms, including the creation of a new business plan which will place more attention to asset management. Work to improve the capacity of provincial road authorities on asset management also being articulated and initiated. A training session on performance-based contracts was delivered in March 2017. |
| Geographical Location | Nation-wide |
| Summary of Environmental and Social Aspects | During Project Design | The following government entities have been consulted on the objective, scope and implementing arrangements of the TA, including the expected roles of each organization. Results of these consultations have thoroughly been taken into account in preparing the TA:  
  Ministry of Finance, Economic Affairs Division as key counterpart agency on all GoP-ADB matters and for discussions surrounding financing arrangements for e.g. road maintenance.  
  MoP as key counterpart agency on national transport policy and multimodal transport facilitation. It will also convene the TA steering committee, consisting of relevant ministries as outlined earlier. Furthermore, it will act as the primary liaison between the federal and provincial governments.  
  MoT, as key counterpart agency on matters concerning road safety and road asset management.  
  Ministry of Railways, who may provide input to the national transport policy and multimodal transport facilitation.  
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  Ministry of Railways, who may provide technical staff as counterparts to the TA team on road safety and road asset management.  
  NHA, who may provide technical staff as counterparts to the TA team on road safety and road asset management.  
  NHA, who may provide technical staff as counterparts to the TA team on road safety and road asset management.  
  NHC, who may provide technical staff as counterparts to the TA team on road safety.  
  NTRC, who may provide technical staff as counterparts to the TA team on national transport policy, road safety and road asset management.  
  The following development partners have also been consulted on the TA, to ensure that previous work conducted by the international development community is thoroughly captured as a basis of this TA, and that ADB may receive their support during the implementation of the TA:  
  DFID  
  Japan International Cooperation Agency (JICA)  
  United States Agency for International Development (USAID)  
  World Bank Group  
  Furthermore, the following stakeholders from nongovernment organizations and civil society, who may provide useful support in TA implementation and outreach of its outputs, have been consulted:  
  Aga Khan University  
  Citizens Trust Against Crime  
  National University of Sciences and Technology  
  During Project Implementation | The GoP will provide members to a steering committee of this TA, convened by Minister for Planning, Development and Reform, and to be represented by Ministries of Communications, Finance, Railways, Maritime Affairs, Cabinet Secretariat, Industry, Commerce and Climate Change at high level. Non-governmental organizations, including research agencies, universities and private transport associations, will also be expected to take part in the implementation of the TA. Their roles may include, but not be limited to (i) providing data on transport/trade, (ii) assessment of transport user needs, and (iii) dissemination and outreach of TA outputs. Involvement of such organizations will be upon the explicit clearance by the GoP:  
  NTRC, who may provide technical staff as counterparts to the TA team on national transport policy, road safety and road asset management.  
  NHC, who may provide technical staff as counterparts to the TA team on national transport policy, road safety and road asset management.  
  NHA, who may provide technical staff as counterparts to the TA team on road safety and road asset management.  
  MoT, as key counterpart agency on matters concerning road safety and road asset management.  
  Ministry of Planning, Development and Reform  
  Transport and Communications Division, CWRD  
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| Business Opportunities | Consulting Services | The TA will require the services of two international firms to carry out activities in support of the formulation of a national transport policy and its implementation, as well as the development and implementation of a national road safety program respectively. In addition, a group of firms will be mobilized through an indefinite delivery contract (IDC) to carry out (pre)feasibility studies of specific projects that may ensue from the national transport policy. Additional sector specialists and resource persons may be recruited on an individual basis based on need.  
  - National University of Sciences and Technology  
  - Citizens Trust Against Crime  
  - Aga Khan University  
  - DFID  
  - 日本國際合作機構 (JICA)  
  - 美國國際發展署 (USAID)  
  - 世界銀行小組  
  - National University of Sciences and Technology  
  - DFID  
  - 日本國際合作機構 (JICA)  
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  - 世界銀行小組  
  - National University of Sciences and Technology  
  - DFID |
| Procurement | Equipment and software for road safety and road asset management will be procured. |
| Responsible ADB Office | Ko Sakamoto |
| Responsible ADB Department | Central and West Asia Department |
| Responsible ADB Division | Transport and Communications Division, CWRD |
| Executing Agencies | Ministry of Communications  
  Muhammad Shaib Dogar, Director, Road & Transport  
  shaibdogar@gmail.com  
  islamabad, Pakistan  
  Ministry of Planning, Development and Reform  
  Malik Ahmad Khan, Member, Infrastructure and Regional Connectivity  
  mem_info@pc.gov.pk, malik.ahmadkhan@gmail.com  
  Infrastructure Wing, islamabad, Pakistan |
| Timetable |  
  Concept Clearance: 17 Sep 2015  
  Fact Finding: -  
  MRM: -  
  Approval: 17 Nov 2015  
  Last Review Mission: -  
  Last PDS Update: 19 Sep 2018 |
## TA 8990-PAK

### Milestones

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<tr>
<th>Approval</th>
<th>Signing Date</th>
<th>Effectivity Date</th>
<th>Closing</th>
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### Financing Plan/TA Utilization

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<th></th>
<th>ADB</th>
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### Cumulative Disbursements

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<th>Amount</th>
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<tr>
<td>15,406,266.00</td>
<td>17 Nov 2015</td>
<td>6,397,430.38</td>
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**Project Page**  
https://www.adb.org/projects/49063-001/main

**Request for Information**  
http://www.adb.org/forms/request-information-form?subject=49063-001

**Date Generated**  
18 January 2020

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