

PROJECT PROFILE

NAME OF THE PROJECT		Karachi Mega City Development Project	
		COST	Rs. in million
DONOR	Asian Development Bank TA Loan No. 2229 PAK-(SF)	600.000 (US\$ 10.00)	UTILIZATION UPTO-----JULY, 2008
			25.939
GoP/GoS		199.840	0.000
OTHER SOURCE		NIL	NIL
TOTAL		799.840	95.684
DATE OF LOAN APPROVAL			20-02-2006
DATE OF LOAN EFFECTIVENESS			14-09-2006
DATE OF LOAN CLOSING			30-06-2009 (R)
PROJECT TARGETS	COST (Rs.in million)	ACHIEVEMENT	
<ul style="list-style-type: none"> • Capacity Building Support • Project preparation facility support • Special Financing vehicle (SFV) • Consultancy • Establishment of PSU, LSU + Institutional Strengthening of CDGK. 	270.00	Will be started after first report of Organizational Development	
	185.00	17 Sub-projects are under preparation. Review of Master Plan completed.	
	27.00	- Dropped -.	
	31.00	Appointment of consultants for sub-projects is under process at different stages.	
	114.00	PSU and LSU have been established and they are fully functional. Recruitment of all the Officers and Officials have been completed	
<p>Status/Bottleneck/Issues:</p> <p>The ADB TA loan will be followed by an Investment Loan of US\$ 800 million (US\$ 710 million OCR + US\$ 90 million ADF) for Investment Program Management Support, Water Supply and Waste Water Management, Urban Transport, Katchi Abadies Improvement and Low income Housing. The PC-I of Investment Program is now required to be modified due to change in the scope of the program as per directive of the Chief Minister Sindh. As discussed with the ADB authorities at Manila, the Government of Sindh agreed to the investment program for Single Sector of Urban Transport Sector consisting following reforms in this sector:-</p> <ol style="list-style-type: none"> a) Government of Sindh will establish, fund and oversee the Sindh Mass Transit Authority (SMTA) as the sole authority for transport, and a regulatory body to oversee the sector. b) Government of Sindh will formulate a legislative basis for STMA, regulations to support efficient operation of the BRT, and program to strengthen compliance to existing regulations for this sector. c) Government of Sindh will formulate an integrated land use and transport plan, urban transport road map, provincial and city transport policy framework. d) Government of Sindh will pursue a policy of Public Private Partnership (PPP) through establishment of a PPP Cell; a PPP with the private sector for the BRT, and an exploration of options for PPP for the proposed LRT program. e) Closure of the non-performing TA Loan was made a pre-condition for Loan Negotiations for the above program. f) The ADB has sought confirmation from Sindh Government for the proposed partial cancellation of US\$ 8.9 million (approx) out of the TA loan. The Finance Department has therefore been requested vide our letter dated 03-09-2008 for sending us their confirmation to the proposed cancellation of the loan amount. 			