



Bus Rapid Transit System – Yellow Line

Project Brief

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**Transport and
Mass Transit
Department
(GoS)**



**PPP Unit
Finance
Department
(GoS)**

Transaction Advisors



Disclaimer

The Project Brief is provided to the recipient solely for use in preparing and submitting applications for Pre-Qualification of bidders to receive competitive bids for a Public Private Partnership (“PPP”) in response to the following separate Pre-Qualification documents;

1. Infrastructure Development

2. Bus Operation Services

3. Revenue Collection & ITS services

Prospective Bidders are welcome to participate in more than one category of the above three elements and can obtain/download the corresponding RFQs from www.pppunitsindh.gov.pk and www.pprasindh.gov.pk or from the contact details mentioned at the end of this Project Brief

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The Project Brief does not constitute a solicitation to invest, or otherwise participate, in the Project.



Contents

	Page
■ Project Detail	4
■ BRTS Yellow Line – Map	5
■ Salient features of the project	6
■ Project Implementation Plan	7
■ Project Structure	8
■ BRT Yellow Line concessions and objectives	9



Project Detail

Project Background

A detailed Karachi Urban Transportation Improvement Study (KTIP) has been completed by Japan International Cooperation Agency (JICA) led team with the intent to solve the transport problems of Karachi city. Based on a comprehensive study, the plan integrates Roads and Mass Transit related projects into Urban Transport Master Plan.

The captioned KTIP study conducted by JICA finalized 2 Mass Rapid Transit (MRT) and 6 BRTS lines besides revitalization of Karachi Circular Railway (KCR) on modern lines. The Mass Transit Cell (MTCCell), Transport and Mass Transit Department in association with Public Private Partnership (PPP) Unit, Government of Sindh (GoS) initiated the feasibility study and preliminary design of one of the six (6) BRT corridors, the “Yellow Line”, in February 2013. The feasibility was prepared with the assistance of the Transaction Advisers for Project i.e. KPMG Taseer Hadi & Co. (“KPMG”) as Lead Transaction and Financial Advisor, National Engineering Services Pakistan (Pvt.) Limited (“NESPAK”) as Technical Advisor and Mohsin Tayebaly & Co. (“MTC”) as Legal Advisor. The said feasibility study and related data shall be available to the Pre-Qualified Bidders.

BRTS – System Concept

BRT is a cost effective, high capacity and innovative public transit solution that can considerably improve urban mobility. BRT System is generally of a higher standard than a conventional bus system whereby buses are fully removed from other traffic, for example, running parallel to a congested arterial, while others are much less segregated. This provides for uninterrupted movement of the BRT bus to its destination and provides fast, reliable and easy means of transportation to the passengers.

BRT use buses on roadways or dedicated lanes to swiftly and efficiently transport passengers to their destinations, while offering the flexibility to meet transportation demand. BRT systems can easily be customized to community needs and incorporate state-of-the-art, low-cost technologies that result in more convenient passenger transportation and less congestion.

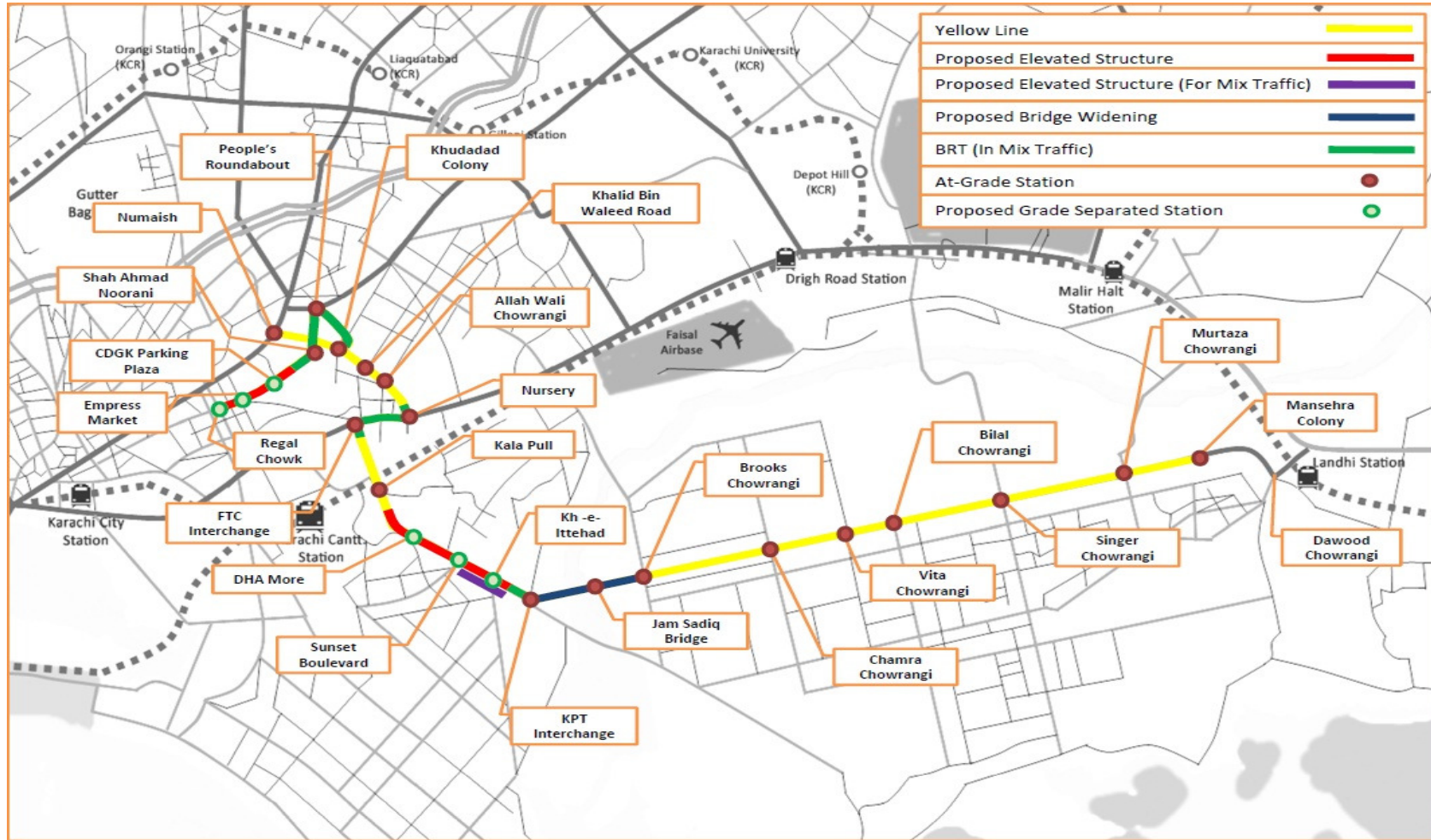
BRTS – Yellow Line Route / Location

The project start point is “Dawood Chowrangi” and the BRT service start point is Mansehra Colony. The BRT route from Mansehra Colony (BRT service start point) runs through FTC, Shahrah-e-Faisal, Shahrah-e-Quaideen up to Khudadad Chowrangi from where it takes Kashmir Road to People’s Roundabout and then to Regal Chowk through New M.A. Jinnah Road / Preedy Street. From Regal Chowk it turns back following the same route up to Shah Ahmad Noorani Chowrangi and ends at Numaish (Project end point) and back to Mansehra Colony through Shahrah-e-Quaideen, Shahrah-e-Faisal, Korangi Road and 8000 Road. Due to the narrow and congested road section between Dawood Chowrangi and Mansehra Colony, up gradation of this section of the road is part of the Infrastructure Development.



BRT Yellow Line – Proposed Route Map

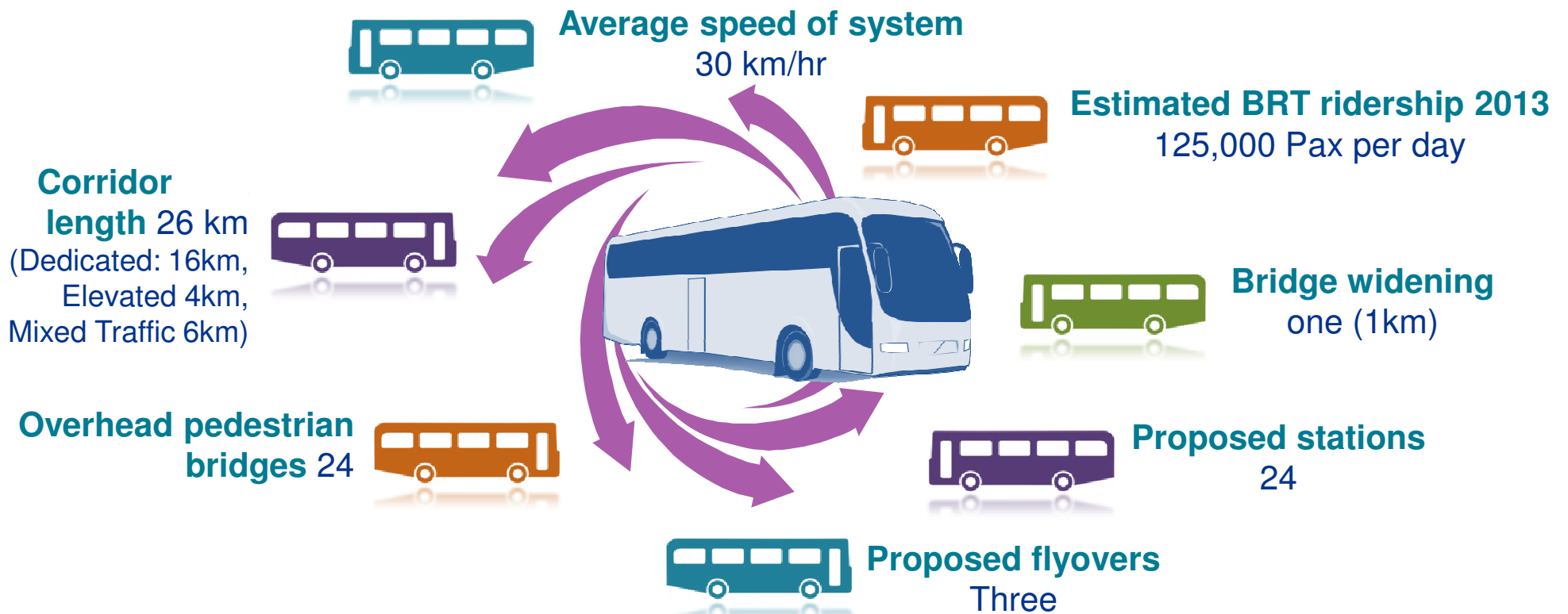
Study area corridor and major intersections within the project area



Salient features of the Project

Proposed Yellow Line Route

from Dawood Chowrangi & Regal Chowk via 8000 Road, Korangi Road and FTC



Project implementation plan

The project is being procured as three separate contracts for the three major components of the project;

Party A Infrastructure Development

Design, Build, Finance, Operate and Transfer the Infrastructure of the BRT Yellow Line under Public Private Partnership mode

Party B Bus Operation Services

Procure, Finance, Operate and Maintain Bus Operation Services of the BRT Yellow Line under Public Private Partnership mode

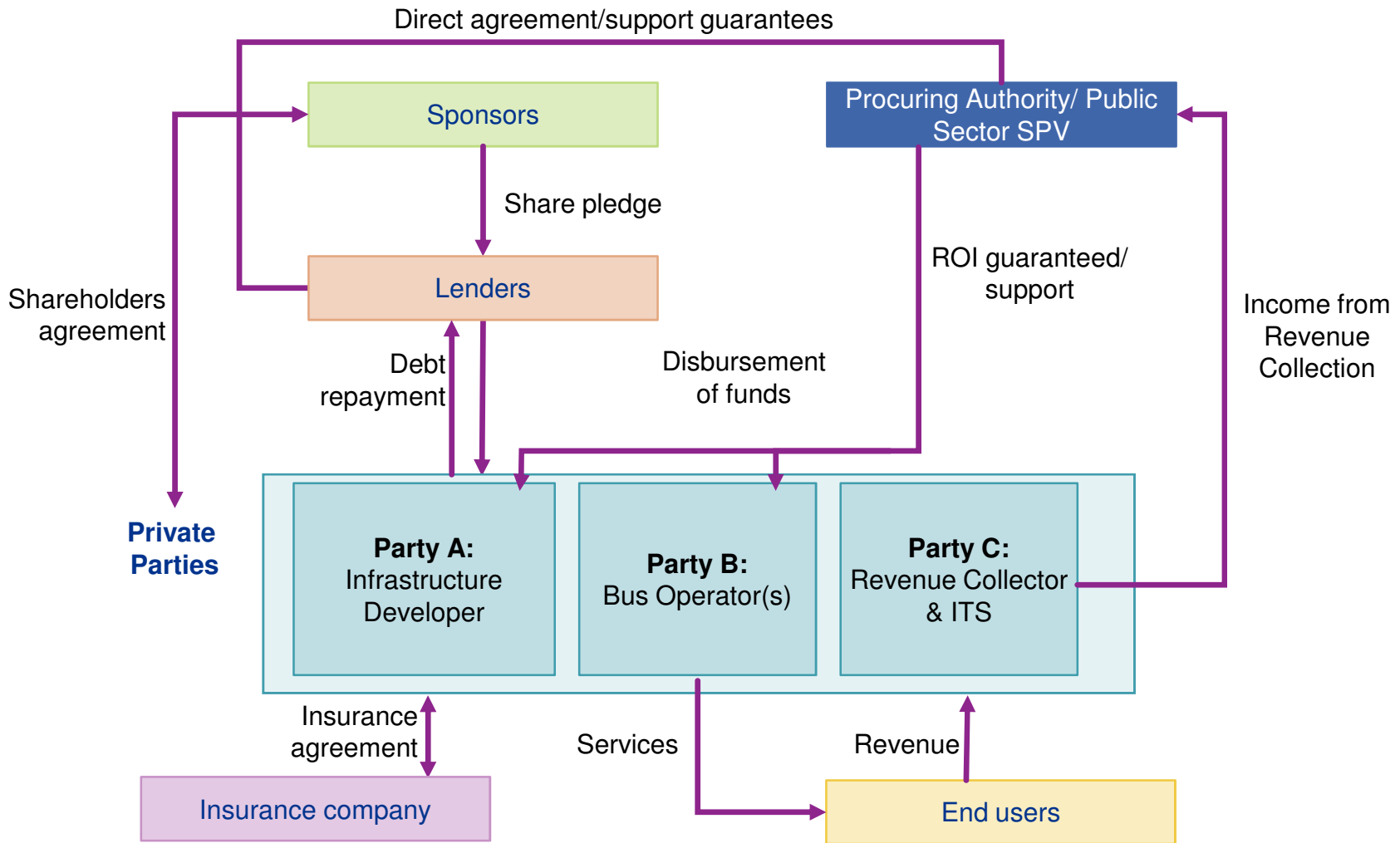
Party C Fare Collection & ITS Services

Revenue (Fare and Non-Fare) Collection Services
and
to Design, Build, Finance, Operate, Maintain and Transfer ITS Service of the BRT Yellow Line.

Prospective Bidders are welcome to participate in more than one category of the above three components



BRT Yellow Line – Proposed Project Structure



BRT Yellow Line – Concessions and Objectives

Project	<ul style="list-style-type: none"> ■ Bus Rapid Transit System – Yellow Line
Length	<ul style="list-style-type: none"> ■ 26 km (approx)
Concessions	<ul style="list-style-type: none"> ■ Three (3) concessions; <ol style="list-style-type: none"> 1. Infrastructure Development 2. Bus Operator(s) 3. Revenue Collection & ITS Services
Objectives	<ul style="list-style-type: none"> ■ To vastly improve the quality of public transport system in Karachi; ■ To provide reliable, high quality and fast BRT Bus Service; ■ To provide infrastructure that allows buses to ply in an efficient manner with exclusive right of way for a significant portion of their route length, including priority at intersections to minimize delays; and ■ Reduce travel time.
Advisors to GoS on the Project	<ul style="list-style-type: none"> ■ KPMG Taseer Hadi & Co. (Financial Advisor/Lead Advisor) (“KPMG”) ■ National Engineering Services Pakistan (Pvt.) Limited (Technical Advisor) (“NESPAK”) ■ Mohsin Tayebaly & Co. (Legal Advisor) (“MTC”)



BRT Yellow Line – Infrastructure Development

Concession Agreement	<ul style="list-style-type: none"> ■ Infrastructure Development
Envisaged Concession period	<ul style="list-style-type: none"> ■ 12.5 years (0.5 years for Financial Close, 2 years of design and construction followed by a 10 year maintenance period)
Scope	<p>The detailed scope of work to implement the project shall be provided at the RFP stage. However, briefly, firm(s) shall be expected to perform, among other things, the following tasks:</p> <ol style="list-style-type: none"> Carry out detailed design of the Project in consultation with MTCcell, Bus Operator(s) and Revenue Collector & ITS Carry out construction of the BRTS infrastructure and related facilities. Obtain all applicable permits and registrations for design and construction related activities. Maintain and repair the Project in conformity with applicable standards during the envisaged concession period and managing the long-term structural integrity of the BRTS infrastructure through good asset management practices. Hand over the Project to the Contracting Authority at the end of the Concession period.
Procurement approach	<ul style="list-style-type: none"> ■ Design, Build, Finance, Maintain and Transfer under Public Private Partnership mode.
Compensation	<ul style="list-style-type: none"> ■ The payment mechanism is envisaged to be annuity based structure with return on equity invested by the Prospective Bidder



BRT Yellow Line – Bus Operation Services

Concession Agreement	<ul style="list-style-type: none"> ■ Bus Operation Services
Envisaged Concession period	<ul style="list-style-type: none"> ■ 12.5 years (0.5 years for Financial Close, 2 years of design and construction followed by a 10 year operating period)
Scope	<p>The detailed scope of work to implement the project shall be provided at the RFP stage. However, briefly, firm(s) shall be expected to perform, among other things, the following tasks:</p> <ol style="list-style-type: none"> a) Finance and procure bus fleet (including standby buses as per provided specifications) b) Work in coordination with MTCcell, Infrastructure Developer and Revenue Collector & ITS c) Maintain and Operate the bus fleet c) Ensure service quality standards are met d) Maintain and Operate bus depot e) Ensure service quality standards are met f) Provide related staff for the Bus Operation Services g) Procure all applicable insurance, including vehicle insurance and passenger insurance.
Procurement approach	<ul style="list-style-type: none"> ■ Procure, Finance, Operate and Maintain under Public Private Partnership mode.
Compensation	<ul style="list-style-type: none"> ■ Payment on per km basis with various elements of inflation and pass through items built into the formula



BRT Yellow Line – Revenue Collection & ITS Services

Concession Agreement	<ul style="list-style-type: none"> ■ Revenue Collection & ITS Services
Envisaged Concession period	<ul style="list-style-type: none"> ■ 12.5 years (0.5 years for Financial Close, 2 years of design and construction followed by a 10 year operating period)
Scope	<p>The detailed scope of work to implement the project shall be provided at the RFP stage. However, briefly, firm(s) shall be expected to perform, among other things, the following tasks:</p> <ol style="list-style-type: none"> Development of ITS system for monitoring bus fleet, service quality and ridership Fare collection through installation and operation of IT based system Work in coordination with MTCcell, Infrastructure Developer and Bus Operator(s) Operate and Maintain Revenue Collection & ITS Systems and ensure it is operational at all times Develop and implement business plan to explore Fare and Non-Fare revenue options including advertising, marketing and branding etc. Provide Security Service for Bus Station and other Facilities
Procurement approach	<ul style="list-style-type: none"> ■ Design, Build, Finance, Operate, Maintain and Transfer under Public Private Partnership mode.
Compensation	<ul style="list-style-type: none"> ■ Percentage payment surcharge on Revenue Collected



CONTACT INFORMATION

Parties interested in Pre-Qualifying may contact:

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