



Project ID: Pakistan Sustainable Transport Project (PAKSTRAN)



Annual Progress Report

January – December 2015



PAKSTRAN
PAKISTAN SUSTAINABLE TRANSPORT PROJECT



Project Management Unit (PMU)
Pakistan Sustainable Transport Project (PAKSTRAN)
House # 7, Street # 56, F 8/4, Islamabad

PROJECT SNAPSHOT

Date:	31 December 2015			
Award ID:	00058561			
Project ID:	00072773			
Project Title:	Pakistan Sustainable Transport Project (PAKSTRAN)			
Project Start Date:	June 2011			
Project End Date:	Sep 2017			
Implementing Partner:	Ministry of Water & Power, Islamabad			
Responsible Parties:	Government of Punjab (P&D Department), Government of Sindh (Transport Department), Ministry of communication and IUCN-Pakistan.			
Project Budget (all years):				
Core Resources:				
Donor 1: UNDP	US \$ 3.0 Million			
Donor 2: GEF	US \$ 4.8 Million			
Project Brief Description and Outputs:				
<p>The objective of the project is to reduce the growth of the energy consumption and related greenhouse gas emissions from the transport sector in Pakistan, while simultaneously improving urban environmental conditions and improving Pakistan's trade competitiveness by 1) creating an enabling investment environment for sustainable urban transport; 2) creating an institutional and policy framework that is supportive of urban transit development; 3) improving the fuel efficiency of trucking freight transport; and 4) increasing awareness and capacity in Pakistan on sustainable transport.</p> <p>Output: Reduction of greenhouse gas (GHG) emissions associated with urban transportation.</p>				
Overall Project Quality Rating (mark on the scale of 1 to 5 as per the following criteria): 4				
Exemplary (5) *****	High (4) ****	Satisfactory (3) ***	Poor (2) **	Inadequate (1) *
All outputs are rated High or Exemplary	All outputs are rated Satisfactory or higher, and at least two criteria are rated High or Exemplary	One output may be rated Poor, and all other criteria are rated Satisfactory or higher	Two outputs are rated Poor, and all other criteria are rated Satisfactory or higher	One output is rated Inadequate, or more than two criteria are rated Poor
Budget: 2015	2,438,996			
Expenditure 2015	2,136,618			
Delivery %	87%			

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ACRONYMS

Acronym	Meaning
PAKSTRAN	Pakistan Sustainable Transport project
SUT	Sustainable Urban Transport
PMU	Project Management Unit
CIU	Component Implementation Unit
BRT	Bus Rapid Transit
UNDP	United Nations Development Programme
CP	Country Programme
CPAP	Country Programme Action Plan
EAD	Economic Affairs Division
ENERCON	National Energy Conservation Center, Ministry of Water & Power
FERTS	Fuel Efficiency in the Road Transport Sector (UNDP-GEF Project completed in 2005)
GEF	Global Environment Facility
GoP	Government of Pakistan
IUCN	International Union for the Conservation of Nature
UU	Urban Unit, Planning & Development Department, Punjab
MoW&P	Ministry of Water & Power
GoPb	Punjab Provincial Government
GoPbTD	Punjab Provincial Transport Department
Pro-Doc	UNDP Project Document
SPG	Sindh Provincial Government
STD	Sindh Provincial Transport Department
ToR	Terms of Reference
NED UET	Nadirshaw Edulji Dinshaw University of Engineering and Technology, Karachi
SUPARCO	Pakistan Upper Atmosphere and Space Research Commission
R&D	Research and Development
MoC	Ministry of Communications
NPM	National Project Manager
CD	Component Director
CM	Component Manager
M&EO	Monitoring and Evaluation Officer
RO	Research Officer
AFA	Admin and Finance Assistant
RfP	Request for Proposal
ToRs	Term of References
LoA	Letter of Agreement

1. INTRODUCTION

Energy sector issues and development continue to severely constrain Pakistan's economy. The increasing international oil prices put enormous upward pressure on the cost structure in the power generation and transport sectors. The cumulative effect of the energy crisis on the economy is estimated at 2 per cent of GDP during 2013-2014 alone. Currently Pakistan is making every possible effort to revitalize national action towards achieving greater energy efficiency in the country to help meet the challenges of rapid demand growth, improving economic competitiveness, ensuring equitable and affordable energy access across all consumer categories. Transport sector has always played an important role in the development of economics of the country. There cannot be two views on the fact that efficient, reliable, affordable movement of people & cargo is basic & fundamental to economic prosperity of Pakistan. Public transport provides with better mobility of people, access to employment, medical care and wider recreational opportunities to the masses. Mass transit provides benefits to those who choose to ride & also to those who have no other choice. Public transport also helps the people to expand business opportunities, reduce sprawl and create sense of community. It also enhances safety & security in society.

With the above mentioned background, a project titled "Pakistan Sustainable Transport (PAKSTRAN)" has been initiated that aims to provide technical assistance to reduce the growth of energy consumption & related greenhouse gas (GHG) emissions from transport sector in Pakistan, while simultaneously improving urban environmental conditions and improving Pakistan's trade competitiveness. The global objective of PAKSTRAN is to reduce the GHG emissions from transport sector in Pakistan. However, the developmental objectives of PAKSTRAN are: to improve urban environmental conditions (i.e. improved air quality, urban mobility, equity, city aesthetics); and to improve energy security for Pakistan.

The project is funded by UNDP & GEF (total budget is US\$ 7.8 million with US\$ 3.0 million from UNDP & US\$ 4.8 million from GEF). The project was approved by GEF and Government of Pakistan in June 2011, which is expected to be completed by September 2017 according to MTR recommendation.

Ministry of Water and Power is the Implementing Partner (IP) of the project. Moreover, the project has four components (to achieve outcomes), which are given below:

Outcome 1: An operational sustainable urban transport system in Punjab province (Punjab P&D Department is the responsible partner for this outcome);

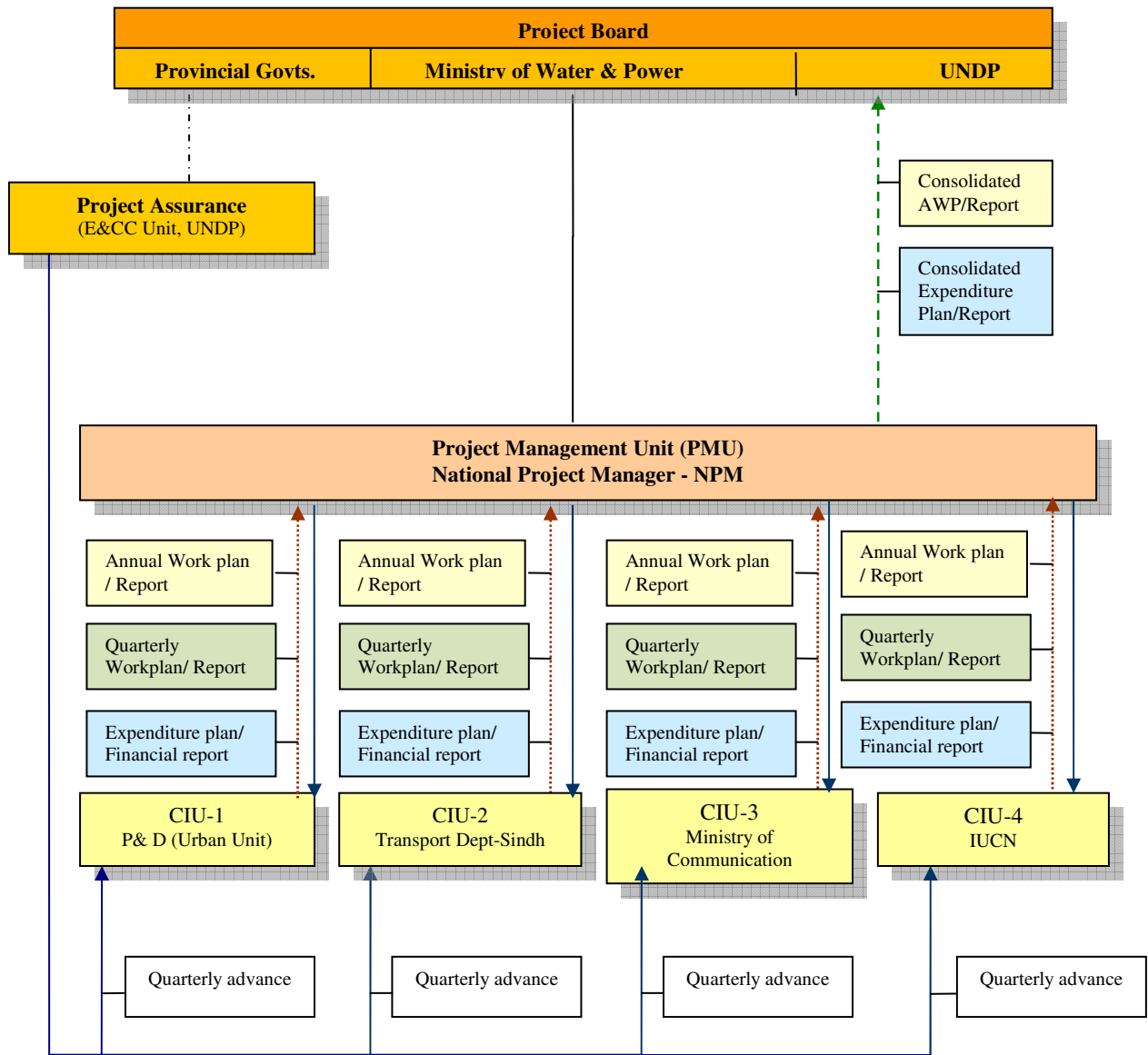
Outcome 2: An operational sustainable urban transport system in Sindh province (Sindh Transport Department is the responsible partner for this outcome);

Outcome 3: Improved fuel efficiency in truck freight transport (Ministry of Communications is the responsible partner for this outcome); &

Outcome 4: Increased public awareness and institutional capacity on sustainable transport concepts (IUCN-Pakistan is the responsible partner for this outcome).

The Project Management Unit (PMU) is established in Islamabad which is working as the secretariat PAKSTRAN project.

Organizational structure of the PAKSTRAN project is illustrated in the following chart:



SITUATION ANALYSIS

PAKSTRAN project is currently adopting holistic planning approaches towards successful 'demonstration' BRT systems in Punjab & Sindh provinces. BRT planning includes: physical integration of BRT and feeder routes with the urban transport network; organized parking lots near bus stations & user-friendly transfer points; economic incentive for commercial development near BRT; financial sustainability of integrated BRT system, and outreach and involvement through public-private partnerships. Also, the project is: streamlining institutions in Punjab & Sindh provinces; strengthening strategic plans and the regulatory policy frameworks at the provincial levels by using BRT project demonstration experiences. It is facilitating: development of sustainable transport policies; and building capacity within the responsible provincial agencies to adopt sustainable transport principles in planning.

Moreover, PAKSTRAN project is utilizing holistic approaches to: demonstrate implementation of the Trucking Policy (holistic approaches include innovative financial mechanisms, strengthening/supporting institutions and regulations); create an enabling environment to reduce fuel consumption in the trucking sector). Simultaneously, PAKSTRAN project is raising awareness and knowledge levels of issues related to, and measures to achieve sustainable urban transport and fuel efficiency of commercial vehicles (this include targeted publicity campaigns and supporting curriculum development in technical and academic institutions).

There is an overall consensus that the implementation of BRT systems in Lahore, Karachi and Rawalpindi/Islamabad will serve as a viable short and medium-term option to improve the efficiency of urban transport mobility. Also, the implementation of an integrated BRT system will support the outputs of UNDP CPAP.

The Government of Punjab (GoPb) has constructed corridor-1 for BRT project in Lahore. Ulasim - a Turkish Company (along with local consultant NESPAK) has designed BRT corridor-1 on Ferozepur Road, Lahore. The main features of Metrobus System in Lahore include:

(1) two lane - limited access corridor; (2) total length is 27.86 KM from Gajjumatta to Shahdra; (3) headway- 3 to 6 minutes; (4) 27 stations (Two platforms each with three docking bays); (4) 9 elevated and 18 at-grade stations; (5) signal priority for Metrobuses at intersections; (5) sliding doors; (6) escalators; (7) total length of elevated portion is 8.5 KM from Canal to Data Darbar; (8) off board ticketing; (9) automated fare collection / bus scheduling system (AFC/BSS); (9) passenger information system (PIS); (10) intelligent traffic system (ITS); (11) elevators; (12) 45 articulated air conditioned buses (seating capacity 38, total passenger capacity 160); (13) precision docking; (14) level boarding; and (15) daily ridership of 135000 passengers.

Karachi is the economic hub of the country. The Japanese International Cooperation Agency (JICA) provided assistance to the Government of Sindh to jointly develop the detailed and comprehensive Karachi Transportation Improvement Project, comprising a Transport Master Plan and Feasibility Study for the Green and Red BRT lines. In parallel, the government of Sindh is currently experimenting a full public-private partnership (PPP) model to implement the Yellow BRT line as well. These Green, Yellow and Red line projects are part of the overall Karachi BRT corridors that all have already been announced by the Sindh government. In the current financial budget, the provincial government has allocated Rs 3 billion for the Green line corridor that is supposed to start from Surjani Town and go all the way to Merewether Tower in Karachi. The federal government has also allocated Rs 15 billion for the Green line of Karachi. The work on green line is in-progress these days.

Also, taking one of the first practical steps towards materializing the long-standing demand of a decent mass transit facility of the commuters travelling within Rawalpindi-Islamabad, the Punjab Government (through City District Government-Rawalpindi) along with CDA started Metro Bus project of Rawalpindi-Islamabad in March 2014. The route of the project starts from Flashman's Hotel Chowk on Murree Road, Rawalpindi and ends at Pakistan Secretariat in Islamabad, covering a distance of approx. 23 kilometers. From Faizabad-Rawalpindi, the buses run on IJP Road, 9th Avenue and Jinnah Avenue, Blue Area and culminate near Pakistan Secretariat. The track of Rawalpindi-Islamabad Metro Bus project has 24 modern terminals for passengers. Of these, 10 are on Murree Road-Rawalpindi while 14 are in Islamabad. Currently, 60 buses are running from Rawalpindi to Islamabad on this corridor catering to a large number of passengers of the twin cities.

The all above mentioned indicates that the work of PAKSTRAN project on corridors related to BRT in Lahore, Karachi and Rawalpindi-Islamabad has brought attitudinal change among the policy makers of the country to work for sustainable transport in the country. Moreover, in order to augment BRT planning and design and to support implementation of BRT-1 in Lahore and BRT planning in Karachi and Rawalpindi-Islamabad, the CIUs of Punjab, Sindh and PMU have tried to cover those aspects in their developed annual work plans-2015, which were missing. Their work plans were included highly requisite technical support activities and management actions for their CIUs/PMU. The IUCN-Pakistan, being responsible for increased public awareness and institutional capacity on sustainable urban transport (SUT) concepts, also developed its annual work plan in 2015, which was in line with the needs of other CIUs. PAKSTRAN PMU (having the key responsibilities to coordinate all project related activities; building collaborative arrangements with related initiatives; providing a clearing house mechanism (CHM) information and communication; and carrying out monitoring and evaluation) also developed its annual work plan-2015 for smooth functioning of project activities by different CIUs. The PMU also developed AWP-2015 for CIU-Trucking which dealt with the energy efficiency & reduction of greenhouse gas emissions (GHG) in trucking sector. The CIU-Trucking then formally started its work in July 2015 and achieved the required results successfully.

The progress in bullets of all CIUs is given as under:

CIU-Punjab

- *Provincial Environmental Quality Standards (PEQS) for the transport sector prepared (initial version);*
- *Study on 'mapping of land use and infrastructure along BRT corridor from Gajjumatta to Shahdara in Lahore' (CAP case) cancelled by CIU-Punjab due to the duplication of work by Punjab Metrobus Authority (PMA);*
- *Study on 'mapping of environmental and socio-economic profile along BRT corridor from Gajjumatta to Shahdara in Lahore' accomplished;*
- *2-week international training on bus rapid transit could not be conducted in 2015.*
- *1-week (March 14-18, 2015) training of police wardens on bus rapid transit conducted in Rawalpindi;*
- *1-week (September 14-18, 2015) training for the 1st batch of police wardens conducted in Multan;*
- *1-week (December 21-26, 2015) training for the 2nd batch of police wardens conducted in Multan.*
- *3-day (9-11 Sep 2015) training on clean development mechanism opportunities in transport sector conducted in Lahore;*
- *3-day (November 11-13, 2015) training on nationally appropriate mitigation measures conducted in Bhurban.*
- *Translation of ITDP manual into the local context delayed due to the non-availability of final version of the manual;*
- *M&E plan for calculation of energy and emissions' savings couldn't be materialized;*

- Development of Punjab urban transport policy was delayed and would be pursued in 2016;
- Singing of LoA with UET for establishment of R&D Unit was delayed and would be pursued in 2016 by incorporating the sustainability aspects;

CIU-Sindh

- Study on 'institutional analysis outlining the impacts of stakeholders interests on BRT project design options in order to improve living and working conditions along Red BRT corridor' conducted;
- Study on integration of land use along the Green and Red BRT corridors by updating the missing components and to enhance the non-fare revenue and ridership couldn't be accomplished in 2015;
- Study on flood-proofing of the BRT infrastructure and adaptation to climate change got delayed (CAP case).
- Study on regulating mini-cabs (Quinquis) on 4 BRT corridors accomplished;
- Study on carbon emissions for the selected BRT line and potential for clean development mechanism accomplished in 2015;
- One week articulated training conducted from 23 March 2015 for traffic police, transport officials, drivers of public service transport at driver's training school, Karachi in collaboration with NH&MP, Traffic police and Transport department.
- Consultative workshop (15 December 2015) conducted in Karachi for gaining useful feedbacks/comments on urban transport policy;
- Provincial Environmental Quality Standards (PEQS) for the transport sector developed and shared with the Sindh EPA;

CIU-Trucking

- Study on stocktaking of studies (already carried out by ENERCON, NTRC and other organizations) accomplished;
- One-day (17th Sep 2015) consultative workshop on truck freight conducted in Islamabad
- Study on low-carbon scenario in trucking freight system conducted;
- Study on assessment of CO₂ emissions from truck freight transport in a Business-As-Usual (BAU) scenario conducted;
- Study on international best practices/trends in truck freight energy use and its linkage to the context of Pakistan conducted;
- Two-day (5-6th November 2015) seminar/exposure visit conducted on "modernization of trucking freight system in Pakistan" at Karachi;
- Study on environmental impacts of a major freight corridor conducted;
- Two-day (22-23 Dec 2015) training workshop on 'challenges of road truck freight transport' arranged in Multan.

CIU-IUCN

- One policy dialogue (29 April 2015) on Urban Mobility and Sustainable Transport conducted at NUST University Islamabad;
- Two media seminars in Karachi (28 May 2015) and Lahore (26 October 2015) conducted;
- One political dialogue (10 February 2015) on sustainable transport was conducted in Islamabad with key political parties;
- Two awareness raising campaigns conducted: one at NED University of Engineering and Technology Karachi (25 August 2015); and second at Fatima Jinnah Women University Rawalpindi (30 October 2015);

- Collaborated with CIU-Punjab in one week (from 4 June 2015) awareness raising campaign on BRT at the inaugural ceremony of Rawalpindi/Islamabad Metro Bus Project;
- Orientations of Volunteer Youth about inauguration of BRT carried out at COMSATS University (26 May 2015), Quaid e Azam University and PIDE (27 May 2015);
- Knowledge oriented products disseminated at the Urban Form in Lahore & Pre-COP event organized by the Embassy of France;
- Project website and social media pages regularly updated;
- Awareness raising material including PAKSTRAN Newsletter, calendars, Jareeda Magazine, Posters, folders, souvenirs and project standees developed and distributed;
- Two trainings on integrated BRT development in Karachi (26-27 November 2015) and Islamabad (30 November – 1 December 2015) conducted by the Country Director ITDP Indonesia;
- Two national exposure visits to BRT at Lahore and Islamabad (1-4 September 2015) were arranged;
- An international exposure visit (14-21 November 2015) arranged to Korea comprising a delegation of 11 project staff members.
- National Conference (21-22 Dec 2015) on sustainable transport conducted in Islamabad, which was attended by national and international speakers and multiple stakeholders of the Project.

PMU

- Monitoring and communication plan prepared for 2015;
- Monitoring and communication plan successfully implemented;
- Project logs (risk logs, issue logs, lessons learned logs, monitoring & communication) prepared & regularly updated on quarterly basis.
- Consultative workshop related to the Rawalpindi-Islamabad Metro Bus Project (RIMBS) arranged in Islamabad on 26 January 2015. Participants present in the workshop recommended PAKSTRAN PMU to carry out three different studies to support the BRT operation and consultative sessions at the academic institutions of Rawalpindi & Islamabad. The recommended studies were: 1) assessment of vehicular emissions' status in the pre and post BRT project implementation scenario at the twin cities, Rawalpindi and Islamabad; 2) development of an implementation strategy to provide technical support to stakeholders for devising consequent action plan on Islamabad Bus Service (IBS); and 3) peer review of feeder route networks studies in Islamabad.
- Internship program successfully initiated & completed in 2015.
- Letter of Agreement (LoA) signed by the NPD-PAKSTRAN and the VC-FJWU for establishment of CESTAC at Fatima Jinnah Women University (FJWU).
- 4th & 5th Project Board meetings arranged at the Ministry of Water and Power on 11 December 2014 & 29 October 2015 respectively.
- Quarterly progress reports, QWPs, procurement plans, list of sundries, travel plans, travel details, etc., prepared and submitted to the IP and UNDP.
- Advance request forms, FACE forms, financial reports-FR (Excel), financial reports-table A & B (ProMIS generated), combined delivery reports (ProMIS generated), QWPs (ProMIS generated), quarterly expenditure plans (ProMIS generated) prepared & submitted to the IP and UNDP.
- Spot checks of all CIUs were conducted;
- Supported all CIUs/RPs in preparing the ToRs, reviewing their progress and the concept notes, etc.

2. PROJECT PERFORMANCE AND RESULTS

2.1. Contribution towards Country Programme Outcome¹

CPAP Outcome: Industrial Development both urban and rural, emphasis small and medium enterprises/ small and medium industry development, women participation, clean development and sustainable energy supply and used at affordable cost (CPAP outcome 2.2).			
Indicator(s):	Baseline:	Target(s):	Achievement(s):
Description of output level high/outcome level <u>results achieved</u> in 2015:			
Means of Verification			

¹ Outcomes describe the intended changes in development conditions that result from the interventions of governments and other stakeholders, including international development agencies such as UNDP. They are medium-term development results created through the delivery of outputs and the contributions of various partners and non-partners. Outcomes provide a clear vision of what has changed or will change globally or in a particular region, country or community within a period of time. They normally relate to changes in institutional performance or behavior among individuals or groups. Outcomes cannot normally be achieved by only one agency and are not under the direct control of a project manager.

Progress towards Project Results/Outputs²

Project Output 1.1: Feasibility plans for a demonstration integrated BRT system in selected cities in Punjab province				
Indicator(s): 1.1.1: Number of completed feasibility plans prepared for BRT in Punjab 1.1.2: Number of studies awarded and completed.	Baseline: 1.1.1: No complete feasibility plan on BRT is available in Punjab 1.1.2: No updated data available on public transport services and feeder routes.	Target(s): 1.1.1: Two feasibility plans augmented for BRT in Lahore 1.1.2: Final report of the consultant on public transport and feeder routes.	Achievement(s): Study on all public transport services in the city particularly feeder routes of the BRT corridor-1 from Gajjumatta to Shahdara in Lahore' even after approval could not be conducted due to duplication of work.	
Description of output level <u>results achieved</u> in 2015: UNDP contract on assets and procurement (CAP) committee after long consultations approved the 'request for proposal' for conducting the study on all public transport services in the city particularly feeder routes of the BRT corridor-1 from Gajjumatta to Shahdara in Lahore', but the CAP fixed awarding of contract to the firm with a condition to make sure that there is no duplication of work with any other organization. PMU suggested CIU-Punjab team to make consultations in this regard with all organizations involved in one way or the other with handling transport sector in the city, especially the Punjab Mass-transit Authority (PMA). CIU-Punjab team met with Mr. Uzair Shah from PMA and shared the proposed ToRs of the study with him. PMA made it clear that almost all aspects of the proposed ToRs are covered in the study PMA is also conducting in 2015. With these discussions and consultations, CIU-Punjab/RP decided to drop this study as it would be wastage of resources. The way forward in this regard is awaited from CIU-Punjab.				
Overall Output Status (mark the output on the scale of 1 to 5 as per the following criteria): 3				
Exemplary (5) *****	High (4) ****	Satisfactory (3) ***	Poor (2) **	Inadequate (1) *
The project is expected to over-achieve targeted	The project is expected to over-achieve targeted	The project is expected to achieve targeted	The project is expected to partially achieve	Project outputs will likely not be achieved and/or

² Outputs are short-term development results produced by project and non-project activities. They must be achieved with the resources provided and within the time-frame specified (usually less than five years).

outputs and/or expected levels of quality, and there is evidence that outputs are contributing to targeted outcomes	outputs and/or expected levels of quality	outputs with expected levels of quality	targeted outputs, with less than expected levels of quality	are not likely to be effective in supporting the achievement of targeted outcomes
Means of Verification				
Communication records, studies' TORs, RFPs, Proposals submitted of the study.				

Project Output 1.2: Plans for implementing demonstration integrated BRT system				
Indicator(s): 1.2.1: Extent to which effective capacity building programmes for UU developed and implemented 1.2.2: Number of approved integrated BRT implementation plans for selected cities in Punjab Province	Baseline: 1.2.1: Lack of holistic planning for integrated BRT system in Punjab 1.2.2: No approved integrated BRT implementation plans for selected cities in Punjab	Target(s): 1.2.1: No. of feasibility plans from Sub-output 1.1 being upgraded to holistic BRT implementation plan for the BRT system	Achievement(s): <ul style="list-style-type: none"> ▪ Study on 'mapping of land use and infrastructure along BRT corridor from Gajjumatta to Shahdara in Lahore' is completed. ▪ Final report of the 'study on 'mapping of environmental and socio-economic profile along BRT corridor from Gajjumatta to Shahdara in Lahore' is in final stage. 	
Description of output level <u>results achieved</u> in 2015:				
<p>i. CIU-Punjab completed the study on “mapping of land use and infrastructure along BRT corridor from Gajjumatta to Shahdara in Lahore”.</p> <p>ii. The draft final report on Mapping of environmental and socio-economic profile along BRT corridor from Gajjumatta to Shahdara in Lahore is in final stages. And it would be shortly be finalized in January 2016.</p>				
Overall Output Status (mark the output on the scale of 1 to 5 as per the following criteria): 4				
Exemplary (5) *****	High (4) ****	Satisfactory (3) ***	Poor (2) **	Inadequate (1) *
The project is expected to over-achieve targeted outputs and/or expected levels of	The project is expected to over-achieve targeted outputs and/or expected levels of	The project is expected to achieve targeted outputs with expected levels of	The project is expected to partially achieve targeted outputs, with less than	Project outputs will likely not be achieved and/or are not likely to be effective in

quality, and there is evidence that outputs are contributing to targeted outcomes	quality	quality	expected levels of quality	supporting the achievement of targeted outcomes
Means of Verification				
Studies' TOR, RFPs, minutes of the procurement committee meeting.				

Project Output 1.3: Infrastructure for a demonstration BRT system				
<p>Indicator(s):</p> <p>1.3.1: No of professionals trained on engineering, construction/operation and management of BRT corridor.</p> <p>1.3.2: No of manuals developed, printed, distributed and the professionals trained on these manual</p>	<p>Baseline:</p> <p>1.3.1: No of professional s trained on engineering, construction /operation and managemen t of BRT corridor.</p> <p>1.3.2: No of manuals developed, printed, distributed and the professional s trained on these manual</p>	<p>Target(s):</p> <p>1.3.1: No related capacity development programmes developed for city district government/ govt. agencies and local engg. firms</p> <p>1.3.2: No professional manual on construction and operation of BRT exists in the province.</p>	<p>Achievement(s):</p> <ul style="list-style-type: none"> ▪ Initial paperwork was carried out for arranging the training in India, but the option of India was dropped. ▪ Latter, the option for China was explored and lot of spadework is completed but could not be materialized. 	
<p>Description of output level <u>results achieved</u> in 2015:</p> <p>In 3rd quarter 2015, CIU-Punjab approached to CEPT Institute in India for arranging “2-week international training on bus rapid transit” but some unavoidable circumstances compelled CIU-Punjab to drop the option of India.</p> <p>In 4th quarter 2015, CIU-Punjab initiated initial work for arranging the above cited training with ITDP, China. Communications were made with the ITDP and the institute showed their willingness for the trainings but, resultantly, the training couldn't be conducted in 2015 by CIU-Punjab. ITDP manual was not available to the CIU-Punjab to translate into the local context due its review process by the ITDP itself. So the activity could not be completed by CIU-Punjab in 2015.</p>				
<p>Overall Output Status (mark the output on the scale of 1 to 5 as per the following criteria): 2</p>				

Exemplary (5) *****	High (4) ****	Satisfactory (3) ***	Poor (2) **	Inadequate (1) *
The project is expected to over-achieve targeted outputs and/or expected levels of quality, and there is evidence that outputs are contributing to targeted outcomes	The project is expected to over-achieve targeted outputs and/or expected levels of quality	The project is expected to achieve targeted outputs with expected levels of quality	The project is expected to partially achieve targeted outputs, with less than expected levels of quality	Project outputs will likely not be achieved and/or are not likely to be effective in supporting the achievement of targeted outcomes
Means of Verification				
Email and postal correspondence record.				

Project Output 1.4: An operational demonstration BRT system			
Indicator(s): 1.4.1: Cumulative GHG reductions from the BRT demos in a city of Punjab-ktonnes CO2 1.4.2: Cumulative energy savings generated by BRT pilot demonstration 1.4.3: % increase in public transit ridership 1.4.4: Methodology and M&E plan designed for the measurement of the specific energy and emission parameters	Baseline: 1.4.1: No decline in GHG emissions due to lack of institutional coordination within the Govt. of Punjab (0 ktonnes CO2) 1.4.2: No energy saving calculations available 1.4.3: No calculations of public transit ridership 1.4.4: No methodology and M&E plan	Target(s): 1.4.1: M&E plan (including methodology) development for calculating energy & emission savings	Achievement(s): <ul style="list-style-type: none"> ▪ The M&E plan has been developed, while its report is in final stage.

	available for the measurement of specific energy and emission parameters			
Description of output level <u>results achieved</u> in 2015:				
The individual consultant submitted the draft final report on development of M&E plan to CIU-Punjab. CIU-Punjab reviewed the plan and shared its views/comments with consultant for incorporating into the report. Final report of the study from the consultant will be received in January 2016.				
Overall Output Status (mark the output on the scale of 1 to 5 as per the following criteria): 3				
Exemplary (5) *****	High (4) ****	Satisfactory (3) ***	Poor (2) **	Inadequate (1) *
The project is expected to over-achieve targeted outputs and/or expected levels of quality, and there is evidence that outputs are contributing to targeted outcomes	The project is expected to over-achieve targeted outputs and/or expected levels of quality	The project is expected to achieve targeted outputs with expected levels of quality	The project is expected to partially achieve targeted outputs, with less than expected levels of quality	Project outputs will likely not be achieved and/or are not likely to be effective in supporting the achievement of targeted outcomes
Means of Verification				
TORs, Contract, Inception Report, Interim Report, Final Report				

Project Output 1.5: Strengthened institutional framework that enables holistic urban transport development			
Indicator(s): 1.5.1: Number of institutional framework developed to facilitate holistic urban transport planning in Punjab	Baseline: 1.5.1: No institutional framework available in Punjab province	Target(s): 1.5.1: New policy framework proposing & stream-lining the reporting lines, responsibilities and accountability	Achievement(s): <ul style="list-style-type: none"> ▪ For institutional strengthening, CIU-Punjab conducted 5 training for relevant government officials. ▪ Prepared provincial environmental quality standards for the transport sector ▪ Revised LoA for signing with UET to establish R&D unit .

		<p>y for each relevant agencies (Punjab Govt, and other institutions)</p>		
<p>Description of output level <u>results achieved</u> in 2015:</p> <ul style="list-style-type: none"> i. One week (March 14-18, 2015) 'Training of Police Wardens' on Bus rapid Transit during the construction phase" was carried out in Rawalpindi. Training was attended by 30 Police Wardens. ii. One-week training for the 1st batch of police wardens was carried out in Multan on 14th to 18th September 2015 iii. One-week training for the 2nd batch of police wardens was carried out in Multan on 21st to 26th December 2015. iv. 3-days training on clean development mechanism opportunities in transport sector was carried out in Lahore on 9-11 Sep 2015. v. 3-days (September 11-13, 2015) training course was carried out at Bhurban on "Nationally Appropriate Mitigation Measures" arranged for officials from the Govt. immediate line departments working on transport management in the province. vi. Final report on PEQS submitted by the individual consultant is under review with CIU-Punjab/RP. The study will be completed by December 2015. vii. As per the recommendations of MTR, the PMU and UNDP conveyed CIU-Punjab to prepare the revised LoA including the sustainability aspects. The matter is in progress with CIU-Punjab. 				
<p>Overall Output Status (mark the output on the scale of 1 to 5 as per the following criteria): 4</p>				
<p>Exemplary (5) *****</p>	<p>High (4) ****</p>	<p>Satisfactory (3) ***</p>	<p>Poor (2) **</p>	<p>Inadequate (1) *</p>
<p>The project is expected to over-achieve targeted outputs and/or expected levels of quality, and there is evidence that outputs are contributing to targeted outcomes</p>	<p>The project is expected to over-achieve targeted outputs and/or expected levels of quality</p>	<p>The project is expected to achieve targeted outputs with expected levels of quality</p>	<p>The project is expected to partially achieve targeted outputs, with less than expected levels of quality</p>	<p>Project outputs will likely not be achieved and/or are not likely to be effective in supporting the achievement of targeted outcomes</p>
<p>Means of Verification</p> <p>Physical verification of R&D centre UET, Work shop reports, Draft LOA, MOU and Minutes of Meetings</p>				

Project Output 1.6: Punjab Provincial Government integrated urban transport policy

<p>Indicator(s): 1.6.1: Number of strategic integrated urban transport plans 1.6.2: Number of Provincial policy for integrated Sustainable Urban Transport</p>	<p>Baseline: 1.6.1: No strategic integrated urban transport plan in Punjab 1.6.2: No Provincial policy for integrated Sustainable Urban Transport is available</p>	<p>Target(s): 1.6.1: 1 strategic plan for holistically planned integrated urban transport</p>	<p>Achievement(s): The process of developing provincial policy for sustainable urban transport is underway..</p>	
<p>Description of output level <u>results achieved</u> in 2015: CIU-Punjab prepared ToRs for hiring the consultant to start working on the above stated policy development. Selection of the consultant would be made shortly to devise the Punjab urban transport policy.</p>				
<p>Overall Output Status (mark the output on the scale of 1 to 5 as per the following criteria): 2</p>				
<p>Exemplary (5) *****</p>	<p>High (4) ****</p>	<p>Satisfactory (3) ***</p>	<p>Poor (2) **</p>	<p>Inadequate (1) *</p>
<p>The project is expected to over-achieve targeted outputs and/or expected levels of quality, and there is evidence that outputs are contributing to targeted outcomes</p>	<p>The project is expected to over-achieve targeted outputs and/or expected levels of quality</p>	<p>The project is expected to achieve targeted outputs with expected levels of quality</p>	<p>The project is expected to partially achieve targeted outputs, with less than expected levels of quality</p>	<p>Project outputs will likely not be achieved and/or are not likely to be effective in supporting the achievement of targeted outcomes</p>
<p>Means of Verification Office record on the communication made</p>				

<p>Project Output 2.1: Feasibility plans and approved financing with “integrated BRT plans” for cities in Sindh Province</p>			
<p>Indicator(s): 2.1.1: Number of completed feasibility plans prepared for BRT in Sindh 2.1.2: Number of public private financing secured based on the</p>	<p>Baseline: 2.1.1: No complete feasibility plan on BRT is available</p>	<p>Target(s): 2.1.1: 1 bankable integrated BRT feasibility</p>	<p>Achievement(s): Conducting the targeted study got delay.</p>

selected feasibility study (IPDF/ECF)	in Sindh 2.1.2: No public private financing secured base on the selected feasibility study	with implementation plan		
Description of output level <u>results achieved</u> in 2015: <ul style="list-style-type: none"> • Delay in conducting the study occurred because of the ADB's least interest in BRT project in Sindh, but now it will be carried out by CIU-Sindh in 2016 as per advice of Sindh Govt. • Series of meetings were held with the contracted firm, but the firm refused to work in accordance with the quality assurance plan of individual consultant directed by the UNDP. • Final report on 'institutional analysis outlining the impacts of stakeholders interests on BRT project design options in order to improve living and working conditions along Red BRT corridor has been reviewed and comments on the report were forwarded to the firm. After receipt of final draft from the firm, CIU-Sindh forwarded that report to PMU/IP for approval. • CIU-Sindh received comments from PMU and forwarded the same to the firm. Final report has been forwarded to UNDP-CO for final approval and payment. • CIU-Sindh has reviewed the report on survey of 'mini-cabs (Quinquis) to use as pick & drop carrier/feeder routes on selected BRT routes to bring them under the ambit of law' received from the firm and comments were conveyed to the firm for incorporation. After receipt of the revised report the same was forwarded to PMU for approval. PMU after reviewing the report gave input/comments on the same, which was forwarded to the firm. Final report has been forwarded to UNDP-CO for final approval and payment. 				
Overall Output Status (mark the output on the scale of 1 to 5 as per the following criteria): 2				
Exemplary (5) *****	High (4) ****	Satisfactory (3) ***	Poor (2) **	Inadequate (1) *
The project is expected to over-achieve targeted outputs and/or expected levels of quality, and there is evidence that outputs are contributing to targeted outcomes	The project is expected to over-achieve targeted outputs and/or expected levels of quality	The project is expected to achieve targeted outputs with expected levels of quality	The project is expected to partially achieve targeted outputs, with less than expected levels of quality	Project outputs will likely not be achieved and/or are not likely to be effective in supporting the achievement of targeted outcomes
Means of Verification Communication record and reports of the conducted studies.				

<p>Project Output 2.2: Strengthened institutional framework that enables sustainable urban transport development in Sindh Province</p>				
<p>Indicator(s): 2.2.1: Number of Institutional framework developed to facilitate holistic urban transport planning in Sindh</p>	<p>Baseline: 2.2.1 Multiple entities in an un-coordinated manner are involved in SUT in Sindh</p>	<p>Target(s): 2.2.1: New policy framework proposing & stream-lining the reporting lines, responsibilities and accountability for each relevant agencies (Sindh Govt, and other institutions)</p>	<p>Achievement(s):</p> <ul style="list-style-type: none"> Developed provincial environmental quality standards for the transport sector Conducted one week articulated training for traffic police, transport officials, drivers of several of public service transport 	
<p>Description of output level <u>results achieved</u> in 2015:</p> <ul style="list-style-type: none"> The activity is completed, which was acknowledged by the Government of Sindh Transport & Mass Transit Department. Technical Committee of PSQCA has also recognized the PEQS developed under CIU-Sindh PAKSTRAN. CIU-Sindh conducted this training, which was attended by large number of participants, including transporters, police officials, motorway police, bus drivers, academia. 				
<p>Overall Output Status (mark the output on the scale of 1 to 5 as per the following criteria): 4</p>				
<p>Exemplary (5) *****</p>	<p>High (4) ****</p>	<p>Satisfactory (3) ***</p>	<p>Poor (2) **</p>	<p>Inadequate (1) *</p>
<p>The project is expected to over-achieve targeted outputs and/or expected levels of quality, and there is evidence that outputs are contributing to targeted outcomes</p>	<p>The project is expected to over-achieve targeted outputs and/or expected levels of quality</p>	<p>The project is expected to achieve targeted outputs with expected levels of quality</p>	<p>The project is expected to partially achieve targeted outputs, with less than expected levels of quality</p>	<p>Project outputs will likely not be achieved and/or are not likely to be effective in supporting the achievement of targeted outcomes</p>
<p>Means of Verification NEQS Report submitted to the relevant authorities for notification Records of training & material.</p>				

<p>Project Output 2.3: A strategic plan for the development of sustainable urban transport in Sindh Province</p>				
<p>Indicator(s): 2.3.1: Number of strategic integrated urban transport plans</p>	<p>Baseline: 2.3.1: No strategic integrated urban transport plans are available in Sindh</p>	<p>Target(s): 2.3.1: 1 strategic plan for holistically planned integrated urban transport</p>	<p>Achievement(s): ADB is working on this study.</p>	
<p>Description of output level <u>results achieved</u> in 2015: ADB is working on the study.</p>				
<p>Overall Output Status (mark the output on the scale of 1 to 5 as per the following criteria): 3</p>				
<p>Exemplary (5) *****</p>	<p>High (4) ****</p>	<p>Satisfactory (3) ***</p>	<p>Poor (2) **</p>	<p>Inadequate (1) *</p>
<p>The project is expected to over-achieve targeted outputs and/or expected levels of quality, and there is evidence that outputs are contributing to targeted outcomes</p>	<p>The project is expected to over-achieve targeted outputs and/or expected levels of quality</p>	<p>The project is expected to achieve targeted outputs with expected levels of quality</p>	<p>The project is expected to partially achieve targeted outputs, with less than expected levels of quality</p>	<p>Project outputs will likely not be achieved and/or are not likely to be effective in supporting the achievement of targeted outcomes</p>
<p>Means of Verification N/A</p>				

<p>Project Output 2.4: Approved and enforced Sindh provincial policy that enables development and operation of sustainable urban transport systems</p>			
<p>Indicator(s): 2.4.1: Number of provincial policies for developing sustainable urban transport for Sindh province 2.4.2 : Existence of mechanism at provincial level to enforce policies developed</p>	<p>Baseline: 2.4.1: Lack of comprehensive urban transport policy framework in Sindh</p>	<p>Target(s): 2.4.1: 1 approved Sindh provincial policy on sustainable urban transport</p>	<p>Achievement(s): <ul style="list-style-type: none"> Conducted a consultative workshop for getting feedback on transport policy </p>

	2.4.2: no mechanism in-place	with associated implementing rules and regulation (IRRs)		
<p>Description of output level <u>results achieved</u> in 2015:</p> <ul style="list-style-type: none"> CIU-Sindh conducted consultative workshop on 15 December 2015 which was attended by large number of participants/stakeholders including DIGP's, Secretary Excise and Taxation, Barrister's at law, Component Director CIU Sindh, Secretary Provincial Transport Authority, Secretary DRTA's, Transport/Truck/tankers associations and Bank Authorities. As a result CIU Sindh gained useful feedbacks/comments on urban transport policy. 				
<p>Overall Output Status (mark the output on the scale of 1 to 5 as per the following criteria): 4</p>				
Exemplary (5) *****	High (4) ****	Satisfactory (3) ***	Poor (2) **	Inadequate (1) *
The project is expected to over-achieve targeted outputs and/or expected levels of quality, and there is evidence that outputs are contributing to targeted outcomes	The project is expected to over-achieve targeted outputs and/or expected levels of quality	The project is expected to achieve targeted outputs with expected levels of quality	The project is expected to partially achieve targeted outputs, with less than expected levels of quality	Project outputs will likely not be achieved and/or are not likely to be effective in supporting the achievement of targeted outcomes
<p>Means of Verification</p> <p>Completed Principle guidelines of Urban Transport Policy. Completed Principle guidelines of Urban Transport Policy.</p> <p>Records of the consultative workshops/ trainings.</p>				

<p>Project Output 2.5: An operational demonstration BRT system in Sindh Province</p>			
<p>Indicator(s):</p> <p>2.5.1: Number of institutions with enhanced capacity to operate, maintain, and manage a BRT system</p> <p>2.5.2: Cumulative GHG reductions from the BRT demos in 02 cities of Sindh - ktonnes CO2</p> <p>2.5.3: Cumulative energy savings generated by BRT pilot demonstration</p>	<p>Baseline:</p> <p>2.5.1: No operational demo BRT system</p> <p>2.5.2: No decline in GHG emissions due to lack of institutional</p>	<p>Target(s):</p> <p>2.5.1: M&E plan (including methodology) development for calculating energy & emission savings</p>	<p>Achievement(s):</p> <ul style="list-style-type: none"> Study to be conducted in 2016 after development of the combined BRT house in Karachi. Report on study of carbon emission for the selected BRT is in final stages.

<p>2.5.4: % increase in public transit ridership</p> <p>2.5.5: Methodology and M&E plan designed for the measurement of the specific energy and emission parameters</p>	<p>coordination within the Sindh Govt. (0 ktonnes CO2)</p> <p>2.5.3: No energy saving calculations available</p> <p>2.5.4: No calculations of public transit ridership</p> <p>2.5.5: No methodology and M&E plan available for the measurement of specific energy and emission parameters</p>		
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Description of output level results achieved in 2015:

The Inception report on carbon emissions for the selected BRT line and potential for clean development mechanism was received by CIU- Sindh. After review of the report, CIU Sindh provided comments/feedbacks on the report and forwarded the same to the firm. After receiving the revised draft, the same submitted to PMU for approval. After review, comments were received from PMU on the report and have been forwarded to the firm to incorporate it as directed. Final report has been forwarded to UNDP-CO for final approval and payment.

The consulting firm is hired to propose the legal framework, standard specification and proposal to regularize the Qingqi's under the ambit of law.

Overall Output Status (mark the output on the scale of 1 to 5 as per the following criteria): 4

Exemplary (5) *****	High (4) ****	Satisfactory (3) ***	Poor (2) **	Inadequate (1) *
The project is expected to over-achieve targeted outputs and/or	The project is expected to over-achieve targeted outputs and/or	The project is expected to achieve targeted outputs with	The project is expected to partially achieve targeted outputs,	Project outputs will likely not be achieved and/or are not likely to be

expected levels of quality, and there is evidence that outputs are contributing to targeted outcomes	expected levels of quality	expected levels of quality	with less than expected levels of quality	effective in supporting the achievement of targeted outcomes
Means of Verification Reports				

Project Output 3.1: Approved policies on energy efficiency in truck freight transport			
Indicator(s): 3.1.1: Number of background studies completed to support Trucking Policy implementation	Baseline: 3.1.1: No information available about any significant background studies to support Trucking Policy implementation that may improve energy efficiency of truck freight transport	Target(s): 3.1.1: 5 background studies completed on supporting implementation of Trucking Policy	Achievement(s): <ul style="list-style-type: none"> ▪ Study on stocktaking completed. ▪ One-day consultative workshop was conducted. ▪ Low-carbon scenario study is being conducted . ▪ NED University has completed study on assessment of CO₂ emissions from truck freight transport in a Business-As-Usual (BAU) scenario. ▪ Study on international best practices/trends in truck freight energy use and its linkage to the context of Pakistan is in final stages. ▪ Two-day seminar/exposure visit to KPT was conducted. ▪ Study on environmental impacts of a major freight corridor is completed. ▪ Two-day training workshop was conducted. ▪ 19 evaluation/experts reviews received.
Description of output level <u>results achieved</u> in 2015: <ul style="list-style-type: none"> • The study is conducted by an individual consultant on 2nd Nov 2015. The inception report, draft final report and final report were reviewed/evaluated by the CIU-Trucking/RP, NUST, NED University and PMU. The IC has developed the resource directory containing information of all stakeholders. Identified the domestic and cross boarder freight corridors. All relevant studies by Enercon & NTRC are also included in stocktaking process. • A one day consultative workshop was conducted by CIU-Trucking on 17th Sep 2015 in Islamabad Hotel attended by all relevant stakeholders from Govt. and private sector and discussed the final 			

stocktaking of studies conducted by IC Mr. Mahboob Elahi and the need for understanding the improved freight system in Pakistan. Conclusively all stakeholders were unanimously agreed on finding gaps in Trucking Policy and strategies for its implementation.

- The Low-Carbon scenario study is being conducted and its inception report and draft final report have been evaluated by the CIU-Trucking/RP, NUST, NED University and PMU.
- NED university after selection in EPPC process is conducting study on assessment of CO₂ emissions from truck freight transport in a Business-As-Usual (BAU) scenario and submitted its inception report. NED is currently working on the final report of the study which will be submitted soon.
- The study on) international best practices/trends in truck freight energy use and its linkage to the context of Pakistan is underway and its inception report is evaluated by the CIU-Trucking/RP, NUST, NED University and PMU. Currently IC is working on the first draft report which will be submitted to CIU-Trucking soon.
- A two day Seminar/Exposure visit to KPT was conducted from 5-6th November 2015 in Karachi which was attended by 80 participants. The event ended with a conclusion that public private partnership will improve the truck freight system in Pakistan.
- A consulting firm conducts on international best practices/trends in truck freight energy use and its linkage to the context of Pakistan this study and inception report is submitted. Now they are working on first draft report which will be delivered to CIU-Trucking soon.
- Due to recent earthquake in Gilgit Region and security concern, the exposure visit to SUST/Gilgit dry port in the context of Pak-China corridor project and its impact on environment due to truck freight transport was cancelled. And on the recommendation of RP, Ministry of Communications, a two-day training workshop was conducted in Multan on 22-23 Dec 2015.

Overall Output Status (mark the output on the scale of 1 to 5 as per the following criteria): 4

Exemplary (5) *****	High (4) ****	Satisfactory (3) ***	Poor (2) **	Inadequate (1) *
The project is expected to over-achieve targeted outputs and/or expected levels of quality, and there is evidence that outputs are contributing to targeted outcomes	The project is expected to over-achieve targeted outputs and/or expected levels of quality	The project is expected to achieve targeted outputs with expected levels of quality	The project is expected to partially achieve targeted outputs, with less than expected levels of quality	Project outputs will likely not be achieved and/or are not likely to be effective in supporting the achievement of targeted outcomes

Means of Verification

Reports of accomplished studies, EPPC meeting minutes and office record for the communication made.

Project Output 4.1:

Completed awareness raising campaigns on sustainable transport concepts.

Indicator(s):	Baseline:	Target(s):	Achievement(s):
4.1.1: Extent to which completed awareness raising campaigns have been effective	4.1.1: No focused awareness campaigns	4.1.1: 6 awareness raising campaigns	<ul style="list-style-type: none"> ▪ National conference on sustainable transport held. ▪ Two media seminars were executed.
4.1.2: Extent to which cities			

<p>benefiting from awareness raising campaigns</p>	<p>have been organised in Pakistan to promote SUT concepts</p>	<p>conducted on concept of sustainability in transport sector, BRT as best model for SUT in Punjab, Sindh and Rawalpindi/Islamabad 4.1.2: 3 cities where awareness raising campaigns conducted including; Karachi, Lahore and Rawalpindi/Islamabad</p>	<ul style="list-style-type: none"> ▪ Policy dialogue on urban mobility & transport was held. ▪ One political dialogue on sustainable transport was organized. ▪ Debate competitions arranged. Prepared posters, video clips and messages. ▪ Organized one week awareness raising campaign on Rawalpindi/Islamabad Metro Bus Project. ▪ Disseminated knowledge oriented products during the Urban Forum. ▪ Project website developed and periodically updated. ▪ Awareness raising material including PAKSTRAN newsletter, calendars, Jareeda magazine, posters, stickers, folders and project standees developed, displayed and disseminated.
<p>Description of output level <u>results achieved</u> in 2015: The awareness raising strategy was developed by incorporating the objectives and targets given in the Project Document. This is a guiding document for the implementation of awareness raising campaigns. National Conference took place on 21-22 Dec 2015 with an objective to create knowledge bank and raise awareness on specific topics of transport issues and way forward. Two media seminars were executed in 2nd and 3rd Quarters 2015 which aimed at sensitizing print and electronic media and discussed role of media to educate masses on importance of sustainable transport in Pakistan. One Political Dialogue on sustainable transport was organized in Islamabad with key political parties that generated very fruitful debate. Educated youth in Punjab and Sindh actively participated in debate competitions and created posters, video clips and messages during two awareness raising campaigns at Karachi and Rawalpindi. PAKSTRAN Project organized one week awareness raising campaign on BRT at the inaugural ceremony of Rawalpindi/Islamabad Metro Bus Project. Moreover, CIU-IUCN disseminated knowledge oriented products during urban forum and Pre-COP meeting at Lahore. Delegation was planned to attend the Transport related sessions at the COP21; where NPM represented the PAKSTRAN project Project website is developed and maintained by updating the project activities and news from all components of the PAKSTRAN Project. Awareness raising material including PAKSTRAN Newsletter, calendars, Jareeda Magazine, Posters, stickers, folders and project standees have been developed, displayed and disseminated to raise awareness on transport related issues and importance of sustainable transport.</p>			

Overall Output Status (mark the output on the scale of 1 to 5 as per the following criteria): 4				
Exemplary (5) *****	High (4) ****	Satisfactory (3) ***	Poor (2) **	Inadequate (1) *
The project is expected to over-achieve targeted outputs and/or expected levels of quality, and there is evidence that outputs are contributing to targeted outcomes	The project is expected to over-achieve targeted outputs and/or expected levels of quality	The project is expected to achieve targeted outputs with expected levels of quality	The project is expected to partially achieve targeted outputs, with less than expected levels of quality	Project outputs will likely not be achieved and/or are not likely to be effective in supporting the achievement of targeted outcomes
Means of Verification Office report, reports and correspondence made				

Project Output 4.2: Completed training program on strategic urban, land use and transportation conducted at various training, academic and vocational institutes in Pakistan			
Indicator(s): 4.2.1: Number of completed training courses on strategic urban land use and sustainable urban transport planning (SUTP) 4.2.2: Extent to which cities and provincial planners and students effectively trained on land use planning (LUP) and SUTP 4.2.3: Number of educational institutes where LUP and SUTP courses are offered	Baseline: 4.2.1: No capacities exist in Pakistan regarding urban land use and sustainable urban transport planning	Target(s): 4.2.1: 2 training courses related to strategic urban land use and sustainable urban transport area 4.2.2: 40 city and provincial planners and students trained 4.2.3: 3 educational institutes where LUP and SUTP courses offered by year 5 Note: Direct preferences	Achievement(s): Two trainings on integrated BRT development were organized.

		will be given to PAKSTRAN partners		
Description of output level <u>results achieved</u> in 2015:				
Two trainings on integrated BRT development were organized with an objective to share international best practices and extract practical recommendations to implement integrated BRT system in Pakistan. Two diverse groups of participants from provincial and federal environment, transport, NHA, NTRC and other government departments participated in both the trainings.				
Overall Output Status (mark the output on the scale of 1 to 5 as per the following criteria): 4				
Exemplary (5) *****	High (4) ****	Satisfactory (3) ***	Poor (2) **	Inadequate (1) *
The project is expected to over-achieve targeted outputs and/or expected levels of quality, and there is evidence that outputs are contributing to targeted outcomes	The project is expected to over-achieve targeted outputs and/or expected levels of quality	The project is expected to achieve targeted outputs with expected levels of quality	The project is expected to partially achieve targeted outputs, with less than expected levels of quality	Project outputs will likely not be achieved and/or are not likely to be effective in supporting the achievement of targeted outcomes
Means of Verification				

Project Output 4.3: Sharing experiences on integrated BRT development and implementation of the trucking policy			
Indicator(s): 4.3.1: Extent to which the completed workshops on integrated BRT development have been effective 4.3.2: Extent to which the completed workshops on the implementation of the Trucking Policy have been effective	Baseline: 4.3.1: No experiences exist in Pakistan regarding SUT and trucking that could be shared for replication	Target(s): 4.3.1: 2 events on integrated BRT development (conducted by CIUs & reporting/dissemination by IUCN)	Achievement(s): <ul style="list-style-type: none"> ▪ Two exposure visits were organized at Lahore and Islamabad on September 2-3, 2015. ▪ An international exposure visit to Korea was organized by CIU-IUCN which comprised a delegation of 11 project staff members.

Description of output level <u>results achieved</u> in 2015:				
Two exposure visits were organized at Lahore and Islamabad which aimed to enhance capacity of concerned federal and provincial departments by examining the already developed BRT projects in Punjab and explore avenues for the replication and implementation of similar mass transit transport projects in other provinces and cities.				
An international exposure visit to Korea was organized by CIU-IUCN which comprised a delegation of 12 project staff members.				
This activity was beneficial for building future collaboration at international level.				
Overall Output Status (mark the output on the scale of 1 to 5 as per the following criteria): 4				
Exemplary (5) *****	High (4) ****	Satisfactory (3) ***	Poor (2) **	Inadequate (1) *
The project is expected to over-achieve targeted outputs and/or expected levels of quality, and there is evidence that outputs are contributing to targeted outcomes	The project is expected to over-achieve targeted outputs and/or expected levels of quality	The project is expected to achieve targeted outputs with expected levels of quality	The project is expected to partially achieve targeted outputs, with less than expected levels of quality	Project outputs will likely not be achieved and/or are not likely to be effective in supporting the achievement of targeted outcomes
Means of Verification				

Project Output: Results-Based Management, Monitoring, and Reporting		
Activity result): 1. Coordinate with CIUs for consolidation of AWP 2015/QWPs. Oversee measurement of Means of Verification of CIUs progress on outputs and implementation. Oversee the hiring of specific studies/institutions of CIUs. Monitor events carried out by CIUs.	Targets Action: Preparing Monitoring and Communication Plan 2015 for PAKSTRAN project Action: Implementation of Monitoring and Communication Plan 2015 for PAKSTRAN project Action: Preparing and maintaining Project Risks Log, Issues Log, Lessons Learnt Log, and Monitoring & Communication Log	Achievement(s): <ul style="list-style-type: none"> ▪ Prepared monitoring and communication plan for 2015. ▪ Implemented the prepared monitoring and communication plan on monthly and quarterly basis. ▪ Prepared and updated various logs, including: <ul style="list-style-type: none"> - Risk logs; - Issue logs - Lesson learned logs - Monitoring and communication plan

<p>Description of output level <u>results achieved</u> in 2015:</p> <ul style="list-style-type: none"> • In a consultative process with the CIUs, prepared monitoring and communication plan for the year 2015 of the PAKSTRAN project. • Followed the prepared monitoring and communication plan on monthly and quarterly basis to ensure quality of implementation of activities given in the approved annual work plan 2015 by all CIUs of the project. • Prepared and kept an eye on various logs required for smooth implementation of the project. Logs prepared/updated for the quality of work are as under: <ul style="list-style-type: none"> ○ Risk logs; ○ Issue logs ○ Lesson learned logs ○ Monitoring and communication plan 		
<p>Activity Result 2: Build Collaborative Arrangements with related initiatives as detailed out under section “Collaborative Arrangements with Related Projects” of ProDoc.</p>	<p>Targets</p> <p>Action: Organizing stakeholder consultative workshop in Islamabad for reviewing the feasibility study/plans of BRT in Islamabad and finding out gaps/ options for collaboration with relevant stakeholders</p> <p>Action: Conducting studies (GHG emissions related to pre-and-post scenario BRT operation of RWP-ISD; traffic count and feeder route study from Rawat; & peer review of feeder route studies being carried out by CDA) as per TORs based on the outcomes of consultations carried out with relevant stakeholders.</p> <p>Action: Organize & attend events/carry out visits (national & international) for exploring avenues to build future collaborative arrangements of PAKSTRAN project with other initiatives.</p> <p>Action: Initiate PAKSTRAN’s internship programme</p>	<p>Achievement(s):</p> <ul style="list-style-type: none"> ▪ Organized a consultative workshop on January 26, 2015 related to Rawalpindi-Islamabad Metro Bus (RIMBS) Project. • RFPs were advertised. ▪ Numerous meetings were held with CDA, Ministry of Climate Change, RDA, FJWU, NUST, etc. ▪ Initiated internship program.

Description of output level results achieved in 2015:

- PMU organized a consultative workshop on January 26, 2015 on gaps and opportunities for sustainability of Rawalpindi-Islamabad Metro Bus (RIMBS) Project. Five different recommendations were made by the workshop participants to the PAKSTRAN project so that the RIMBS project is made sustainable. The key recommendations were for conducting three studies and consultative sessions at the academic institutions of Rawalpindi and Islamabad.

PMU prepared ToRs for the following studies and consultative sessions: 1) Assessment of vehicular emissions' status in the pre-and-post scenario BRT project implementation scenario at the twin cities, Rawalpindi and Islamabad; 2) Development of an implementation strategy to provide technical support to stakeholders for devising consequent action plan on Islamabad BUS Service; 3) peer review of feeder route Networks Studies in Islamabad; and 4) Consultative sessions for academic institutions/universities of Rawalpindi and Islamabad on sustainable urban transport for awareness raising among students.

RFPs were advertised on UNDP website as well as in 2 national newspapers, bids were received and the proposals are being evaluated jointly by the UNDP, PMU and the Project IP.

- In order to keep in touch with the relevant partners/stakeholders, numerous meetings were held, including: CDA, Ministry of Climate Change, RDA. In addition, detailed meetings were also held with the BRT Cell of CDA and informed them about the tasks to be conducted by the PAKSTRAN project for sustainability of RIMBS. Inputs from BRT Cell were considered in finalization of the ToRs for the studies to be conducted for stated Project.
- PMU presented PAKSTRAN Project at relevant national and international forums related to the mandate of the Project.
- Under the approved AWP 2015, PMU also initiated the internship program. Interns supported PMU in the following aspects:
 - Assist in the project activities at PMU on daily basis.
 - Assist in organizing the in-house meetings and related documentation, such as minutes of the meetings, etc.
 - Assist with administrative activities like file management, photocopying and keeping record of letters and other documents
 - Develop, maintain and manage the databases and lists of stakeholders/partners
 - Assist in IT related tasks and to ensure the functioning of IT equipment at PMU

The following nine students have completed their 3-month period internship with the Project:

- Nadia Sarwar
- Ihtisham Umair
- Nadia Farooq
- M. Amjad kan
- Iqra Sarfraz
- Muhmmad Arsalan Khan Toro
- Ayesha Sheikh
- Rida Fatima
- Farzan

<p>Activity Result 3: Establish Pakistan's first Sustainable Urban Transport Knowledge Management Database (SUT-</p>	<p>Target(s): Action: Based on the Concept Note prepared, finalize detailed framework</p>	<p>Achievement(s):</p> <ul style="list-style-type: none"> Stakeholder consultations were held to develop detailed framework for CESTAC.
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<p>KMD) Centre for informed decision-making at national & provincial levels</p>	<p>Action: Stakeholders consultation Action: Implementation of the detailed framework</p>	<ul style="list-style-type: none"> ▪ Letter of Agreement (LoA) was signed by the National Project Director, PAKSTRAN. ▪ Meetings were held with the VC & the Dean, Faculty of Sciences. ▪ FJWU allocated 2 rooms for CESTAC.
<p>Description of output level <u>results achieved</u> in 2015:</p> <ul style="list-style-type: none"> • Concept note for CESTAC Centre (initially the name was suggested as 'Sustainable Urban Transport Knowledge Management Database (SUT-KMD) Centre'. Later, after detailed discussion with Fatima Jinnah Women University-FJWU, the name CESTAC was finalized) prepared and finalized along with the IP, UNDP and FJWU. • Stakeholder consultations were made and detailed framework of CESTAC was also prepared. • Number of meetings were held with all related stakeholders/partners to finalize the main tasks to be carried out by the CESTAC. The details of the tasks to be conducted by the CESTAC are as under: <ul style="list-style-type: none"> ❖ Actively collect, process, manage and present secondary data from CIUs, federal and provincial level climate change and environmentally sustainable transport sector stakeholders in the country which will be stored in a simple and easy retrieval system, both in hard and soft forms that could be used as policy advice generation mechanism; ❖ Dissemination of knowledge to the policy-makers, planners, researchers and engineers would be achieved by developing Interactive Web Portal and establishment of a Database. This will achieve the objectives of awareness raising, advocacy, knowledge management and sharing on climate change and environmentally sustainable transport; ❖ Providing technical assistance, consulting and advisory services to donors, missions, development banks, and other potential clients in the climate change and environmentally sustainable transport sector planning and designing on the environmentally acceptable and locally adoptive patterns. This would also ensure long-term financial sustainability of the Centre; ❖ The CESTAC through collaborative arrangements would assist in linkage building and networking by joint research activities/projects in collaboration with potential national and international partners. • Letter of Agreement (LoA) was signed by the National Project Director, PAKSTRAN Project and the Vice Chancellor, FJWU on 30th October 2015 for the establishment of CESTAC; signed LoA is attached as annex-I. <p>After signing the LoA, further actions have been taken for functionalization of the Centre:</p> <ul style="list-style-type: none"> • Approval sought from the VC, FJWU for opening the Centre's separate bank account. • Meetings were held with Dr. Uzaira Rafiq, Dean, Faculty of Sciences, in which it was recommended by the FJWU that the account for CESTAC should be opened in the First Women Bank branch located within the University premises. Hence, meetings were held along with Ms. Nighat Naseer, Manager Operations, First Women Bank, FJW University branch. Bank account opening papers were also collected and are being processed. • On follow-up from PAKSTRAN PMU, the FJWU allocated two large rooms in the main vice chancellor's office building for the establishment of CESTAC. NPM, Dean, Faculty of Sciences, Mr. Ahmad Ali Shah, Mr. Hidayatullah, Deputy Director Planning and Engr. Ali Ahmad, Engineer 		

<p>Planning, FJWU visited the allocated rooms. The planning section of FJWU is now proposing the renovation of the designated rooms for the Centre. (In Progress)</p>		
<p>Activity Result 4: Manage assistance to the project administratively, financially, logistically, professionally and technically</p>	<p>Target(s): Action: Convening Project Board/CIUs/Stakeholders meetings Action: Keeping track and maintaining accounts of the project funds Action: Preparing, reviewing and consolidating periodic reports regarding progress of project implementation Action: Preparing and reviewing detailed TORs for recruiting consultants as well as developing RFPs for professional and contractual services Action: Managing requests of CIUs for the provision of financial resources by UNDP, using advance of funds, direct payments, or reimbursement using the FACE</p>	<p>Achievement(s):</p> <ul style="list-style-type: none"> ▪ Convened 4th PB Meeting on 11 December 2014. ▪ Convened 5th PB Meeting on 29 October 2015. ▪ Prepared/consolidated the monthly/quarterly progress reports, QWPs, procurement plans, list of sundries, travel plans, travel details, etc. ▪ Prepared/consolidated the advance request forms, FACE forms, financial reports-FR (Excel), financial reports-table A & B (ProMIS generated), combined delivery reports (ProMIS generated), QWPs (ProMIS generated), quarterly expenditure plans (ProMIS generated). ▪ Carried out Spot Checks of all CIUs.
<p>Description of output level <u>results achieved</u> in 2015:</p> <ul style="list-style-type: none"> • Convened 4th Project Board Meeting on 11th December 2014 to review progress of the year 2014 and approve the work plan for year 2015. • Convened 5th Project Board Meeting on 29th October 2015 to review the progress made so far and to discuss other implementation issues/hurdles in implementation of the Project in 2015. Working paper and invitation letters were prepared and sent to all Board members with a constant follow-up to attend the meeting. Meeting was successfully arranged at the Ministry of Water and Power, and the minutes of the meeting were prepared, approved and shared with the board members. • Kept a vigorous follow up with all CIUs/RPs for facilitating the implementation of planned activities and collecting information on the activities conducted. Details of activities are listed below: <ul style="list-style-type: none"> - PMU collected monthly progress reports on 30th of each month; - On 20th of last month of each quarter, PMU collects various documents, such as 1) quarterly work plan for the next quarter; 2) procurement plan for the next quarter; 3) list of sundries for the next quarter; and 4) travel plan for the next quarter • On 25th of last month of each quarter, PMU also collects the following documents from CIUs: 1) quarterly progress reports of the reporting quarter; travel details of the reporting quarter; and 2) c • PMU reviewed and consolidated the all above mentioned draft reports/plans as per the PCOM/UNDP requirements. • On 1st of each starting month of the new quarter, PMU also coordinated, prepared, and finalized the following documents of CIUs (as well as PMU) for the previous quarter: 		

- Advance request forms duly signed by the competent authority
- FACE form
- Financial report-FR (Excel)
- Financial report-table A (ProMIS generated)
- Financial report-table B (ProMIS generated)
- Combined delivery report (ProMIS generated)
- Quarterly work plan- 3rd quarter 2015 (ProMIS generated)
- Quarterly expenditure plan- 3rd quarter 2015 (ProMIS generated)
- Trail balance (ProMIS generated)
- As part of UNDP and the IP (Ministry of Water & Power) quality assurance/HACT exercise, PMU in coordination with the UNDP-CO carried out Spot Checks of all CIUs. These Spot Checks entailed review of series of activities by CIUs, including internal control framework, progress review vis a vis AWP-2015, compliance to PCOM procedures in terms of managing travel, personnel, petty cash, procurement and inventory.
- PMU also regularly supported all CIUs/RPs throughout the year 2015 in preparing the ToRs, reviewing their progress and the concept notes prepared under the adopted procedure for implementing various project related activities (as per AWP-2015) to ensure quality of work.

Overall Output Status (mark the output on the scale of 1 to 5 as per the following criteria): 4

Exemplary (5) *****	High (4) ****	Satisfactory (3) ***	Poor (2) **	Inadequate (1) *
The project is expected to over-achieve targeted outputs and/or expected levels of quality, and there is evidence that outputs are contributing to targeted outcomes	The project is expected to over-achieve targeted outputs and/or expected levels of quality	The project is expected to achieve targeted outputs with expected levels of quality	The project is expected to partially achieve targeted outputs, with less than expected levels of quality	Project outputs will likely not be achieved and/or are not likely to be effective in supporting the achievement of targeted outcomes

Means of Verification

Reports, minutes, etc, and other relevant office record.

3. LESSONS LEARNT

- Attention to the capacity development and orientation of project staff are one of the pre-requisites for smooth implementation of activities because it helps them in better understanding of the project, reporting and job responsibilities. Ensuring coordination of RPs with PMU/IP is another important factor along with this capacity development for success of the project.
- The selection and verification criteria for consultants and consulting firms should be strengthened to avoid the unforeseen challenges faced by the project after awarding the contracts.

- It was observed that the spadework for awarding contracts to conduct studies required a significant time. Hence the development of ToRs for the planned studies should be assigned to the relevant technical experts in advance in order to save time for the project.
- Based on the implementation of activities and networking with the key stakeholders, it has been learnt that a comprehensive national strategy of sustainable transport has yet to be developed and implemented. Such strategy should initially focus on the national level. The provincial governments may adopt the same with minor amendments at later stage. The strategy should include a coordination mechanism between the key departments as mandatory to ensure improvement in the overall transport sector and to move towards sustainable transport system in the country.
- While awareness in the masses has been steadily increased for sustainable transport and to curb emissions, such awareness should also be backed by provision of infrastructure and tools that can assist the transition of the masses from their own individual vehicles to mass transportation systems. This is where the project may advise the government(s) on the possibilities and challenges in undertaking transport related initiatives that are more practical to adopt and facilitate the transition of the masses to more energy efficient mass transit modes.

4. THE WAY FORWARD/KEY PRIORITIES FOR 2016

- The project team at all CIUs is fully on-board now. After completing the team and streamlining the vertical and horizontal relationship, the project is now already moving towards implementing the planned activities in the year 2015. The progress made in 2015 is highly satisfactory and AWP 2016 will be implemented with ease because of the established system/procedures at the PMU/CIUs levels.
- Based on implementation of activities in 2015, a good networking base has also been established, which may lead towards some practical steps needed in establishing sustainable transport in the country. The project can further play an important role of knowledge management and building on institutional strengthening by providing knowledge materials and guidelines to all related stakeholders.

**Annex: AWP based Reporting Matrix
CIU-Punjab**

EXPECTED OUTPUTS	Progress on Annual Target - On Track / Achieved, Require Monitoring / Not Achieved, Require Urgent Management Attention	PLANNED ACTIVITIES (as per AWP)	Activity Status	AWP Budget (\$)	Expenditure (\$)	% Delivery
			On Track / Achieved (76%-100%), Require Monitoring / Not Achieved (50%-75%), Require Urgent Management Attention (0-49%)			
Project Output 1: An operational sustainable urban transport in Punjab province						
Indicators: 1.1.1: Number of completed feasibility plans prepared for BRT in Punjab 1.1.2: Number of studies awarded and completed. Baseline: 1.1.1: No complete feasibility plan on BRT is available in Punjab 1.1.2: No updated data available on public transport services and feeder routes. Targets 2015: 1.1.1: Two feasibility plans augmented for BRT in Lahore 1.1.2: Final report of the consultant on public transport		Activity Result 1.1. Feasibility plans augmented to develop remaining 3 BRT corridors in Lahore.				
		Action: Survey of all Public Transport Services in the city particularly feeder routes of the BRT corridor -1 from Gajjumatta to Shahdara in Lahore	Ongoing	20,000		

and feeder routes.						
Indicators: 1.2.1: Extent to which effective capacity building programmes for UU developed and implemented 1.2.2: Number of approved integrated BRT implementation plans for selected cities in Punjab Province Baseline: 1.2.1: Lack of holistic planning for integrated BRT system in Punjab 1.2.2: No approved integrated BRT implementation plans for selected cities in Punjab Targets 2015: 1.2.1: No. of feasibility plans from Sub-output 1.1 being upgraded to holistic BRT implementation plan for the BRT system		Activity Result 1.2. Strategic plan developed for integration of public transport feeder routes with the BRT corridor from Gajjumatta to Shahdara in Lahore.				
		Action: a) Mapping of land use and infrastructure along BRT corridor from Gajjumatta to Shahdara in Lahore. (Payments on the Final draft and final report, In-Process from 2014)	Completed	24,362	23,500	96%
		b) Mapping of environmental and socio-economic profile along BRT corridor from Gajjumatta to Shahdara in Lahore.	At final stages	70,000	66,508	95%
Activity Result 1.3.1: Capacity development for Improvement design and construction of new BRT projects and also existing BRT corridor in Punjab, as part of capacity development programmes.						
Indicators: 1.3.1: No of professionals trained on engineering,		Action: Two week training on low cost BRT of Research Team by the foreign visit of International Institute..	Ongoing	80,000	0	0%

<p><i>construction/operation and management of BRT corridor.</i> <i>1.3.2: No of manuals developed, printed, distributed and the professionals trained on these manual</i> <i>Baseline:</i> <i>1.3.1: No related capacity development programmes developed for city district government/govt. agencies and local engg. firms</i> <i>1.3.2: No professional manual on construction and operation of BRT exists in the province.</i></p>		<p>Action: Develop a comprehensive model structure with innovative design on one of the newly constructed BRT Station on the Metro Bus Project Rwp/Isd on the inauguration stage with objective to assess and scope finding and conduct a study for non-fare revenue generation (through commercials of different companies and products etc.) for the sustainability of the BRT to Punjab Metrobus Authority (PMA) with least dependence on Govt. of Punjab, includes capacity building of general public on BRT concept and applied advantages.</p>	<p>Completed</p>	<p>63,000</p>	<p>62,181</p>	<p>99%</p>
<p><i>Targets 2015:</i> <i>1.3.1: No. of professionals trained from city government/govt. agencies and local engineering firms in engineering, construction, operations and management of BRT system</i> <i>1.3.2: At least one manual on construction operation and management of BRT developed and published.</i></p>		<p>Action: To review the ITDP Manual into local context of Pakistan.</p>	<p>Delayed</p>	<p>1,000</p>	<p>0</p>	<p>0%</p>
<p><i>Indicators:</i> <i>1.4.1: Number of institutions with enhanced capacity to operate, maintain, and manage a BRT system</i> <i>1.4.2: Cumulative GHG</i></p>		<p>Activity Result 1.4 Methodology Developed for the measurement of energy and emissions parameters from the operational demonstration of BRT System in Lahore.</p>				
		<p>Action: Develop M&E plan for calculations of energy</p>	<p>Achieved (76%)</p>	<p>3,000</p>	<p>2,796</p>	<p>93%</p>

<p>reductions from the BRT demos in 02 cities of Punjab- ktonnes CO2</p> <p>1.4.3: Cumulative energy savings generated by BRT pilot demonstration</p> <p>1.4.4: % increase in public transit ridership</p> <p>1.4.5: Methodology and M&E plan designed for the measurement of the specific energy and emission parameters</p> <p>Baseline:</p> <p>1.4.1: No decline in GHG emissions due to lack of institutional coordination within the Govt. of Punjab (0 ktonnes CO2)</p> <p>1.4.2: No energy saving calculations available</p> <p>1.4.3: No calculations of public transit ridership</p> <p>1.4.4: No methodology and M&E plan available for the measurement of specific energy and emission parameters</p> <p>Targets 2015:</p> <p>1.4.1: M&E plan (including methodology) development for calculating energy &</p>		<p>and emission savings</p>				
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emission savings						
<p><i>Indicators:</i> 1.5.1: Number of institutional framework developed to facilitate holistic urban transport planning in Punjab</p> <p><i>Baseline:</i> 1.5.1: No institutional framework available in Punjab province</p> <p><i>Targets 2015:</i> 1.5.1: New policy framework proposing & stream-lining the reporting lines, responsibilities and accountability for each relevant agencies (Punjab Govt, and other institutions)</p>		Activity Result 1.5 <i>Trainings and Workshops to support the BRT related provincial and local Govt institutions in building their capacity towards achieving objectives of a sustainable BRT system.</i>				
		<p><i>Action:</i> 2 Trainings, workshops and seminars in Lahore related to sustainable urban transport/BRT . Such as one week training of police wardens on BRT during construction phase. Workshop on GIS Applications on Sustainable Urban Transport</p>	Achieved	66,147	66,197	100%
		<p><i>Action:</i> Develop PEQs to set allowable emission standards for the transport sector. PEQs will facilitate monitoring of quality of vehicles and issue fitness certificates.</p>	Ongoing	4,420	2,832	64%
<p><i>Indicators:</i> 1.6.1: Number of strategic integrated urban transport plans</p> <p>1.6.2: Number of Provincial policy for integrated Sustainable Urban Transport</p> <p><i>Baseline:</i> 1.6.1: No strategic integrated</p>		Activity Result 1.6 <i>Support Government of Punjab in development of draft for Punjab Urban Transport Policy and Implementation Strategies.</i>				
		<p><i>Action:</i> Stock taking and developing TORs to hire one Intl. and two national consultants (experts) to review and assist Govt. of Punjab in developing the Punjab Urban Transport Policy and implementation</p>	Ongoing	3,500	0	0%

<p>urban transport plan in Punjab 1.6.2: No Provincial policy for integrated Sustainable Urban Transport is available Targets 2015: 1.6.1: 1 strategic plan for holistically planned integrated urban transport</p>		<p>strategies.</p>				
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CIU-Sindh

<p>EXPECTED OUTPUTS</p>	<p>Progress on Annual Target - On Track / Achieved, Require Monitoring / Not Achieved, Require Urgent Management Attention</p>	<p>PLANNED ACTIVITIES (as per AWP)</p>	<p>Activity Status On Track / Achieved (76%-100%), Require Monitoring / Not Achieved (50%-75%), Require Urgent Management Attention (0-49%)</p>	<p>AWP Budget (\$)</p>	<p>Expenditure (\$)</p>	<p>% Delivery</p>
<p>Project Output 2: An Operational sustainable urban transport in Sindh province.</p>						
<p>Sub-Output 2.1: Feasibility plans and approved financing with “integrated BRT plans” for cities in Sindh province.</p>						
<p>Indicators: 2.1.1: Number of completed feasibility plans prepared for BRT in Sindh. 2.1.2: Number of public private financing secured based on the selected feasibility study (IPDF/ECF). Baseline 2.1.1: No complete feasibility</p>		<p>Activity Result 2.1.1 Financial and technical studies for the selected BRT routes to optimize BRT operation on Public Private Partnership (PPP).</p>				
		<p>Action: Study on integration of land use along the Green and Red BRT corridors by updating the missing components to enhance the non-fare revenue and ridership to make the project sustainable.</p>	<p>Not Achieved (0%) As the donor ADB didn’t initiated the process.</p>	<p>0.0</p>	<p>0.0</p>	<p>0.0%</p>
		<p>Action: Studies for interchanges, pedestrian ways, bus stops, bus depots, filling stations, and commercial activities (business plaza in</p>	<p>Not Achieved (0%) As the donor ADB didn’t</p>	<p>0.0</p>	<p>0.0</p>	<p>0.0%</p>

plan on BRTs available in Sindh. 2.1.2: No public private financing secured base on the selected feasibility study. Targets 2015 2.1.1:1 Bankable integrated BRT feasibility with implementation plan.		Saddar including the parking facilities) along with selected BRT corridor.	initiated the process.			
		Action: Traffic count and feeder route studies and surveys - boarding and alighting, traffic count and vehicle occupancy of various transport modes (including Quinquis) to optimize the operation of selected BRT corridor.	Not Achieved (0%) As the donor ADB didn't initiated the process.	0.0	0.0	0.0%
		Activity Result 2.1.2 Study on flood-proofing of the BRT infrastructure and adaptation to climate change.				
		Action: Conducting studies as per TORs.	Not Achieved (0%) Failure in receiving the expected results from the consulting firm.	6700 0	0.0	0.0%
		Activity Result 2.1.3 Under the inclusive design, carry out an Institutional Analysis outlining the impacts of stakeholder's interests on BRT project design options in order to improve living and working conditions along Red BRT corridor.				
		Action: Consultations with shop owners, business community, car, rickshaw drivers, pullers operators, hawkers and civil society organizations.	Achieved (100%)	2600 0	10400	40%
		Action: Detailed surveys along BRT Corridors.	Not Achieved (0%)	00	00	00%
		Action: 01 Workshop to be organized for BRT project design options.	Achieved (100%)			
		Activity Result 2.1.4 Study and survey of Mini-cabs (Quinquis) to use as pick & drop carrier/feeder routes on selected BRT routes to bring them under the ambit of Law.				
		Action: Conducting studies as to how to regulate these Quinquis on 4 BRT corridors.	Achieved (76%)	46000	0.0	40%

Sub-Output 2.2: Strengthened institutional framework that enables sustainable urban transport development in Sindh Province.						
Indicators: 2.2.1: Number of Institutional framework developed to facilitate holistic urban transport planning in Sindh. Baseline 2.2.1: Multiple entities in an un-coordinated manner are involved in SUT in Sindh. Targets 2015 2.2.1 New policy framework proposing & stream-lining the reporting lines, responsibilities and accountability for each relevant agencies (Sindh Govt. and other institutions).		Activity Result 2.2.1 PEQS (Provincial Environmental Quality Standards) developed for Transport Sector to be adopted by Government.				
		Action: Develop PEQS to set allowable emission standards for the transport sector. PEQS will facilitate monitoring of quality of vehicles and issuance of fitness certificates. (Carry forward from approved AWP-2014).	Achieved (100%)	19,600	19,600	100%
		Activity Result 2.2.2 Training, capacity development program.				
		Action: 1 week articulated trainings for traffic police, transport officials, drivers of various of public service transport at drivers training school in collaboration with NH&MP, Traffic police and Transport department.	Achieved (100%)			
Sub-Output 2.3: A strategic plan for the development of sustainable urban transport in Sindh Province.						
Indicators: 2.3.1: Number of strategic integrated urban transport plans. Baseline 2.3.1: No strategic integrated urban transport plans are available in Sindh.		Activity Result 2.3.1 Strategic plan developed including traffic management measures (incorporating parking and street vendor's strategy) along with selected BRT route.				
		Action: Conducting studies as per TORs.	Not Achieved (0%)	00 \$	00 \$	00%

<p>Targets 2015 2.3.1 1 strategic plan for holistically planned integrated urban transport.</p>						
<p>Sub-Output 2.4: Approved and enforced Sindh provincial policy that enables development and operation of sustainable urban transport systems.</p>						
<p>Indicators: 2.4.1: Number of provincial policies for developing sustainable urban transport for Sindh province. 2.4.2: Existence of mechanism at provincial level to enforce policies developed. Baseline 2.4.1: Lack of comprehensive urban transport policy framework in Sind. 2.4.2: no mechanism in-place. Targets 2015 2.4.1: 1 approved Sindh provincial policy on sustainable urban transport with associated implementing rules and regulation (IRRs).</p>		<p>Activity Result 2.4.1 Consultation and drafting of principle guidelines for preparation of urban transport policy for Sindh (Completed).Consultation and drafting of urban transport policy for Sindh supported by legislation and actions for enforcement.</p>				
		<p>Action: Stakeholder meetings and a consultative workshop</p>	<p>Achieved (100%)</p>	<p>3000</p>	<p>3000\$</p>	<p>100%</p>
<p>Sub-Output 2.5: An operational demonstration BRT system in Sindh Province.</p>						
<p>Indicators: 2.5.1: Number of institutions</p>		<p>Activity Result 2.5.1 Integration of 4 BRT corridors of Karachi.</p>				

<p>with enhanced capacity to operate, maintain, and manage a BRT system.</p> <p>2.5.2: Cumulative GHG reductions from the BRT demos in 02 cities of Sindh - ktonnes CO.</p> <p>2.5.3: Cumulative energy savings generated by BRT pilot demonstration.</p> <p>2.5.4: % increase in public transit ridership.</p> <p>2.5.5: Methodology and M&E plan designed for the measurement of the specific energy and emission parameters.</p> <p>Baseline</p> <p>2.5.1: No operational demo BRT system.</p> <p>2.5.2: No decline in GHG emissions due to lack of institutional coordination within the Sindh Govt. (0 ktonnes CO2).</p> <p>2.5.3: No energy saving calculations available.</p> <p>2.5.4: No calculations of public transit ridership.</p>		<p>Action: Consultancy services to be procured as per TORs.</p> <p>Action: State of the art exclusive design Command and Control Centre in Karachi for technical support to BRT corridors.</p>	<p>Not Achieved (00%) since BRT is not yet operational.</p>			
	<p>Activity Result 2.5.2</p> <p>Study on carbon emissions for the selected BRT line and potential for clean development mechanism in partnership with ADB.</p>					
		<p>Action:</p> <p>Develop M&E plan for calculations of energy & emission savings.</p> <p>Action:</p> <p>Develop baseline for carbon emissions in pre-and-post scenario of BRT corridor in Karachi and to prepare documentation for registration of carbon credits.</p> <p><i>Note: Reduction in carbon emissions, which is one of the key objectives of PAKSTRAN project, can be proved through carbon credit earnings.</i></p>	<p>Achieved (60%)</p>	<p>46500</p>	<p>00</p>	<p>60%</p>

<p>2.5.5: No methodology and M&E plan available for the measurement of specific energy and emission parameters.</p> <p>Targets 2015 2.5.1: M&E plan (including methodology) development for calculating energy & emission savings.</p>						
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CIU-Trucking

EXPECTED OUTPUTS	Progress on Annual Target - On Track/Achieved, Require Monitoring/Not Achieved, Require Urgent Management Attention	PLANNED ACTIVITIES (as per AWP)	Activity Status <i>On Track/Achieved (76%-100%), Require Monitoring/Not Achieved (50%-75%), Require Urgent Management Attention (0-49%)</i>	AWP Budget (\$)	Expenditure (\$)	% Delivery
Project Output 3 Improved energy efficiency in truck freight transport						
<i>Indicator 3.1:3.1.1: Number of background</i>		Activity Result 3.1.1 Approved policies on energy efficiency in truck freight transport				

<p><i>studies completed to support Trucking Policy implementation</i></p> <p><i>Baseline 3.1:3.1.1: No information available about any significant background studies to support Trucking Policy implementation that may improve energy efficiency of truck freight transport</i></p> <p><i>Target 3.1:3.1.1: 5 background studies completed on supporting implementation of Trucking Policy</i></p>		<p>Activity 3.1.1 Stocktaking of studies (already carried out by ENERCON, NTRC and other organizations) on applicable options for energy efficiency for truck freight transport</p> <p>Action: Consultative workshop on Truck Freight Transport in Pakistan”</p>	100%	28,000	28,000	100%		
			100%	30,000	30,000	100%		
		Activity Result 3.1.2						
		<p>Activity 3.1.2 a: Study on assessment of CO2 emissions from truck freight transport in a Low-Carbon (LC) scenario.</p>	100%	28,000	28,000	100%		
		<p>Activity 3.1.2 b: Study on assessment of CO2 emissions from truck freight transport in a Business-As-Usual (BAU) scenario</p>	100%	28,000	28,000	100%		
		Activity Result 3.1.3						
	<p>Activity Result 3.1.3: Studies on: (1) international best practices/trends in truck freight energy use and its linkage to the context of Pakistan; and (2) environmental impacts of a major freight corridor identified in consultation with the PMU and Ministry of Communication (RP)</p>							

		<p>Action (i): :Study 3.1.3 (a) international best practices/trends in truck freight energy use and its linkage to the context of Pakistan</p> <p>Action (ii): Exposure visit to Karachi Port and truck manufacturing companies in Pakistan as per output 3: established private-public partnerships in the modernization of the trucking fleet.</p>	70%	28,000	19,000	70%
			100%	30,000	30,000	100%
		<p>Activity: Study 3.1.3 (b)Environmental impacts of a major freight corridor identified in consultation with the PMU and Ministry of Communication (RP).</p> <p>Action (IV): Training Workshop on Challenges of Road Truck Freight Transport In Pakistan</p>	70%	28,000	19,000	70%
			100%	30,000	30,000	100%
		<p>5 studies completed and only 2 studies last payments left and 3 workshop successfully conducted</p>	94%	230,000	212,000	94%

CIU-IUCN

EXPECTED OUTPUTS	Progress on Annual Target - On Track/Achieved , Require Monitoring/Not Achieved, Require Urgent Management Attention	PLANNED ACTIVITIES (as per AWP)		Activity Status	AWP Budget (\$)	Expenditure (\$)	% Delivery
				On Track/Achieved (76%-100%), Require Monitoring/Not Achieved (50%-75%), Require Urgent Management Attention (0-49%)			
Project Output 4 Increased public awareness and institutional capacity on sustainable transport concepts							
		Activity Result 4.1.2 Completed awareness raising campaigns on sustainable transport concepts.					
<i>Indicator :</i> 4.1.1: Extent to which completed awareness raising campaigns have been effective 4.1.2: Extent to which cities benefiting from awareness raising campaigns	On Track	Activity 4.1.2: Implement site specific awareness-raising campaign action plan in Punjab and Sindh	100%		170,000	171,216	101%
Baseline : 4.1.1: No focused	On Track	Activity 4.1.3:	76%		60,000	57,343	96%

<p>awareness campaigns have been organized in Pakistan to promote SUT concepts</p> <p>Target :</p> <p>4.1.1: 6 awareness raising campaigns conducted on concept of sustainability in transport sector, BRT as best model for SUT in Punjab, Sindh and Rawalpindi/Islamabad</p> <p>4.1.2: 3 cities where awareness raising campaigns conducted including; Karachi, Lahore and Rawalpindi/Islamabad</p>		<p>Design, develop, disseminate awareness raising material and dynamically maintain a project web-page</p>				
		<p>Activity Result 4.2 Completed training program on strategic urban, land use and transportation conducted at various training, academic and vocational institutes in Pakistan</p>				
<p>Indicator:</p> <p>4.2.1: Number of completed training courses on strategic urban land use and sustainable urban</p>	<p>One activity postponed to year 2016</p>	<p>Activity 4.2.3 Implement the capacity development plan for</p>	<p>42%</p>	<p>115,000</p>	<p>129,392</p>	<p>113%</p>

<p><i>transport planning (SUTP)</i> <i>4.2.2: Extent to which cities and provincial planners and students effectively trained on land use planning (LUP) and SUTP</i> <i>4.2.3: Number of educational institutes where LUP and SUTP courses are offered</i></p> <p><i>Baseline :</i> <i>4.2.1: No capacities exist in Pakistan regarding urban land use and sustainable urban transport planning</i> <i>Target:</i> <i>4.2.1: 2 training courses related to strategic urban land use and sustainable urban transport area</i> <i>4.2.2: 40 city and provincial planners and students trained</i> <i>4.2.3: 3 educational</i></p>		<p>the target groups</p>				
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<p><i>institutes where LUP and SUTP courses offered by year 5</i> <i>Note: Direct preferences will be given to PAKSTRAN partners</i></p>						
		<p>Activity Result 4.3 Sharing experiences on integrated BRT development and implementation of the trucking policy</p>				
<p><i>Indicator:</i> 4.3.1: Extent to which the completed workshops on integrated BRT development have been effective 4.3.2: Extent to which the completed workshops on the implementation of the Trucking Policy have been effective</p> <p><i>Baseline:</i> 4.3.1: No experiences exist in Pakistan regarding</p>	<p><i>Could not be conducted due to dependency on CIU Punjab activity, however the budget was re-appropriated with approval of PMU.</i></p>	<p>Activity 4.3.1 Printing /publication of ITDP modified manuals adapted by CIU-Punjab for Pakistan.</p>	<p>0%</p>	<p>60,000</p>	<p>50,193</p>	<p>84%</p>
	<p><i>On Track</i></p>	<p>Activity 4.3.2a: One exposure visit to a developing country with a functional BRT system</p>	<p>100%</p>	<p>60,000</p>	<p>81,762</p>	<p>105%</p>

<p><i>SUT and trucking that could be shared for replication</i> Target: 4.3.1: 2 events on integrated BRT development (conducted by CIUs & reporting/dissemination by IUCN)</p>		<p>Activity 4.3.2b: Two exposure visits of provincial policy makers in relation to SUT and BRT development in Pakistan</p>				
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PMU

<p>EXPECTED OUTPUTS</p>	<p>Progress on Annual Target - On Track/Achieved, Require Monitoring/Not Achieved, Require Urgent Management Attention</p>	<p>PLANNED ACTIVITIES (as per AWP)</p>	<p>Activity Status <i>On Track/Achieved (76%-100%), Require Monitoring/Not Achieved (50%-75%), Require Urgent Management Attention (0-49%)</i></p>	<p>AWP Budget (\$)</p>	<p>Expenditure (\$)</p>	<p>% Delivery</p>
<p>Project Output V Results-Based Management, Monitoring, and Reporting</p>						
<p><i>Indicator 1.1:</i> <i>Baseline 1.1:</i></p>		<p>Activity Result 1. Coordinate with CIUs for consolidation of AWP 2015/QWPs. Oversee</p>				

Target 1.1:	measurement of Means of Verification of CIUs progress on outputs and implementation. Oversee the hiring of specific studies/institutions of CIUs. Monitor events carried out by CIUs.				
	<ul style="list-style-type: none"> - Action: Preparing Monitoring and Communication Plan 2015 for PAKSTRAN project - Action: Implementation of Monitoring and Communication Plan 2015 for PAKSTRAN project <p>Action: Preparing and maintaining Project Risks Log, Issues Log, Lessons Learnt Log, and Monitoring & Communication Log</p>		21784	21784	100%
	Activity Result.2 Build Collaborative Arrangements with related initiatives as detailed out under section "Collaborative Arrangements with Related Projects" of ProDoc.				
	<p>Action: Organizing stakeholder consultative workshop in Islamabad for reviewing the feasibility study/plans of BRT in Islamabad and finding out gaps/ options for collaboration with relevant stakeholders</p>		109000	94830	87%

		<p>Action: Conducting studies (GHG emissions related to pre-and-post scenario BRT operation of RWP-ISD; traffic count and feeder route study from Rawat; & peer review of feeder route studies being carried out by CDA) as per TORs based on the outcomes of consultations carried out with relevant stakeholders.</p> <p>Action: Organize & attend events/carry out visits (national & international) for exploring avenues to build future collaborative arrangements of PAKSTRAN project with other initiatives.</p> <p>Action: Initiate PAKSTRAN's internship programme</p>				
<p><i>Indicator 1.2:</i> <i>Baseline 1.2:</i> <i>Target 1.2:</i></p>	<p>Activity Result 3: Establish Pakistan's first Sustainable Urban Transport Knowledge Management Database (SUT-KMD) Centre for informed decision-making at national & provincial levels</p>					
		<p>Action: Based on the Concept Note prepared, finalize detailed framework</p> <p>Action: Stakeholders consultation</p> <p>Action: Implementation of</p>		53788	46796	87%

		the detailed framework				
<p>Indicator 1.2: Baseline 1.2: Target 1.2:</p>		<p>Activity Result 4: Manage assistance to the project administratively, financially, logistically, professionally and technically</p>				
		<p>Action: Convening Project Board/CIUs/Stakeholders meetings Action: Keeping track and maintaining accounts of the project funds Action: Preparing, reviewing and consolidating periodic reports regarding progress of project implementation Action: Preparing and reviewing detailed TORs for recruiting consultants as well as developing RFPs for professional and contractual services Action: Managing requests of CIUs for the provision of financial resources by UNDP, using advance of funds, direct payments, or reimbursement using the FACE</p>		3650	3650	100%