

Source: KTIP

Figure 4-3-5 Future Land Use Plan, 2030

**4.3.4 Distribution of Future Population**

The Distribution of the future population is examined based on the future land use plan and spatial growth strategies. Spatial changes will occur across the metropolitan area through a development process based on the following four (4) spatial growth strategies by town. The target of this strategy is from 2010 to 2030.

**(1) Spatial growth strategies**

**1) Densification**

Through floor addition, high-rise development in designated areas, walkup apartments and subdivision of large plots, densification will result in a considerable increase in space use for housing, and business, offices and other uses. Although the process will occur in all towns in varying degree, it will be increasingly prevalent in three towns, namely Saddar, Jamshed, Karachi cantonment.

**2) Densification and Infill**

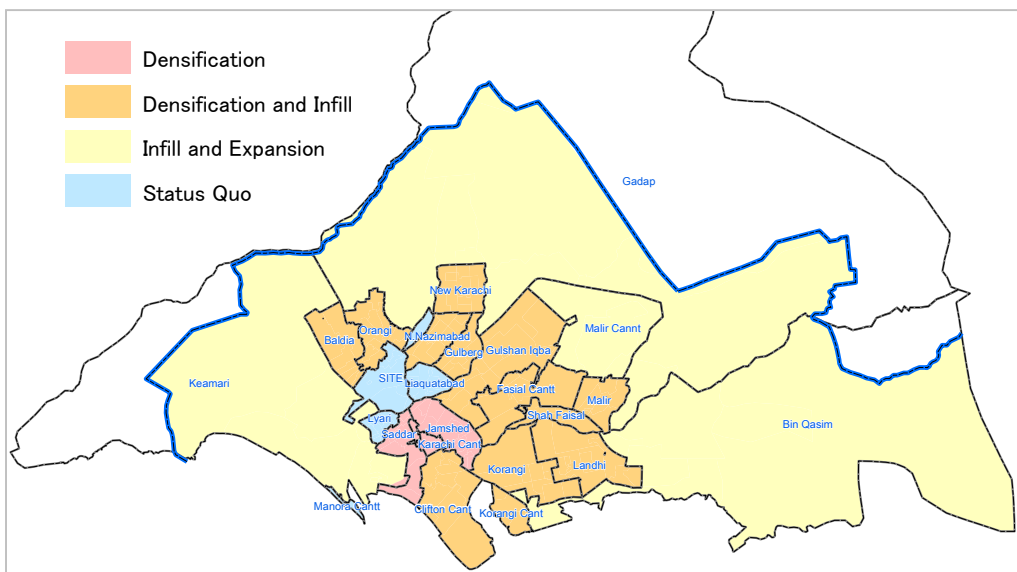
A combination of densification and infill process (occupation of vacant land for various land uses) will intensify to accommodate future growth. Changes will take place more through densification than infill. The process will occur particularly in ten towns and three cantonment, namely Gulshan-e-Iqbal, Landhi, Korangi, New Karachi, North Nazimabad, Gulberg, SITE, Shah Faisal, Baldia, Malir, Orangi Towns, and Clifton, Korangi, Faisal cantonment.

**3) Infill and Expansion**

Infill along with expansion will proceed to achieve growth in varying degrees. Growth will be higher in Malir cantonment; expansion will occur in Gadap Town, Keamari and Bin-Qasim through the development of new schemes in the public and private sectors.

**4) Status Quo:**

Population density is already high in Lyari and Liaqatabad Towns. The recommended strategy is, therefore, to maintain the status quo and also no increase in the existing density should be allowed.



Source: Proposed in KTIP

**Figure 4-3-6 Spatial growth strategies from 2010 to 2030**

**(2) Assumed Population Density by Land Use**

Basic considerations for future population density are summarized as follows:

**1) Residential Land Use**

- 200 person/ha: Most of residential areas in future urbanization area, judging from the existing population density for medium income level.
- 750 person/ha: Since the area where major parts of UC are occupied by Katchi Abadis have very high density of over 1,000 person/ha, future population density will be improved up to 750 person/ha.

**2) Commercial Land Use**

- 200 – 1,500 person/ha: For commercial land use areas, various levels of population density are examined, in accordance with current population densities.
- Possible developments are considered such as high rise / high-density mixed use especially in the corridor area of arterial road. Also, same level of density is applied for newly developed satellite cores.

**3) Industrial Land Use**

- 25 – 50 person/ha: For industrial area.
- 50 – 200 person/ha: For mixed use area with industrial.

**Table 4-3-2 Standards of Population Density by Land Use Category**

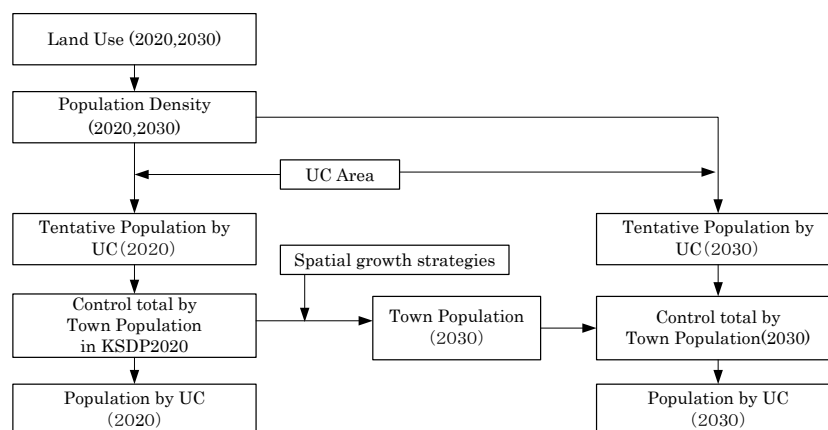
Unit : person / ha

Land Use Categories	Future urbanization area	Existing urbanized area	
		Existing urban area	Vacant
Residential	200	status quo	200
Mix residential	100	status quo	100
	Area where major parts of UC are occupied by Katchi Abadis over 750 person/ha, future population density will be improved up to 750 person/ha.		
Commercial	500	According to a current population density, 200, 500, 1,000, 1,500	
Mix Commercial	1,000	status quo	
Institution	50	status quo	
Industrial	25	50	
Mix Industrial	50	200	
Warehouse	25	-	
Recreation	5	-	

Source: Prepared in KTIP

**(5) Distribution of future population**

Population by UC is estimated by population density based on Land Use Plan. Work flow for the estimation of population by UC is illustrated in figure 4-3-7. Result of population by town is shown in Table 4-3-3 and Figure 4-3-8. The trend of population density from 2010 to 2030 is illustrated in figure 4-3-9, 4-3-10 and 4-3-11.

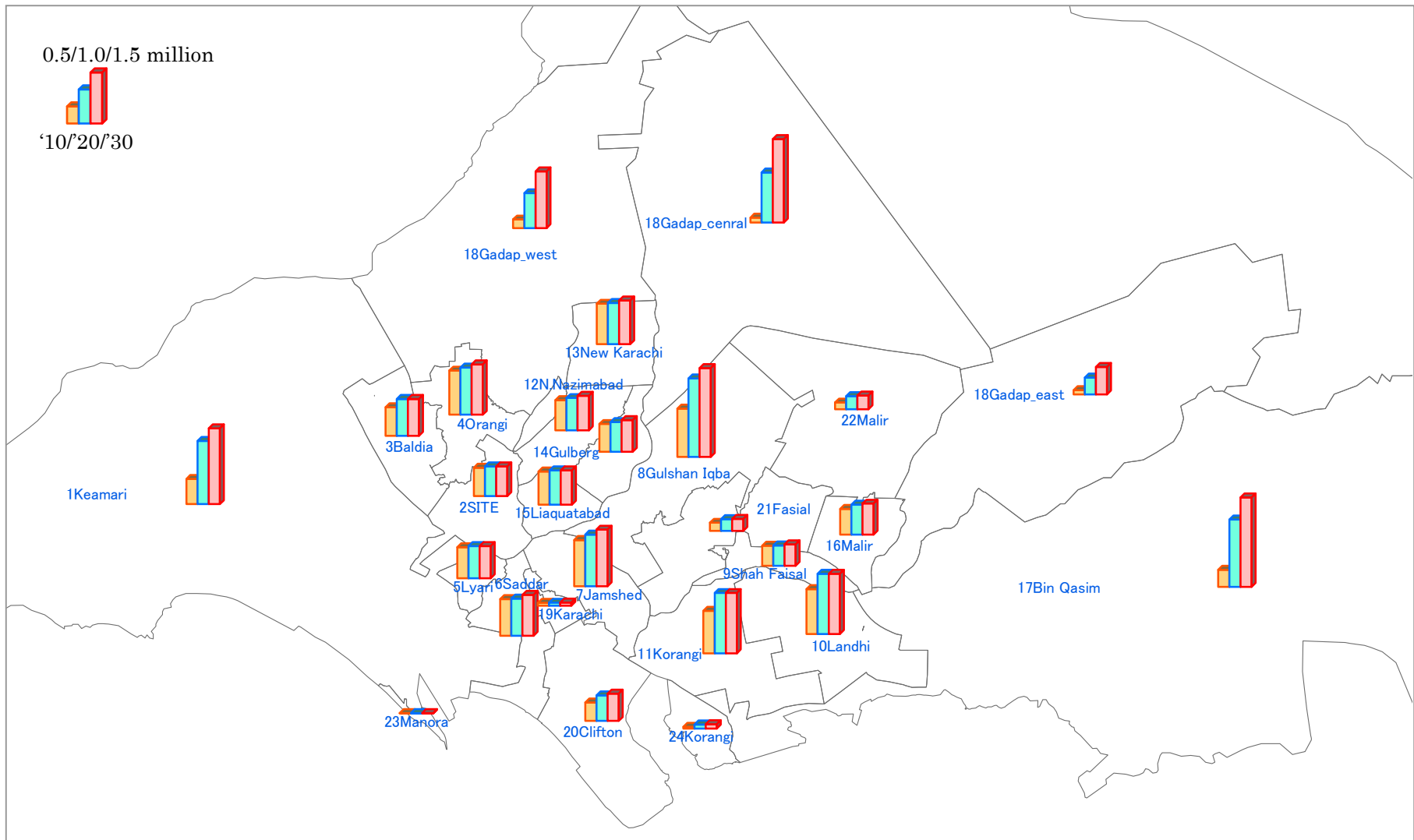


Source: KTIP

**Figure 4-3-7 Work flow for the estimation of population by UC****Table 4-3-3 Future Population by Town / Cantonment**

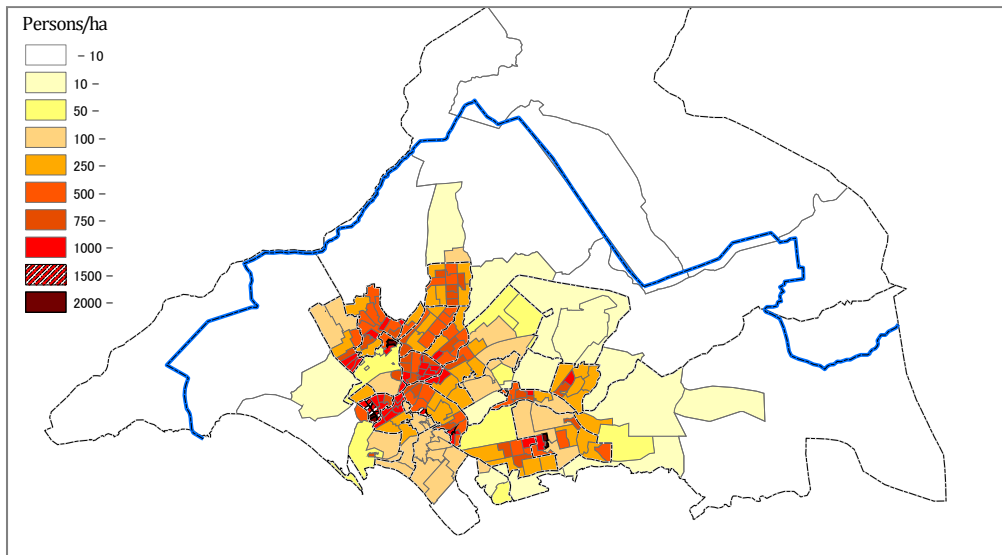
Town	2010	2020	2020/2010	2030	2030/2010	
1	Keamari	762,000	1,914,000	2.51	2,290,000	3.01
2	S.I.T.E	854,000	895,000	1.05	895,000	1.05
3	BALDIA	864,000	1,110,000	1.28	1,110,000	1.28
4	ORANGI	1,338,000	1,429,000	1.07	1,523,000	1.14
5	LYARI	939,000	969,000	1.03	969,000	1.03
6	SADDAR	1,104,000	1,123,000	1.02	1,233,000	1.12
7	JAMSHED	1,397,000	1,560,000	1.12	1,713,000	1.23
8	GULSHAN-E-IQBAL	1,458,000	2,373,000	1.63	2,684,000	1.84
9	SHAH FAISAL	602,000	612,000	1.02	647,000	1.07
10	LANDHI	1,353,000	1,822,000	1.35	1,822,000	1.35
11	KORANGI	1,286,000	1,826,000	1.42	1,826,000	1.42
12	NORTH NAZIMABAD	917,000	979,000	1.07	1,044,000	1.14
13	NEW KARACHI	1,226,000	1,247,000	1.02	1,328,000	1.08
14	GULBERG	838,000	895,000	1.07	954,000	1.14
15	LIAQUATABAD	1,002,000	1,035,000	1.03	1,035,000	1.03
16	MALIR	781,000	907,000	1.16	937,000	1.20
17	BIN QASIM	518,000	2,032,000	3.92	2,697,000	5.21
18	GADAP West	263,000	1,058,000	4.02	1,715,000	6.52
	GADAP Central	146,000	1,512,000	10.36	2,522,000	17.27
	GADAP East	128,000	508,000	3.97	823,000	6.43
	GADAP Total	537,000	3,078,000	5.73	5,060,000	9.42
19	Karachi Cantonment	88,000	90,000	1.02	96,000	1.09
20	Clifton Cantonment	559,000	771,000	1.38	821,000	1.47
21	Faisal Cantonment	248,000	352,000	1.42	363,000	1.46
22	Malir Cantonment	206,000	400,000	1.94	414,000	2.01
23	Manora Cantonment	10,000	10,000	1.00	10,000	1.00
24	Korangi Cantonment	47,000	122,000	2.60	130,000	2.77
Total		18,934,000	27,551,000	1.46	31,601,000	1.67

Source: Estimated in KTIP

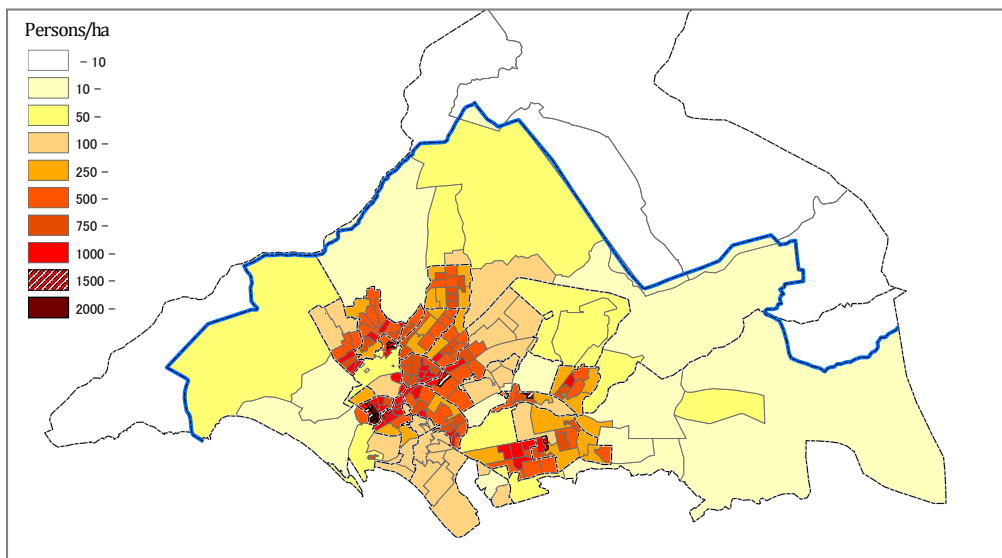


Source: Projection in KTIP

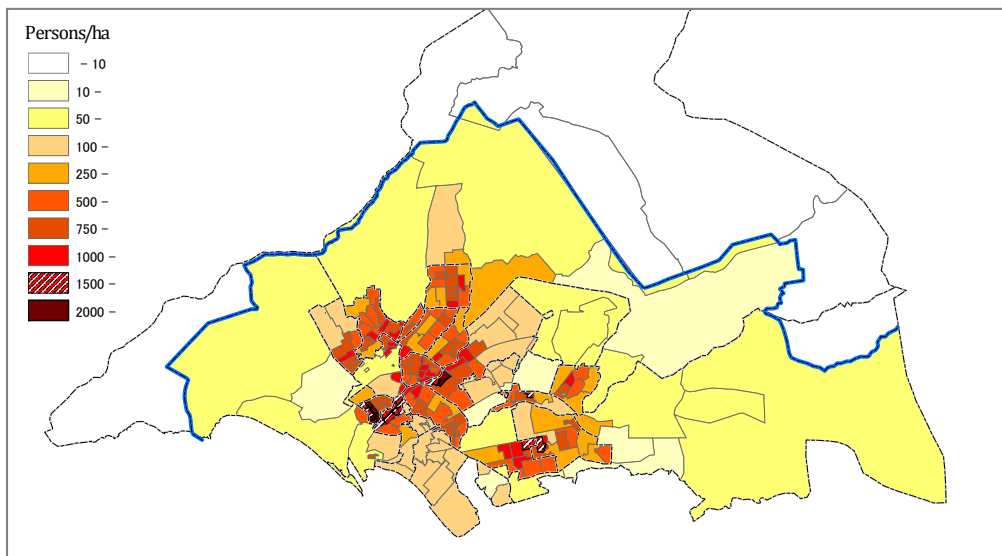
**Figure 4-3-8 Future Population growth by Town / Cantonment (2010, 2020 2030)**



**Figure 4-3-9 Population density by UC in 2010**



**Figure 4-3-10 Population density by UC in 2020**



**Figure 4-3-11 Population density by UC in 2030**

Source: KTIP (Figure 4-3-10, 11, and 12)

## 4.4 Financial Framework

### 4.4.1 Government Budget

#### (1) City District Government Karachi (CDGK)

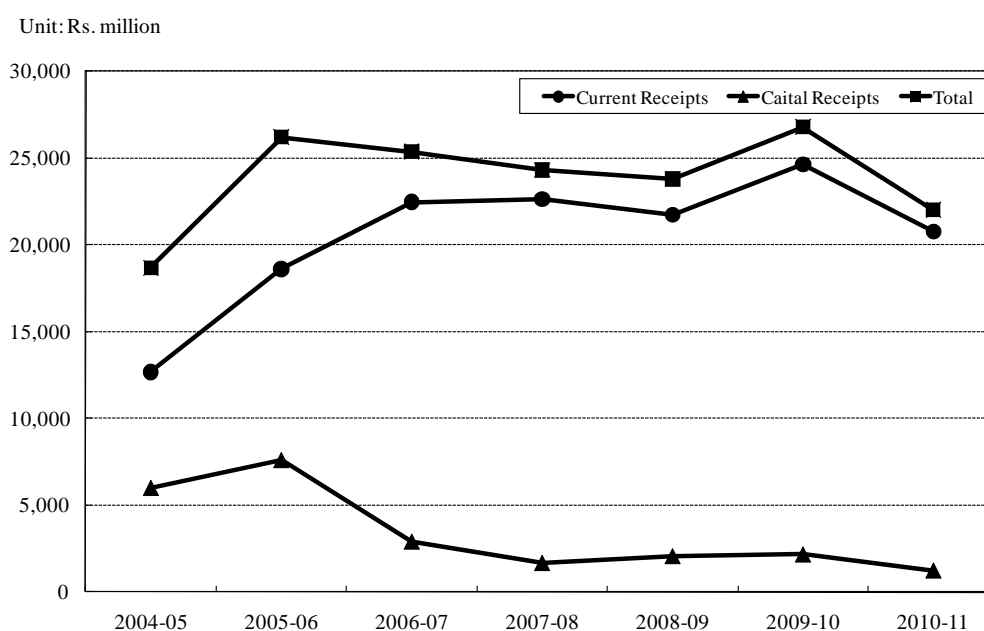
Table 4-4-1 shows the receipts for the CDGK budget in 2010-11. The total receipts for CDGK account for 53,958 million, in which the receipts for Water & Sanitation Department (KW&SB) account for Rs. 14.5 million, and that of Funds for Developed Departments (GOS) through Single Line Transfer System account for Rs. 17,329 million. The rest of Rs. 22,031 million is for the general budget, in which current receipts and capital receipts account for Rs. 20,783 million and Rs. 1,248 million respectively.

**Table 4-4-1 CDGK Budget at Glance 2010-11 (Receipts)**

Unit: Rs. Million	
Receipts	Amount
Current Receipts.	20,782.78
Capital Receipts.	1,247.88
Sub-Total	22,030.64
Water & Sanitation Department (KW&SB)	14,597.80
Funds for Devolved Departments (GOS) through Single Line Transfer System (Salary, Non Salary & ADP)	17,329.96
Total Receipts	53,958.40

Source: CDGK Budget 2010-2011 Highlights

The trend of the receipts for general budget of CDGK is shown in Figure 4-4-1.



Source: CDGK Budget Highlights

**Figure 4-4-1 CDGK Budget Receipts (Current Receipts and Capital Receipts)**

Table 4-4-2 shows the source of receipts for the budget of CDGK in 2010-11. The CDGK revenue of Rs. 7,648 million is the major source of the receipt for the general budget, accounting for 34.7% of the total. The amount of grants and releases from the Government is Rs. 5,982 million, which account for 27.2%.

**Table 4-4-2 Summary of CDGK Budget (2010-2011)**

(Unit: Rs. Million )

S. No.	Group of Offices / Departments	2010 –2011	%
1	Revenue	7,648.34	34.72
2	Grants / Releases from Government.	5,981.72	27.15
3	Dues of defunct KMC/KDA against <b>KESC.</b>	1,983.06	9.00
4	Municipal Services	1,512.00	6.86
5	Master Plan	1,266.32	5.75
6	Transfer of income from <b>KBCA</b>	1,000.00	4.54
7	Works & Services	805.33	3.66
8	Finance & Planning	814.92	3.70
9	Enterprise & Investment Promotion	567.30	2.58
10	Coordination	135.55	0.62
11	Transport & Communication	129.10	0.59
12	Community Development	85.49	0.39
13	Health	54.37	0.25
14	Karachi Mass Transit Cell	46.43	0.21
15	Information Technology	0.70	0.00
	<b>Total</b>	<b>22,030.64</b>	100.00
16	Water & Sanitation Department (KW&SB)	14,597.80	
17	Funds for Devolved Departments, GOS through Single Line Transfer System (Salary, Non Salary & ADP)	17,329.96	
	<b>Grand Total</b>	<b>53958.40</b>	

Source: CDGK Budget 2010-2011 Highlights

Table 4-4-3 shows the expenditure of CDGK in 2010-11. CDGK will spend Rs. 10,436 million as Development Expenditure. This is the scale of the budget for the infrastructure development in Karachi at present, which is so small that it is difficult to allocate a part of budget to the mass transit development.

**Table 4-4-3 CDGK Budget at Glance 2010-11 (Expenditure)**

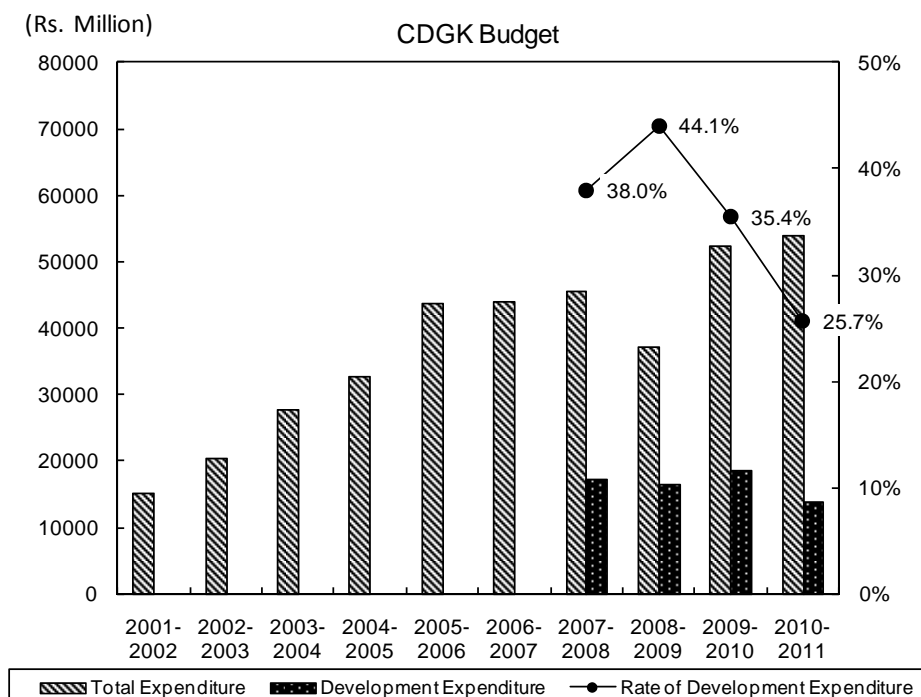
(Unit: Rs. Million )

EXPENDITURE	Amount
Establishment	7,263.40
Contingent	1,488.33
Repair & Maintenance	294.29
Development Expenditure	10,436.29
Funds / Share to Towns & Union Councils	2,463.95
<b>Sub-Total (1)</b>	<b><u>21,946.26</u></b>
Water & Sanitation Department (KW&SB)	
(i) Current Expenditure.	6,760.86
(ii) Development Expenditure.	7,836.94
<b>Sub-Total (2)</b>	<b><u>14,597.80</u></b>
Funds for Devolved Departments, GOS through Single Line Transfer System	
(I) Salary & Non Salary	13,929.96
(II) District ADP.	3,400.00
<b>Sub-Total (3)</b>	<b><u>17,329.96</u></b>
<b>Total Expenditure (1) + (2) + (3)</b>	<b><u>53,874.02</u></b>
<b>Surplus (+)</b>	<b>84.38</b>

Source: CDGK Budget 2010-2011 Highlights



The trend of the total expenditure and development expenditure for general budget of CDGK is shown in Figure 4-4-2.



Note: Total expenditures in 2003-04 and 2008-09 don't include KW&SB.

Source: CDGK Budget Highlights

**Figure 4-4-2 CDGK Budget Total Expenditure and Development Expenditure**

## (2) Government of Sindh (GOS)

Table 4-4-4 shows the budget of GOS in 2010-11. The total receipt accounts for Rs. 366,374 million, in which current revenue receipt and current capital receipt account for Rs. 340,244 million and Rs. 26,130 million, respectively.

**Table 4-4-4 GOS Budget**

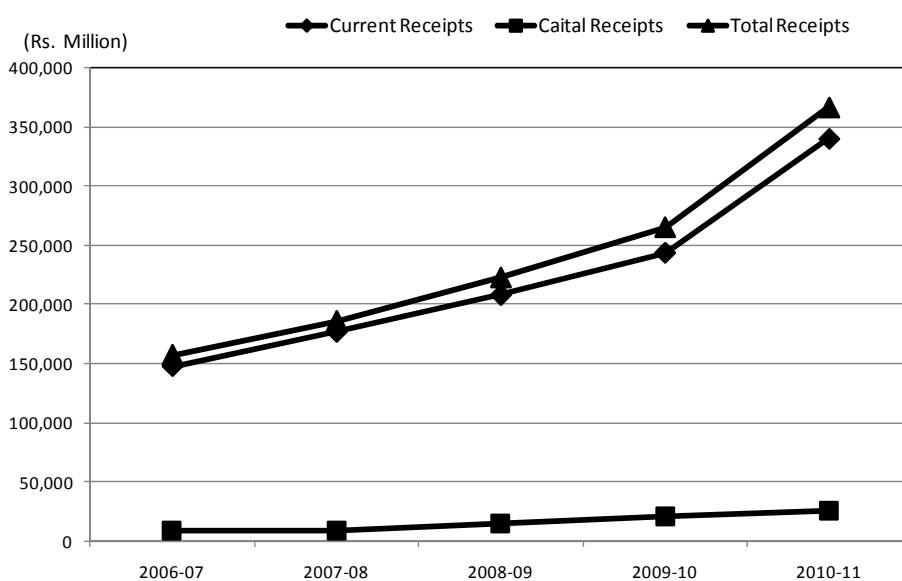
(Rs. Million)

CURRENT BUDGET	BUDGET ESTIMATES
<b><u>A. CURRENT REVENUE RECEIPTS</u></b>	
<b><u>Federal Tax Assignment</u></b>	
A1. Revenue Assignment	207274.64
A2. Special Grant (Grant-in-Aid)	0.00
A3. Provincial Receipts	50500.00
A4. Provincial Sales Tax on Services	25000.00
A5. Straight Transfers	51209.00
A6. District Support Grant (including Other Grants)	5572.35
A7. Production Bonus (Special Grant)	678.58
<b>Sub-Total (A1 to A7) → A</b>	<b>340244.18</b>
<b><u>B. CURRENT REVENUE EXPENDITURE</u></b>	
B1. Provincial Government	147451.86

B2. Local Governments (DGs, TMAs, UAs)	120815.41
<b>Sub-Total (B1+ B2) → B</b>	<b>268267.27</b>
<b>C. CURRENT CAPITAL RECEIPTS</b>	
C1. Local Repayments	6731.98
C2. SDSSP	0.00
C3. DPC/SWAP, World Bank	8148.00
C4. European Commission Grant	918.00
C5. ADB Funding	10332.00
Sub-Total (C1 to C5) ( C	26129.98
<b>D. CURRENT CAPITAL EXPENDITURE</b>	
D1. Current Capital Expenditure	1898.10
Sub-Total (D1) ( D	1898.10
Total(A+C) ( AC	366374.15
Total(B+D) ( BD	287165.37
AC-BD	79208.79

Source: GOS Budget at a Glance

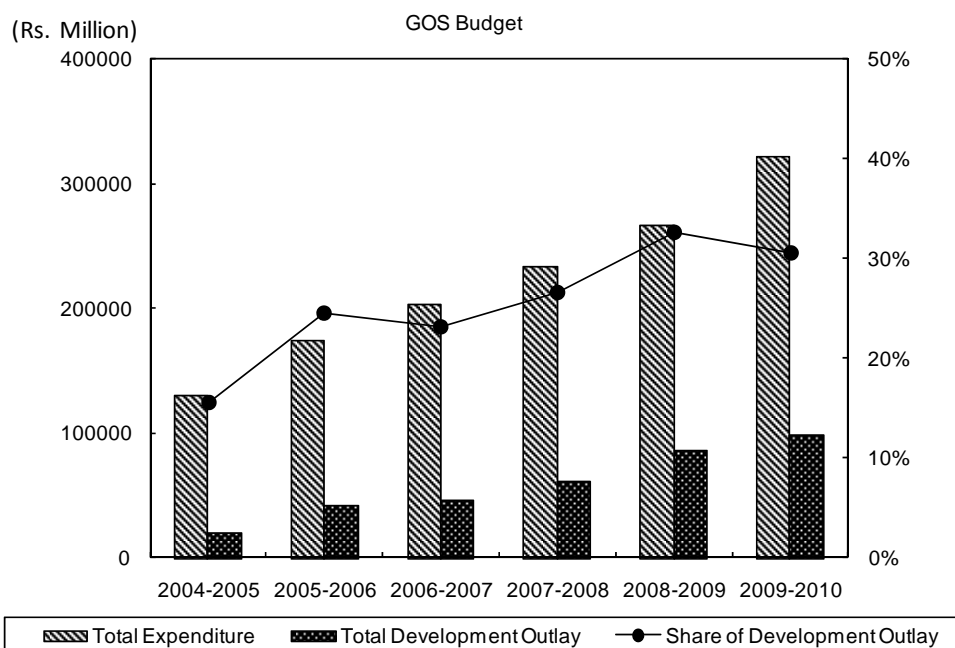
The trend of the receipts for general budget of GOS is shown in Figure 4-4-3.



Source: GOS Budget at a Glance

**Figure 4-4-3 GOS Budget Receipts (Current Receipts and Capital Receipts)**

The trend of the total expenditure and development expenditure for general budget of GOS is shown in Figure 4-4-4.



Source: GOS Budget at a Glance

**Figure 4-4-4 CDGK Budget Total Expenditure and Development Expenditure**

### (3) Federal Government

Table 4-4-5 shows the receipts for the federal government budget in 2010-11. Of total internal receipts of Rs. 2,574,884 million, the tax revenue receipt is Rs. 1,778,715 million or 69.1%, and non-tax receipts are Rs. 632,279 million or 24.6%.

The total revenue receipts, which totalled tax revenue receipt and non-tax receipts account for Rs. 2,410,994 million or 93.6%.

**Table 4-4-5 Federal Government Budget 2010-2011 Receipts**

(Rs. Million)		
code	Description	Budget Estimates 2010-11
	Federal Consolidated Fund (5+6)	2,961,504
1	Tax Revenue Receipts	1,778,715
	Direct Taxes	657,700
	Indirect Taxes	1,121,015
2	Non-Tax Receipts	632,279
	Income from Property and Enterprise	169,985
	Receipts from Civil Administration etc.	332,250
	Miscellaneous Receipts	130,044
3	Total Revenue Receipts (1+2)	2,410,994
4	Capital Receipts	163,890
	Recovery of Loans and Advances	47,460
	Domestic Debt Receipts (Net)	116,430
5	Total Internal Receipts (3+4)	2,574,884
6	External Receipts	386,620
	Loans	286,934
	Grants	99,686
7	Public Accounts Receipts (Net)	216,144
	Deferred Liabilities (Net)	215,014
	Deposit and Reserves (Net)	1,130
8	Gross Federal Resources (5+6+7)	3,177,647

9	Less Provincial Share in Federal Taxes	1,033,643
10	Net Federal Resources (8-9)	2,144,004
11	Cash Balance built up by the Provinces	166,925
12	Privatization Proceeds	-
13	Credit from Banking Sector	166,544
14	Total-Resources (10+11+12+13)	2,477,472

Source: Ministry of Finance & Revenue

Table 4-4-6 shows the receipts for the federal government budget for expenditure in 2010-11. Of total expenditure of Rs. 2,477,472 million, total development expenditure is Rs. 444,930 million, accounting for 18.0%.

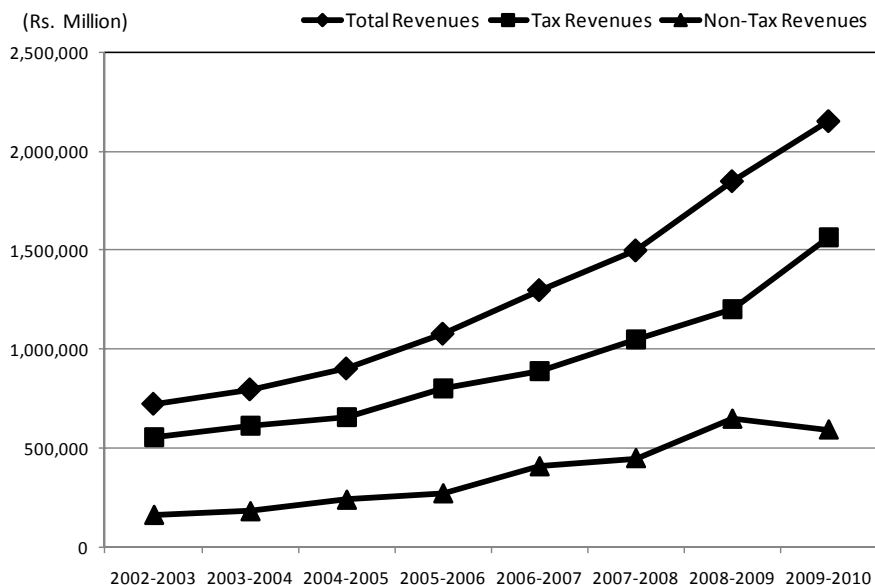
**Table 4-4-6 Federal Government Budget 2010-11 Expenditure**

(Rs in million)

code	Description	Budget Estimates 2010-11
	Current Expenditure on Revenue Account	
	01 General Public Services	1,387,664
	02 Defence Affairs and Services	442,173
	03 Public Order and Safety Affairs	51,263
	04 Economic Affairs	66,897
	05 Environment Protection	448
	06 Housing and Community Amenities	1,842
	07 Health	7,293
	08 Recreation, Culture and Religion	4,359
	09 Education Affairs and Services	34,500
	10 Social Protection	1,463
	a. Current Exp. on Revenue Account	1,997,892
	b. Current Exp. on Capital Account	54,650
1	Total Current Expenditure (a + b)	2,052,542
	c. Dev. Exp. on Revenue Account (i+ii)	311,885
	i. Dev. Exp. on Revenue Account (PSDP)	188,340
	ii. Other Dev. Exp. on Revenue Account	123,545
	d. Dev. Expenditure on Capital Account	321,385
	(Total Public Sector Dev. Program) (i+d)	321,385
2	Total Development Expenditure (c + d)	444,930
3	Estimated Operational Shortfall in PSDP	(20,000)
	Total - Expenditure (1+2+3)	2,477,472
4	Break-up of Expenditure	
	Revenue Account (a+c)	2,309,777
	Capital Account (b+d)	187,695
	Estimated Operational Shortfall in PSDP	(20,000)
	Total Expenditure	2,477,472

Source: Ministry of Finance & Revenue

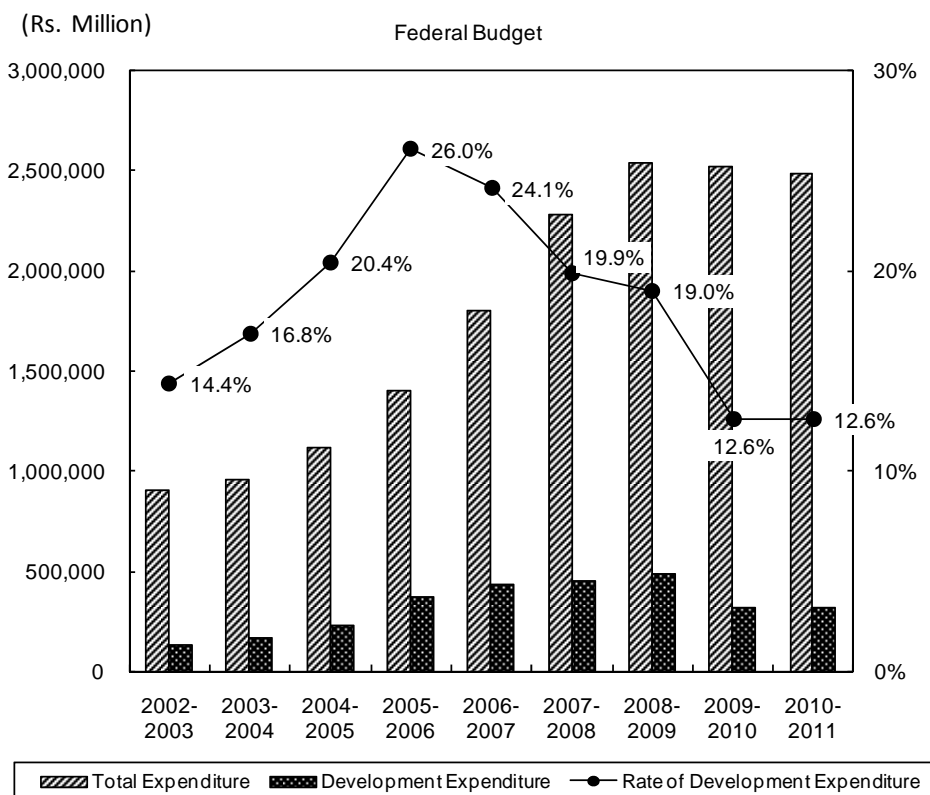
The trend of revenues for general budget of the federal government is shown in Figure 4-4-5.



Source: Budget Wing, Finance Division, Islamabad

**Figure 4-4-5 Federal Government Budget Revenues (Tax Revenues and Non-Tax Revenues)**

The trend of the total expenditure and development expenditure for general budget of the federal government is shown in Figure 4-4-6.



Source: Budget Wing, Finance Division, Islamabad

**Figure 4-4-6 Federal Government Budget Total Expenditure and Development Expenditure**

#### 4.4.2 Investment for Transport Sector in Karachi

##### (1) Investment for transport sector of CDGK

CDGK completed 181 projects in the transport sector for the last five years (2004-2009) with the total cost of Rs. 13,364 million as shown in Table 4-4-7. This total amount accounts for 6.58% of the total expenditure of CDGK during 2004-2009.

There are 246 on-going projects (Rs. 23,239 million) by Work and Services Group, CDGK as shown in Table 4-4-8. CDGK plans to carry out 43 projects with the total cost of Rs. 25,327 million from 2010 to 2013 for the transport sector as shown in Table 4-4-9.

**Table 4-4-7 Work Completed (2004-09) by Work and Services Group, CDGK**

SCHEME	NUMBER	COST (Rs. in Million)
Bridges and Flyovers	11	3,394.720
Building Works	23	692.784
Drainage Work	12	267.418
Road Works(about 4000Kms)	126	7,231.792
Rural Drainage Schemes	3	71.765
Rural Water Supply Schemes	2	37.796
Underpasses	4	1,668.000
Grand Total	181	13,364.275

Source: Work and Service Group, CDGK

**Table 4-4-8 CDGK Sector-wise Progress of Development**

(Rs in Million)			
SCHEME	Sector/Sub Sector	NUMBER	COST
Provincial(ADP)-Umbrellas Ph- I	T&C-Roads PP&H-Drains	11	2,126.000
Provincial(ADP)-Natural Nallahs	PP&H-Drain	12	943.405
Provincial(ADP)-Bin Qasim Town	T&C-Road	6	324.293
Provincial(ADP)-Lyari Package	PP&H T&C Education Health	14	428.430
Provincial(ADP)-Spl Package (New)	T&C-Bridges	6	1,262.497
Provincial(ADP)-Umbrellas Ph- II	T&C-Road	43	1,880.473
Provincial(ADP)-Spl Package (On-Going)	T&C-Bridges T&C-Roads	7	1,323.177
Provincial(ADP)-Other Works	T&C-Bridges T&C-Roads	17	5,900.859
CDGK Allocations	T&C PP&H Health Education	71	3,149.992
District(ADP)	T&C-Road	55	3,851.997
Federal PSDP	T&C-Bridges PP&H-Drains	4	2,047.950
Grand Total		246	23,239.073

Source: Work and Service Group, CDGK

**Table 4-4-9 CDGK proposal works (2010-13)**

(Rs in Million)		
SCHEME	NUMBER	COST
Bridges and Flyover	7	4,750.000
Nallah and Drains	2	1,600.000
Roads	34	18,976.620
Grand Total	43	25,326.620

Source: Work and Service Group, CDGK

**(2) Investment amount for transport sector of GOS in Karachi**

The total amount of revenue and capital of GOS for the transport sector accounts for Rs. 225 million in 2010-11 as shown in Table 4-4-10. The budget for the transport related project, which is directly implemented by GOS is very small.

**Table 4-4-10 Government of Sindh Transport Budget 2010-2011**

(Rs. in Million)			
	Capital	Revenue	Total
On-going Schemes	79.000	81.000	160.000
New Schemes	20.000	0.000	20.000
Total Transport	99.000	81.000	180.000

Source: GOS Financial Data

Table 4-4-11 shows the budget of GOS for T&C sector in Karachi. The total of the budget estimate from 2007-08 to 2009-10 was Rs. 5,991 million, although the budget has been revised to approximately double the budget estimate every fiscal year, and the total of the revised estimate in the three years amounts to Rs. 10,371 million. This total amount accounts for 1.26% of total expenditure of GOS during 2007-2010 (revised estimate).

**Table 4-4-11 Release Position of T&C Sector Schemes pertaining to CDGK**

(Rs. Million)				
	2007-08	2008-09	2009-10	Total
Budget Estimate	2,314.439	1,681.000	1,995.317	5,990.756
Revised Estimate	4,060.085	3,178.406	3,132.945	10,371.436

Source: GOS Financial Data

**(3) Investment amount for transport sector of Federal Government**

Table 4-4-12 shows the budget of the federal government allocation for communications. Most works of Ministry of communications are related to the transportation sector. The total amount from 2004-05 to 2010-11 is Rs. 173,562 million, accounting for 1.23% of the total expenditure of the federal government during the same period.

**Table 4-4-12 Federal Government Transport sector expenditure**

(Rs. Million)			
Fiscal Year	Total Expenditures	Allocation for Communications	Rate of Communications
2004-2005	1,116,981	17,689	1.58%
2005-2006	1,401,900	16,477	1.18%
2006-2007	1,799,968	18,161	1.01%
2007-2008	2,276,549	20,940	0.92%
2008-2009	2,531,308	26,756	1.06%
2009-2010	2,517,020	35,972	1.43%
2010-2011	2,477,472	37,567	1.52%
Total	14,121,198	173,562	1.23%

Source: Budget Wing, Finance Division, Islamabad Planning Commission of Pakistan / Ministry of Finance, GOP.

**(4) Karachi Package**

GOS released Rs. 2,000 million for 16 road projects including flyover constructions, road constructions, and road rehabilitation as Karachi Package in 2009-10 as shown in Table 4-4-13. The same scale, i.e. Rs. 2,000 million, will be released for Karachi Package in 2010-11. The re-appropriation of Rs. 323.461 million is under process for Karachi Package.

**Table 4-4-13 Details of Funds released for Karachi Package for the last FY**

		(Rs in Million)
Sr.No.	Name of scheme	Amount released
1	Construction of 3-Lane Flyover at Chanesar Halt on Shara-e-Faisal, Karachi. (Karachi	220.000
2	Construction of 2-Lane Flyover (a) Regent Palaza Intersection, Shara-e-eFaisal, Karachi. (b) Hotel Mehran Interseetion, Shahara-e-Faisal, Karachi. (Karachi Package)	132.167
3	Construction of 2-Lane Flyover Along Dr.Ziauddin Ahmed Road at PIDC Intersection, Karachi.(Karachi Package)	50.000
4	Construction of 4-Lane Flyover at Intersection Shaheed-e-Millat Road & Mehmoodabad Near City Scool PAF Chapter, Karachi.(Karachi Package)	324.437
5	Rehabilitation / Improvement Shahrah-e-Sadi from Nehre-Khayam to Bilawal Chowrangi including service road between Bilawal Chowrangi and Marine drive	55.000
6	Special Project Chanalization / Construction of Natural Nallas of Orangi Baldia, Orangi north Nazimabad Korangi and Gulshan-e-Iqbal Town	194.821
7	Construction of Rehabilitation City Disrict Government Karachi (Phase- I ) Umbrella	105.000
8	Balance work of Shahrah-e-Qaddafi from Qasbba more to German School Orangi Town Karachi.	150.000
9	Construction of Azeempura road, Shah Faisal Town.	45.000
10	Construction of Servise road on both side of Mauripur road from Gate 1 to the end / beyond of truck stand.	100.000
11	Improvement of road 4300 and Construction of storm water drain from road 5200 to Lyari river at the Karachi.	25.000
12	Construction / Improvement of rural areas of CDGK (defunct) District Councils)	20.000
13	Bridge over Lyari River connecting Surjani with Gulshane-e-Maymer, Yousuf Goth Super Highway.	35.000
14	Construction and Rehabilitation of Shahrah-e-Noor Jahan from Abdullah College to Qalandria Chowk Karachi	82.589
15	Construction of road from Chanesar Goth to Mehmoodabad Corporation road.	6.986
16	Construction of Flyover / Interchanged at Banaras Chowk Karachi with the inclusion of Pdestrian Crossing Bridge	189.000
Total amount released		2,000.000

Source: GOS

#### 4.4.3 Motor Vehicle Tax and Fee

Table 4-4-14 shows the rate of motor vehicle tax and fee. These taxes are included in the general account of revenue instead of a special purpose tax for specific expenditure. Table 4-4-15 shows present annual rates of with-holding tax for non-commercial and commercial vehicles. Figure 4-4-7 shows collection of motor vehicle tax and registration fee. The total revenue from the motor vehicle tax and registration fee exceeds Rs. 2,000 million in 2009-10.

Tax and registration fee are imposed on motor vehicle users in various forms, and the amount of total receipts is substantial. The gasoline tax is a considerable revenue source as well.

In addition to these current taxes, introduction of new special purpose tax is considered as a possibility of a source of revenue. However, it would be difficult to establish a new special purpose tax for car and gasoline for mass transit development because it could arouse resistant pressure from the public.



Table 4-4-14 Motor Vehicle Tax and Fee

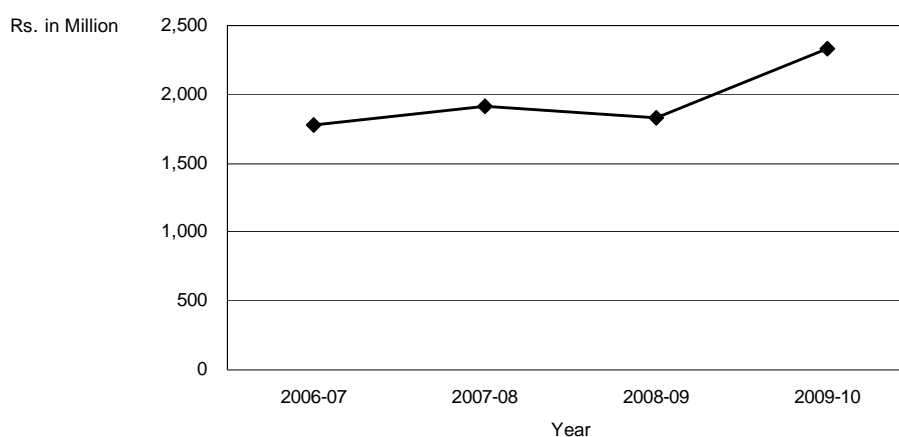
REGISTRATION FEE	RATE OF MOTOR VEHICLE TAXES		MSC. FEE/TAXES
	COMMERCIAL	NON COMMERCIAL	
Non-Commercial On Invoice Value upto	<b>Trucks/Mini Trucks/D.Van &amp; Pickup (Laden Weight)</b>	<b>Seating capacity not more than 3 persons (per annum)</b>	<b>TRANSFER/ALTERATION FEE:</b>
1300 cc 1%	a. Not exceeding 4060 kg 800/-	<b>Seating capacity more than 3 persons but not more than 6 persons with Engine Capacity per annum:</b>	<b>Non Commercial</b>
1301 to 2500 cc 2%	b. 4061 to 8120 kg 2000/-	a. Not exceeding 1000 cc 1000/-	a. Upto 800 cc 650/-
Exceeding 2500 cc 4%	c. 8121 to 16000 kg 6000/-	b. 1001 to 1300 1500/-	b. More than 800 cc 800/-
Motorcycle/Scooter Commercial vehicles. 1%	d. 16001 to 29999 kg 8000/-	c. 1301 to 1600 3000/-	c. Pickup & St.Wagon having HP 1000 cc & above 1000/-
<b>Luxury Tax</b> (At the time of Registration)	<b>Cranes</b> Upto 8120 kg 2000/-	d. 1601 to 2000 3200/-	<b>Commercial</b>
a. Imported motor cars with engine capacity from 3000 cc & above. 100,000/-	<b>Vehicles plying for hire and ordinary used for the transport of passengers (Taxies &amp; Busses)</b>	e. 2001 to 2500 3500/-	a. Truck/Bus etc. 1250/-
b. Imported motorcars with engine capacity from 2000 cc to 2999 cc 50,000/-	a. More than 20 seats (per seat) 100/-	f. Above 2500 cc 5000/-	b. Pickup/Minibus upto 25 seats 1000/-
c. Imported motorcars with engine capacity from 1500 cc to 1999 cc 5,000/-	b. Minibusses 7 to 19 seat (per seat) 160/-	<b>NOTE</b>	c. Pickup 1000 cc 800/-
d. Locally manufactured or assembled motor cars with engine capacity from 1500 cc and above 5,000/-	<b>Taxis</b>	Tax for each additional seat 200/-	d. Pickup upto 796 cc 650/-
	a. Upto 4 persons 520/-	<b>Relief By Sindh Government (reduction)</b>	e.. Rickshaw 650/-
	b. 5-6 persons 660/-	a. 10 years old (from date of Reg.) 25%	<b>Transfer Fee of M.Cycles/scooters</b> 125/-
	c. More than 6 persons per seat per annum.	b. 15 years old 50%	<b>Fee for DCRC (for all types of Vehicles).</b> 200/-
	i ) Air-conditioned (for every extra seat). 150/-	<b>Tractor per annum:</b>	<b>Number Plate Fee (per Pair)</b> 100/-
	ii )Non air conditioned (for every extra seat). 100/-	a. Witout Trolley 200/-	No.Plate Fee for 03 plates in case of Trailer 150/-
	<b>Tricycle Rickshaw</b> For 3 persons 400/-	b. With Trolley 300/-	
	<b>Tractors</b> 1200/-	<b>MC/Scooter per annum</b>	
		a. Newly registered Life Time Tax 1000/-	
		b. Trolley (if fitted extra) 200/-	

Source: Excise &amp; Taxation Department

Table 4-4-15 With-holding Tax for Vehicles

NON-COMMERCIAL			COMMERCIAL			
HOUSE POWER	SEATING CAPACITY	Withholding TAX	NAME OF VEHICLE	LADEN WEIGT	Professional TAX	Withholdin g TAX
993 cc	4	NIL	Pickup	1250	150	1200
992 cc	8	NIL	Pickup	1251 to 2000	150	1200
992 cc	10	NIL	Pickup	2031 to 4000	150	7200
1000 cc	4	500	Mini Trudk	4061 to 6000	150	7200
1000 cc	8	500	Mini Trudk	6091 to 8120	150	12000
1000 cc	10	500	Truck	8121 to 12000	150	12000
1001 cc to 1199 cc	4	500	Truck	12001 to 14999	150	12000
1001 cc to 1199 cc	8	500	Truck	15000 to 16000	150	18000
1001 cc to 1199 cc	10	500	Truck	16001 to 29999	150	18000
1001 cc to 1199 cc	12	500	Truck/Trailer	12001 to 14999	150	12000
1299 cc			Truck/Trailer	15000 to 16000	150	18000
			Truck/Trailer	16001 to 29999	150	18000
			Crane	2031 to 4060	150	7200
			Crane	4061 to 6090	150	7200
			Crane	6091 to 8120	150	36000

Source: Excise &amp; Taxation Department



Source: Excise & Taxation Department

**Figure 4-4-7 Collection of Motor Vehicle Tax and Registration Fee etc**

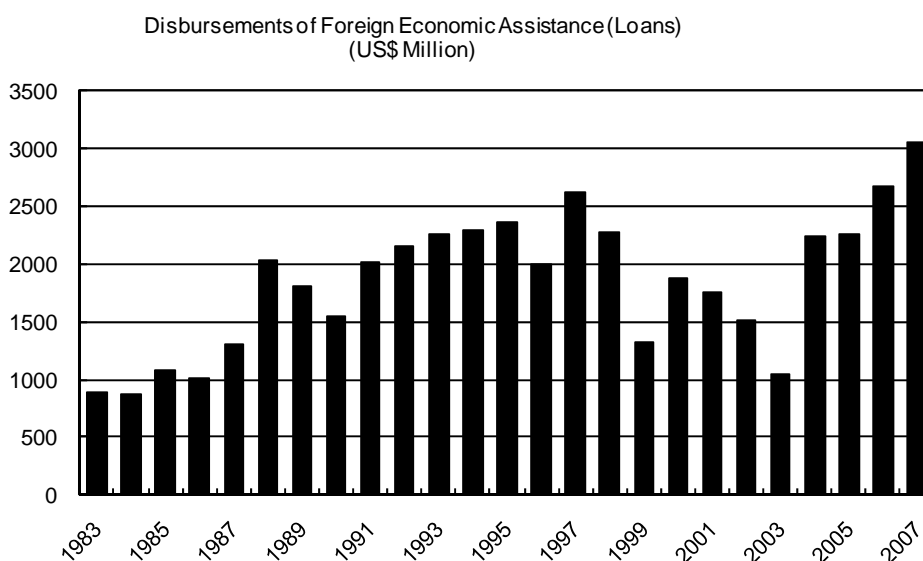
**4.4.4 Loan from International Aid Agencies**

Funds from the government’s budget would not be enough to implement mass transit projects in Karachi. Borrowing from banks would be necessary to meet the demand of funds. The most probable funding source will be concessional loans from international donors such as ADB, World Bank and JBIC.

Many projects in Pakistan have been actually financed by ADB, World Bank, and JBIC. Each organization shows the posture to support investment in an infrastructure sector, although there might be some subtle differences in terms of priorities.

Figure 4-4-8 shows the transition of loan disbursements of foreign economic assistance to Pakistan.

The total amount of the loan from 1999 to 2003 was very low due to temporary suspension of loans by Japan and other countries. Except those years, approximately US\$ 2- 2.5 billion have been disbursed every year. In recent years, the disbursements are increasing.



Source: Economic Affairs Division

**Figure 4-4-8 Loan Disbursements of Foreign Economic Assistance for Pakistan**

#### 4.4.5 Available Budget Estimation

##### (1) Estimation of Available Budget of CDGK in 2010

CDGK has spent 6.58% of the total expenditures for investment in the transport sector from 2004 to 2009. Budget for the investment on the mass transit development is limited because there are a number of projects to be implemented. It was assumed that 20% of the investment in the transport sector to be allocated to the mass transit development in Karachi. Based on the assumption, the total investible amount of CDGK budget for the mass transit development in 2010-11 was estimated at approximately Rs. 700 million as shown below.

Rs. 53,874 million \* 6.58% \* 20% = Rs. 700 million

(Rs. 53,874 million is the total expenditures of CDGK in 2010-11.)

##### (2) Estimation of Available Budget of GOS in 2010

GOS has spent 1.26% of total expenditures for the investment on the transport sector in Karachi area from 2007 to 2010. It was assumed that 15% of the investment on the transport sector in Karachi area could be supplied to mass transit development project. The total expenditure of GOS 2010-11 is Rs. 422,251, and the expenditure details are as follow: Rs. 268,267 million of Current Revenue Expenditure, Rs. 18,898 million of Current Capital Expenditure, and Rs. 135,085 million of Provincial Development Expenditure. Based on this precondition, the investible amount of GOS budget for the mass transit development was estimated at approximately Rs. 790 million in 2010-11 as shown below.

Rs. 422,251 million \* 1.26% \* 15% = Rs. 790 million

##### (3) Estimation of Available Budget of GOP in 2010

Federal Government has spent 1.23% of total expenditures for investment in the transport sector from 2004 to 2011. Considering the population share of Karachi in Pakistan being 10.9%, it was assumed that 10.9% of total transport sector investment can be allocated to Karachi area. It was also assumed that 15% of the investment on the transport sector in Karachi area could be supplied to mass transit development project. Based on this precondition, the total amount which could be invested in the mass transit development would be approximately Rs.490 million from Federal Government budget in 2010-11. The total expenditure of Federal Government for 2010-11 is Rs. 2,477,472. Based on this precondition, the investible amount of GOP budget for the mass transit development was estimated at approximately Rs. 700 million as shown below.

Rs. 2,477,472 million \* 1.23% \* 10.9% \* 15% = Rs. 490 million

##### (4) Estimation of Investible Amount in 2010

As calculated above, the available budget on the mass transit development in Karachi in 2010-11 was Rs. 700 million by CDGK, Rs. 790 million by GOS, and Rs. 490 million by GOP, if the mass transit development was given high priority. These can be invested on projects as equity capital. In the mass transit project, loan from international donors is usually used other than equity capital.

In case that debt-to-equity ratio is 80:20, loan portion in 2010-11 is calculated at approximately Rs. 7,920 million. This amount is 3.7% of the average yearly amount of loan disbursements of foreign economic assistance for Pakistan in recent years. If the loan from international

donors is expanded, it will be a sufficiently possible amount of money.

**(5) Estimation of Investable Amount up to 2030**

GDP growth percentage has been estimated as 4.7% in “4.2.3 Growth of GRDP in Karachi.” The investable amount has been calculated based on the precondition that each investable amount would increase by 4.7% annually from the year 2010. The estimation of investable amounts for the mass transit in Karachi until the year 2030 is shown in Table 4-4-19.

The investable amounts shown in Table 4-4-16 is the estimation of potential investable amount based on the financial conditions of CDGK, GOS and GOP from 2013 to 2030. Thus, this is not the actual invested amounts by period. At actual implementation of a project, investment timing needs to be accelerating according to a project plan based on the potential investable amount.

The investable amounts from 2013 to 2030 are estimated at Rs. 21,859 million by CDGK, Rs. 24,656 million by GOS and Rs. 15,271 million by GOP. Also, available amount of loan from international donors is estimated at Rs. 248,587 million.

The total investable amount to the mass transit development project is estimated Rs. 310,373 million. If the amount of investment to KCR is Rs. 150,000 million, the investable amount to other mass transit will be estimated over Rs.160,000 million.

**Table 4-4-16 Estimation of Available Budget for Mass Transit Development in Karachi**

(Rs. in Million)

Year	Annual Investment Amount				Total
	CDGK	GOS	Federal	Loans	
2010	700	790	490	7,920	9,900
2011	732	827	513	8,292	10,364
2012	766	865	537	8,681	10,849
2013	802	905	562	9,089	11,358
2014	839	947	588	9,516	11,890
2015	878	991	615	9,963	12,447
2016	919	1,037	643	10,431	13,030
2017	962	1,085	673	10,921	13,641
2018	1,007	1,135	704	11,434	14,280
2019	1,054	1,188	737	11,971	14,950
2020	1,103	1,243	771	12,533	15,650
2021	1,154	1,301	807	13,122	16,384
2022	1,208	1,362	844	13,738	17,152
2023	1,264	1,426	883	14,383	17,956
2024	1,323	1,493	924	15,059	18,799
2025	1,385	1,563	967	15,766	19,681
2026	1,450	1,636	1,012	16,507	20,605
2027	1,518	1,712	1,059	17,282	21,571
2028	1,589	1,792	1,108	18,094	22,583
2029	1,663	1,876	1,160	18,944	23,643
2030	1,741	1,964	1,214	19,834	24,753
2013-30	<b>21,859</b>	<b>24,656</b>	<b>15,271</b>	<b>248,587</b>	<b>310,373</b>

Source: Estimation by the JICA Study Team

Note: Annual investment is assumed to increase by 4.7% a year.