

بِسْمِ اللّٰهِ الرَّحْمٰنِ الرَّحِیْمِ



Pakistan Country Presentation

POPULATION OF MAJOR CITIES OF PAKISTAN

Total population of Pakistan in 2010

S.No.	CITY	1998(in million) CENSUS	ACGR(%)	2010 (in million)
1	KARACHI	9,339,03	3.49	13,386,730
2	LAHORE	5,143,495	3.32	7,214,954
3	FAISAL ABAD	2,008,861	3.58	2,912,269
4	RAWALPINDI	1,409,768	3.43	2,013,876
5	MULTAN	1,197,384	2.93	1,610,180
6	HYDERABAD	1,166,894	2.62	1,521,231
7	PESHAWAR	1,132,509	3.79	1,676,357
8	GUJRANWALA	982,816	3.29	1,386,529
9	QUETTA	565,137	4.09	871,643
10	ISLAMABAD	529,180	5.70	972,669
	TOTAL	23,475,067	3.45	33,566,438

ON ROAD MOTORCYCLES, CARS AND BUSES

(000 Number)

YEAR	MOTORCYCLES	CARS	BUSES	ALL VEHICLES
2000-01	2,219	947	87	4472
2001-02	2,482	1084	97	5017
2002-03	2,657	1155	99	5314
2003-04	2,883	1241	101	5712
2004-05	3,064	1317	103	6049
2005-06	3,792	2065	103	7085
2006-07	4,464	1768	109	8064
2007-08	5,038	1937	110	8879
2008-09	5,369	2109	112	9414
Avg. %age Compostion (2000-09)	53	23	2	100
ACGR (%)	11.7	10.5	3.1	9.8

EST National Policy Objectives

- Promote mass/transit public transport systems and institute Fleet Management practices.
- Institutionalizing regular tune-ups of vehicles and other energy efficient driving practices.
- Promotion of use of better fuel quality and quality automotive lubricants
- Facilitating local production and import of low-sulphur diesel fuel. Promoting safe disposal of waste from automotive workshops

Corrective policy interventions

- Setting of National Environmental Quality Standards (NEQS) for fuel emissions.
- Introduction of Ethanol E-5 & Bio-Diesel B-20.
- Appropriate amendment in Laws against smoke emitting vehicles.
- Educating owners/institutions on vehicle and fleet maintenance (Media Included)

.... Policy Interventions (cont'd)

- Phased tune-ups of vehicles & other energy efficient driving practices among drivers, vehicles and fleet managers and operators by Transport/Registration Authorities
- Up-gradation of existing Motor Vehicle Examiners (MVEs) into credible monitoring and service providers to the transport sector by Provincial & District Governments
- Initiation of monthly Transport Energy Audits by all Municipal Corporations, PIA, Private Transporters, Railways and Shipping etc.

.... policy interventions (cont'd)

- Identification and up gradation of 50 existing Model Motor Vehicle stations in private sector for MVEs
- To facilitate Private sector with Energy Conservation Fund (ECF) investment for modern maintenance and repair shops
- To establish government / Private sector partnership at district level
- To provide technical support to prospective investors on the sources and functions of inspection equipment
- To demonstrate benefits of an improved inspection system

Unresolved Challenges

- Investment Barrier
 - Large Capital investment required
 - High Bus cost
 - Equity Reluctance of the investor/operator
 - High risk & uncertainty on return on investment
- Barrier due to Uncertainty of Fuel Supply
 - Shortage of fossil fuels, particularly Natural Gas
 - Low foreign Investment
- Banks shying for financing

Response/Comforts for Viability

- Comprehensive Concession Agreement.
- Govt. subsidy for procurement
- Exclusivity of routes for the Operators of Clean Energy Buses
- Issues against harassment of the Operators at the hands of Police and Transport Authorities
- Flexible fare structure for the Operators
- Lease of depots for the Operators

MOVING TOWARDS EST (on the ground)

- For minimizing the vehicle emissions various measures include the :
 - Incentives to adopt CNG through price differential with Petrol.
 - Policy the largest CNG user country in the world. 2.4 million vehicles are using CNG which is approximately 25% of total number of vehicles on road.

MOVING TOWARDS EST (cont'd)

- 'Package Approach'
 - Different modes of urban transport & allied infrastructure to be dealt as a system.
 - Buses are the most basic form of urban mass transit making use of existing road infrastructure and have been assigned top priority.
 - Regulatory/restraint measures on personalized modes of transport are being adopted. stiffening rates.
 - Local Governments to provide adequate depots, park and ride facilities, Bus Terminals, market based fare enforcement on routes etc.

MOVING TOWARDS EST (cont'd)

- Cities with population of more than 500,000 to have proper urban transport system . (PSDP Projects)
- Mass Transit dedicated for urban traffic, exceeding 20,000/persons/hour.
- Implications in terms of capital cost, operating costs, affordable fare structure and capital / operating subsidy – Sharing formula (Federal /Provincial /District Governments) are now clearly defined, planned and accepted.

MOVING TOWARDS EST (cont'd)

- Attempt is being made to adopt Integrated Land Use Planning in newly developed Urban settlements/developments e.g. Bahria Towns, Defence Housing Authorities, satellite townships etc.
- Implementation through public private partnership with major financing from the private sector.

MOVING TOWARDS EST (cont'd)

- For walking and non-motorized means of transport, despite extreme weather conditions and the undulating topography “continuous walk ways” along major roads and intersections being provided also for safe crossings.
- Introduction of parking fees etc.
- Elimination of animal driven vehicles, replacement by 4 stroke environment friendly auto rickshaws.

Challenges and opportunities for EST

- To correct the lack of clean and acceptable mass transit in our cities is now a policy priority.
- Consequent upon targeting cleanup of urban ambient air pollution by old aging vehicles plying Fuel efficiency measures for saving potential up to 20% being transformed into business window.
- Institution of Motor Vehicle Examiner being made effective and credible through outsourcing/privatizing the activity
- Saving over 3 million ton's of CO2/year/CDM potential apart.

CHALLENGES AND OPPORTUNITIES FOR EST (cont'd)

- Government's only regulatory role
- City/Municipal Transport Departments to play the interactive support role (registration, licensing, vehicle fitness)
- Comprehensive Concession Agreements developed through consensus for the Private Sector (risk allocation, disbursement and dispute settlement between private sector manufacturers, operators and the Government/banks)



THANK YOU