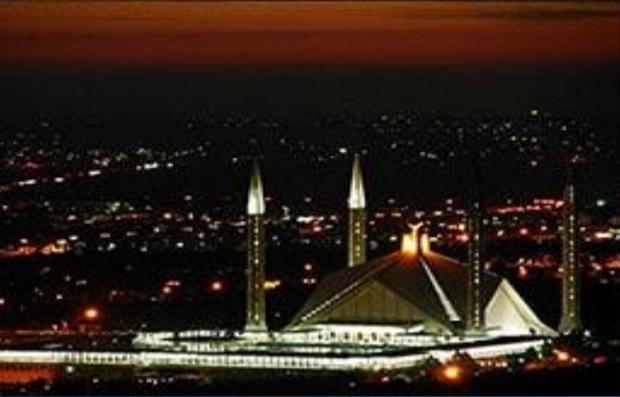
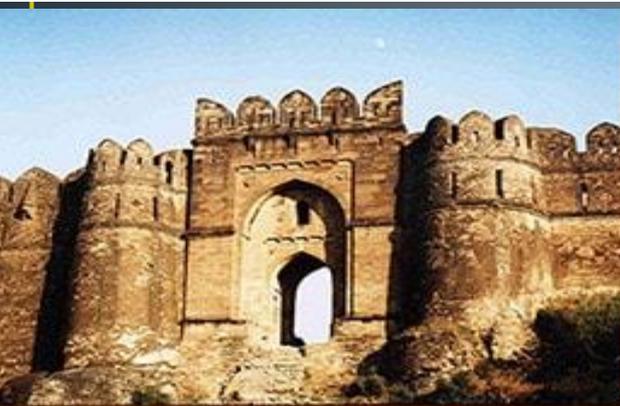




**ULAANTBATAR, MONGOLIA**

**5<sup>TH</sup> OCTOBER, 2018**

# **COUNTRY PRESENTATION PAKISTAN**





# About Pakistan

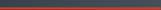
- **Pakistan has total population (Census-2017) : 207.77 Million**
- **Urban Population: 75.58Million (36% share)**
- **Rural Population: 132.19Million (64% share)**
- **Total Road Length: 268,935 Km**
  - **High Type: 197,452 Km (Containing 12,131Km of 32 National Highways, Motorways, Expressways and Strategic Road Network)**
  - **Low Type: 71,483 Km (Mostly rural and irrigation roads administered by Local Government and Irrigation Department)**

# PAKISTAN'S GEO-STRATEGIC LOCATION



# National Highways and Motorways

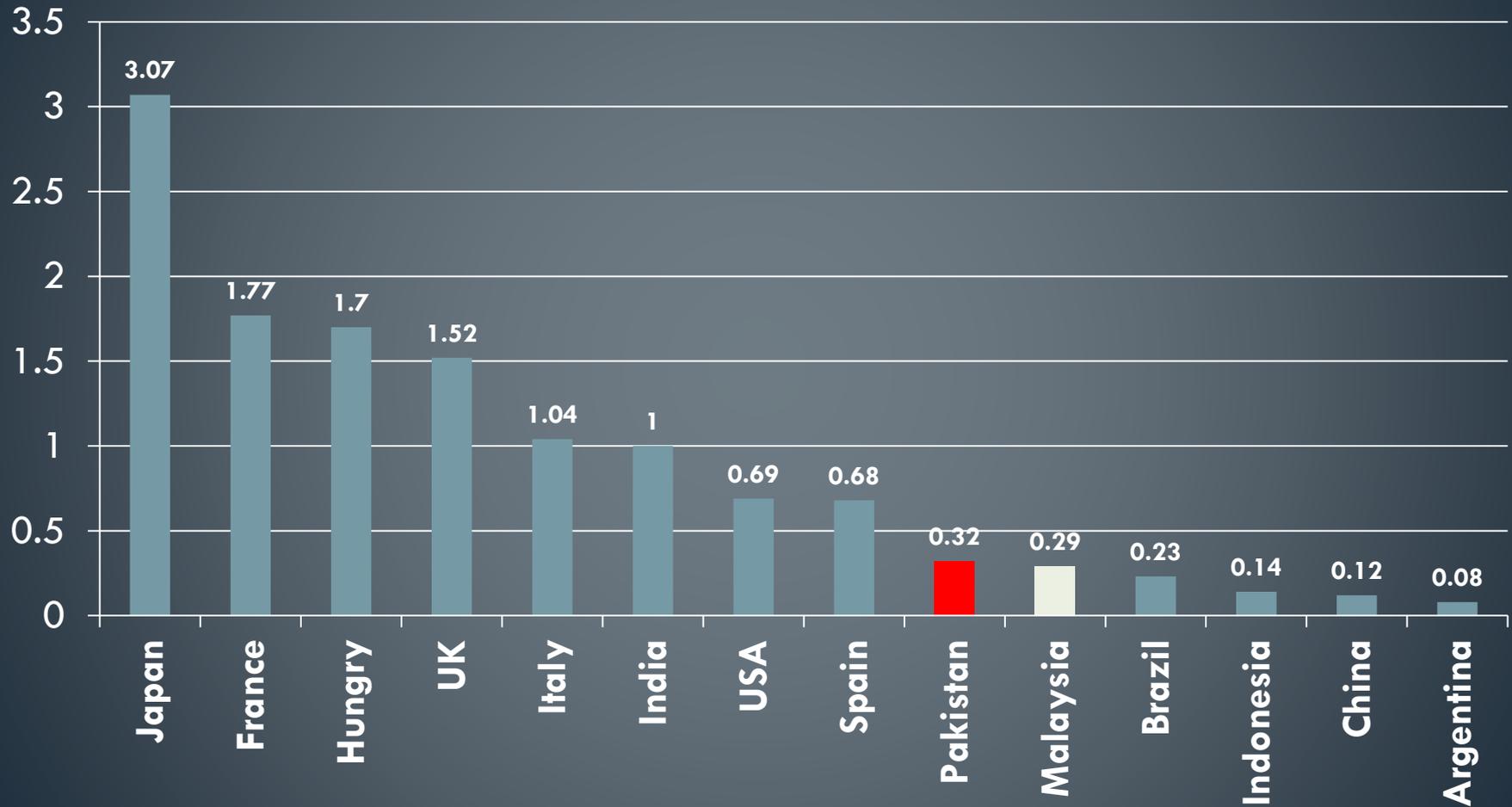
## Legend

- National Highway 
- Motorway (Operational) 
- Motorway (Under construction) 
- National Capital 
- Provincial Capital 
- City/Town 
- Provincial Boundary 
- International Boundary 





# Road Density



Source: National Highway Authority (NHA) Pakistan



# Types of Road Structures in Pakistan

1. Asphalt with Base & Sub-base: Used in Motorways, National Highways and major Provincial Highways.
2. TST/DST with Base & Sub-base: Used in Provincial Highways and rural roads.
3. RCC with base course: Used in Motorways and National Highways for low speed lane where there is massive heavy traffic.
4. Interlocking Concrete Pavers with base course: Used in congested commercial roads and there are many utility services underneath.
5. PCC with Base: Used in some of urban streets depending upon the conditions.
6. Brick Soling with Base: Used in some of the rural streets.



# Road Transportation Agencies

- National Highway Authority (Administering Highways and Motorways Network of Pakistan)
- Provincial Highways Authorities (Administering Provincial Roads)
- Communications & Works Departments (Administering Local feeder roads)
- Cantonment Board (Administering Cantonment Roads)
- Local Government (Administering Rural Roads)
- Irrigation Department (Administering Irrigation Roads)



# Environment related Agencies

- Ministry of Climate Change at Federal Level
- Ministry of Environment at Provincial Levels
- Environment Protection Authority at Federal and Provincial Levels
- Vehicular Emission Testing Services (VETS)



# Road Transportation

- Highways and Motorways Network of Pakistan caters 80% of the total passenger Traffic and about 90% of Freight Traffic
- However, Rural road networks plays more pivotal role in socio-economic development of a country due to major share of rural population in the country's total population.
- In Pakistan, 64% of the country's population live in rural areas and are considered to be significant in terms of:
  - Access to basic facilities such as schools, hospitals, work places, and farm to Market.
  - Applicability and affordability of public transportation on rural roads such as Qingqis and Rikshaws



# VEHICULAR EMISSION & PAKISTAN ENVIRONMENT PROTECTION ACT, 1997

- **Prohibition of certain discharges or emissions (NEQS).  
Section 11 of PEPA, 1997**

No person shall discharge or emit any effluent or waste or air pollutant or noise in an amount or level which is in excess of the National Environmental Quality Standards.

- **Regulation of motor vehicles (Section 15).**

No person shall operate a vehicle from which air pollution or noise are being emitted in excess of NEQS limits. Smoke opacity not to exceed 40% or 2 Ringelmann Scale or equivalent smoke number



# **INITIAL ENVIRONMENTAL EXAMINATION (IEE) AND ENVIRONMENTAL IMPACT ASSESSMENT (EIA):**

## **Section 12 of Pakistan Environment Protection Act, 1997**

**No proponent of a project shall commence construction or operation unless he has filed an IEE with Environmental Protection Agency or where the project is likely to cause an adverse environmental effects an EIA, and has obtained from the Agency approval in respect thereof.**



# **ACTION PLAN**

**The Government is conscious of the immediate requirements to improve accessibility and mobility in the urban context which includes the following :**

- 1. Institutional Arrangement**
- 2. Modus Operandi**
- 3. Bus Requirements**
- 4. CNG Buses**
- 5. Mass Transit**
- 6. Financial Aspects**
- 7. Terminal / Parking Facilities**
- 8. Roadway Facilities**
- 9. Safety**
- 10. Vehicle Registration, Motor Vehicle Examination, Driver Training and Driving Licenses**
- 11. OTHERS (Insurance, Fares, Enforcement, Monitoring System etc)**



# NEW INITIATIVES FOR EST

- **Shifting mode of transport in Urban areas by introducing Mass Transit System**
  - Projects Developed
    - Lahore Metro
    - Rawalpindi-Islamabad Metro
    - Multan Metro
  - Projects In-progress
    - Peshawar Bus Rapid Transit System
- **Institutional Strengthening**
- **Enforcement and Law reforms to control vehicle's emission**



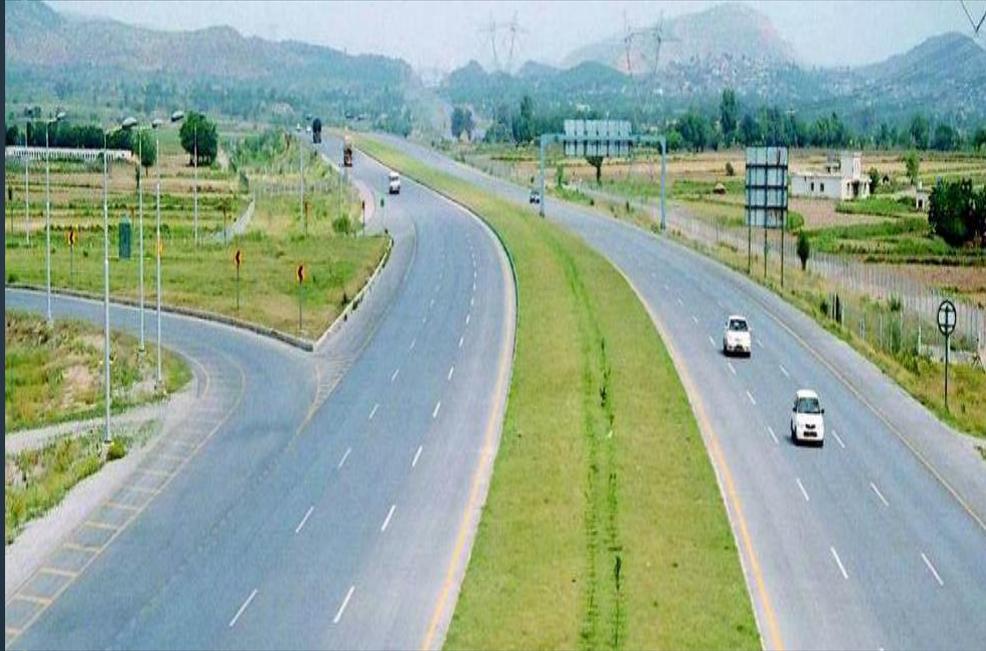
# ISSUES / CHALLENGES

- Inadequate funding to transportation sector
- Political driven prioritization of roads development
- Lack of coordination among stakeholders
- Safety aspects of transportation
- Articulated type of vehicles on rural roads e.g. Qingqis
- Insufficient maintenance budget to rural roads
- Discrepancies in Data
- Gender Based issues in accessibility by using public transportation
- Capacity/Knowledge related issues
- Applicability issues of other means of transportation



# Motorways in Pakistan

Peshawar-Islamabad (M1)



Islamabad-Lahore (M2)





# National Highways in Pakistan

Peshawar-Karachi GT Road (N5)



Peshawar Karachi, Indus Highway (N55)





# A type of public transport in Urban Areas





# A type of public transport in Rural Areas

