



PAKSTRAN



Ministry of Water & Power

Government of Pakistan

PAKISTAN SUSTAINABLE TRANSPORT PROJECT

Consultative Workshop

Sustainable Urban Transport

Preamble

Transportation sector not only fulfills the basic need of the people to have access but it also serves as the backbone for the economic development of the country. On the other hand, transport sector is also perhaps the biggest consumer of energy resources of the country and a significant contributor to the noise and air pollution, especially in urban areas. To address the transport and related problems in Pakistan, the Pakistan Sustainable Transport Project (PAKSTRAN) is being implemented by Government of Pakistan. The objective of the project is to reduce the growth of energy consumption and related greenhouse gas emissions from Pakistan's transport sector, while simultaneously improving urban environmental conditions and enhancing Pakistan's competitiveness. PAKSTRAN is supported by Global Environment Facility (GEF) and United Nations Development Programme (UNDP) and is being implemented by Government of Pakistan.

The foundation upon which the intended objectives of this project can be achieved is an effective and up-to-date transportation policy. The policy needs to clearly identify and state the roles and responsibilities for all stakeholders of this sector, in the private sector as well as public sector. Feedback and consultation of the relevant stakeholders is an important step for defining, refining and developing their roles and responsibilities towards transportation sector. The first consultative workshop for PASKTRAN project was conducted with this vision in mind, which may lead to other such activities in the future. The detailed proceedings and conclusions of this workshop as presented below.

Introduction

Consultative workshop for Pakistan Sustainable Transport Project (PAKSTRAN) was organized by Component Implementation Unit (CIU) Sindh on 11th September 2014 at NED University of Engineering and Technology, Karachi. CIU is the implementing partner for PAKSTRAN project in the province of Sindh.

The objective of this consultative workshop was to impart the aims and objectives of PAKSTRAN project to the relevant stakeholders and to define the role of transport authorities, such as metropolitan authorities, home department, excise and taxation, in the development of policy for sustainable urban transport in the province of Sindh.



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Proceedings

The workshop commenced with the recitation of Holy Quran by **Mr. Shamikh-ur-Rehman**, student of final year (Urban Engineering). It was followed by the welcome address by **Mr. Yar Muhammad**, Component Manager of Sindh for PAKSTRAN Project. He welcomed all the participants explained the importance of the project to them. He also stated the aims and objectives of the consultative workshop. He ended his address by thanking all the participants.



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Address from Dr. Saleem Janjua, National Project Director followed Mr. Yar Muhammad PAKSTRAN, who told the participants about the role of PAKSTRAN in development of sustainable transport project and its implementation and need and studies about transport policies.

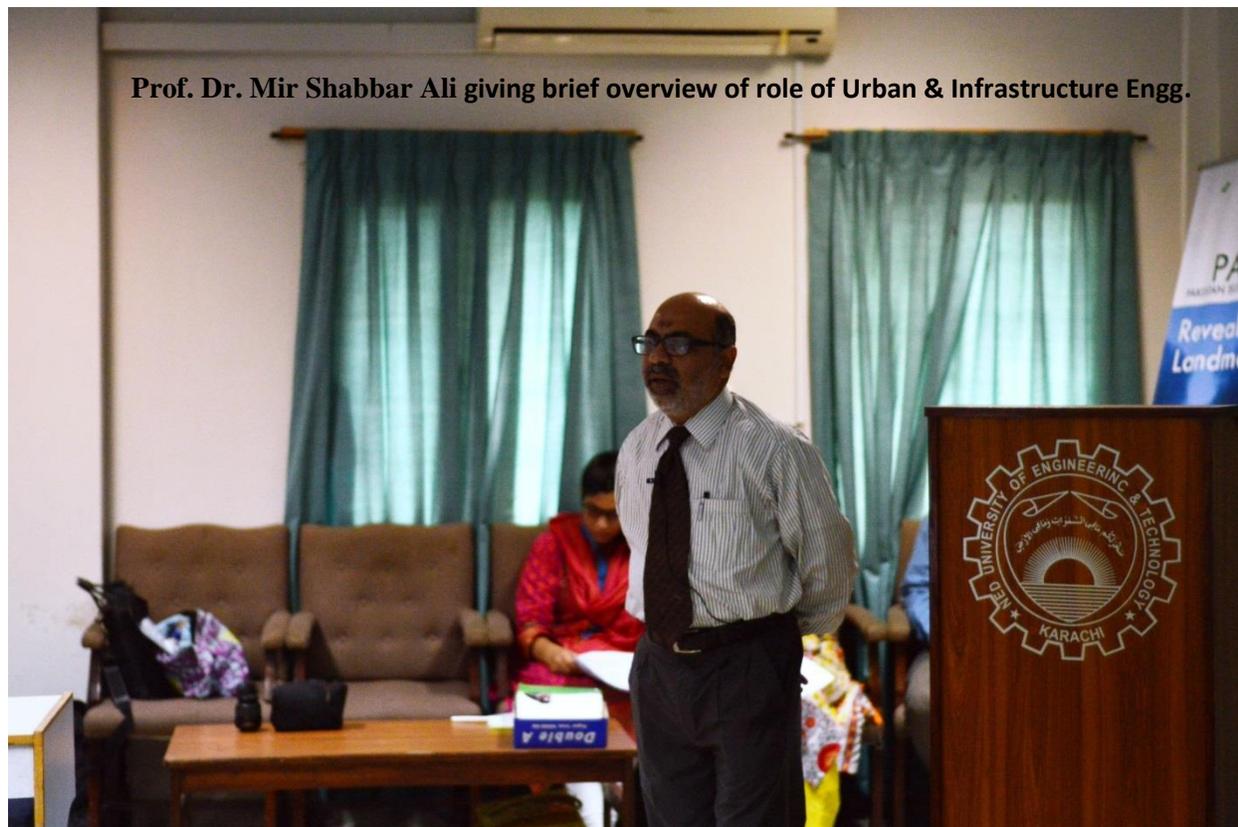
Prof. Dr. Mir Shabbar Ali, Chairman of Urban and Infrastructure Engineering Department NED University, gave the brief overview of the role of Urban and Infrastructure Engineering Department and its contribution in research projects regarding intelligent transport system (ITS), transport management. He presented the scope and progress of an ongoing research project with Toyota company carried out by the Urban Department. He also updated the participants about the potential research projects, including establishment of the center of Sustainable Transport Research and Capacity Development (CSTRCD), which will start in the near future soon.



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Prof. Dr. Mir Shabbar Ali giving brief overview of role of Urban & Infrastructure Engg.

Mr. Shahid Lutfi, Director of Exponent Engineering and consultant of World Bank, presented on the role of environmental protection agencies after that. The main focus of his presentation was on the environmental aspects of sustainable transport. He also emphasized the need for fleet management and traffic management for efficient energy conservation. He showed comparative analysis of emitted vehicular pollution loads. He stressed on some important issues like prevention of accidents, fuel wastage and pollution due to vehicular operation and time wastage, solid waste spreading in Pakistan. He also recommended redefining the policies described in National Climate Change Policy 2012, Sindh Environmental Protection Act 2014, Sindh Environmental Protection Act 1997, and Pakistan Environmental Protection Act 1997.

Mr. Mirza Anwar Baig, consultant at Mass Transit department presented the technical and locational specifications of the program and features of Karachi Mass Transit Plan 2030. He showed important components of plan including the route maps, carriage maps, spatial location



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of the transit routes, lengths of stretch, estimated cost, daily ridership, number of buses required and the completion time and study for determining the feasibility of the projects. He further informed the participants about future project with JICA which includes development of 2 metro corridors, 6 BRT lines and revitalization of Karachi circular railway routes and stations.

Mr Ashar Hashmat Lodhi, Partner/Director, Exponent Engineers, a transportation consulting organization, who is working as a consultant on PAKSTRAN project, presented the steering document of this workshop. He defined the role of all stake holders and their responsibilities for delivery and execution of the transportation services to urban areas in Sindh. He presented the existing flow of communication and services and between the departments and identified the gaps in the present system. He stressed on the need to have customized policies for public, paratransit, and private transport which is currently missing. He also showed that in the current scenario there is limited or non-existing role of departments in non-motorized transport operations. He also recommended establishment of a licensing board comprising of representatives from Oil and Gas Regulatory Authority (OGRA), Hydrocarbon Development Institute of Pakistan (HDIP) and Pakistan Standards and Quality Control Authority (PSQCA).

Dr. Uneb Gazdar, Assistant Professor, Department of Urban and Infrastructure Engineering, NED then led an open discussion session which was aimed to have participants' feedback and initiate a debate on the issue of roles and responsibilities of stakeholders of the transportation sector. Most of the speakers in this session praised efforts of organizers of this workshop for providing this opportunity to give their point-of-views on the situation of transportation sector. They also emphasized to continue such efforts in the future and encourage other stakeholders to participate in such forums.

Mr. Malik Zaheer ul Islam showed his emotions for the deliberate shutting of Karachi mass transit system in 1970s in KCR, as he defined. Mr. Ahmed Ali Shah said that we need some political will and instead of giving them responsibility we need to show them their interests in order to get their attention and commitment. Mr. Ashar Lodhi said that the difference in working drawings and submitted drawings is the main root of corruption in this sector; we must need NOC also for the circulation of traffic and parking. **Mr. Ahmed Ali Shah** and Mr. Ashar Lodhi stressed upon the need of public awareness and media campaign for issues related to transportation and traffic operations. **Mr. Saad ullah Ayaz** (also a member of PAKSTRAN project) said that we must bridge the gap between institutions.



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Mr. Jawed Inayat Ullah Mughal, ADIG (Traffic Police Sindh), stressed upon the importance Karachi acts as the hub of economic and industrial activities for Pakistan. The city has expanded over an area of more than 3500 Sq. Kms, housing population of more than 23 million. The traffic demand of the city has also increased accordingly over the years. According to the data provided by him, there is 190 Km of road provided with lane marking, while the total length of road is 10,000 Km. The increase in the number of vehicles in the city is 900 with average of 10,000 heavy vehicles entering in to the city from other parts of the country. The estimated number of commuters in the city is 8 million which rely only on road transport in the absence of an alternate transit system available for them. The current dire situation of transport in the city requires measure improvement in this sector of the city. He also pointed some important issues related to transport sector. He stated that currently there are 2188 police officials available to supervise 3.6 million vehicles and more than 10,000 Km of road. The active strength of the traffic police department is 1094 which means that each policeman is handles above 21000 people. In spite of this deficiency of man power resources, the traffic police still performs its duties in the best possible manner. He further emphasized the importance of traffic in illustrating the state of the civil society for any country. He asked, if other stakeholders were invited to this event to which he was informed that many participants did not show in spite of the invitation.

This session was concluded by **Mr. Fazal Kraim Khatri**, component director of CIU Sindh. He acknowledged the efforts of PAKSTRAN and showed satisfaction on the role of transportation department in their effort. He emphasized that improvement in transport sector will also help in reducing the poverty and creating employment opportunities.

The workshop ended with the vote of thanks from **Mr. Ahmed Ali Shah**, Additional Secretary Transport Government of Sindh. He thanked all the participants for showing their interests in such activities and also acknowledged the efforts of NED University of Engineering and Technology for organizing and participating in this event. He thanked the efforts of all local government departments and institutions and international organizations for playing their part in the progress of PAKSTRAN.

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Workshop Participants at Tea Session



Conclusions of Workshop

Based upon the recommendations of PAKSTRAN team, the following conclusions are drawn:

- The role of metropolitan authorities should be increased in regulating all types of transport in the urban areas.
- The role of Environment and Alternative Energy Department should be introduced in the current vehicle evaluation and fitness program.
- A licensing board, comprising of members from OGRA, HDIP and PSQCA, in addition to the home department, should be established to update and regularize the licensing requirements and procedures.
- The role of HDIP and PSQCA needs to be incorporated in the Motor Vehicle Ordinance of 1965.



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- Periodic fitness testing system should be introduced for private vehicles as well in addition to transit vehicles. Such systems are in operation in other countries like Saudi Arabia.
- Sindh Building Control Authority (SBCA) should be mandated to enforce traffic impact assessment of any building project with regards to private, public and paratransit transport services.
- Enforcement strategies for transportation and traffic by-laws should be updated and made more stringent.
- Updated Vehicle Emissions Testing certificate for the Vehicular Emissions Standards Compliance should be made mandatory for the registration, transfer and taxation of vehicles of all types including commercial vehicles and public transport.
- All types of public transport vehicles have to show updated route permit for issuance of fitness certificate
- The height of any covered area allocated for parking in a commercial or residential building, to which parking by-laws of SBCA are applicable, should not be more than 7.5 feet.
- Regulation should be made to discourage (through taxation and strict registration laws) or de-register vehicles, public or private, which are manufactured before 30 years to control their excessive emissions.

The following conclusions are drawn from the open discussion session with the feedback of other participants of the workshop:

- All the stakeholders, including politicians, should be encouraged to increase their commitment to the improvement of transport sector. This can be achieved by highlighting the benefits to other sectors and community as whole through effective marketing of transport projects. This can also be helped by media campaigns regarding the public awareness for traffic related issues.
- Transportation projects should be continued irrespective of the political changes in the country.
- Safety audit for all development projects, including highways, flyovers, etc., should be made mandatory for the feasibility and sustainability of these projects. This audit should



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cover all the safety issues related to construction and operation of the facilities to be developed by these projects.

- Workshops and other forums such as this one should be organized on continual basis and all the stakeholders should participate in such activities.