



Urban Mobility in Pakistan

Urban Transportation Overview

- Pakistan is the **6th largest population** in the world: **184 million**
- Transport sector in Pakistan is **extensive** and **varied** – roads, railways, road transport, ports & shipping, aviation; has a share of 24% in services sector.
- Types of urban, public transport: auto rickshaws, taxis, mini vans, buses



Current situation

How people get around within their city

	Islamabad	Rawalpindi	Peshawar	Karachi	Lahore
Mini vans	X	X	X	X	X
Taxis	X	X	X	X	X
Auto rickshaws		X	X	X	X
Buses		X	X	X	X*
Horse-drawn carriages					X

** Metro bus and with dedicated lane enforced by the Punjab government*

Issues and Challenges

- Lack of investment in infrastructure
- Absence of innovative regulatory framework
- Lack of integrated transport policy
- Pollution due to high carbon emission from auto rickshaws and buses
- No consideration for passenger safety



Policy response

- **National/Federal level:**
 - **Policy measures** for transport sector included in the National Climate Change Policy (Sept 2012)
 - Conference of 1000+ on **Pakistan Vision 2025** (*Transport and Communication Section of the Ministry of Planning and Development under Planning Commission, GOP*)
- **Provincial level:** Urban Units (Punjab & KPK)

Initiatives

- **Karachi Circular Railway (KCR)** revitalization programme and the **Mass Transit Network** for Karachi with 2030 vision (JICA): 2 metro system lines and 6 RBT lines
- **Peshawar Metro Transit System**: light rapid transit Skytrain system (*ADB Transport Study*)
- **Rawalpindi Metro** (planned) that will also serve the capital city of Islamabad
- **Faisalabad Metro** (planned): single line Bus Rapid Transit System, similar to Lahore
- UN-Habitat's ongoing **Slum Surveys** and **Land Use Survey** (Peshawar, ICT, Karachi/UC4 Gadap Town)

どうもありがとうございます