Regional Meeting on Integration of Urban Public Transport Systems and Application of Digital Technologies

Ministry of Communications, Islamabad.

30th May, 2024
National Highways and Motorways Network
Present and Planned

Legend
Highways
Motorways
Motorway UC.
Highway UC.
River

Indian Illegally Occupied Jammu & Kashmir
Disputed Territory – Final Status to be Decided in Line with relevant UNSC Resolutions
Metro Bus System Lahore

SUMMARY OF ROUTES IN ALL PHASES

<table>
<thead>
<tr>
<th>Phases</th>
<th>Number of Routes</th>
<th>Route Length (Km)</th>
<th>Number of Buses</th>
<th>Type of Buses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase-I</td>
<td>14</td>
<td>129</td>
<td>200</td>
<td>Standard Bus/Mini Bus</td>
</tr>
<tr>
<td>Phase-II</td>
<td>20</td>
<td>171</td>
<td>270</td>
<td>Standard Bus/Mini Bus</td>
</tr>
<tr>
<td>Phase-III</td>
<td>18</td>
<td>133</td>
<td>215</td>
<td>Standard Bus/Mini Bus</td>
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<tr>
<td>Phase-IV</td>
<td>18</td>
<td>121</td>
<td>204</td>
<td>Standard Bus</td>
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<tr>
<td>Phase-V</td>
<td>21</td>
<td>134</td>
<td>225</td>
<td>Standard Bus</td>
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<td>Phase-VI</td>
<td>13</td>
<td>259</td>
<td>275</td>
<td>Standard Bus</td>
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<tr>
<td>Phase-VII</td>
<td>11</td>
<td>112</td>
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</tr>
<tr>
<td>Phase-VIII</td>
<td>7</td>
<td>260</td>
<td>57</td>
<td>Standard Bus</td>
</tr>
<tr>
<td>Total</td>
<td>122</td>
<td>1318</td>
<td>1574</td>
<td></td>
</tr>
</tbody>
</table>
Metro Bus System Lahore

- **Daily Ridership**: exceeds 180,000.
- **Peak Hourly Ridership**: The peak hourly ridership is 10,000 passengers per hour per direction.
- **Number of Stations**: 27 stations, two curb-side platforms each with three docking bays and level boarding.
- **Number of Buses**: 66 articulated air-conditioned buses operate on the Metrobus System.
- **Length of the Metrobus System**: 27 kilometers long.
- **Fare**: The fare of the metro bus is 30 rupees, regardless of the destination.
Metro Bus System, Rawalpindi
The Rawalpindi-Islamabad Metrobus is a 51.9-mile bus rapid transit system operating in the Islamabad–Rawalpindi metropolitan area of Pakistan. The Metrobus network has four routes: Red, Orange, Blue, and Green Lines. The Red and Orange Lines have dedicated lanes with proper stations built along them. The Blue and Green Lines currently run along the Islamabad Expressway and Srinagar Highway.

*Red and Orange Lines:* 24 stations with one center platform each, three docking bays, and level boarding; 14 at-grade and 10 elevated stations.

*Green and Blue Lines:* Ground-level stations.

*Red and Orange Lines:* E-ticketing and Intelligent Transportation System; single-ride token and refillable metro bus card options.

*Green and Blue Lines:* No standardized ticketing system yet.

*Fleet:*

*Red Line:* 68 articulated 18-meter-long high-floor buses.
*Orange Line:* 30 buses imported from China.

*Green and Blue Lines:* 20 low-floor buses each.

*Ridership:*

- Highest ridership of 151,000 per day
- Avg ridership 120-130000 per day
Challenges to Urban Transportation

• Pakistan has a population around 250 millions growing at 2.4% per annum.
• By 2030, the country’s population will have grown by more than 40 million people,
• 90 Million of whom live in cities. The urban population is expected to reach 50% by 2050.

Challenges of Metrobus System

• No unified fare system
• Continuous interruptions in digitalization
• How to expand within Lahore, Rawalpindi model and to replicate in other big cities
• No structure to link Metro with first and last ride options
• Improve social inclusivity for differently abled, women, aged etc.
### Macro Economic Forecasts

- **Projected GHG Emissions in the Transport Sector (Mt CO2e)**

<table>
<thead>
<tr>
<th>Mode</th>
<th>2020</th>
<th>2025</th>
<th>2030</th>
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</thead>
<tbody>
<tr>
<td>Road (Passenger)</td>
<td>29.1</td>
<td>36.1</td>
<td>45.2</td>
</tr>
<tr>
<td>Road (Freight)</td>
<td>18.9</td>
<td>24.2</td>
<td>24.2</td>
</tr>
<tr>
<td>Aviation</td>
<td>2.4</td>
<td>3.2</td>
<td>4.3</td>
</tr>
<tr>
<td>Rail</td>
<td>0.4</td>
<td>0.5</td>
<td>0.7</td>
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</tbody>
</table>
National Transport Policy
By 2030, 98% of all rural population live within 2km of an all season access road (SDG 9.1)

By 2030, average travel time between 10 largest cities is reduced by 1.5 hours to 8 hours on average

By 2030, all vehicles are inspected annually for road worthiness and meet UN technical regulations 14, 16, 94, 95 GTR 8 and 9.

By 2030, all national highways and motorways meet iRAP 3* for all road users standards

By 2030, all cities over 200,000 people have a multi operator terminal for intercity traffic by bus or rail.

By 2030, 50% of new motorcycles and three-wheelers, and 30% of new cars are electric.

By 2030, 95% of all road users wear helmet and seatbelts correctly.

By 2030, the number of daily passengers on intercity traffic is increased to 10m people.

By 2030, the number of overladen vehicles is reduced to less than 2%.

By 2030, over 200,000km of roads are placed under a managing agency contract.
Urban Transport

Development of Urban Transport Master Plans for all major cities, including development of hierarchical and multimodal networks combining metrobus, bus, minibus, rickshaws and powered two-wheelers and traffic management.

A focus on non-motorized transport with the introduction of a dedicated walking strategy and a two- and three-wheeler strategy.

Investment in public transport through construction of new metrobus services and rapid transit systems, with more formalized public transport route networks.

Development of urban freight centres and intermodal bus terminals on the outskirts of the city.

By 2030, 30 cities will have developed comprehensive urban transport master plans in line with the Urban Transport Guidelines and 95% of the urban population will have convenient access to public transport. Transport emissions will be reduced by 20% in the largest cities.

In total over 1,080bn PKR will be invested in Urban Transport from Federal public budgets (22% of total budget).
Thanks!