ROAD SAFETY SITUATION IN PAKISTAN

Hameed Akhtar
Director (Roads)
Ministry of Communications
SEQUENCE

- Pakistan’s Geo-strategic Significance
- Road Transportation in Pakistan
- Road Safety in Pakistan
- Framework for National Road Safety
- Road Safety Plan 2015 – 2017
- Questions / Answers
**Provinces**

<table>
<thead>
<tr>
<th>Province</th>
<th>Km</th>
<th>%age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Punjab</td>
<td>2724</td>
<td>22.47</td>
</tr>
<tr>
<td>Sindh</td>
<td>1890</td>
<td>15.59</td>
</tr>
<tr>
<td>Khyber Pakhtunkhwa</td>
<td>2125</td>
<td>17.53</td>
</tr>
<tr>
<td>Balochistan</td>
<td>4508</td>
<td>37.18</td>
</tr>
<tr>
<td>Gilgit - Baltistan</td>
<td>782</td>
<td>06.45</td>
</tr>
<tr>
<td>Azad Jammu Kashmir</td>
<td>95</td>
<td>0.78</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>12124</td>
<td>100.00</td>
</tr>
</tbody>
</table>

- Total roads (263,000 Km)
- NHA network (12,124Km)
- Only 4.5% of total roads
- Carries 80% of commercial traffic
- N-5 carries 65% of this load
MODAL SHARE – PAKISTAN TRANSPORTATION MODE

- **95%** Freight Traffic
- **90%** Passenger Traffic
- **5%** Air
- **8%** Road
- **0%** Rail
- **2%** Rail
<table>
<thead>
<tr>
<th>Type of Road</th>
<th>Length (Km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highways</td>
<td>12,600</td>
</tr>
<tr>
<td>Motorways</td>
<td>958</td>
</tr>
<tr>
<td>Low Type Roads</td>
<td>79,635</td>
</tr>
<tr>
<td>High Type Roads</td>
<td>184,120</td>
</tr>
<tr>
<td><strong>Total length</strong></td>
<td><strong>263,755</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type of Vehicle</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Vehicle</td>
<td>15.2 Mill</td>
</tr>
<tr>
<td>M Cycles / Rickshaw</td>
<td>10.5 Mill</td>
</tr>
</tbody>
</table>

Source: Economic Survey of Pakistan 2015
## Registered Vehicles

in 1000

<table>
<thead>
<tr>
<th>Calendar Year</th>
<th>Motor Cycle (2 Wheel)</th>
<th>Motor Cycle (3 Wheel)</th>
<th>Motor Car</th>
<th>Jeep</th>
<th>Station Wagon</th>
<th>Motor Car</th>
<th>Cab</th>
<th>Buses</th>
<th>Trucks</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>2,260.8</td>
<td>99.4</td>
<td>1,182.3</td>
<td>83.9</td>
<td></td>
<td>154.4</td>
<td>148.6</td>
<td>772.3</td>
<td></td>
<td></td>
<td>4,701.6</td>
</tr>
<tr>
<td>2001</td>
<td>2,283.4</td>
<td>107.6</td>
<td>1,198.9</td>
<td>90.1</td>
<td></td>
<td>161.5</td>
<td>155.8</td>
<td>786.9</td>
<td></td>
<td></td>
<td>4,784.1</td>
</tr>
<tr>
<td>2002</td>
<td>2,341.1</td>
<td>120.6</td>
<td>1,279.4</td>
<td>90.1</td>
<td></td>
<td>155.6</td>
<td>169.3</td>
<td>814.2</td>
<td></td>
<td></td>
<td>4,970.1</td>
</tr>
<tr>
<td>2003</td>
<td>2,379.3</td>
<td>127.4</td>
<td>1,289.9</td>
<td>90.4</td>
<td></td>
<td>165.8</td>
<td>177.5</td>
<td>834.4</td>
<td></td>
<td></td>
<td>5,064.6</td>
</tr>
<tr>
<td>2004</td>
<td>2,609.4</td>
<td>138.2</td>
<td>1,298.4</td>
<td>90.5</td>
<td></td>
<td>166.1</td>
<td>179.7</td>
<td>848.7</td>
<td></td>
<td></td>
<td>5,331.0</td>
</tr>
<tr>
<td>2005</td>
<td>2,649.9</td>
<td>101.1</td>
<td>1,318.5</td>
<td>91.9</td>
<td></td>
<td>168.7</td>
<td>182.5</td>
<td>861.9</td>
<td></td>
<td></td>
<td>5,374.4</td>
</tr>
<tr>
<td>2006</td>
<td>2,757.8</td>
<td>136.4</td>
<td>1,372.2</td>
<td>105.4</td>
<td></td>
<td>175.6</td>
<td>190.0</td>
<td>896.0</td>
<td></td>
<td></td>
<td>5,633.4</td>
</tr>
<tr>
<td>2007</td>
<td>2,895.7</td>
<td>143.2</td>
<td>1,440.8</td>
<td>103.4</td>
<td></td>
<td>184.4</td>
<td>199.4</td>
<td>940.9</td>
<td></td>
<td></td>
<td>5,907.8</td>
</tr>
<tr>
<td>2008</td>
<td>3,039.8</td>
<td>156.1</td>
<td>1,549.9</td>
<td>104.4</td>
<td></td>
<td>187.4</td>
<td>202.6</td>
<td>961.6</td>
<td></td>
<td></td>
<td>6,201.8</td>
</tr>
<tr>
<td>2009</td>
<td>3,215.6</td>
<td>167.9</td>
<td>1,657.9</td>
<td>106.5</td>
<td></td>
<td>195.2</td>
<td>210.9</td>
<td>1,005.4</td>
<td></td>
<td></td>
<td>6,559.4</td>
</tr>
<tr>
<td>2010</td>
<td>4,305.1</td>
<td>201.8</td>
<td>1,726.3</td>
<td>122.9</td>
<td></td>
<td>198.8</td>
<td>216.1</td>
<td>1,081.9</td>
<td></td>
<td></td>
<td>7,853.0</td>
</tr>
<tr>
<td>2011</td>
<td>5,781.9</td>
<td>266.4</td>
<td>1,881.6</td>
<td>124.7</td>
<td></td>
<td>202.5</td>
<td>225.1</td>
<td>1,178.9</td>
<td></td>
<td></td>
<td>9,661.0</td>
</tr>
<tr>
<td>2012</td>
<td>7,500.2</td>
<td>323.2</td>
<td>2,094.3</td>
<td>143.9</td>
<td></td>
<td>215.4</td>
<td>240.9</td>
<td>1,270.8</td>
<td></td>
<td></td>
<td>11,788.6</td>
</tr>
<tr>
<td>2013</td>
<td>9,064.5</td>
<td>378.0</td>
<td>2,281.1</td>
<td>145.2</td>
<td></td>
<td>220.3</td>
<td>247.2</td>
<td>1,334.3</td>
<td></td>
<td></td>
<td>13,670.8</td>
</tr>
<tr>
<td>2014</td>
<td>10,341.3</td>
<td>429.3</td>
<td>2,400.7</td>
<td>145.4</td>
<td></td>
<td>223.6</td>
<td>251.3</td>
<td>1,376.4</td>
<td></td>
<td></td>
<td>15,168.1</td>
</tr>
</tbody>
</table>
ROAD SAFETY IN PAKISTAN
# ROAD SAFETY IN PAKISTAN

## SAFETY SITUATION COMPARISON

<table>
<thead>
<tr>
<th>Country</th>
<th>Fatalities Per 10,000 Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Japan</td>
<td>1.7</td>
</tr>
<tr>
<td>UK</td>
<td>2.0</td>
</tr>
<tr>
<td>US</td>
<td>2.0</td>
</tr>
<tr>
<td>Pakistan</td>
<td>20.0</td>
</tr>
<tr>
<td>Sri Lanka</td>
<td>25.0</td>
</tr>
<tr>
<td>India</td>
<td>25.0</td>
</tr>
<tr>
<td>Bangladesh</td>
<td>44.0</td>
</tr>
</tbody>
</table>
# ROAD SAFETY IN PAKISTAN

Distribution of Reported Accidents in Europe and in Pakistan (%)

<table>
<thead>
<tr>
<th>Accidents</th>
<th>Europe</th>
<th>Pakistan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal</td>
<td>1.68</td>
<td>39.02</td>
</tr>
<tr>
<td>Serious Injury</td>
<td>3.59</td>
<td>42.03</td>
</tr>
<tr>
<td>Minor Injury</td>
<td>17.55</td>
<td>10.52</td>
</tr>
<tr>
<td>Damage only</td>
<td>77.18</td>
<td>8.43</td>
</tr>
</tbody>
</table>
Situational Analysis

- Over 7000 deaths and 140,000 injuries per annum
- 95 % accidents are caused by driver’s fault
- Pedestrians and motor cyclists the most vulnerable segment
- Ineffective driver licensing and vehicle inspection system
- Poor post accident response system

(Source: NTRC 2004)
ROAD SAFETY IN PAKISTAN

ROAD SAFETY CHALLENGES

✓ Need of Strong Political Will
✓ Absence of credible and uniform accident reporting system
✓ Weak legal framework
✓ Ineffective enforcement
✓ Ineffective vehicle inspection and driving licensing
✓ Flawed insurance system
✓ Absence of post accident response, rescue and Emergency care system
✓ Lack of awareness and education
Framework for National Road Safety

- A Framework for National Road Safety with detailed deliberations and consultation of stakeholders has been prepared in 2015 by Ministry of Communications.
- The National Road Safety Strategy is based around the five pillars of the Global Plan for the United Nations Decade of Action for Road Safety 2011-2020:
  - Road Safety Management
  - Make roads and roadsides safer
  - Safer Vehicles
  - Safer Road Users (drivers, motorcyclists, pedestrians etc)
  - Post Crash Care
<table>
<thead>
<tr>
<th>Focus</th>
<th>Issues</th>
<th>Strategies</th>
<th>Stakeholder</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1 Effectiveness of management and coordination</td>
<td>Within the country the effectiveness of management and coordination of road safety is an issue. Road safety must not be the responsibility of just one agency. It requires a multidisciplinary approach with coordinated and integrated action by different agencies.</td>
<td>1.1 (i) Improve management and coordination of road safety across the stakeholders. 1.1 (ii) Revival of National Road Safety Secretariat (NRSS)</td>
<td>• Ministry of Communications (MoC)</td>
</tr>
<tr>
<td>1.2 Access to good road crash data</td>
<td>Effective road safety plans and programs need to be identified and guided by good quality information and data. Under UN umbrella all countries have to develop road crash data information systems, but in our case the data are incomplete or inadequate to be able to provide a clear baseline and detailed understanding of the causes of crashes. This is essential for informed policy decisions to be taken. Road crash data is not accessible by all national agencies responsible for road safety. This access to the data is important for identification of programs that cater to the different agency priorities and needs.</td>
<td>1.2 (i) Improve the effectiveness of data systems that provide accurate crash data for NHA’s Network and other Networks 1.2 (ii) Ensure regulations in the country permit national agencies responsible for road safety to have access to crash data.</td>
<td>• Ministry of Communications • NH&amp;MP • NHA • Ministry of National Health Services • District Police • District Health institutions</td>
</tr>
<tr>
<td>1.3 Funding for road safety</td>
<td>Funding for road safety activities is both limited and insufficient in the country. Safety is always indicated as a priority issue, but in practice the safety aspects of road programs are often omitted when designs are being made or when budget submissions are being compiled.</td>
<td>1.3 Provide mechanisms for allocating sufficient resources to improve road safety on corridors.</td>
<td>• Line Ministries • NHA • NH&amp;MP • Provincial Governments • Petroleum Companies • International Donor Agencies</td>
</tr>
<tr>
<td>1.4 National road safety action plans</td>
<td>A review of road safety across the country has identified that not all parts have an effective national road safety action plan. The absence of such plans inhibits the ability to achieve better road safety across the regional road network. It is important for all countries to adopt national road safety action plans.</td>
<td>1.4 Support the development and implementation of national road safety action plans in the country.</td>
<td>• Ministry of Communications • Provincial Transport Departments</td>
</tr>
</tbody>
</table>
# PILLAR – 2: Safer Roads

<table>
<thead>
<tr>
<th>Focus</th>
<th>Issues</th>
<th>Strategies</th>
<th>Stakeholder</th>
</tr>
</thead>
</table>
| 2.1 Improving engineering standards | A common observation in the country is that national road design standards are not existed and often out-of-date in terms of road safety engineering principles and they do not follow international good practice. There is an urgent requirement to review design standards to ensure that they meet safety practices commonly used in other regions. | 2.1 Improve the existing design standards to bring them up to date with international safety practices. | • MoC  
• NHA  
• NTRC  
• Provincial Highway Departments  
• Pakistan Engineering Council |
| 2.2 Road planning, design and maintenance meeting the safety needs of all road users | Current road planning, design, construction, improvement and maintenance tend to focus only on issues to do with motorized traffic, such as vehicles carrying passenger and goods. There are also vulnerable road users (pedestrians, bicyclists, and motorcyclists), agricultural machines and farmers moving livestock using the highways. The safety needs of all these road users should be recognized and incorporated into road planning, design, construction, improvement and maintenance projects and works. | 2.2 Ensure the safety needs for all road users are included in road planning, design, construction, improvement and maintenance of highways in the country.  
2.3. Road Safety Audit must be mandatory for all new roads. | • MoC  
• NHA  
• NTRC  
• Provincial Highway Departments |
| 2.3 Eliminating hazardous road locations | The RoW at many locations are encroached by illegal occupants. There are many hazardous locations existing on our highways which warrant urgent remedial action. In order to address hazardous locations on a regular basis, the resources allocated for such action remain well below the needs. There is an urgent requirement to implement widespread programs to both identify and eliminate hazardous locations in the country. | 2.3 Eliminate hazardous road locations and remove encroachments on existing highways | • MoC  
• NHA  
• NH&MP  
• NTRC  
• Provincial Highway Departments  
• District Administration |
| 2.4 Providing a consistent safe road environment | There is inconsistency in the provision of road safety on the national network. While roads have generally been designed to a common set of design standards, there is significant inconsistency across each of the highways. Many of the inconsistencies are attributable to limited resources available to implement full improvement options. There is a requirement to undertake an extensive inspection of the road network to identify a program of works to reduce safety inconsistencies in the network. | 2.4 Improve the consistency across the country in terms of the provision of safe road environment. | • MoC  
• NHA  
• NH&MP  
• NTRC  
• Provincial Highway Departments |
| 2.5 Enhancing safety at road work sites | A common observation on national road network is the number of crashes occurring at road works sites. This is often due to poor management and operation of road works sites. There are good practices based on international experience to reduce crash risks and these need to be adopted for works on our highways. | 2.5 Improve safety at road work sites along highways to provide sufficient safety for road workers and road users. | • MoC  
• NHA  
• NH&MP  
• NTRC  
• Provincial Highway Departments  
• Pakistan Engineering Council |
## PILLAR – 3: Safer Vehicles

<table>
<thead>
<tr>
<th>Focus</th>
<th>Issues</th>
<th>Strategies</th>
<th>Stakeholder</th>
</tr>
</thead>
</table>
| **3.1 Heavy vehicle overloading**               | Overloading of heavy vehicles is commonly encountered across the country and this has the adverse impact of both prematurely destroying road pavement infrastructure as well as increasing crash risks. Addressing overloading requires strict enforcement across the network and this will require strengthened enforcement operations in the country. | 3.1 Improve enforcement of load limits across all the country.                                        | • MoC  
• NHA  
• NH&MP  
• NTRC  
• Provincial Highway Departments  
• Provincial Police Departments  
• Truck Operators Associations |
| **3.2 Vehicle inspection and maintenance**      | There are considerable differences in vehicle inspection and maintenance requirements and processes across the country. Some provinces have effective systems while others have no regular inspection requirements or operate ineffective systems. There is a need to review systems across the different jurisdictions to ascertain the different regulations and requirements and identify issues and problems with existing systems. | 3.2 Ensure that vehicles operating on highways are in a roadworthy and safe condition.                | • MoC  
• NH&MP  
• NTRC  
• M/o Industries  
• Pakistan Engineering Board  
• Provincial Transport Departments  
• Provincial Police Departments  
• Truck Buses Operators Associations |
| **3.3 Vehicle insurance**                       | The system of vehicle insurance schemes across the country requires vehicle insurance as compulsory. Insurance systems are considered important in that they can provide assistance to cover the social impacts of crashes by ensuring that resources are available to cover the medical care and perhaps life care costs of crash victims. | 3.3 Improve regulations for vehicle insurance requirements across the country so that quality medical care is available to all crash victims. | • MoC  
• NH&MP  
• Ministry of National Health Services  
• Provincial Police Departments  
• Provincial Health Departments  
• Insurance Companies |
| **3.4 Slow moving vehicles**                    | A common characteristic in the country’s concerns slow moving vehicles, particularly farm vehicles in rural areas, motor rickshaw etc. These can create a significant safety issue on some routes due to the large range in speed differential between different road users, as well as limited knowledge of road laws by drivers of such vehicles. | 3.4 Ensure that slow moving vehicles do not create safety hazards for other road users.               | • MoC  
• NH&MP  
• Provincial Transport Departments  
• Provincial Police Departments |
## PILLAR – 4: Safer Road Users

<table>
<thead>
<tr>
<th>Focus</th>
<th>Issues</th>
<th>Strategies</th>
<th>Stakeholder</th>
</tr>
</thead>
</table>
| 4.1 Increasing awareness of risks    | The level of awareness of the road crash risks amongst all road users using the roads varies and in certain cases it is a serious issue. Addressing awareness of risk is a complex task and requires effective education and communication programs covering a broad range of activities at multiple levels. Programs need to be targeted towards those risk factors and road users that are high priority. | 4.1 Improve the level of awareness of road crash risks for all road users through effective education and communication. | • Line Ministries  
• Provincial Information Departments  
• Private Media  
• Academia                                                                                       |
| 4.2 Enforcement                      | The traffic police enforcement efforts for key risk factors (speed, alcohol/drug impairment, seat belts, helmets, fatigue and distractions, such as mobile phone use) are an important component in reducing crash deaths and injuries. In the country, adjustments to legislation are required to both reduce risks and make enforcement programs more effective. For many countries, an emphasis needs to be placed on strengthening the enforcement of road traffic rules and regulations. | 4.2 Enhance traffic police enforcement efforts on highways.                                      | • MOC  
• NH&MP  
• Provincial Police Departments                                                                 |
| 4.3 Driver licensing and training    | The driver licensing systems across the country varies.                                                                                                                                                  | 4.3 Improve the quality of driver licensing and training for drivers using highways to enhance safety. | • NH&MP  
• Provincial Police Departments                                                                 |
| 4.4 Legislation                      | Driver licensing and training systems across the country vary widely. In some areas, there are significant inadequacies, which have implications on road safety. It is important that drivers are well taught and have adequate knowledge of road rules and regulations, as well as knowledge and ability of how to handle a vehicle competently and safely. | 4.4 Ensure that legislation promotes and prioritizes road safety on highways.                    | • MoC  
• NH&MP  
• Provincial Police Departments  
• Provincial transport Department                                                                      |
| 4.5 Commercial fleet safety          | Commercial vehicles are major users of the highways for both national passenger and freight transport. As such, there is a range of issues related to the safe operation of commercial vehicle fleets in the country that can adversely impact safety. Some of the important factors include the regulation of driving hours and rest breaks for drivers and operators, maintenance of vehicles and driver training procedures. | 4.5 Ensure that commercial vehicles using corridors are operated in a safe manner.                | • Line Ministries  
• Provincial Transport Departments  
• Freight and passenger transport operators organizations                                              |
## PILLAR – 5: Post Crash Care

<table>
<thead>
<tr>
<th>Focus</th>
<th>Issues</th>
<th>Strategies</th>
<th>Stakeholder</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1 First responder services</td>
<td>Crash victims on our highways are at higher risk of not surviving road crashes because of limited availability to emergency rescue and medical services. Many portions of the corridors traverse remote regions with rugged terrain and weather conditions, and long distances between towns and communities. Under such conditions, providing first responder services is a challenge due to remoteness and communication difficulties.</td>
<td>5.1 Provide improved first responder services across all the country, ensuring a minimum level of service in terms of response times and capabilities (Golden Hour)</td>
<td>• NH&amp;MP&lt;br&gt; • Ministry of National Health Services&lt;br&gt; • Provincial Police Departments&lt;br&gt; • Provincial Health Departments&lt;br&gt; • Rescue Service</td>
</tr>
<tr>
<td>5.2 Trauma treatment centers</td>
<td>The majority of the highways are through rural areas where emergency trauma treatment centers and services are more limited than in the urban areas and larger towns. This is to be expected, however, emergency treatment centers are needed in remote locations not only to cater to road crash victims, but also to provide emergency services to local populations.</td>
<td>5.2 Improve trauma treatment services throughout the country, ensuring that treatment can be provided within a defined time period</td>
<td>• Ministry of National Health Services&lt;br&gt; • Provincial Police Departments&lt;br&gt; • Provincial Health Departments&lt;br&gt; • Rescue Service</td>
</tr>
<tr>
<td>5.3 First aid</td>
<td>Generally throughout the country road users are not well equipped to treat casualties in road crashes, as they lack training and knowledge on how to provide basic first aid. This first aid can make a significant difference for the survival and health outcomes of a crash victim. Training of professional drivers, such as public transport and truck operators, in first aid can have a significant impact, particularly in remote regions since they are often the first persons to reach a crash site.</td>
<td>5.3 Improve the equipment and training available to road users to treat casualties as first responders</td>
<td>• Ministry of National Health Services&lt;br&gt; • NH&amp;MP&lt;br&gt; • Provincial Police Departments&lt;br&gt; • Provincial Health Departments&lt;br&gt; • Rescue Service</td>
</tr>
<tr>
<td>5.4 Communication</td>
<td>With the remoteness of many parts of the country, mobile telephone networks are often limited and restrict the ability to call for assistance in the event of a road crash.</td>
<td>5.4 Ensure that all sections of road corridors are covered by suitable mobile telephone networks</td>
<td>• M/o Information Technology&lt;br&gt; • Mobile Telephone Service Provider</td>
</tr>
</tbody>
</table>

---

*NH&MP* stands for National Highways and Motorways Program.
Black-Spot Identification and Removal Program

• The national highway network of Pakistan measures up to approximately 13,000 Km whereas the corresponding lane kilometre-wise length is more than four (04) times of this.

• The black-spots are scattered over the entire length of national highways hence there is always a need for progressive identification and prioritised treatment of such locations.

• This program relates to the treatment of identified black-spots on national highways and motorways.
Two hard road safety solutions as well as soft solutions have been executed in FY 2015-16:

- Remodelling/ Construction of Karappa Bridge (N-55) Rs. 191 million
- Geometric Improvement/Realignment of Speena Mor (N-55) Rs. 378 million
- Minor road safety treatments (retrofit, refurbish and install missing road furniture items), included with budget of Rs. 589 million

**TOTAL Rs. 1158 million**

For FY 2016/17, it is planned to select and treat the worst black-spot locations on National Highways for safety improvements by expending an amount of Rs. 1000 million.
Moving Violations Control Program

Actions against Over Speeding
• NH&MP ensured strict implementation of speed limits on Motorways & National Highways through Spot Speed Speed Checks in FY 2015-16. The activity will continue in FY 2016-17.

Actions against Wrong Overtaking by LTVs/Cars
• A campaign against wrong overtaking by LTVs/Cars has been started in January, 2016 and it will continue.

Actions against Motorcyclists without Helmets:
• A campaign against motorcyclists without helmet has been started in October 2015 and it will continue in FY 2016 – 17.
• Motorcyclists are being briefed to buy and use helmet for their own safety
Road Safety Plan 2015 - 2017

Road Safety Awareness Campaigns

The idea behind road safety awareness campaign is to link the several behavioral measures (law enforcement, education and training) with public awareness of road safety by persuading and motivating the population groups.

The target audience for various road safety awareness campaigns will include adult drivers, school children, transport associations, road user groups etc.

The safety awareness will be created by way of following initiatives:-

• Stakeholder consultations,
• Media campaigns,
• Roadside safety messages,
• Road Safety workshops etc

It is planned that during year 2016/17, the financial outlay cost of road safety awareness campaign shall be Rs.30 million.
Overloading Control Program

In order to curb the tendency of Over-Loading in 3 Zones (North, Central, and South) of National Highway (N-5), a program for Axle Load Control Regime was implemented by NH&MP in FY 2015 - 16:

<table>
<thead>
<tr>
<th>S.#</th>
<th>Date</th>
<th>Directions/ Orders</th>
</tr>
</thead>
</table>
| 1   | Since 29.06.2015      | • A special campaign was launched against overloaded goods vehicles.  
|     |                       | • Each Beat was asked to impound one overloaded vehicle on every Monday until the unloading/shifting of excess load to another vehicle.              |
| 2   | Since 30.07.2015      | • Campaign against overloaded vehicles extended to two days per week i.e. Monday & Thursday.                                                      |
| 3   | From 12.10.2015       | • Each Beat was asked to stop one Overloaded Vehicle in every shift. (3 vehicles daily)                                                           |
| 4   | From 25.11.2015 Onwards | • Policy of Zero Tolerance has been adopted. All Zones have been directed that such Overloaded Vehicles should be offloaded in the area of the same Beat from where the Overloaded Vehicles join the Highways. |

The program will continue in FY 2016 – 17.
Driver Trainings

- National Highways & Motorway Police is continuously rendering its service for enhancing the driver skills through various training courses including the following,
  - Basic driving course
  - Professional driving course
  - Fatigue management course
  - Defensive driving training
  - Road stress management course
  - Risk/hazard assessment and management
  - Traffic rules and regulation course
  - Ambulance driving course

- For the year 2016/17, it is planned that NH&MP will continue to deliver a series of relevant driver trainings by utilizing the resources at NH&MP Training College through its non development budget.
Road Safety Plan 2015 - 2017

Vehicle Engineering & Fitness

- For this aspect of the plan other line Ministries such as Ministry of Industries (Engineering Development Board), Ministry of Science & Technology (Pakistan Standards & Quality Control Authority), Ministry of Planning, Development & Reforms have been consulted.

- It is observed that Motor Vehicle Rules/ Regulations 1969 derived from Motor Vehicle Ordinance 1965 are out dated.

- The Federal Law titled National Highways Safety Ordinance (NHSO) promulgated in 2000 is enacted in the country; therefore, Ministry of Communications may frame required Rules/ Regulation under Chapter – IV of the Act in consultation with Provincial Governments.

- The Ministry of Communications/ NHA has hired the services of an expert to study the deficiencies in design, construction and fitness of existing vehicles in Pakistan and prepare draft Rules.
Emergency Response Centre (ERC)

With respect to Motorways and National Highways the Services of First Aid are to be provided under Emergency Response Centre (ERC);

- To manage patients with minor injuries e.g. cuts, bruises etc.
- To protect patients from life threatening injuries and shift to a major hospital
- To stabilize patient before shifting

Other services in addition:

- Recovery vehicle with Crane Mounted
- Mobile Workshop
- Fire Extinguishers
- Steel cutter / spare parts
Emergency Response Centers Locations on Motorways

- Mardan (Rashakai)
- Service Area Chakri
- Service area Kallar Kahar
- Service area Bhera
- Service area Sial More
- Service Area Sukhekhi
- Nooriabad
Policy For ERC

- On Motorways provision of ERCs is the responsibility of concessionaire and / or O&M contractor.

- Whereas, on National Highways ERCs shall be established at distance of around 50 to 100 km.

- In first stage, ERCs shall be provided in the far flung area of Baluchistan, KPK, Sindh and Punjab South.

- However, after having prepared a feasibility report on suitable locations along with facilities, ERCs shall be established.

- 1st priority ERCs mentioned above, shall be procured and completed within FY 2016 -17.

- Remaining ERCs on all other National Highways shall be completed and made functional within next 2 to 3 years time.

- The ERCs shall be supervised and monitored jointly by NHA and NH&MP.
Road Safety Plan 2015 - 2017

- Contacts have been established with Rescue 1122 (Punjab) to see the possibilities of their services on National Highways.

- DG Rescue 1122 has principally agreed to provide the operations of ambulance service on National Highways.

- In other provinces likewise emergency services providers / Health Departments are being coordinated for the establishment of ERC.

- The cost of civil works for the construction of Single Unit Emergency Response Centers is estimated at Rs.10 Million (Approx), whereas the complete unit is likely to cost Rs.15-18 Million.

- Contracts for construction of civil works shall be procured through open competitive bidding by NHA utilizing funds from Road Maintenance Account.
Conclusions

• Soaring number of fatalities on our roads highlights the dire need to act urgently by adopting proactive measures in the rudimentary areas of engineering, enforcement, education and emergency management.

• Ministry of Communications is actively striving for improvements on Motorways and National Highways through legislation, road engineering, awareness and enforcement but that is applicable to only 3.5% of total road network of Pakistan.

• In order to have a National Plan for Road Safety it is necessary that Provincial Governments should also develop such plan for their respective road network in the light of National Road Safety Strategy 2015 – 2020.
Plan Approval

WAY FORWARD

MEDIUM TERM PLANS

- Road safety Fund
- Strengthening of legal framework
- Improved response & health facilities
- Institutional capacity building.
- Strengthening of Motor Vehicle Examination and Driving Licensing System
- Regular Road Safety Audits
Thank You
Q & A
EXISTING INSURANCE SYSTEM

– Present Insurance of Vehicles against third party risks

➢ Motor Vehicles Act, 1938
  o Fault of the Driver involved in the accident has to be established
  o Liability of upto twenty thousand rupees for vehicles in which passengers are carried
  o In most cases even this meager compensation is not provided
  o The third party insurance system is being mis-used and is considered to be an in-effective tool

➢ Motor Vehicles Ordinance, 1965 Section 67
  o In the case of death of or injury to a passenger in Stage / contract carriage which carries more than six passengers, the permit holder has been made liable to pay compensation to the legal heirs in case of death and to the injured person directly
REAL PROBLEM

– Ineffective System
– Many fake companies
– Adopted by many users because of
  • Very low and un-realistic premium
  • Perception of accident risk for one-self is very low
  • Just to fulfill legal requirement
  • To minimize their operating cost
– Result
  • No compensation is paid
  • Growth in number of fake companies with increase in number of road vehicles
REQUIRED

– To Introduce a Judicious System
– To ensure timely payment of compensation
– Which is possible only if:
  • Existing in-effective system is done-away with
  • Compensation is paid timely on no-fault basis
– Doing away with existing system is not a straightforward operation
– Need for a system which is ‘Obligatory’ and yet not burdensome so that the existing system is quietly but effectively replaced.
Steering Committee Report (2006)

NICL proposed:

- Compensation for Death @ Rs. 100,000 per death caused by any motorized transport including motorcycles,

- Permanent Disability @ Rs. 50,000 and Injury @ Rs. 25,000
SOURCE FOR INSURANCE PAYMENT (2006)

Annual Fuel Consumption on Transport

- **Petrol**: 1622.30 Million Litres
- **Diesel**: 8100.00 Million Litres
- **CNG**: 361.25 Million Kg

Proposed Levy on Sale of Gasoline/Diesel/CNG on Behalf of NICL

- For Act only Liability and Passenger Liability
  - 10 paisa per litre /kg
- Premium Collection
  - Direct from Oil Companies / SNGPL / SSGC

Estimated Annual Premium

<table>
<thead>
<tr>
<th>Type</th>
<th>Amount per Unit</th>
<th>Total (Million Rs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petrol</td>
<td>10 paisa/litre</td>
<td>162</td>
</tr>
<tr>
<td>Diesel</td>
<td>10 paisa/litre</td>
<td>810</td>
</tr>
<tr>
<td>CNG</td>
<td>10 paisa/Kg</td>
<td>36</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>1,008</strong></td>
</tr>
</tbody>
</table>

Estimated Annual Expenditure

<table>
<thead>
<tr>
<th>Type</th>
<th>No.</th>
<th>Amount (Million Rs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Death</td>
<td>5,400</td>
<td>540</td>
</tr>
<tr>
<td>Permanent Disability</td>
<td>5,000</td>
<td>250</td>
</tr>
<tr>
<td>Injuries</td>
<td>7,900</td>
<td>197</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>18,300</td>
<td><strong>987</strong></td>
</tr>
</tbody>
</table>