



# ***DEVELOPING THE ROAD NETWORK***

***BY  
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# ***Ministry Of Communications***

***The Ministry deals with federalized roads, Policing of such roads, Ports, Shipping, Transport Research and Postal Services***

# ***Vision***

***To provide safe, reliable, affordable and modern communications system to effectively support the economy leading to poverty alleviation and acting as a catalyst for social and economic growth of the country***

# ***Pakistan's Geo-strategic Location***

- Pakistan is gifted by nature with an excellent geo-strategic location.***
- It is contiguous to South Asia on one side and the Central Asia on the other.***
- This location renders Pakistan as most attractive route for transit.***

# Pakistan's Geo-strategic Location



# **Developing Road Network**

- ❑ Growth, service delivery improvement and generation of productive employment are critical for poverty reduction.**
- ❑ Road infrastructure is a catalyst for generating economic activity, employment, growth and providing better integration. It is thus an important element of the Government's poverty reduction strategy.**
- ❑ A number of actions have been initiated, which include the preparation of a new integrated transport policy and strategy.**

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# Developing Road Network

- ❑ *Clear development priorities have been articulated for the development of the National Highways Network.*
- ❑ ***The development strategy is to :***
  - *Augment the highway network*
  - *Modernize its maintenance*
  - *Toll regime*
  - *sustainable maintenance needs through Road Maintenance Account*
  - *Enforce strict traffic laws and axle load limits to ensure smooth and safe movement of passengers and goods and preserve the highway infrastructure.*
  - *Facilitate trade (local, national, regional and international) to ensure meaningful reduction in poverty.*

# ***Transport Sector in Pakistan***

- ❑ ***Pakistan has an area of 803,950 Sq-Km and a population of around 140 Million.***
- ❑ ***Share of transport sector in the GDP is about 10%***
- ❑ ***Transport sector employs 2 million people (5% of total employed persons).***
- ❑ ***Over 90 % passengers and goods are carried by roads mode of transport.***
- ❑ ***Only National Highways carry about 80 % of the country's freight and passenger traffic***

# ***Role of Roads Development in Poverty Alleviation***

- ❑ ***It is well accepted that sustainable economic growth leads to alleviation of poverty.***
- ❑ ***Development of Motorways and Improvement of National highways is a strategy to achieve sustained economic growth.***
- ❑ ***Investment in the mega road projects generates income-earning opportunities for the poor by creating jobs for un-employed in construction and maintenance of roads.***
- ❑ ***Under the Poverty Reduction Strategy of Pakistan, there is a need to conduct in-depth studies for assessing the Impact of Motorways, Highways and Roads on Poverty Alleviation in quantified terms.***

# ***Role of Roads Development in Poverty Alleviation***

- Increased accessibility at tertiary level leads to increased well being through facilitating higher personal mobility and diversification in socio economic activities***
- For employment generation labour intensive construction methods can be used specially in Low Cost Rural Road Programme***

# National Highways & Motorways

<b>N-5</b>	<b>Karachi – Lahore – Peshawar – Torkham</b>	<b>----</b>	<b>1819</b>
<b>N-10</b>	<b>Liari – Ormara – Pasni – Gwadar – Gabd</b>	<b>----</b>	<b>653</b>
<b>N-15</b>	<b>Mansehra – Naran – Jalkhad – Chilas</b>	<b>----</b>	<b>240</b>
<b>N-25</b>	<b>Karachi – Kalat – Quetta – Chaman</b>	<b>----</b>	<b>813</b>
<b>N-35</b>	<b>Hassanabdal – Abbottabad – Khunjrab</b>	<b>----</b>	<b>806</b>
<b>N-40</b>	<b>Lakpass – Dalbandin – Nokundi – Taftan</b>	<b>----</b>	<b>610</b>
<b>N-45</b>	<b>Nowshera – Malakand – Dir – Chitral</b>	<b>----</b>	<b>309</b>
<b>N-50</b>	<b>Kuchlak – Zhob – Mughalkot – D.I. Khan</b>	<b>----</b>	<b>531</b>
<b>N-55</b>	<b>Kotri – Ratodero – D.I. Khan – Peshawar</b>	<b>----</b>	<b>1264</b>
<b>N-65</b>	<b>Sukkur – Sibi – Saryab (Quetta)</b>	<b>----</b>	<b>385</b>
<b>N-70</b>	<b>Qila Saifullah – D.G Khan – Multan</b>	<b>----</b>	<b>447</b>
<b>N-75</b>	<b>Islamabad – Kohala</b>	<b>----</b>	<b>90</b>
<b>M-1</b>	<b>Islamabad – Peshawar Motorway</b>	<b>----</b>	<b>155</b>
<b>M-2</b>	<b>Lahore – Islamabad Motorway</b>	<b>----</b>	<b>367</b>
<b>M-3</b>	<b>Pindi Bhattian – Faisalabad Motorway</b>	<b>----</b>	<b>53</b>
<b>M-9</b>	<b>Karachi – Hyderabad Motorway</b>	<b>----</b>	<b>136</b>
<b>S-1</b>	<b>Gilgit – Skardu Road</b>	<b>----</b>	<b>167</b>
<b>S-2</b>	<b>Kohala – Muzaffarabad Road</b>	<b>----</b>	<b>40</b>



**TOTAL:**

**8,885 Km**

Ministry of Communications

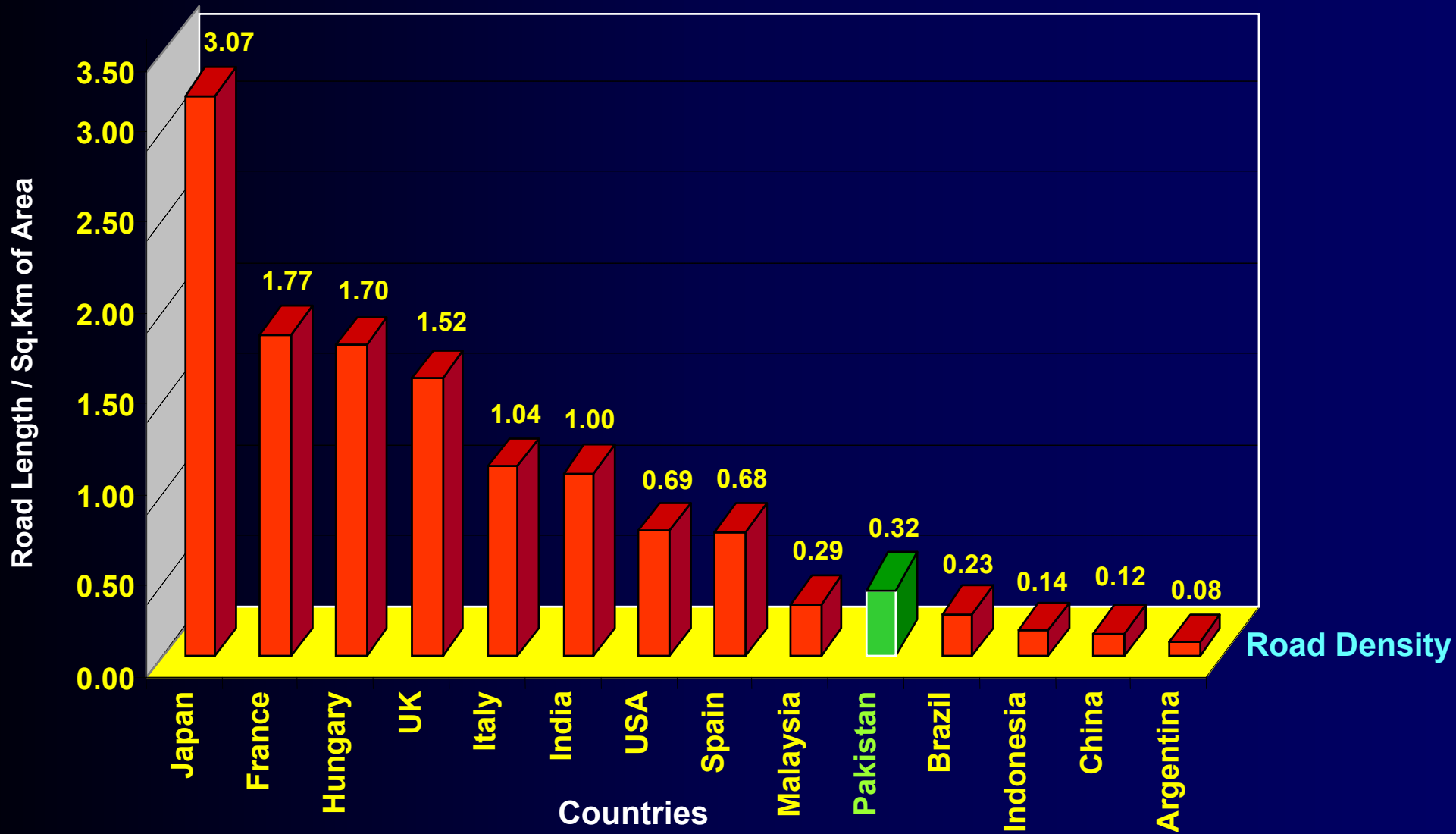
# National Highways & Motorways Map

Total Length: 8,885 km

 National Highways  
 Motorways



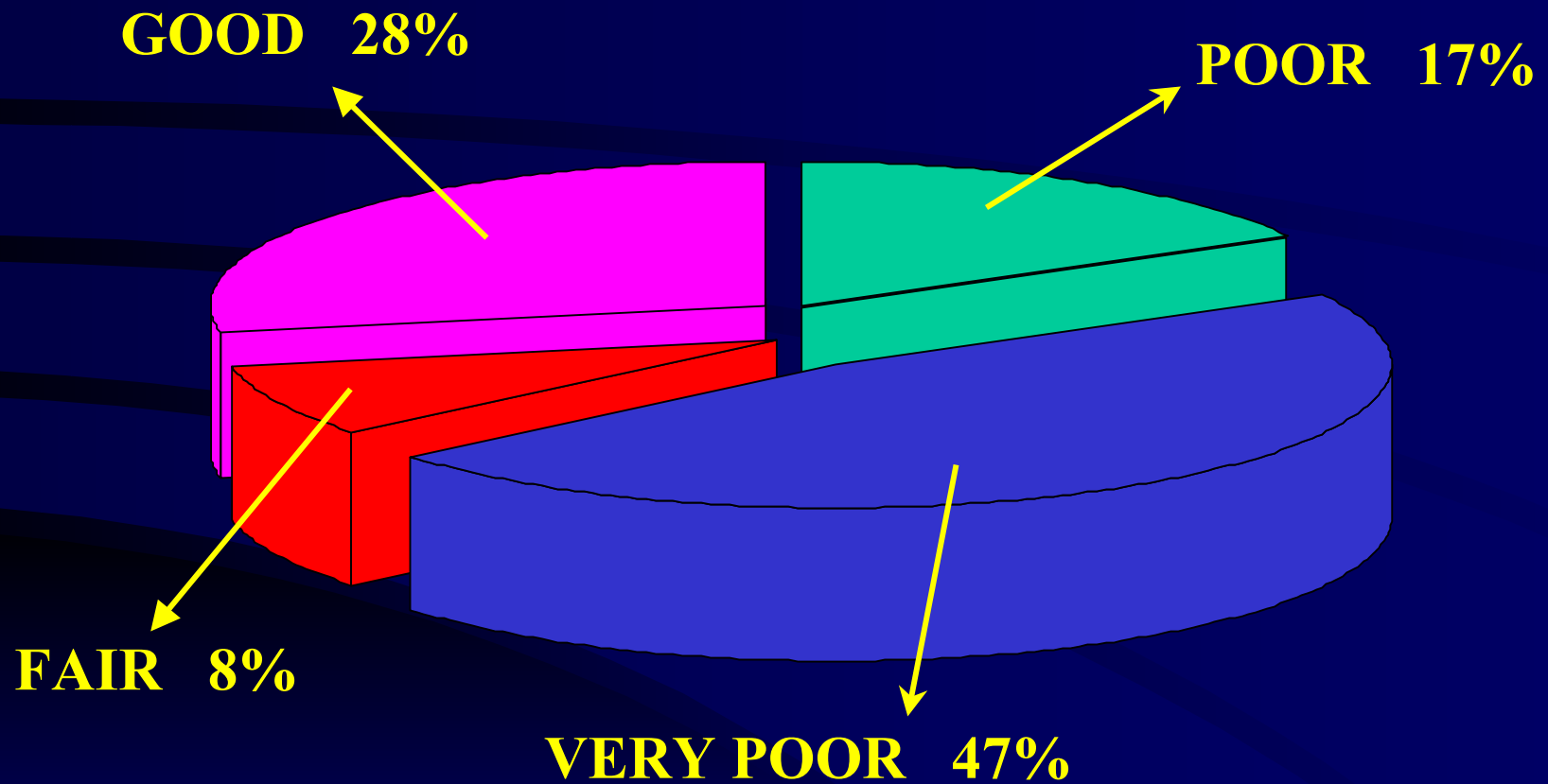
# Road Density Comparison



# ***Developing the National Highway Network***

- National Highway Authority (NHA) has been tasked to take up the role of a service provider and not just a road builder.***
- Till recently, it used to implement programs of construction, development and maintenance of federal roads.***
- The true impact of significant financial inputs being put in the road sector will be felt once the new role is completely adopted by NHA.***

# National Highway Network Condition

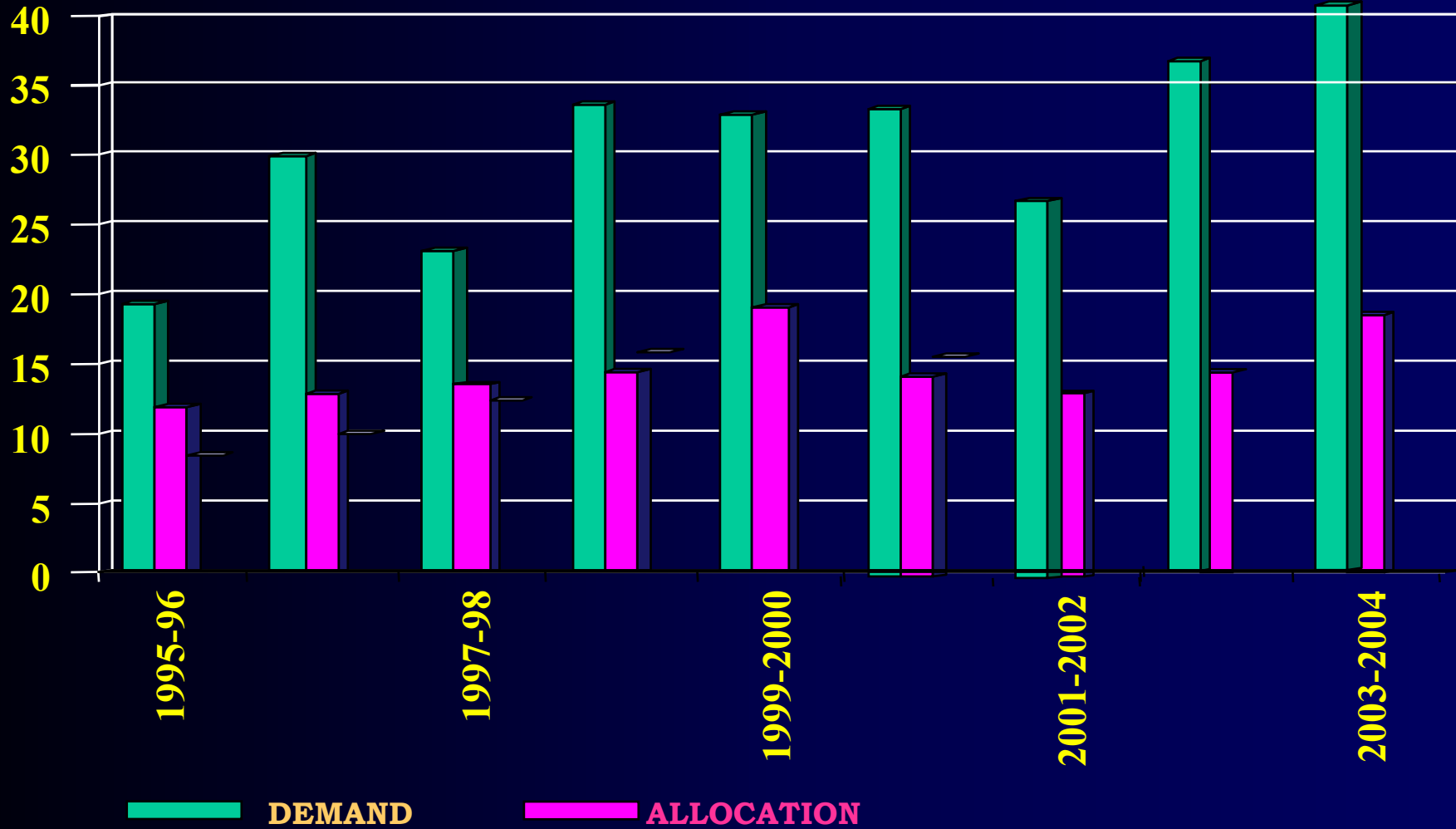


# ***National Highways – Present Condition***

- Present asset replacement value of National Highways exceeds Rs 600 Billion. This amount represents largest single asset investment in Pakistan.***
- With growth in traffic volume and Axle Load levels, modal shift from rail to road and inadequate maintenance, this precious asset investment is deteriorating at an alarming rate.***
- Pavement condition surveys show that 50% of the existing National Highway Network is in need of major rehabilitation or reconstruction.***
- Remaining 50% might be lost in the near future if adequate maintenance and rehabilitation actions are not taken in a timely and effective manner.***

# Federal Roads Development Budget Demand, Allocation & Releases (1995 - 2004)

RS IN BILLION



# ***Major Development Projects***

- Makran Coastal Highway (N-10)***
- Islamabad-Pesh Motorway (M-1)***
- Karachi Northern Bypass***
- Lyari Expressway Project***
- Mansehra-Naran-Jalkhad (N-15)***
- RYK-Bahawalpur ACW (N-5)***
- Islamabad-Lowertopa (N-75)***
- Khujuri-Bewata Section of N-70***
- Nutal-Sibi Section of N-65***

# ***Maintenance Needs***

- Rs 3 Billion per year needed to keep the network in the present condition***
- Rs 35 Billion required over the next 5 years (Rs 7 Billion per year) to improve the network to maintainable standards***
- This investment will results in Vehicle Operating Cost (VOC) saving up to Rs 35 - 40 Billion per year***

# ***National Highway Improvement Program (NHIP)***

- Through World Bank's assistance, it is planned to rehabilitate, resurface, upgrade and improve 2700 km of the road network***
- NHIP is aimed to achieve a sustainable delivery of a productive and efficient national highway system thereby lowering transportation and operating costs***

# **National Highway Improvement Program (NHIP)**

□ **Total Length of Roads to be Improved/Up-graded under Phase-I & II of NHIP** **(Length=2700Km, Cost=Rs.32.0 Bill)**  
**(Period = 7 Years)**

- **Phase-I** -- **Length = 856 Km, Cost = Rs.15.1 Billion**  
**(W.B Share = 76.5% , GOP/NHA = 33.5%)**
- **Phase-II** -- **Length = 1844 Km, Cost = Rs.18.1 Billion**  
**(Toll / GOP Funding)**

# Ten Years Plan (2002-2011)

	(Length in KM)				
	<u>Federal Hwys</u>	<u>On-going</u>		<u>Planned</u>	
			<u>Upg/Imp</u>	<u>New</u>	<u>Upg/Imp</u>
❑ <b>Motorways</b>	<b>711</b>	<b>-----</b>	<b>155</b>	<b>136</b>	<b>1,689</b>
❑ <b>National H/ways</b>	<b>8,174</b>	<b>749</b>	<b>759</b>	<b>4,397</b>	<b>120</b>
❑ <b>Other Projects</b>	<b>-----</b>	<b>-----</b>	<b>73</b>	<b>-----</b>	<b>840</b>
<b>Total:</b>	<b>8,885</b>	<b>749</b>	<b>789</b>	<b>4,533</b>	<b>2,649</b>

# **Dividends of Roads Sector**

- ❑ *The roads development strategy will significantly enhance the low density of roads in Pakistan.*
- ❑ *Given the strong agrarian base of Pakistan, an increased road density will open good earning opportunities for farmers by enabling them to fetch better prices for their produce.*
- ❑ *Continued expansion of roads and their due maintenance will provide employment opportunities which would also help in poverty reduction.*
- ❑ *Roads sector development plan, with good absorption capacity will enhance the overall development effort of the country and thus contribute significantly to sustained economic growth.*