

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

# **CAREC ROAD SAFETY WORKSHOP**

**(16-18 August 2016)**

**Kuala Lumpur,  
Malaysia**

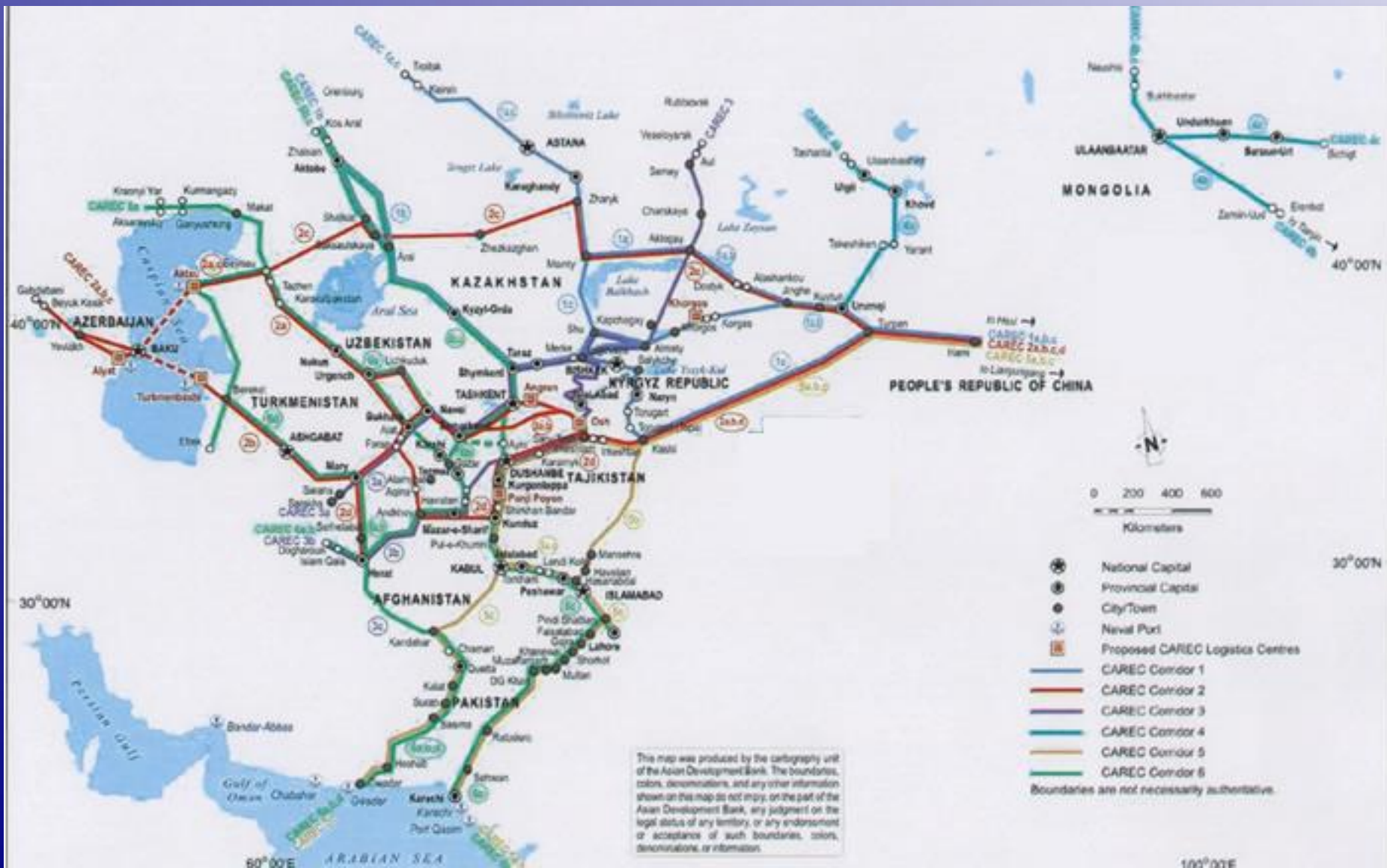


# VISION OF CAREC

Make CAREC  
International Road  
Corridors safe, efficient  
and attractive for all  
road users



# CAREC CORRIDORS

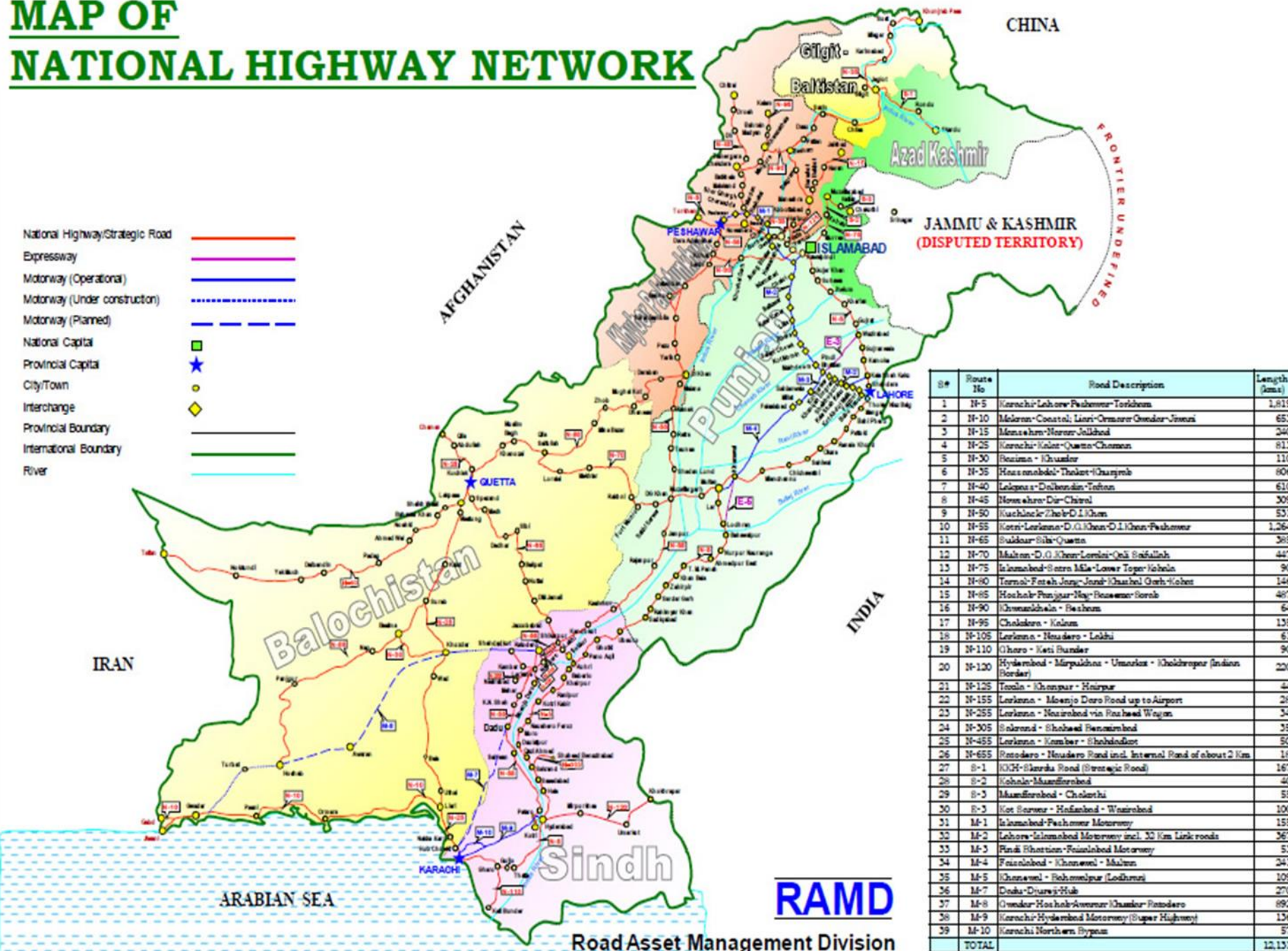






# MAP OF NATIONAL HIGHWAY NETWORK

- National Highway/Strategic Road  
 Expressway  
 Motorway (Operational)  
 Motorway (Under construction)  
 Motorway (Planned)  
 National Capital  
 Provincial Capital  
 City/Town  
 Interchange  
 Provincial Boundary  
 International Boundary  
 River



#	Route No	Road Description	Length (Kms)
1	N-5	Karachi-Lahore-Peshawar-Torikhum	1,818
2	N-10	Multan-Coastal, Larkana-Oranor-Quetta-Jinnah	653
3	N-15	Muzaffargarh-Horror-Jalilabad	240
4	N-25	Karachi-Kaler-Quetta-Chaman	813
5	N-30	Rozina - Khushab	110
6	N-35	Hazratnagar-Thakur-Changrakh	806
7	N-40	Lahore-Delbandin-Tufan	610
8	N-45	Muzaffargarh-Dur-Chahal	308
9	N-50	Kashmir-Khar-D.I.Khan	531
10	N-55	Karni-Larkana-D.I.Khan-D.I.Khan-Peshawar	1,264
11	N-65	Sukkur-Bibi-Quetta	308
12	N-70	Multan-D.I.Khan-Larkana-Qad Salhalah	447
13	N-75	Islamabad-Sakra Mile-Lower Topi-Kohala	90
14	N-80	Tarnab-Fateh-Jang-Jang-Kashmir-Qad-Kohala	148
15	N-85	Hochak-Punjab-Nag-Besawar-Sorah	487
16	N-90	Chaman-Khar - Peshawar	64
17	N-95	Chaklana - Kalam	138
18	N-105	Larkana - Muzaffargarh - Lohi	63
19	N-110	Ghara - Kati-Bandar	90
20	N-120	Hyderabad - Mirpurkhas - Umarkot - Chakdarpur (Indian Border)	200
21	N-125	Tarala - Khushab - Muzaffargarh	44
22	N-155	Larkana - Muzaffargarh Road up to Airport	20
23	N-255	Larkana - Muzaffargarh via Road Head Wagon	34
24	N-305	Sakard - Shikhar-Besawar	35
25	N-455	Larkana - Khar - Shikhar	50
26	N-655	Peshawar - Muzaffargarh Road incl. Internal Road of about 2 Km	10
27	S-1	KOH-Khar Road (Strategic Road)	167
28	S-2	Kohala-Muzaffargarh	40
29	S-3	Muzaffargarh - Chaklana	55
30	S-3	Kot-Besawar - Muzaffargarh - Wazirabad	100
31	M-1	Islamabad-Peshawar Motorway	158
32	M-2	Lahore-Islamabad Motorway incl. 32 Km Link roads	267
33	M-3	Pind & Shikhar-Peshawar Motorway	53
34	M-4	Faisalabad - Khushab - Multan	247
35	M-5	Khushab - Peshawar (Lahore)	108
36	M-7	Dadu-Duraj-Hub	270
37	M-8	Quetta-Hochak-Akora-Khar-Peshawar	892
38	M-9	Karachi-Hyderabad Motorway (Super Highway)	134
39	M-10	Karachi Northern Bypass	57
TOTAL			12,133

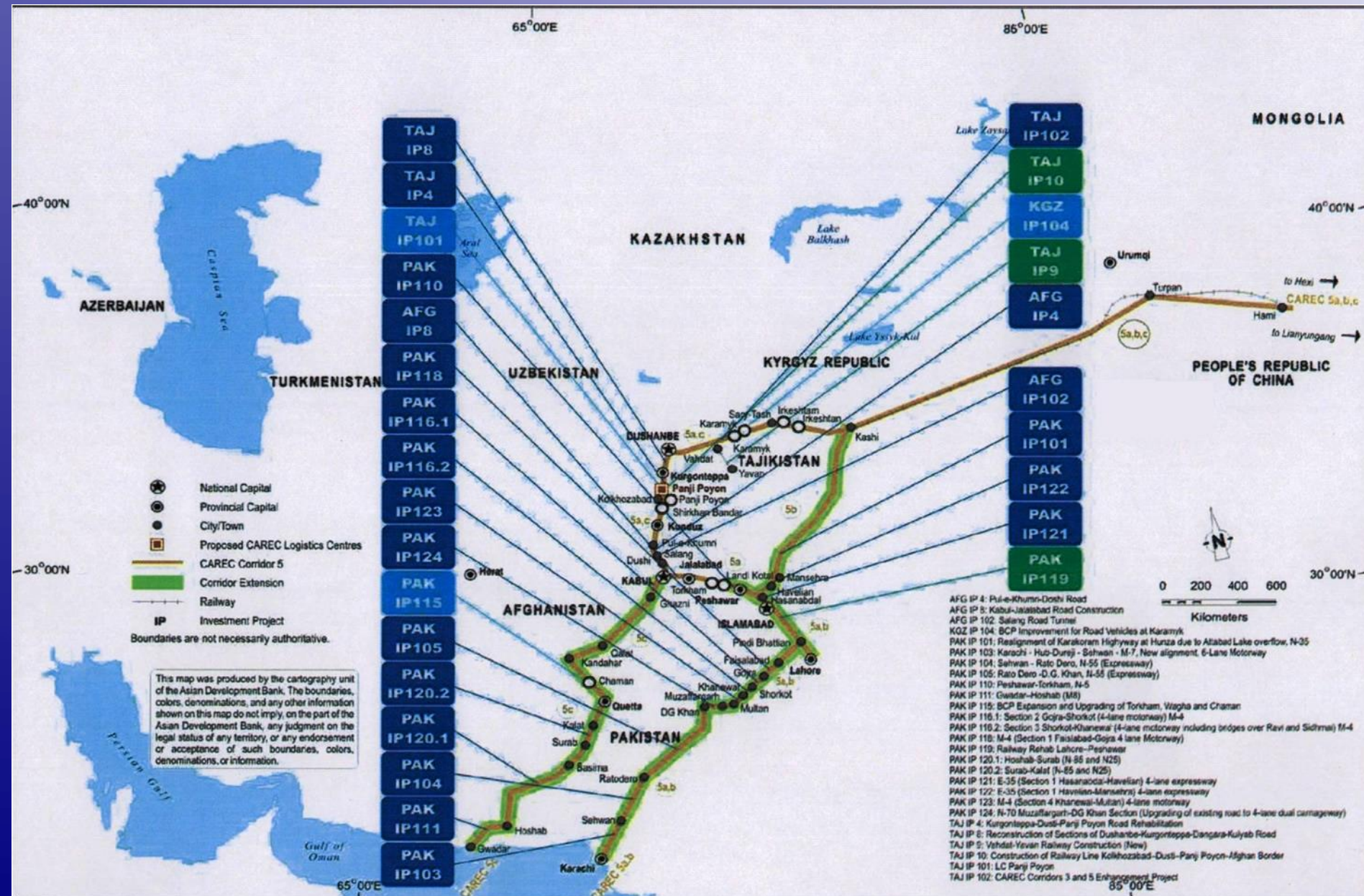
**RAMD**  
Road Asset Management Division

# **CAREC CORRIDOR** **IN PAKISTAN**



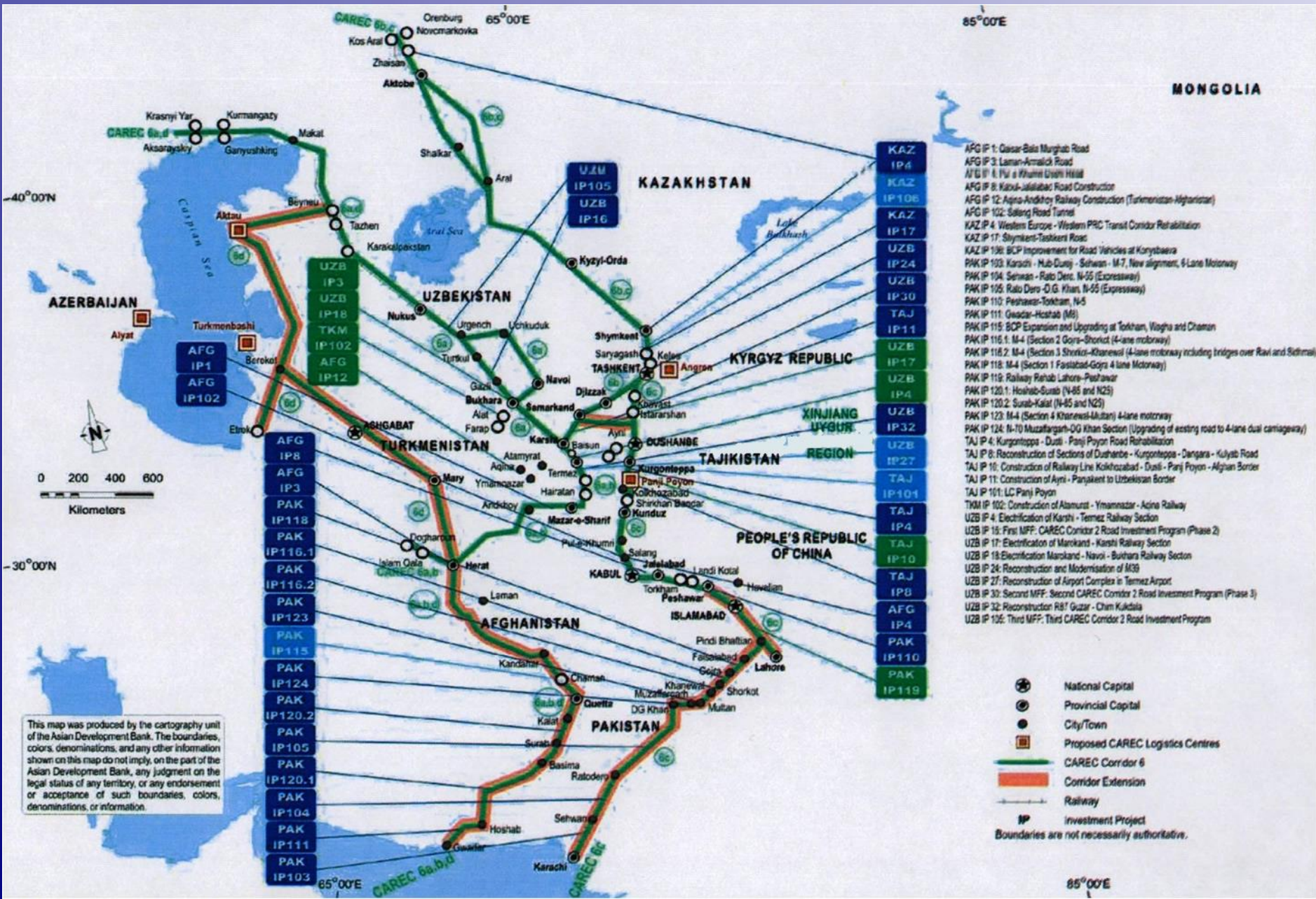


# CAREC CORRIDOR - 5





# CAREC CORRIDOR - 6



# **AN APPRAISAL OF ROAD SAFETY IN PAKISTAN**





# **ROAD TRAFFIC ACCIDENTS**

## **IN PAKISTAN**

<b>Year</b>	<b>No. of Accidents</b>	<b>Deaths</b>	<b>Injuries</b>	<b>Vehicles Involved</b>
<b>2010</b>	<b>9,723</b>	<b>5271</b>	<b>11383</b>	<b>10822</b>
<b>2011</b>	<b>9140</b>	<b>4758</b>	<b>10145</b>	<b>9986</b>
<b>2012</b>	<b>8988</b>	<b>4719</b>	<b>9710</b>	<b>9876</b>
<b>2013</b>	<b>8359</b>	<b>4348</b>	<b>9777</b>	<b>9423</b>
<b>2014</b>	<b>7865</b>	<b>3954</b>	<b>9661</b>	<b>8949</b>
<b>2015</b>	<b>8649</b>	<b>4201</b>	<b>10331</b>	<b>9921</b>



# ROAD TRAFFIC DEATH RATE PER 100,000 POPULATION IN PAKISTAN

Year	Deaths/100,000
2010	17.4
2013	14.2
2015	13.9

# **MAJOR CAUSES OF ROAD CRASHES**

## **(Motorways)**

<b>Causes</b>	<b>%age</b>
<b>Dozing at Wheel</b>	<b>24.60%</b>
<b>Careless Driving</b>	<b>18.12%</b>
<b>Over Speeding</b>	<b>11.97%</b>
<b>Tyre Burst</b>	<b>11.97%</b>
<b>Slippery Road</b>	<b>6.15%</b>
<b>Other Causes</b> (i.e. Wrong Overtaking, Brake failure, Dense Fog, Improper Stoppage/ turning /joining/ changing direction etc.)	<b>27.19%</b>

# **MAJOR CAUSES OF ROAD CRASHES**

## **(Highways)**

<b>Causes</b>	<b>%age</b>
<b>Careless driving</b>	<b>19.31%</b>
<b>Over speeding</b>	<b>10.59%</b>
<b>Improper crossing by Pedestrian</b>	<b>9.97%</b>
<b>Improper U-turn</b>	<b>9.03%</b>
<b>Improper stoppage/turning/ joining/changing direction</b>	<b>7.79%</b>
<b>Other Causes</b> (i.e. Tyre burst, Wrong overtaking, Dozing at wheel, Brake failure, Slippery road etc.)	<b>43.31%</b>



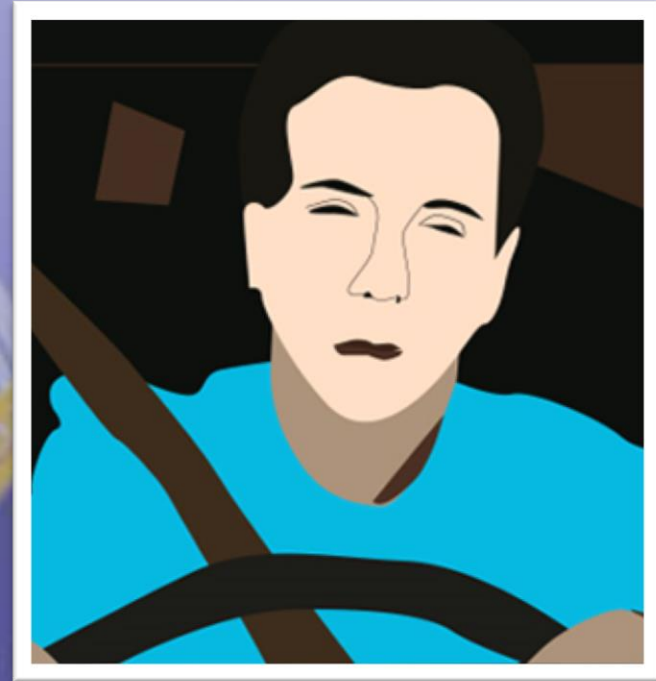
# CARELESS DRIVING

- Distracted attention from driving
- Using mobile phones
- Lack of knowledge about traffic laws



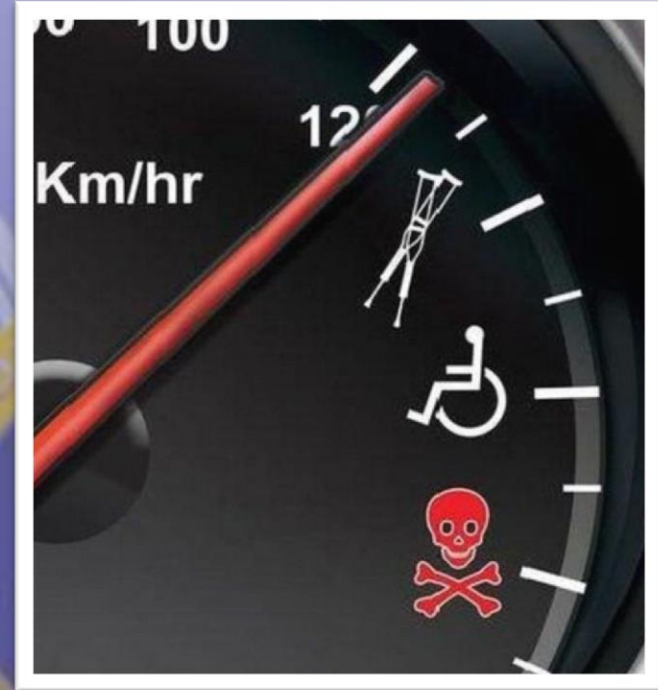
# DOZING AT WHEEL

- Long driving hours of PSV and goods vehicles drivers
- Absence of shift system
- Fatigue
- Dozing at wheel is not restricted to PSVs/HTVs only. LTV/Car drivers are equally involved in accidents



# OVER SPEEDING

- Violations can be observed more on motorways due to smooth surface and availability of space tempting for over speeding
- Absence of point system (for cancellation of driving licence)
- Low fine amount





# **TYRE BURST**

- Weak / worn-out tyres
- Use of refurbished tyres
- Tyres of poor quality
- Use of tyres after completion of shelf life
- Extremely hot weather conditions



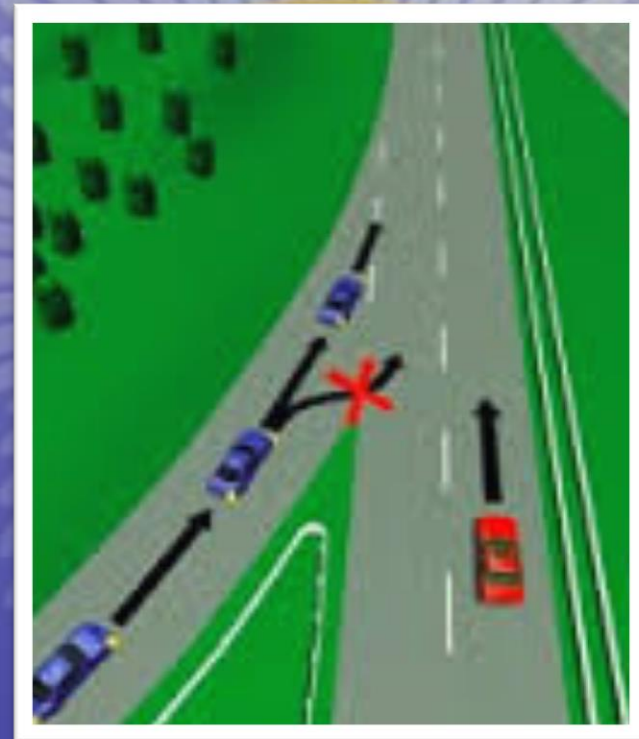
# IMPROPER CROSSING BY PEDESTRIANS

- A proximity of towns / cities on highways
- Absence of :
  - zebra crossings
  - under passes
  - overhead bridges



# IMPROPER STOPPAGE/TURNING/JOINING CHANGING DIRECTION

- Improper parking
- Carelessly joining the roads
- Improper lane changing





# IMPROPER U-TURN

- Negligence of driver
- Illegal / improper U-turns especially on highways



# SLIPPERY ROAD

- Bad weather conditions
  - Rain
  - Snow fall



# POLICING BY NH&MP

- Out of **12,131** Km National Highways, about 2,898 Km is being enforced by NH&MP
- Road Safety is being fully ensured through:
  - Equal and strict application of Laws
  - Extensive briefings on Road Safety
  - Mobile Education Units (MEUs)
  - Road Safety Educational Campaigns on various violations
  - Preparation of Road Safety Syllabus for classes I to XII



# **POLICING BY NH&MP**

- **F.M-95 Radio to educate masses on road safety and road discipline**
- **Establishment of State of the Art Drivers Licensing Authority (DLA)**
- **Establishment of Road Safety Training Institutes (RSTI) at District Level in the Country**
- **E-Ticketing System – Under process**
- **Trauma handling/First Aid training to each patrol officer**

# PUBLIC AWARENESS THROUGH MOBILE EDUCATION UNITS





# CAMPAIGNS FOR PUBLIC AWARENESS





# CAMPAIGNS FOR PUBLIC AWARENESS



# CAMPAIGN - LANE DISCIPLINE





# CAMPAIGN - USE OF SEAT BELT





# CAMPAIGN - USE OF SAFETY HELMETS



# CAMPAIGN AGAINST OVERLOADING OF PASSENGERS & GOODS



# EFFECTIVE ENFORCEMENT OF LAWS





# **ROAD SAFETY TARGETS BEING ACHIEVED**

- **Improvement in Road Discipline**
- **Culture of respect of traffic rules evolved**
- **Road Safety awareness level enhanced by involving all stake holders**
- **Post collision care improved by training first responders**



# **ACTIONS TO MAKE CAREC CORRIDORS SAFER**



# ACTIONS

Sr.	Action	Current Status	Targets
1.	Data Collection	<ul style="list-style-type: none"><li>▪ No Central data repository</li><li>▪ No sharing of data between agencies</li><li>▪ Quality of data collected is very poor</li><li>▪ Data collected is in different formats</li></ul>	<ul style="list-style-type: none"><li>▪ A central data repository needs to be developed</li><li>▪ All the stakeholders need to be interlinked</li><li>▪ Quality of data must be ensured</li><li>▪ Uniformity of data should be ensured</li></ul>



# **ACTIONS**

<b>Sr.</b>	<b>Action</b>	<b>Current Status</b>	<b>Targets</b>
<b>2.</b>	<b>Research</b>	<ul style="list-style-type: none"> <li>▪ Various agencies are working separately to diagnose, analyze various causes of accidents and its effects</li> <li>▪ Sufficient funds are not available for quality research</li> <li>▪ No platform for sharing of research work</li> <li>▪ No involvement of Educational Institutes in research work</li> </ul>	<ul style="list-style-type: none"> <li>▪ Collective effort to synergize research work needs to be made</li> <li>▪ Government should allocate appropriate funds for research</li> <li>▪ A platform needs to be established for sharing of research work</li> <li>▪ Educational institutes need to be involved in research work</li> </ul>

# ACTIONS

Sr.	Action	Current Status	Targets
3.	Capacity Development	<ul style="list-style-type: none"><li>▪ Modern traffic management training required</li><li>▪ Emergency response Units are not up to international standards.</li></ul>	<ul style="list-style-type: none"><li>▪ Training regarding modern traffic management, road engineering, enforcement, education, rescue and recovery need to be imparted on larger scale</li><li>▪ Training regarding modern data analysis and evaluation techniques and methods</li></ul>

# ACTIONS

Sr.	Action	Current Status	Targets
4.	Road Standards	<ul style="list-style-type: none"> <li>▪ National Roads designed and constructed by National Highway Authority (NHA) are according to international standards and efforts are being made to provide proper facilities on roads.</li> <li>▪ Road Safety Audits are being conducted</li> <li>▪ Local Roads of cities need improvement</li> <li>▪ Inadequate under passes, overhead bridges and zebra crossings</li> <li>▪ Improper / illegal U-turns on highways</li> <li>▪ Inadequate road furniture</li> </ul>	<ul style="list-style-type: none"> <li>▪ Local roads be improved</li> <li>▪ New road be designed with highest road safety standards</li> <li>▪ Identification and treatment of accident prone locations</li> <li>▪ Improper / illegal U-turns should be closed</li> <li>▪ Overhead bridges, underpasses, zebra crossings should be constructed</li> <li>▪ Improved road designs and construction</li> </ul>



# ACTIONS

Sr.	Action	Current Status	Targets
5.	Vehicle Safety	<ul style="list-style-type: none"> <li>▪ Vehicles are modified to increase load capacity</li> <li>▪ Refurbished tyres are used to save money</li> <li>▪ No reliable mechanism for checking vehicles' road worthiness</li> <li>▪ Automobile manufactures are making vehicles without considering road safety standards i.e. Anti-lock breaking systems, Air-bags, seat belts and seats for children,</li> </ul>	<ul style="list-style-type: none"> <li>▪ Modifications in vehicles should be strictly prohibited and legislation be made in this regard</li> <li>▪ Modern and reliable vehicle checking equipments be used</li> <li>▪ Induction of transparent / efficient vehicle fitness certification system</li> <li>▪ Automobile manufactures be directed to ensure that all vehicles comply with minimum safety standards</li> </ul>

# ACTIONS

Sr.	Action	Current Status	Targets
6.	Enforce-ment	<ul style="list-style-type: none"> <li>▪ National Highways &amp; Motorway Police (NH&amp;MP) has introduced a new policing culture which has been widely accepted and appreciated by the public:                             <ul style="list-style-type: none"> <li>▪ friendly policing</li> <li>▪ Strict enforcement of traffic rules &amp; regulations</li> <li>▪ Equal &amp; fair application of law</li> </ul> </li> <li>▪ The same patterns has now being adopted by other Traffic Police departments</li> <li>▪ Lack of latest gadgetry / techniques of enforcement (Speed Cameras, e-Ticketing etc)</li> <li>▪ Non credible drivers licensing system</li> </ul>	<ul style="list-style-type: none"> <li>▪ Uniform traffic laws be implemented throughout the road network</li> <li>▪ Latest gadgetry and techniques be deployed</li> <li>▪ Provincial Police setups be encouraged to ensure strict enforcement of traffic laws</li> <li>▪ Credible drivers licensing system should be established at Country level like NH&amp;MP DLA/ Islamabad Traffic Police (ITP)</li> <li>▪ Integration between licencing authorities be established</li> </ul>

# ACTIONS

Sr.	Action	Current Status	Targets
7.	Awareness and Education	<ul style="list-style-type: none"> <li>▪ Lack of knowledge regarding road safety, traffic rules and regulations</li> <li>▪ Non availability of quality drivers training institutes</li> <li>▪ Road safety is not included in the syllabi at school and college level</li> <li>▪ Focus of media on Road Safety is very limited</li> <li>▪ NH&amp;MP is making extensive efforts to educate road users through                             <ul style="list-style-type: none"> <li>▪ Seminars, walks, briefings, campaigns, workshops</li> <li>▪ FM Radio - 95</li> <li>▪ Road Safety Training Institutes at district level</li> <li>▪ Mobile Education Units</li> <li>▪ Road Safety Syllabus for Class-I to Class-XII</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Media both print and electronic should participate actively in road safety education and awareness.</li> <li>▪ Characters/Cartoons should be developed to increase road safety awareness amongst kids</li> <li>▪ Road Safety Training Institutes be established through out the country</li> <li>▪ Road Safety Syllabi should be included in curriculum</li> <li>▪ Seminars, briefings, campaigns, walks and workshops be arranged country wide.</li> </ul>



# ACTIONS

Sr.	Action	Current Status	Targets
8.	Post-Collision Care	<ul style="list-style-type: none"> <li>▪ Insufficient rescue, recovery and ambulance facilities</li> <li>▪ Inadequate number of hospitals/trauma centres near highways/ motorways</li> <li>▪ Deficiency of trained staff to deal with post collision situations</li> <li>▪ NH&amp;MP is imparting First Aid training to all patrolling officers being first responders</li> </ul>	<ul style="list-style-type: none"> <li>▪ To minimize the Response time of rescue and recovery services</li> <li>▪ Trauma counseling setups be established in hospitals/ trauma centres</li> <li>▪ Insurance policy be evolved through legislation</li> <li>▪ Availability of trauma centres at suitable locations</li> <li>▪ Well equipped rescue and recovery services</li> </ul>

# ACTIONS

Sr.	Action	Current Status	Targets
9.	Partnerships	<ul style="list-style-type: none"> <li>▪ Very limited involvement of private sector and civil society to raise road safety awareness</li> </ul>	<ul style="list-style-type: none"> <li>▪ Industries concerning transport sectors should contribute in road safety initiatives</li> <li>▪ Local authorities, private sectors, NGOs and civil societies should be engaged to play an important in increasing awareness</li> </ul>

# ACTIONS

Sr.	Action	Current Status	Targets
10.	Regionally Shared Approach	<ul style="list-style-type: none"><li>▪ Development of Road safety strategy/ plan is under process</li></ul>	<ul style="list-style-type: none"><li>▪ Work together to promote a common shared approach on road safety through the development and implementation of road safety strategy.</li><li>▪ Best practices amongst CAREC countries must be shared.</li></ul>



# SOURCES

- Pakistan Bureau of Statistics
- National Highways & Motorway Police (NH&MP), Pakistan
- National Highway Authority (NHA), Pakistan
- Website of CAREC i.e. [www.carecprogram.org](http://www.carecprogram.org)



**THANK  
YOU**

