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KEY NOTE ADDRESS

by

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TRANSPORTATION ENGINEERING AND RELATED ISSUES IN PAKISTAN

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HUSSAIN '

Honourable Lt. General (R) Muhammad Tariq, Minister for Communication and Works, HUD and PHE Departments Punjab, Engr. S.N.H. Mashhadi, President, Pakistan Engineering Congress, Professional Colleagues, Ladies and Gentlemen

As introduced by the President, the Pakistan Engineering Congress is the Premier Professional Organization created in 1912 for the promotion of the engineering profession, knowledge and expertise. In order to achieve these objectives, the Congress holds lectures, seminars/symposia on topics covering technical and related financial problems that affect the national economic growth. This symposium is also an effort in that direction.

Ladies and Gentlemen, transportation networks are essentially the circulatory system of a country. These networks together indicate economic and social development and determine a nation's rate of growth. Regretfully, the present condition of Pakistan's transportation systems fails to play a vital role in national economic expansion. The lack of adequate transportation services severely limits trade and commerce resulting in stunted national growth as well as hinders many areas of development expressly dependent on good transport for survival.

In order to overcome these problems significant changes must take place. Fundamental attitude changes by country's opinion-makers, leaders and managers need to include a willingness to accept challenges and responsibilities, a dedication to make and honor commitments, and a desire to envision and to earn trust. As in all other sectors of the economy, the transport sector would reap the benefits by developing more quickly and to a greater degree of success.

Sir, the conditions of roads, highways and railways, that provide major component of the transport facilities in Pakistan deserve special attention of the policy makers.

ROADS AND HIGHWAYS

Pakistan's roads and highways are in dangerously **poor condition**. **Minor maintenance** is performed on existing roads as new construction continues. This **ineffective planning and an erratic prioritization** of resources usage and **poor implementation** of policies **and regulations** explain why Pakistan's **inadequate road network** does not serve its needs. Trade and commerce

Convener, Symposium Committee of Pakistan Engineering Congress and Partner, National Development Consultants.

languish in the void of crucial road transport services. Moreover, serious and numerous fatal road accidents could be prevented with common sense, enforced regulations and practical traffic management systems.

RAILWAYS

Second only to the armed forces, Pakistan Railways is the largest employer in the country. The number of employees and their low skill levels drain any revenues earned. Up till recently, a single ministry, the Ministry of Railways, has been managing this one sub-sector of transportation. Yet, the viability of Pakistan Railways is in question, Miigraul suit-standard maintenance is performed. Modern and linu iional locomotives and equipment are in short supply. I nreliable and sadly lucking passenger services receive resources on a higher priority than possible revenue-producing cargo. Funhijr. u holly inadequate investment levels have placed the fate of Pakistan Railways existence on the desk of the Privatization Commission.

SUMMARY OF MAJOR ISSUES

Some of the crucial issues faced by the Transportation Sector are as follows:-

- Unclear policies >•
- Inadequate investment >-
- Poor maintenance
- >• Poor management and lack of professionalism >•
- Overstaffing and inefficiency caused by political interference
- Poor quality of services >• Road
- encroachments >• Inadequate road network >•
- Lack of reflective coordination and planning
- Shortage of basic transport services and facilities >• Poor prioritization and
- implementation of construction projects and improvements.

The main objective of this symposium is to (i) apprise the participants about the problems of Transportation Engineering in Pakistan (ii) elaborate on the need for a review of the existing Transport sector policy (iii) identify comprehensive measures to make Transport sector more dynamic in the development of Pakistan.

I am pleased to inform that authors of the papers included in this Symposium have made genuine efforts to highlight the issues and make recommendations for the achievement of these objectives, following Papers will be presented in the subsequent sessions to-day.

- Transport Policy and Allied Issues.
This paper narrates the history of Transport Development in Pakistan with its shortcomings during the last fifty years and explains the principles of a comprehensive and feasible Transport Policy.
- Uniting of Asphalt Concrete Pavements.
The authors of this paper have identified the possible reasons of rutting on asphalt concrete pavements. In order to overcome this problem they have recommended the use of recently developed SUPERPAVE (Superior Performing Asphalt Pavements) Asphalt

Concrete Mix Design System. This is a comprehensive performance based system of mixture design and takes into account the traffic as well as environmental conditions.

- **Policy Option for Pakistan Railways.**

This paper explains the reasons of sub-standard performance of Railways and advocates in favour of re forming the Railways set-up by introducing both short term and long term measures by keeping Railways under state control instead of Privatization.

- **An Introduction to Supcrpave Asphalt Concrete Mix Design System.**

SUPERPAVE Asphaltic concrete Mix Design has been described in this Paper. This method has been developed by Strategic Highway Research Program, USA and represents an improved system for specifying component materials (Asphalt binder and Aggregate), asphalt mixture design and analysis and pavement performance prediction.

- **Indus Waterway as an International Outlet to Sea for Land Locked Central Asia.**

This paper describes the historic fact that the Indus had always been considered as the out-post of Central Asian States. Thus Indus Water could serve as an outlet to sea for land locked Central Asia and Western China. The paper justifies the feasibility of Inland Navigation in the Indus for Chashma to Port Qasim.

- **Lahore - Islamabad Motorway (M-2), Experience-Lessons and Improvements for Future Projects.**

The vital role that envisaged motorway network would play in improving the transportation facilities in Pakistan is expressed in this paper. Salient features of Lahore-Islamabad Motorways (M-2) are described therein. Besides, recommendations, based on (he lessons learnt from M-2 Project, are made for consideration in the planning and design of the future motorway projects.

- **Construction Costs of National Highways.**

The author has identified the measures to optimize the construction costs of National Highways.

- **The Scenario of Public Transportation in Khuzdar.**

The paper contains the Research Study made by the authors on the existing mode of transportation in the city of Khuzdar. The findings of this Study provide proposals for proper regularization of the city traffic.

The Panel of Experts will discuss and evaluate the recommendations made by the authors in the concluding session. The recommendation evolved by the panel of experts would be presented to the appropriate authorities of the Government for their consideration and necessary action.

Thanks you all very much for your kind attention.