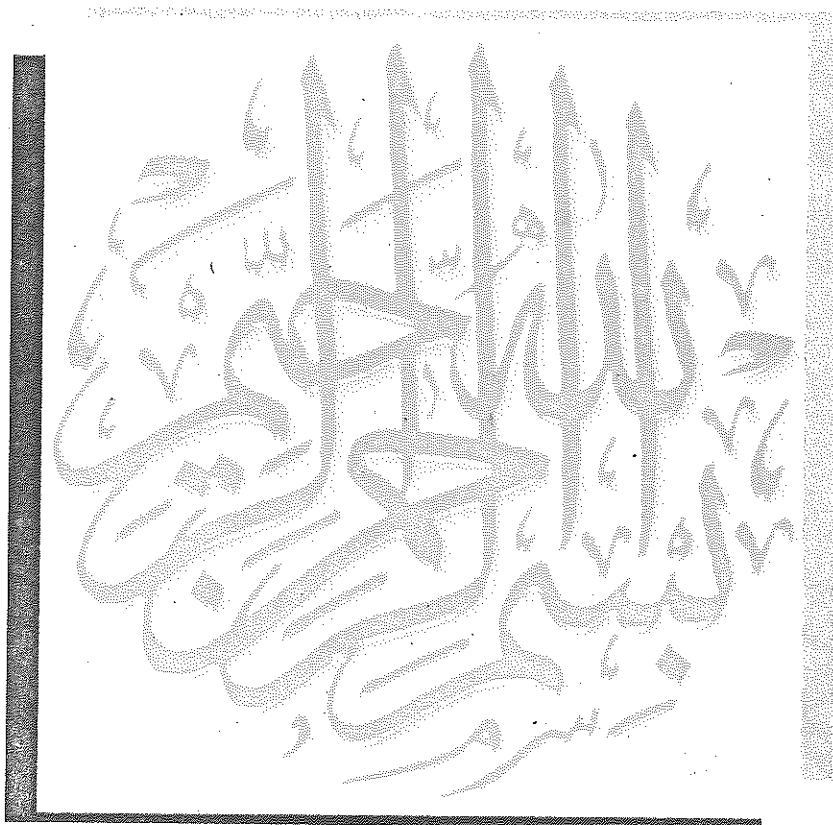


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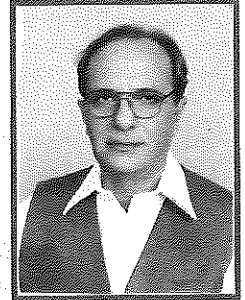
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NTRC-266

Preface

I am delighted to present before the House recommendatory report of the Senate Standing Committee on Communications (Communications and Railways) on “the Existing Public Transport System in the Country”. Since reference of the Motion to the Committee by the House on 21st September, 2004, the Committee held 5 meetings to finalize its recommendations. Keeping in view the importance of the matter and its impact on the lives of common citizens, the Committee, from its very first meeting on 21st December, 2004, targeted to discuss and recommend a workable and uniform public transport system in all Pakistan contexts with a view to lessen transportation problems of the general public.



I am grateful to Senator Raza Muhammad Raza, Mover of the Motion, for raising such an important matter in the House. I am also grateful to my colleague Senators who are Members of this Committee for their cooperation, active participation in the meetings, deliberations, sharing of ideas and views in highlighting the problem areas and also for their commitment towards resolution of the problems of masses. I must acknowledge their wisdom because of which the Committee has been able to perform its duty effectively.

I appreciate all concerned in the National Transport Research Centre (NTRC), especially, Mr. Muhammad Kazim Idris, Chief, NTRC for drafting and presenting before the Committee such a valuable document. I thank the Provincial Secretaries (Transport) of Balochistan, NWFP, Punjab and Sindh for their participation in the meetings and feed-back on the draft report.

Let me thank Mr. Muhammad Shamim Siddiqui, Minister for Communications and the Secretary M/o Communications for their active participation in the proceedings of the Committee's meetings. I would like to thank the Secretary Committee and all others for providing every assistance in the holding of the Committee meetings satisfactorily. My PS Mr. Abid deserves appreciation for his contribution towards finalization of this report.

Kamil Ali Agha
Chairman Committee

LIST OF CONTENTS

S. No	Description	Page No.
1	Introduction	1
2	Vision Statement	1
3	Summary Report	1
4	Recommendations	3
4.1	Institutional Arrangements	3
4.2	Modus Operandi	5
4.3	Bus Requirements	6
4.4	CNG Buses	6
4.5	Mass Transit	7
4.6	Financial Aspects	8
4.7	Terminal Parking	9
4.8	Roadways Facilities	10
4.9	Safety	10
4.10	Vehicle Registration, Motor Vehicle Examination, Driver Training and Driving Licenses, etc.	11
4.11	Accident Compensation	12
4.12	Fares	13
4.13	Enforcement	13
4.14	Adoption of NHSO 2000	13
4.15	Inter-Provincial Coordination	14
5	TABLES	15
6	ANNEX	23
7	Third Party Insurance System	27
8	APPENDIX	31
9	Profiles of the Members	33

1. INTRODUCTION

On 12th July, 2004, Senator Raza Muhammad Raza, moved a Motion under Rule 194 of the Rules of Procedure and Conduct of Business in the Senate 1988, that the House may discuss "The Existing Public Transport System in the Country". The House discussed the motion in its sitting held on 21st September, 2004, and referred it to the Standing Committee on Communications and Railways for consideration and report.

The term "Public Transport" normally refers to commercial road transport service for passengers. At present, it is mostly operated by the private sector in the country. There is a Provincial Transport Authority in each province with several Regional Transport Authorities to administer the public transport service by private operators.

2. VISION STATEMENT

The Vision Statement is to establish a public transport system that provides an efficient, safe, reliable, affordable and environment friendly access and mobility for people and goods thereby supporting the government's goal of increasing public welfare through economic growth and poverty reduction.

3. SUMMARY REPORT

First meeting of the Committee was held on 21st December, 2004 at Parliament House, Islamabad. Since the matter was raised in the Senate and referred to the Standing Committee, therefore, the Committee, being representative of all the four provinces, vowed to discuss it in all Pakistan contexts in order to recommend a workable and uniform public transport system. As the matter was of technical, the Committee recommended for setting up of a Technical Committee comprising representatives from all the Provinces and other concerned departments with Chief, National Transport Research Centre (NTRC), Ministry of Communications, as its Coordinator for preparing a draft Report on the subject. The Committee further recommended

that once the draft report is finalized, it may be circulated to all concerned federal and provincial departments for their comments.

Accordingly, the draft Report was prepared by the NTRC and circulated among all the stakeholders for necessary action at their end in January, 2005.

Second meeting of the Committee was held on 15th March, 2005. The NTRC gave a detailed presentation to the Committee regarding the draft Report of the Technical Committee. Representatives from the provinces and Small and Medium Enterprise Development Authority (SMEDA) also attended the meeting on special invitation and expressed their view point. The Committee recommended certain amendments/changes in the draft Report.

Third meeting of the Committee was held on 12th July, 2005. In the light of the observations of the Committee made in its meeting held on 15th March, 2005, the NTRC presented the draft Report accommodating the recommendations of the Committee. Detailed discussions were held. All the honourable members of the Committee gave their opinion on each section of the Report. The Committee unanimously proposed certain amendments to be incorporated in the Report.

In the fourth meeting of the Committee held on 29th November, 2005, as a result of detailed deliberations, the recommendations of the Technical Committee were approved. The Committee, however, observed that the subject of 3rd Party Insurance needed improvement which may be drafted separately.

The fifth and last meeting on the said issue was held on 11th September, 2006. A Supplementary Report on 3rd Party Insurance system, drafted by the NTRC, was presented before the Committee. The Committee discussed the Report in detail and recommended various changes in the different options of collection of premium as proposed by the NTRC to make it more effective. The Committee also recommended that all the stakeholders may also be consulted in the matter.

Recommendations

4. RECOMMENDATIONS

Following recommendations have been formulated to achieve the objectives of the Vision Statement.

4.1. Institutional Arrangement

The subject of 'Mechanically Propelled Vehicles' is included in the Concurrent Legislative List in the Constitution of the Islamic Republic of Pakistan, 1973. The Motor Vehicle Ordinance (MVO) 1965, the Motor Vehicle Rules (MVR) 1969 and the National Highway Safety Ordinance (NHSO) 2000 provide the legal framework.

Almost the entire operational control specially with regard to regulation, operation and management of public service vehicles vests with the Provincial Governments. The public transport system is characterized by multiple agencies that fall under the purview of various departments with some implementing agencies responsible for infrastructure and others for operations and management. This diversity is one important reason to have a very effective coordinating mechanism to achieve consistency in the application, construction, operation and maintenance of urban transport and allied infrastructure as a system rather than individual modes/ components of transport. The magnitude of the urban transport problem is such that it needs to be tackled on a fast track in a coordinated, wholesome and systematic manner for which well-trained manpower in adequate numbers is a pre-requisite.

Keeping the above in view, the recommendations are as under:-

- (i) The government has gradually minimized its role as a primary provider of transport services with greater emphasis on its regulatory role, which may be continued.
- (ii) For effective working and coordination, the Provincial Transport Department should be the lead agency in dealing with transport

matters. The functions of vehicle registration, licencing, and vehicle fitness should be performed by the Transport Department itself. Besides, it should establish a strong linkage with the Police, the Education Department (for Driver Instructor Training Schools, etc), Pakistan Electronic Media Regulatory Authority (PEMRA) and the electronic and print media (for creating mass awareness) for which a detailed Standard Operating Procedure (SOP) should be developed accordingly and Review Meetings be held regularly.

- (iii) Considering that the role of a regulator like the Regional Transport Authorities (RTAs) / Executive District Officers (EDOs), etc becomes all the more important in the privatized form of transport, these need to be strengthened and manned by professionals to ensure proper planning, operations, monitoring, route compliance and effective implementation specially with regard to service quality and safety.
- (iv) At the federal level, the Ministry of Communications looks after the subject of road and road transport and it would be necessary that the Ministry of Communications coordinates with the Provincial Governments on transport matters on a regular basis. For this, the office of the Director (Roads & Road Transport) in the Ministry of Communications need to be upgraded and strengthened by providing a post of Director General (Roads and Road Transport) in BPS-20. In addition to the existing post of Director (Roads & Road Transport), which should be re-designated as Director (Roads), one post each of Director (Road Transport) and Director (Legal) in BPS-19 and 3 Deputy Directors (one each for Roads, Road Transport and legal/International Transport matters) in BPS-18 alongwith other supporting staff need to be provided on an immediate basis. The incumbents of these posts should be degree holders in their relevant fields like B.Sc in Civil Engineering for Roads, M.A. (Economics / Transport Economics) for Road Transport and LLB

for legal matters, etc with prescribed experience as per government rules.

4.2. Modus Operandi

In the context of urban transport, congestion is mainly caused by personal modes of transport notably the car (Table-1). The annual compound growth rate of production of cars is of the order of 12.1 per cent (Table-2) as compared to 3.6 per cent in the production of buses (Table-3). The present practice of car financing scheme by the banks is resulting in a disproportionate increase in number of cars in the urban context (alongwith associated externalities in the form of environmental pollution, congestion, etc.) and need to be properly evaluated. Besides, Road System capacity gets adversely affected by encroachments and mis-use of bus / wagon stops as bus/wagon terminals, which is a typical enforcement problem.

It is recommended that:

- (i) An integrated 'Package Approach' should be adopted wherein the various elements of urban transport, the different modes of urban transport and allied infrastructure, etc be dealt as a system rather than individual modes/components of transport. Priority should be given to public transport modes over the personal modes of transport.
- (ii) Regulatory/restraint measures are un-avoidable for dealing with traffic problems (as briefly mentioned in Annex – I), even if a conscious decision to increase the urban infrastructure is taken to 'cope for car demand', during the construction phase.
- (ii) City / District Governments should prepare Transport Master Plans with due emphasis on land-use and transport requirements.

4.3. Bus Requirements

Buses are the most basic and economical form of urban mass transit making an efficient use of the existing road infrastructure. Other forms of para-transit modes have a definite role to play specially on the secondary/ tertiary routes.

It is recommended that:

- (i) All cities with a population of more than 500,000 should have proper urban transport system. The requirements of equivalent number of buses in 14 cities of Pakistan have been estimated at about 21,200 (Table-4). With the share of large size buses at 40 per cent in the mix, the corresponding number works out to be 8,500 buses. Well-defined primary secondary and tertiary routes be identified in major cities for induction of buses and para – transit modes respectively.
- (ii) Considering that the present local production of buses is to the tune of 1400 and the demand will increase, the possibility of importing new/re-conditioned buses may be considered to augment the supply of urban buses at minimum investment with the proviso that the first right of refusal may be given to the local bus industry.
- (iii) Measures should be taken to introduce healthy competition among the various operators to eliminate any situation of monopolistic controls. A transparent method of route tendering be followed with due regard to the nature of route (primary / secondary) for operating bus / para – transit services accordingly.

4.4. CNG Buses

It is extremely necessary to find suitable alternative fuels and a substitute specially for Diesel (HSD) in view of huge expenditure on its

import in foreign exchange. CNG does provide an affordable alternative. Introduction of CNG buses may, however, be done in a phased manner. Accordingly, it is recommended that

- (i) First priority should be given to introducing CNG buses mainly in urban areas on environmental considerations.
- (ii) The performance of CNG buses should be evaluated on a regular basis and a proper techno-economic and a financial feasibility study (including refilling and other infrastructure facilities, performance of air-conditioned buses, etc) be carried out by the Hydro Carbon Development Institute of Pakistan (HDIP), which is the focal national agency, so that implications could be fully understood for evolving a sound policy package. The use of LPG in transport vehicles should also be considered.
- (iii) The initiative taken by the Punjab Government for introducing CNG in 4-stroke rickshaws should be encouraged and adopted by other Provinces also.

4.5 Mass Transit

The recommendations are as under:

- (i) Dedicated mass transit systems have become un-avoidable specially on those travel corridors in large metropolitan cities where the level of traffic in one direction exceeds 20 thousand persons per hour. The implications in terms of capital cost, operating costs, affordable fare structure and operating subsidy, however, need to be fully understood at the outset and duly provided for at the planning stage (Table-5).
- (ii) The existing railway system should also be used to serve urban and sub -urban traffic in major cities like Karachi, Lahore, Peshawar and Rawalpindi/ Islamabad.

- (iii) For ensuring sustainability and ease, it is important to ensure that inter-modal changes should be as smooth as possible with minimal time penalty and out-of-pocket expenses for the users.

4.6. Financial Aspects

The urban mass transit systems are extremely capital intensive and invariably need to be subsidized. Subsidy can assume many forms and whether direct or indirect, should be well directed and can be in one-off (import duty, sales tax, income tax exemption/holiday, land for terminal facilities, basic infrastructure including tracks, etc) or 'regular mode' (operating subsidy, mark-up on loans, replacement of assets/rolling stock, etc) but it needs to be fully ensured that the benefits are passed on to the user and does not result in inefficient operations.

The recommendations are as under:

- (i) Profitability of large size urban buses need to be evaluated on 'life cycle costs basis' for evolving a sound policy package for urban cities.
- (ii) Financial participation of the Federal/ Provincial and District/City Governments need to be clearly defined. The federal government may share the 'one-off costs' or provide 'one-off concessions' and the provincial, district / city governments should, in addition to their share in capital costs, look after the costs of a 'regular' nature.
- (iii) To encourage urban bus / mass transit, adequate finances should be made available specially to the corporate sector. Creation of a special credit line at low rate of interest may be considered by the Banks in preference to the present car financing schemes. The Government should, however, not extend any guarantees for

obtaining loan by the private urban bus / mass transit investor / operator.

- (iv) The BOT mode of financing and its various variations should be encouraged to attract private financing in the transport sector as far as possible.

4.7. Terminal / Parking Facilities

Urban land is very expensive. The present system of auctioning the terminal facility adds about 10 – 20 per cent in the inter-city bus fares. Besides, the Operators impose certain restrictions on bus make, etc for using the terminal facility. This may act as an inhibiting factor for new investment.

The recommendations are as under:-

- (i) Adequate land for Terminal / Parking facilities for public transport vehicles at convenient places on a nominal rental basis should be the responsibility of the District/City government with the proviso that land-use will not be changed. For infrastructure development, the BOT mode of financing may be considered.
- (ii) Bus bays and bus stops should be used for as minimum a time as possible to ensure safe embarking and disembarking of passengers. This is important for maintenance of laid down bus schedules and needs effective enforcement.
- (iii) Embarking and disembarking facilities for intercity passengers by the intercity passenger transport at convenient locations in the city should be provided by the City / District Governments and integrated with the local urban transport system to minimize inconvenience, time penalty and out-of-pocket expenditure to the inter-city passengers.

- (iv) Car parking facilities need to be regulated by providing additional spaces wherever feasible (both off-street and on-street) and adequately charged to act as a dis-incentive for use of personal modes specially during the peak periods.

4.8. Roadway Facilities

Proper geometry of roads, signs, signals, road markings, footpaths, efficient road drainage are essential components of any road network and need to be given full attention.

Bicycling and walking are the most important modes of transport. In fact, there is no trip, which does not involve 'walking' as a composite mode of transport. Continuous paths/walking paths for bicyclists and pedestrians, therefore, need to be provided specially in the urban context.

Right-of-way (ROW) of roads including the By-passes should be fully protected from encroachments and if required should be appropriately fenced.

At the level crossings, lane discipline (for out-going and in-coming traffic) needs to be strictly enforced. Besides, to ensure smooth and safe movement of traffic at the level crossings (at grade), duly prioritized and phased programme of grade-separated over/under-passes be provided.

It is, therefore, recommended that Traffic Engineering Units should be established with trained manpower in all large cities to ensure that adequate roadway facilities are available for various types of users with particular emphasis on bicyclists and pedestrians.

4.9. Safety

Safety is one of the prime objectives in any transport system. In addition to various safety measures, which need to be enforced, it is

proposed that carriers provided on roof-tops of Buses, Wagons, etc specially in urban areas should be removed to avoid any chances of travelling on roof-tops. Adequate pedestrian crossing facilities (zebra, pelican, overhead, underground, etc.) should be provided and strictly enforced. In the context of safety, both preventive and curative measures are absolutely necessary to minimize the absolute number of casualties in road accidents.

4.10. Vehicle Registration, Motor Vehicle Examination, Driver Training and Driving Licences

The recommendations are as under:-

- (i) For vehicle registration, it is extremely necessary to have computerized record of all the registration books at the district and provincial levels in the form of a Common Data Bank. For inter-district / intra - provincial transfers, the records should be meticulously checked before affecting any transfer. The VITS (Vehicle Identification and Tracking System) being introduced by NADRA needs to be fully supported.
- (ii) The system of motor vehicle examination needs to be effectively revamped (Tables-7 & 8). The prescribed fees need to be revised upwards (Table-9). Rather than visual observations, standardized checklists and Testing Equipment be made available in designated workshops to ensure that fitness certificates are granted to roadworthy vehicles only. There is a need to enforce the prescribed age limit for various types of commercial vehicles.
- (iii) The Motor Vehicle Examiner (MVE) should be a Mechanical/Auto Engineer at least in BPS-17 and above depending on qualifications and experience.
- (iv) The ENERCON under the Ministry of Environment have recently established an Energy Conservation Fund of 3 Million US \$ which

can be availed by interested firms for setting up of good quality workshops.

- (v) There is a need to establish Driver Instructor Training and Driver Training Schools to educate the drivers and to conduct their refresher courses. While Driver Instructor Training Schools may be set-up in the public sector by the Provincial Governments under their Polytechnic Institutes, etc, Driver Training Schools should be established in the private sector, which should use the duly certified Driver Instructors for training the drivers. It is important that Driver Instructors should know driving and possess the relevant Driving License of the appropriate category for which he/she has to impart the training.
- (vi) The present licensing system is decentralized and therefore multiple licenses from different districts can be obtained at a time even if a license is cancelled by one authority. There is no system of point scoring on the licenses with the result that license of an erring driver cannot be suspended / cancelled. No practical tests are taken to ascertain the proficiency of driving knowledge and skills of drivers and little emphasis is given to their medical fitness.

In addition to enforcing the laid down procedures and that the Point Scoring System is implemented, common Data Banks be established at the Provincial Levels, which should be accessible to the other Provinces for reference purpose only so as to ensure that the practice of multiple licenses is eliminated.

4.11. Accident Compensation

As per Section 67 of the Motor Vehicles Ordinance, 1965, in the case of death of or injury to a passenger in a stage carriage or a 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. The rates of compensation are very low and have not been revised. For example, the existing amount of compensation for death is merely Rs 16,000. Revision of scale of compensation has implications in terms of vehicle operating costs and the fare structure. A modest increase has therefore been proposed. The scale of compensation for death may be increased to at least Rs 100,000 while for injury to a passenger may be revised as proposed in Annex – II by modifying the Thirteenth Schedule of the Motor Vehicle Ordinance, 1965 accordingly.

4.12. Fares

The oil prices are generally fixed on a fortnightly basis by the Oil & Gas Regulatory Authority (OGRA). In order to provide timely relief to various transport operators, it is proposed that fixation of fares may be indexed and should be automatic as per the prices fixed by OGRA.

4.13. Enforcement

There is a need to have an effective enforcement apparatus. For this purpose, creation of professionalism in the traffic police and equipping them with proper tools to ensure speedy enforcement is very necessary. Separating the cadre of traffic police in each province to ensure development of required level of professionalism is recommended.

4.14. Adoption of NHSO, 2000

The National Highways Safety Ordinance (NHSO) 2000 contains many updated versions for licensing, control of traffic, axle loads, signs and road markings, etc and need to be appropriately adopted by the Provinces.

It is, therefore, recommended that the Ministry of Communications should set up a Committee with representatives from the concerned Federal and Provincial Government departments for seeking concurrence of the Provincial Governments for adoption of NHSO 2000 and also for formulating the rules to ensure smooth implementation of NHSO 2000.

4.15. Inter-Provincial Coordination

The subject of road transport is highly fragmented, multi-disciplinary with almost all the operational controls with the provincial governments. In order to maintain an effective liaison and to learn from one another's experience, it is necessary to maintain coordination with all the Provinces. For this, it is recommended that the Ministry of Communications should ensure coordination with the Provinces for which it needs to strengthen its existing set-up as detailed in para-3.1, sub-para (4) on 'Institutional Arrangement'.

Tables

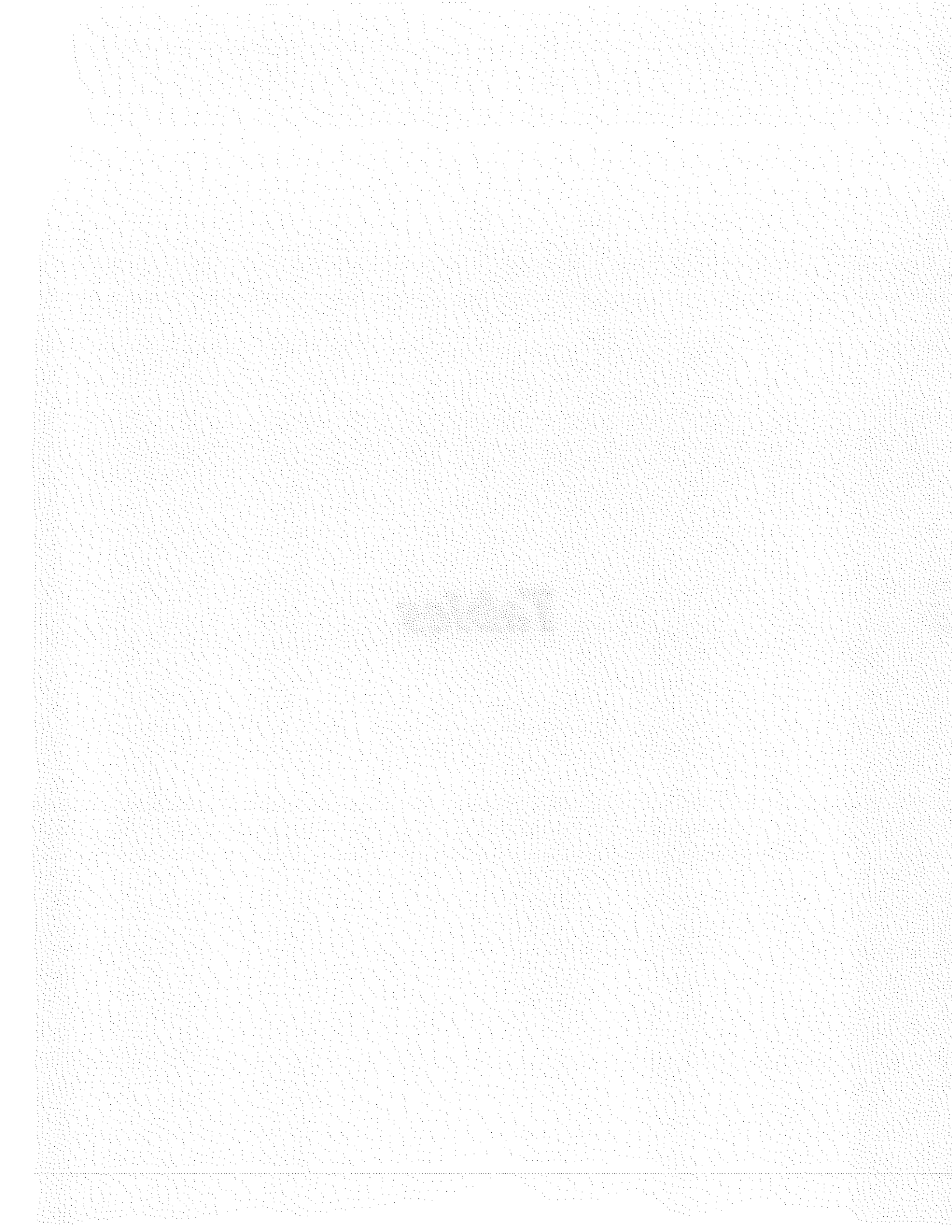


Table – 1 **PERSONS TRAVELLING AND ROAD CAPACITY**

Vehicle Type	Persons Travelling (%)	Road Capacity Usage (in %)
Motor / Bi-Cycles	20.1	16.1
Rickshaw	4.4	14
Car	10.5	42.4
Taxi	1.2	5.4
Mini-Bus	17.5	6.2
Bus	45.5	11.1
Others	0.8	4.8
TOTAL	100	100

**TABLE - 2 LOCAL PRODUCTION
OF CARS**

YEARS	CARS
1991-92	28,911
1992-93	26,945
1993-94	19,544
1994-95	20,955
1995-96	31,079
1996-97	33,462
1997-98	33,683
1998-99	38,682
1999-00	38,461
2000-01	39,573
2001-02	40,601
2002-03	62,893
2003-04	99,263
2004-05	126,817
ACGR (1991-05)	12.10%

**TABLE - 3 LOCAL PRODUCTION
OF BUSES**

YEAR	BUSES
1991-92	1,114
1992-93	1,177
1993-94	427
1994-95	312
1995-96	438
1996-97	862
1997-98	425
1998-99	1,220
1999-00	1,508
2000-01	1,337
2001-02	1,099
2002-03	1,340
2003-04	1,380
2004-05	1,762
ACGR (1991-05)	3.60%

TABLE- 4 Requirements of Equivalent No. of Urban Buses

CITY	1981 Population	1998 Population	1981-98 Avg. Annual Growth Rate	2005 Population	Equivalent Buses Required 2005	2010 Population	Equivalent Buses Required 2010
ISLAMABAD	204,364	529,180	5.76	783,165	522	1,036,241	691
Sub-Total	204,364	529,180	5.76	783,165	522	1,036,241	691
Punjab							
LAHORE	2,952,689	5,143,495	3.32	6,464,711	4,310	7,611,515	5,074
FAISALABAD M.C	1,104,209	2,008,861	3.58	2,569,693	1,713	3,063,803	2,043
RAWALPINDI	794,834	1,409,768	3.43	1,785,144	1,190	2,113,031	1,409
MULTAN	732,070	1,197,384	2.93	1,465,640	977	1,693,313	1,129
GUJRANWALA M.C	600,993	1,132,509	3.79	1,469,367	980	1,769,733	1,180
SARGODHA	291,362	458,440	2.7	552,428	368	631,143	421
SIALKOT	301,609	421,502	1.99	483,841	323	533,938	356
BAHAWALPUR	180,263	408,395	4.93	571,976	381	727,573	485
Sub-Total	6,958,029	12,180,354	3.33	15,362,800	10,242	18,144,048	12,096
Sindh							
KARACHI	5,208,132	9,339,023	3.49	11,873,812	7,916	14,095,552	9,397
HYDERABAD	751,529	1,166,894	2.62	1,398,477	932	1,591,533	1,061
SUKKUR M.C	190,551	335,551	3.38	423,462	282	500,031	333
Sub-Total	6,150,212	10,841,468	3.16	13,695,751	9,131	16,187,116	10,791
NWFP							
PESHAWAR	566,248	982,816	3.29	1,232,765	822	1,449,344	966
Sub-Total	566,248	982,816	3.29	1,232,765	822	1,449,344	966
Balochistan							
QUETTA	285,719	565,137	4.09	748,198	499	914,243	609
Sub-Total	285,719	565,137	4.09	748,198	499	914,243	609
Total	14,164,572	25,098,955	3.42	31,822,680	21,215	37,730,992	25,154

TABLE - 5 MASS TRANSIT SYSTEM CHARACTERISTICS

CHARACTERISTICS	BUSES AND TROLLY BUSES			LRT (SURFACE EXCLUSIVE)	RAPID RAIL		
	MIXED TRAFFIC	BUS ONLY LANE	SEGREGATED BUS- WAYS		SURFACE	ELEVATED	UNDER- GROUND
Vehicle Capacity	80 to 120	80 to 120	120	200 to 300	300 to 375	300 to 375	300 to 375
Lane /Track Capacity (Passengers / hr.)	10,000 to 15,000	15,000 to 20,000	30,000	20,000 to 36,000	50,000	70,000	70,000
Journey Speed (Km per hr.)	10 to 12	15 to 18	15 to 30	15 to 25	30 to 35	30 to 35	30 to 35
Capital Cost (US \$ million / km)	-	-	2 to 7	6 to 10	20 to 25	45 to 55	85 to 105

TABLE – 6: DISTRIBUTION BY TRANSPORT MODE

Transport Mode	% age Trips
Motorcycle	12.0
Car	11.0
Pick-up	2.8
Bus / Mini Bus	10.7
Taxi / Rickshaw	2.6
Walk	52.6
Bicycle, etc.	8.3
TOTAL	100

TABLE - 7 COMPARATIVE DATA ON VEHICLE INSPECTION AND FEES

Province / Area	Av. No. of Vehicles inspected per year	Av. Fee Collected per year (Rs.)	Amount of fee per Vehicle Inspected (Rs.0
Punjab	180,209	44,184,646	245.19
Sindh	117,377	NA	NA
NWFP	53,221	3,740,431	70.28
Balochistan	18,032	236,623	13.12

TABLE - 8 VEHICLE INSPECTIONS

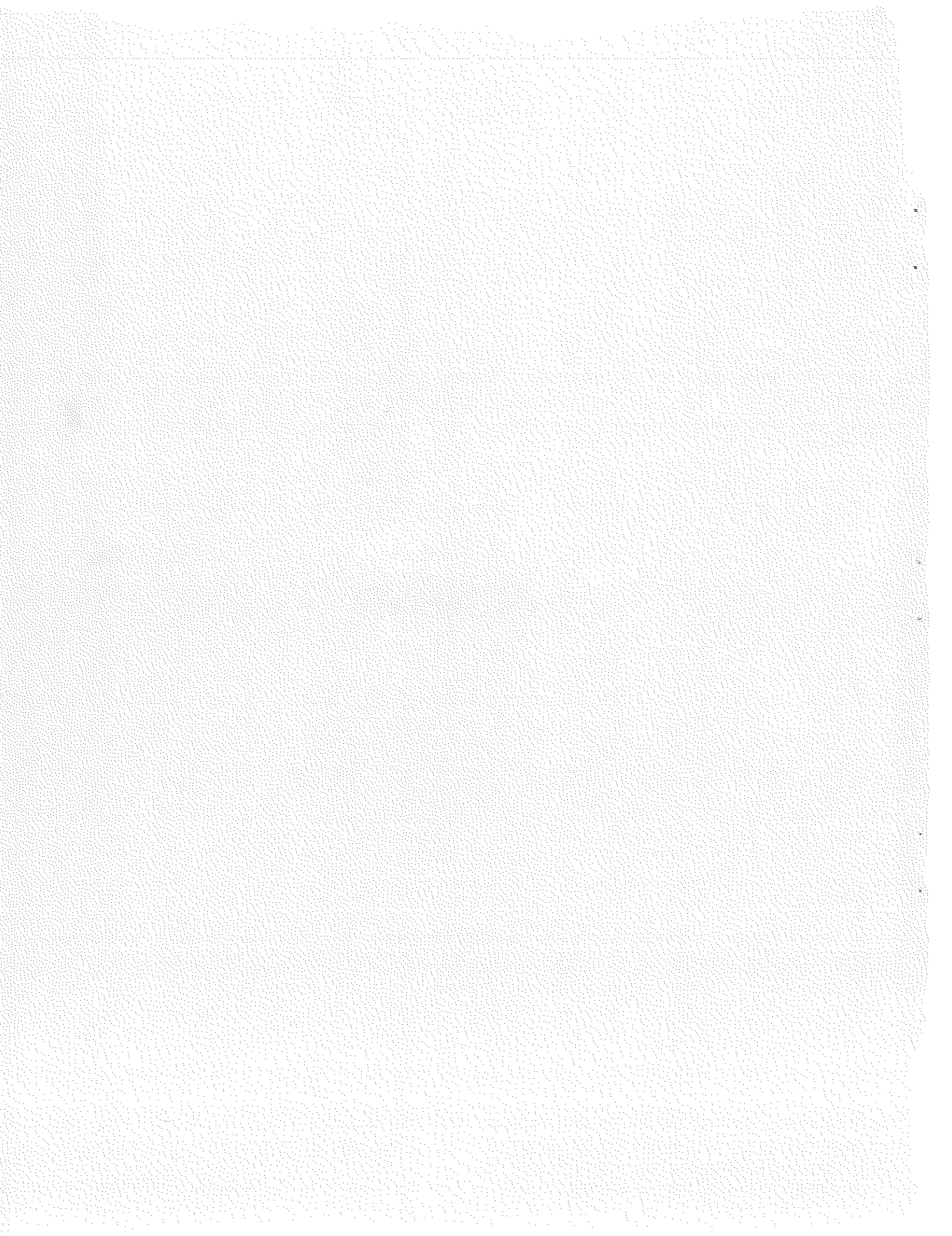
Area/Province	Existing No. of MVEs	Average No. of Vehicles Inspected	
		Per Year (Five-year avg.)	Per MVE per day (26 days a month)
PUNJAB	35	180,209	16 - 17
SINDH	12	117,377	31 - 32
NWFP	18	53,221	9 - 10
BALUCHISTAN	3	18,032	19 - 20
TOTAL	68	368,839	17 - 18

TABLE - 9 COMPARISON OF FEE STRUCTURE AMONG THE PROVINCES

(Rs)

Fee Structure	Punjab	Sindh	NWFP	Balochistan
- Certificate of Fitness - Heavy - Other	400+ 200	100 - 250++ 20 - 57++	100 50	20
- Renewal - Heavy - Other	200 150	50 - 125 10 - 35	50 25	10
- Penalty - Heavy - Other	100/month 100 month	10 - 20/month 2 - 8/month	100+10 p.m 50 + 5 p.m	20

Annex



DEALING WITH URBAN TRAFFIC PROBLEMS
- SOME QUICK SOLUTIONS

In the context of dealing effectively with the urban traffic problems, the foremost requirement is to have an effective, well-equipped, highly trained and motivated traffic police. While such a traffic police can ensure proper discipline, there is a definite need to reduce the 'traffic pressure especially during the interim period, which may be required for necessary infrastructure development, by implementing the following measures: -

- 1) **Time Staggering**: - Through time staggering, it would be possible to spread the morning and evening peak periods effectively. This would mean that the School timings, Govt. office timings and private business timings should be so staggered that there is a difference of at least one hour in their opening times e.g. school opening time may be kept at 7:30 AM, office timing at 8:30 AM and the business timings from 9:30 AM onwards. Strict compliance of these timings would be essential and for that the school/office administration and the traffic police can play an important role. This can be seen from the improvement in road traffic conditions on 'Saturday' vis-a-vis other working days when some of the private schools are closed.
- 2) **Grant of loan**: - Traffic congestion is caused by cars. If the policy for the grant of bank loans at low mark-up rates has to be continued, it should then be consistent with providing more and more wider roads and other associated urban infrastructure like parking spaces, etc to cope with the resultant increase in cars. But even the most advanced countries in the world are not in a position to cope with such an unbridled growth in car ownership, obviously because of huge capital investments and large in-take of scarce urban land. The present scheme for the grant of loan at low mark-up rates for cars should be dis-continued in favour of large size buses for use in schools/colleges and as public service vehicles (PSVs).
- 3) **Parking Fee**: - Parking fees may be introduced at all parking lots including offices, business places, etc. To begin with, all cars whether belonging to shop-keepers/business community, etc. should be charged the parking fee. This may

be gradually increased to Rs 50 per day, Rs 15 per hour and Rs 30 per peak hour and should be regularly reviewed. The timings may be clearly specified to avoid any ambiguity. It should serve as a good source of earnings. The City Government Development Authority should prepare a comprehensive plan to deal with this problem on a regular footing and also provide for on-street and off-street parking facilities. As far as traffic police is concerned, it can at the best introduce discipline, but it cannot reduce number of vehicles on its own.

- 4) **Public transport facility:** - Good quality public transport should be provided, as far as possible, on the entire road network. The bus bays and bus stops should be used for as minimum a time as possible, necessary to ensure safe embarking and dis-embarking of passengers only.
- 5) **Shifting of schools, motels, etc from residential streets/areas:** All commercial activity in residential areas should be shifted to its allocated places. It should be made incumbent on all schools and colleges with combined teaching/school staff and enrollment of 100 and above to have their own buses for picking and dropping the staff/children. The pick and drop facility by the schools/colleges in their buses may be gradually increased to achieve suitable target of at least 50 per cent. This would also help in eliminating the mis-use of Govt. vehicles for picking and dropping of children/staff, etc.
- 6) **Emulation of Diplomatic Enclave Transport Model at Islamabad:** This model can be emulated for well-defined zones, whereby the motorist parks his car in the parking lot and then uses the public transport facility to go to and come back from the Diplomatic Enclave. For this, a Shuttle Bus Service and adequate parking facility needs to be provided at the desired entry points in well-defined zone.
- 7) **Pedestrian facilities and Pedestrianization:** Safe pedestrian moving facilities (zebra, pelican, overhead, underground, etc.) need to be provided and strictly enforced. Besides, pedestrianization should be introduced in busy shopping / market places for which the model at sub-para 6 above can be easily adopted.

- 8) **Freight Movement**: All truck movements inside the city should be restricted between 10 PM to 6 AM. Delivery vans like the Suzuki Pick-ups may be allowed and treated at par with the policy for car usage.
- 9) **Odd & Even Numbered Car Registration**: The above measures should produce visible improvements. However, if further reduction in “traffic pressure “ is un-avoidable, then the extreme possibility of allowing odd/even numbered registered cars specially during particular hours (like well-defined peak hours in properly delineated zones) on a spatial/temporal basis may be considered. The Taxis may, however, be exempted.

Besides the above mentioned measures, which need to be regularly monitored for improvements, the concerned City Government/Development Authority should play its due role in providing adequate urban infrastructure facilities to overcome the traffic problem and maintain a strong liaison with the Traffic Police for implementing the Traffic Management schemes (including traffic channelization at roundabouts, improvement of intersection geometry, road markings, signs, signal timings and green-wave setting, safe pedestrian crossing facilities, etc) effectively.

MOTOR VEHICLE ORDINANCE, 1965
THE THIRTEENTH SCHEDULE
SCALE OF COMPENSATION PAYABLE ON
DEATH OF OR INJURY TO A PASSENGER IN A STAGE CARRIAGE
OR CONTRACT CARRIAGE*

Amount of Compensation (Rs.)

S No.	Death or Injury	Existing	Proposed
1.	Death	16,000	100,000
2.	Loss of right arm above or at the elbow	5,000	30,000
3.	Loss of left arm above the elbow	4,000	25,000
4.	Loss of right arm below the elbow	4,000	25,000
5.	Loss of leg at or above the knee	5,000	25,000
6.	Loss of left arm below the elbow	3,600	20,000
7.	Loss of leg below the knee	5,000	30,000
8.	Loss of both legs	10,000	60,000
9.	Permanent loss of hearing	5,000	30,000
10.	Loss of one eye	6,000	36,000
11.	Loss of both eyes	10,000	60,000
12.	Loss of thumb	3,200	20,000
13.	Loss of a toes of one foot	4,000	25,000
14.	Loss of index finger	3,200	20,000
15.	Loss of great toe	3,000	20,000
16.	Loss of any finger other than index finger	3,000	20,000
17.	Permanent disfigurement of the face or head	4,000	25,000
18.	Fracture of dislocation of bone	3,000	20,000
19.	Emasulation	4,000	25,000
20.	Loss of one or more teeth	1,000	6,000
21.	Any injury which endangers life or which causes the sufferer to be, during the space of twenty days. Severe bodily pains or to renders him unable to follow his ordinary pursuits.	2,000	12,000
22.	Medical expenses for any injury not specified in this Schedule, actual expenses certified by Medical Officer	2,000	12,000
NB	Maximum compensation payable for more than one injury shall be limited to	10,000	60,000

* Payable by the permit holder / owner directly to the legal representative / affectee in addition to any insurance compensation.

**REVAMPING OF THE EXISTING 3RD PARTY INSURANCE
FOR MOTOR VEHICLES ON A NO-FAULT BASIS**

In the Senate Standing Committee meeting on Communications held under the Chairmanship of Senator Kamil Ali Agha, Federal Minister of State for Parliamentary Affairs on 11th September, 2006, the subject matter was discussed in detail and it has been decided that there should be an effective 3rd Party insurance for motor vehicles on a no-fault basis, for which the existing in-effective system may be revamped. The salient components are as under:-

- (1) The scheme relies on improving the effectiveness of the existing system on insurance as provided for in the Motor Vehicles Act, 1939 which has unfortunately, become ineffective due to :
 - (a) The present practice of bogus documents/policies issuance by the road-side vendors / representatives of fake insurance companies.
 - (b) Lengthy procedure for establishing the fault of the driver before compensation to the third party is paid.
 - (c) Seldom payment of even the meager compensation of upto Rupees twenty thousand.
 - (d) Not clearly specifying the amount of compensation to be paid in the case of accidents of various types of vehicles.
 - (e) Non-implementation of Section 125 of the Motor Vehicles Act 1939 (Appendix – I) which imposes mandatory insurance of vehicles against Third Party Risks and includes the liability incurred by the driver or owner of the vehicle in respect of the death of or bodily injury to any person caused by or arising out of the vehicle in a public place in Pakistan. The punishment for driving an un-insured vehicle as provided

under Section 125 of the Act provides for imprisonment which may extend to three months or with fine which may extend to Rs 500/- or both.

- (2) There is a need for amendment in the Motor Vehicles Act 1938, not only to the extent of the deficiency of the 'authorized insurer' (Annex – III) but also the amount of fine for driving an uninsured vehicle or for not obtaining an insurance from a duly registered insurance firm with the Securities and Exchange Commission of Pakistan (SECP). The amount of premium and compensation payable on death / injury, 'modus operandi' for the claim and payment of compensation to the legal heirs of the persons killed in a motor vehicle accident and the persons who get injured need to be judiciously determined. The provision of no-fault accident insurance as contained in Section 41 of the National Highways Safety Ordinance, 2000 (Appendix - II) should also be included in the said amendment.
- (3) While the avenue of insurance should be kept open under market competition for all insurance companies duly registered under the Insurance Ordinance, 2000 with the Securities & Exchange Commission of Pakistan (SECP), there is a need for 'fine tuning' at the outset, so that only well-reputed insurance firms are pre-qualified with sound financial indicators to undertake this business. For pre-qualification, the terms and conditions need to be clearly specified for the sake of transparency. The pre-qualified insurance firms may have well-established networks in all the Provinces for quick disbursement of compensation amount to the affectees. The registered pre-qualified insurance companies will be allowed to under-write. These insurance companies may also launch awareness campaign for the general public so that all the owners of motor vehicles obtain insurance against third party risks from duly registered and pre-qualified insurance firms of SECP.
- (4) All vehicles (including motor cycles) whether private or government will be insured. Private Insurance Companies may cater for the private

3rd Party Insurance

sector and National Insurance Company Limited (NICL) should cater for the Public sector.

- (5) Compensation to be provided on a no fault basis. Compensation to be paid by the pre-qualified Insurance Companies is recommended as under :

- a. Death Rs 100,000
- b. Disability Rs 50,000
- c. Injury/Hospital Expenses Rs 25,000

- (6) Premium rates may be charged by the pre-qualified Insurance companies at their own discretion. The NICL have, however, proposed the following rates of premium:

Type of Vehicle	Annual Premium (Rs)
Bus and Trucks	3,000
Other commercial vehicles including tractors	1,250
Private Car	1,000
Motor Cycle	150

- (7) The amount of fine for driving an un-insured vehicle or for obtaining an insurance policy from an un-authorized firm may be increased from Rs 500 to Rs 10,000 (penalty of imprisonment for 3 months or both as provided in Section 125 mentioned above to be retained).
- (8) Excise & Taxation Office/Post Offices, etc may check that valid insurance policies have been obtained at the time of registration/renewal of vehicle/licence, etc. Traffic Police should also launch awareness campaign and conduct random checks.
- (9) For ensuring speedy compensation to the affected person (s) :
- (a) *Carrying of National Identity Card (NIC)* specially by all the travelling public should be made obligatory.

- (b) *Claim Processing Procedure:* The compensation will be paid on the FIR Report of Police and Medical Report of the Doctor.
- (c) *Determination of legal heirs to whom compensation will be paid:* This will be done on the basis of Succession Certificate or a Certificate indicating the Legal Heirs and duly signed and stamped by a Local / City Government Nazim or a Govt. Officer (BPS-17 and above). The person issuing an incorrect Certificate shall be liable to punishment under the rules.

Appendix

INSURANCE OF MOTOR VEHICLES AGAINST THIRD PARTY RISKS
(MOTOR VEHICLES ACT 1939 - CHAPTER VIII)

93. Definitions.-

- (a) "authorized insurer" means an insurer in whose case the requirements of the Insurance Act, 1938 with respect to the registration of insurers are complied with, and includes, where the business of insuring motor vehicles against third party risks is carried on by the Federal Government or a Provincial Government such government;

125. Driving uninsured vehicle. Whoever drives a motor vehicle or causes or allows motor vehicle to be driven in contravention of the provisions of Section 94 shall be punishable with imprisonment, which may extend to three months, or with fine, which may extend to five hundred Rupees or with both.

NATIONAL HIGHWAY SAFETY ORDINANCE (NHSO) - 2000

41. No fault accident compensation insurance

- (1) No owner of a road vehicle shall use, or permit to be used, and no driver of such vehicle shall drive, or cause or permit to be driven, the vehicle on a national highway unless it is covered by an insurance of "No Fault Accident Compensation" by a registered insurance company. This will not apply to a road vehicle covered by the Pakistan Transporter's Mutual Assistance Co-operative Society, Pakistan Automobile Association or any other road transport co-operative society so recognized by the prescribed authority in this behalf.
- (2) The claimant for compensation under this section shall not be required to plead and establish that the death or permanent disablement resulted from the fault of the owner/driver of the vehicle.

***Profiles of the Chairman
& Members of the
Committee***



THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

5720 S. UNIVERSITY AVE.

CHICAGO, ILL. 60637

Kamil Ali Agha

Chairman, Standing Committee on Communications and Railways;
Chief Whip of PML in the Senate; and
Minister of State for Parliamentary Affairs.



Position: Senator
Party Affiliation: PML
Gender: Male
Home Phone: 051-9207168
Office Phone: 051-9223961 – 9222066
Mobile Phone: 0300-9445119
Province: Punjab
Address: 10, Humayun Street No.1, Bilal Gunj, Lahore.

Committee(s): **Chairman**, Standing Committee on Communications and Railways
Member, Standing Committee on Defence and Defence Production
Member, Standing Committee on Commerce
Member, Standing Committee on Interior
Member, Committee on Rules of Procedure and Privileges
Member, Senate Finance Committee

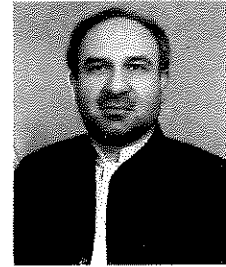
Details: B.A. LLB.

Achievements: Elected as Councilor in 1979.
- Elected as Chairman, Health and Sanitation, Lahore, in 1979.
- Elected as Councilor in 1983.
- Elected as Deputy House Leader, Lahore Corporation, in 1983.
- Elected as Councilor in 1990.
- Elected as Deputy Mayor, Lahore, in 1990.
- Elected as Member, National Assembly, in 1997.
- Parliamentary Secretary for Foreign Affairs, 1999.
- Elected as Senator in 2003.
- Chief Whip of PML in the Senate since January, 2004.
- Minister of State for Parliamentary Affairs since April, 2006.
- Member Provincial Working Committee, PML, Punjab.
- Member Central Working Committee, PML.
- Additional General Secretary, Pakistan Muslim League, Punjab.
- Secretary Information, Pakistan Muslim League, Punjab.
- Chief Editor "Muslim League News" Nationwide biggest fortnightly Magazine of Pakistan.
- Chief Coordinator to Chief Minister Secretariat, Punjab.
- Advisor to the Government of Punjab.
- Regular Article writer in the National Newspapers.
- 18 years experience in criminal law as a prominent lawyer.



Muhammad Ali Durrani

Federal Minister for Information & Broadcasting



Position: Senator
Party Affiliation: PML
Gender: Male
Home Phone: 042-5839019
Office Phone: 9207477 / 450
Mobile Phone: 0333-5196662
Fax: 9201279
Email: Durrani@interface.net.pk
Province: Punjab
Address: 1. 09-H Parliament Lodges Islamabad

2. H.82-B Garden Block, Garden Town, Lahore.

Committee(s): Member, Standing Committee on Communications and Railways
Member, Standing Committee on Foreign Affairs and Kashmir
Affairs and Northern Areas
Member, Functional Committee on Government Assurances
Member, Functional Committee on Human Rights
Member, Senate Finance Committee

Details: a. B.Sc. Mechanical Engineering
b. President Wise Education Society.
c. Founder of Education for All (EFA)
d. Languages: English, Urdu, Punjabi, Seraiki and Pashto.

Achievements: a. Member of Senate of Pakistan.
b. Secretary General Millat Party and National Alliance. President Wise Education Society and Women Welfare Society. Founder of the Institute of Afghan Affairs 1985. Launched a campaigns for Kashmir case; For free employment 1997; for S.K.M. Trust Hospital; for collective marriage ceremony; for true freedom-2000; for relief on foreign debt-2001.
c. Leading role in establishment of IJI-1988, Millat Party, National Alliance and Grand National Alliance.

Naeem Hussain Chattha



Position: Senator
Party Affiliation: PML
Gender: Male
Home Phone: 04931-53351
Office Phone: 051-9201246
Mobile Phone: 0300-4230314
Province: Punjab
Address: 101 Civil Lines, Chattha House, Sheikhpura.

Committee(s): Standing Committee on Defence and Defence Production
Standing Committee on Communications and Railways
Standing Committee on Labour, Manpower and Overseas Pakistanis
(Chairman Committee)
Committee on Rules of Procedure and Privileges

Details: B.A. LLB.
* B.A. (Government College Lahore)
* LL.B (Punjab University law College, Lahore)

Achievements: Profession:

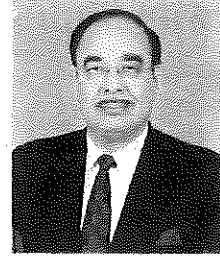
- * Advocate (Practiced criminal law at Sheikhpura until 1982)
- * Agriculturist (Self-managing an agricultural farm of 200 acres on progressive lines since 1955)

Experience:

- * President District Bar Association, Sheikhpura, 1982.
- * Chairman District Council, Sheikhpura 1983-87.
- * Member Punjab Council 1984-85.
- * Member Provincial Assembly of the Punjab 1985-88.
- * Chairman Punjab Assembly Standing Committee for water and power 1986-88.
- * Member National Assembly of Pakistan 1990-93.
- * Minister of State for Parliamentary Affairs and women affairs 1991-93.
- * Represented Pakistan at U.N Conference in 1991-92 at Vienna (Austria).
- * Represented Pakistan in Common Wealth Conference in 1993 at Nicosia (Cyprus).
- * Visited Egypt officially in 1993.
- * Member National Assembly of Pakistan 1997-99.
- * Member National Assembly Standing Committee on Foreign Affairs, 1997-99.
- * Member National Assembly Standing Committee on Kashmir, 1997-99.
- * Member National Assembly Standing Committee on Food, Agriculture & Live Stock 1997-99.
- * Accompanied the Prime Minister during his official visit to China and Hong Kong 1998.

- * Accompanied the Prime Minister at SAARC Conference in Bagladesh 1992.
- * Traveled to Afghanistan, Belgium, China, France, Germany, Holland Saudi Arabia, Bangladesh, Switzerland, U.K. & USA in different capacities.
- * President Pakistan Muslim League, District Sheikhupura (1988-2001).
- * Vice President Pakistan Muslim League Punjab (1990-1999).
- Social Services/Activities
- * Permanent Member of Lahore Gymkhana Club, Lahore.
- * Permanent Member of Islamabad Club, Islamabad.
- * Permanent Member of Services Club, Sheikhupura.
- * President District Lawn Tennis Association, Sheikhupura.
- * Permanent Member of Chamber of Agriculture of the Punjab.
- * President of Rotary Club, District Sheikhupura 1964-78.
- * Permanent Member of the Prisoner's Welfare Association, Sheikhupura.
- * Permanent Member of TB Association of Sheikhupura.
- * Permanent Member of Patient's Welfare Society, Sheikhupura.

Lt. Gen. (R) Javed Ashraf



Position: Senator
Party Affiliation: PML
Gender: Male
Province: Punjab
Address: H. No. 11, St. 12, Sector -C, DHA (Phase-I),
Morgah, Rawalpindi.

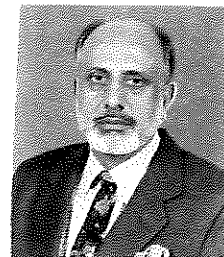
Committee(s): Standing Committee on Communications and Railways
Standing Committee on Planning and Development and Population
Welfare
Standing Committee on Ports and Shipping

Details: Federal Minister for Education.

M. Sc. War Studies and M.Sc. Strategic Studies.
Interpreter German Language
Hilal-i-Imtiaz (Mil)- for Meritorious services for the Nation.
Sitara-i-Basalat (2 times) for display of exceptional leadership and
valour during peace time.

Achievements: 1. Director General Military Intelligence 1990-91.
2. Master General of Ordinance 1991-1992.
3. Director General Inter Services Intelligence 1993-95.
4. Corps Commander Gujranwala 1995-1996.
5. Federal Secretary Science and Technology 1996-97.
6. Secretary and Chairman Pakistan Railways 1999-2000.
7. Federal Minister for Communications and Railways 2000-2002.

Mir Muhammad Naseer Mengal



Position: Senator
Party Affiliation: PML
Gender: Male
Home Phone: 021-5852857, 051-9207477-512
Mobile Phone: 0320-4237880, 0333-2109777
Fax: 021-5849211, 051-922804
Email: mnaseermengal@hotmail.com
Province: Balochistan
Address: 64/1, Street 26, Khayaban-e-Badban, Phase V,
DHA, Karachi-75500.

Committee(s): Standing Committee on Communications and Railways
Standing Committee on Petroleum and Natural Resources
Standing Committee on Labour, Manpower and Overseas Pakistanis
Functional Committee on Problems of Less Developed Areas

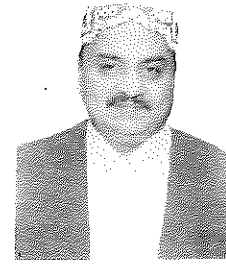
Details: Minister of State for Petroleum and Natural & Resources.

M.A. Political Science.
B.A. (Hons) in Economics
M.B.O from PIM,
Diploma Kansas State University (USA)
Experience 10 year Federal Govt. Service at Senior Level.

Achievements: i. Former MPA, Balochistan Assembly.
ii. Former Provincial Minister Govt. of Balochistan for Industries
Mineral Resources, Commerce, Revenue & Religious Affairs.
iii. Former Federal Minister Govt. of Pakistan for Labour, Manpower
& Pakistan Overseas.
iv. Former Ambassador Govt. of Pakistan.
v. Former Chief Minister Balochistan.
vi. Federal Govt. Service at Senior Level for 10 Years.

Abdul Ghaffar Qureshi

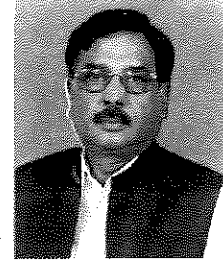
Position: Senator
Party Affiliation: PML
Gender: Male
Home Phone: 051-9207477, 051-9203413
Province: Sindh
Address: 005-H, Parliament Lodges, Islamabad.



Committee(s): Standing Committee on Cabinet Secretariat
Standing Committee on Communications and Railways
Standing Committee on Law, Justice and Human Rights and
Parliamentary Affairs

Saeed Ahmed Hashmi

Position: Senator
Party Affiliation: PML
Gender: Male
Home Phone: 081-837113
Office Phone: 081-838589
Mobile Phone: 0320-4780948
Fax: 081-836172
Province: Balochistan
Address: H.No. 514-95/A, Club Road, Quetta Cantt.



Committee(s): Standing Committee on Communications and Railways
Standing Committee on Petroleum and Natural Resources
Standing Committee on Planning and Development and Population
Welfare (**Chairman Committee**)
Functional Committee on Human Rights
Standing Committee on Women Development

Details: B.Sc. (Mining Engineering)

Achievements: Details of Professional Career:

1. Assistant Mining Engineer, Gillani Company Quetta from 1972 to 1976.
2. General Secretary, Pakistan Mine Owners Association (Central Body) 1975 to 1978.
3. Chairman Institute of Mining Engineers Pakistan (Balochistan Region) 1977 to 1988.
4. Member Pakistan Mineral Coordination Board Islamabad from 1979 to 1992.
5. General Secretary Pakistan Mine Owners Association (Balochistan

Region) from 1976 to 1989.

6. Senior Executive Gillani Company Limited from 1976 to 1994.

7. Acting Managing Director Gillani Company Ltd.

8. Managing Partner Hasnain Mining Corporation, Quetta from 1989 to date.

Political Career/Party Offices held:

1. General Secretary Pakistan Muslim League Balochistan from 1986 to 1998.

2. Member Central Working Committee of Pakistan Muslim League (Q) from 2001 to till date.

Public/Private Offices held:

1. Member Federal Council of Pakistan (Majlis-e-Shura) from 1980 to 1985.

2. Member Executive Committee, Chamber of Commerce & Industry Balochistan 1986.

3. Member Balochistan Provincial Assembly/Provincial Minister from 1988 to 1990.

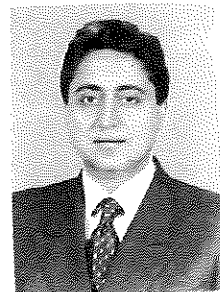
4. Member Balochistan Provincial Assembly/Provincial Minister from 1993 to 1996.

5. Member Balochistan Provincial Assembly/Provincial Minister from 1987 to 1999.

6. Elected as Member Senate of Pakistan on 24-02-2003.

Waqar Ahmed Khan.

Position: Senator
Party Affiliation: IND
Gender: Male
Home Phone: 92-51-9223850, 2274210, 92-42-111-663-333
Fax: 92-51-2877159
Province: NWFP
Address: 10 Luqman Hakeem Road, G-6/3, Islamabad.



Wak Gas, 135 E-1 Gulberg III, Lahore.

Committee(s): Standing Committee on Defence and Defence Production
Standing Committee on Communications and Railways
Standing Committee on Petroleum and Natural Resources
Finance Committee

Details: RESUME AND PARLIAMENTARY CAREER OF SENATOR MR. WAQAR AHMED KHAN.

His objectives are: to boost national development through prioritization of core multi-sectoral infrastructure.

Senator Waqar Ahmed Khan was born on July 20, 1963 in Dera Ismail Khan (North West Frontier Province (NWFP) of Pakistan). He was elected to the Senate of Pakistan for the first time in 1994 as the youngest ever member of the Upper House of Pakistan's Parliament for a six years term. He won by an overwhelming majority, securing the largest number of electoral votes from the provincial assembly of NWFP.

He is son of Senator Gulzar Ahmed Khan, an eminent political personality of Pakistan. The Senior Senator Gulzar Ahmed Khan held key Federal Ministries in the Government of Pakistan and remained special assistant for provincial coordination to the Prime Minister of Pakistan.

The family has a historic parliamentary representation in the Upper House as Senator Waqar's father Gulzar Ahmed Khan and his uncle Mukhtar Ahmed Khan were elected to the Upper House where as his mother Mrs. Razia Sultana served as a member of the Lower House (National Assembly) of Pakistan.

The family created history when Senator Gulzar Ahmed Khan (father) and Senator Waqar Ahmed Khan (son) became members of the Senate simultaneously. Both father and the son returned to the Upper House of the Parliament as Senators from the North West Frontier Province again in 2003 by securing the largest number of votes from the provincial assembly of their home province, NWFP. It is unique example in the history of Pakistan that Ammar Khan, younger brother of Senator Waqar Ahmed Khan, has now been elected as a Senator from NWFP in March 2006 to join his father and brother in

the Upper House of the Parliament. In 2005, Senator Waqar's uncle and former Senator Mukhtar Ahmed Khan, was elected as District Nazim of strategically located Dera Ismail Khan.

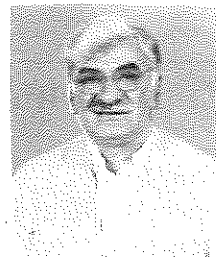
Senator Waqar Waqar Ahmed Khan went to the prestigious Aitcheson College for his initial studies where he rose to the college athletic team captain and won the many laurels for his institution at the inter college, provincial as well as national level competitions. Later, he proceeded to University of Miami from where he attained advance studies in Business Administration and Comparative Economic Systems, with specialization in business management organization. Senator Waqar Ahmed Khan has tremendous interaction with multi-national companies as well as Development Financial Institutions (DFIs). He also has a vast experience in international and national political and economic strategic affairs.

Senator Waqar Ahmed Khan got married in 1994 and is blessed with a daughter and two sons. He has a firm belief in strong family values. Senator Waqar Ahmed Khan always remains active in House business affairs and is currently member of Standing Committee of the House on Water and Power, Defence, Communication, Planning & Development, Cabinet and Chairman of the Standing Committee on Textiles.

During his parliamentary career, he has held numerous positions in the House Committees, including:

- Chairman Senate Standing Committee on Labour, Manpower and Overseas Pakistanis.
- Chaired the Special Task Force on Environment.
- Member of the Senate Standing Committees on Cabinet, Establishment and Management Services; Planning and Development; Foreign Affairs and Defence.

Asfandyar Wali



Position: Senator
Party Affiliation: ANP
Gender: Male
Home Phone: 0921-560560
Office Phone: 0333-9101849
Email: asfundiyarwali@yahoo.com
Province: NWFP
Address: Wali Bagh, Teh. & Distt. Charsadda.

Committee(s): Standing Committee on Communications and Railways
Committee on Rules of Procedure and Privileges

Details: B.Com. (Hons).

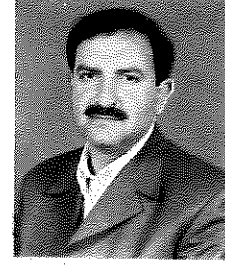
Maulana Mohammad Saleh Shah Qureshi



Position: Senator
Party Affiliation: IND
Gender: Male
Home Phone: 0963-518070
Office Phone: 0963-512624
Mobile Phone: 0300-5793993
Province: FATA

Committee(s): Standing Committee on Communications and Railways
Standing Committee on Housing and Works and Environment

Eng. Rashid Ahmed Khan

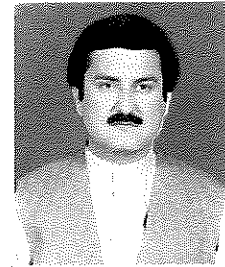


Position: Senator
Party Affiliation: IND
Gender: Male
Home Phone: 9202755
Mobile Phone: 0300-9150780
Province: FATA
Address: J-109 Parliament Lodges, Islamabad.

Committee(s): Standing Committee on Communications and Railways
Standing Committee on Labour, Manpower and Overseas Pakistanis
Functional Committee on Problems of Less Developed Areas

Details: B.E. (Civil)

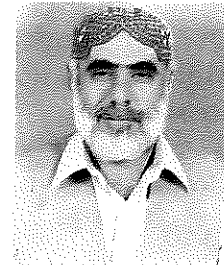
Nawab Muhammad Ayaz Khan Jogezi



Position: Senator
Party Affiliation: PKMAP
Gender: Male
Province: Balochistan
Address: 3-A Parliament Lodges, Islamabad.
+92-51-9207477

Committee(s): Standing Committee on Communications and Railways
Functional Committee on Problems of Less Developed Areas
Standing Committee on Women Development

Dr. Muhammad Ismail Buledi



Position: Senator
Party Affiliation: JUI (F)
Gender: Male
Home Phone: 620411
Mobile Phone: 0333-5164666
Province: Balochistan
Address: Division Makran, Sub Tehsil Buleda, Turbat,
(Kech) Balochistan, Village Shukoo Palanda.

Committee(s): Standing Committee on Communications and Railways
Standing Committee on Petroleum and Natural Resources
Committee on Rules of Procedure and Privileges
Standing Committee on Ports and Shipping

Details: B.A.