

# A SEMINAR ON PUBLIC TRANSPORT

## A Review of Public Transport Scenario of Karachi



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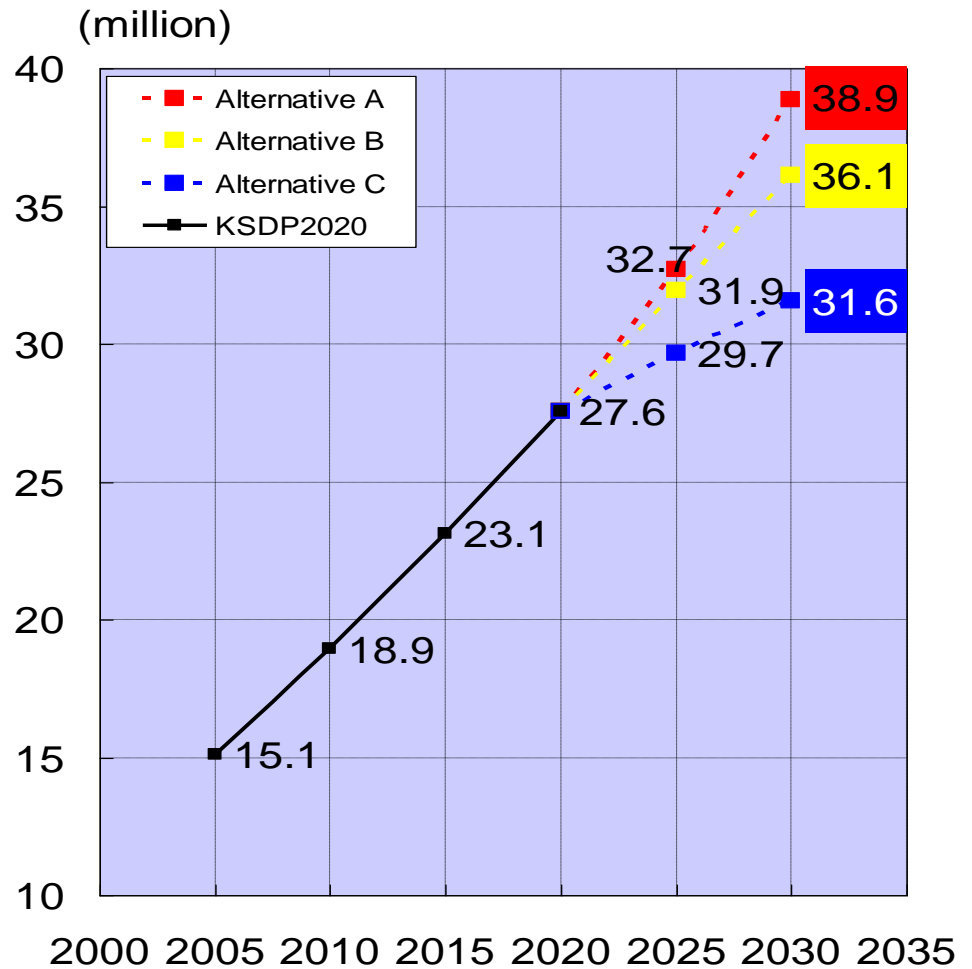


## TRANSPORT INDICATORS

# POPULATION & GROWTH

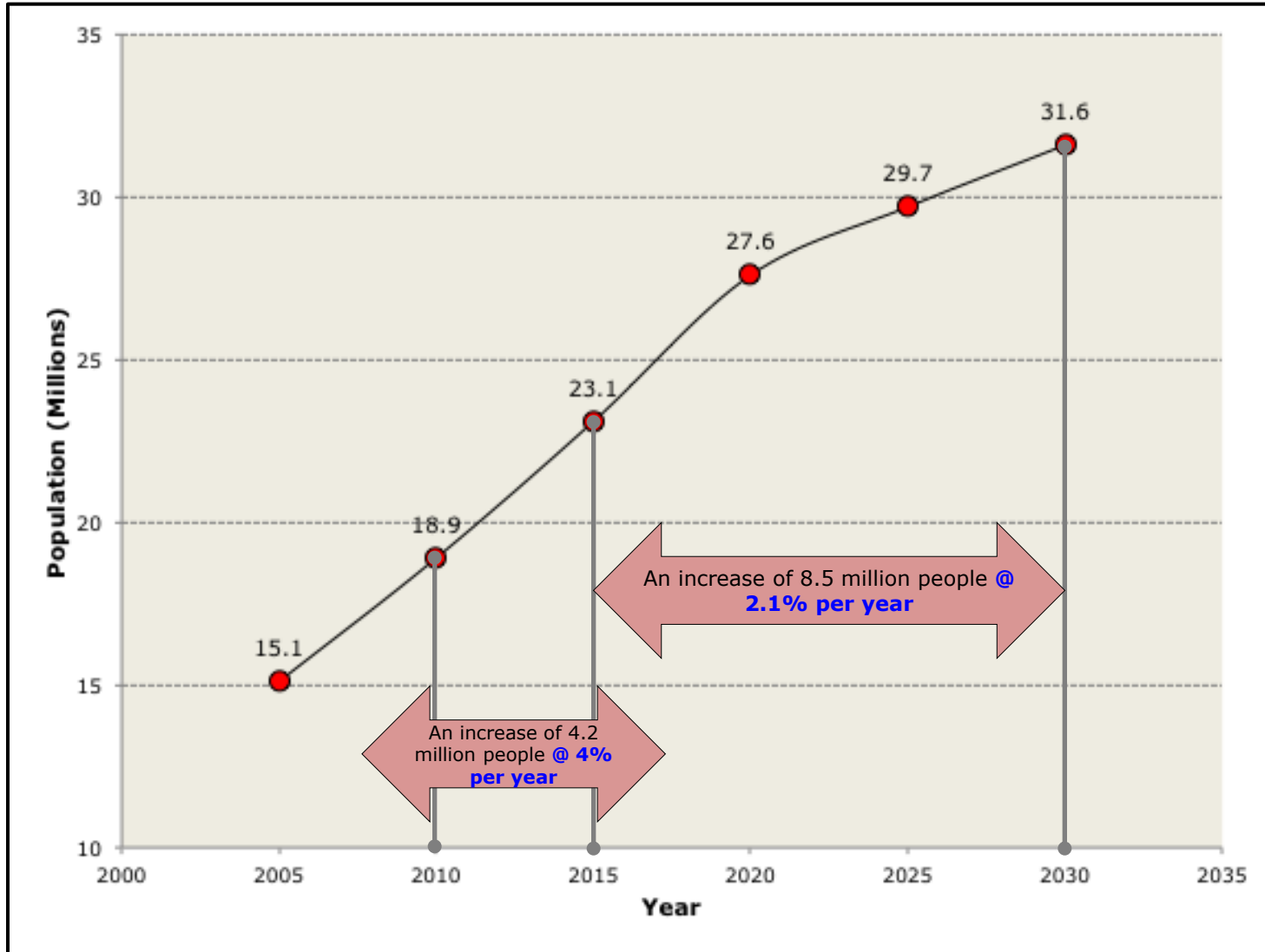
## ANNUAL AVERAGE GROWTH RATE (AAGR)

Year	Alternative A	Alternative B	Alternative C
	Rate in 2020 continues	Trend of KSDP 2020	Half rate of Alternative B
2005	5.0%		
2010	4.5%		
2015	4.0%		
2020	3.5%		
2025	3.5%	3.0%	1.5%
2030	3.5%	2.5%	1.25%



Source: JICA KTIP 2030

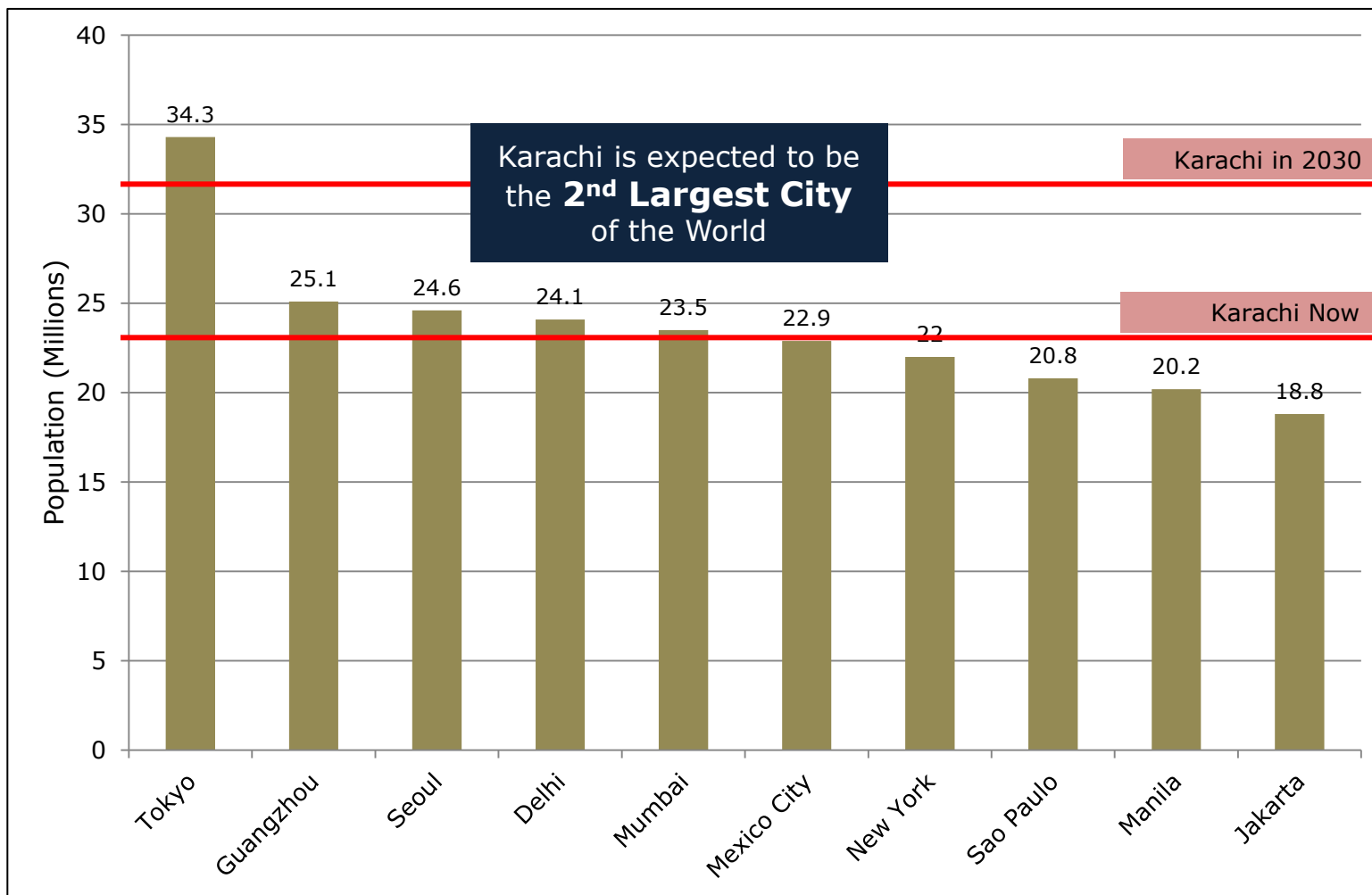
## POPULATION &amp; GROWTH



Source: JICA KTIP 2030

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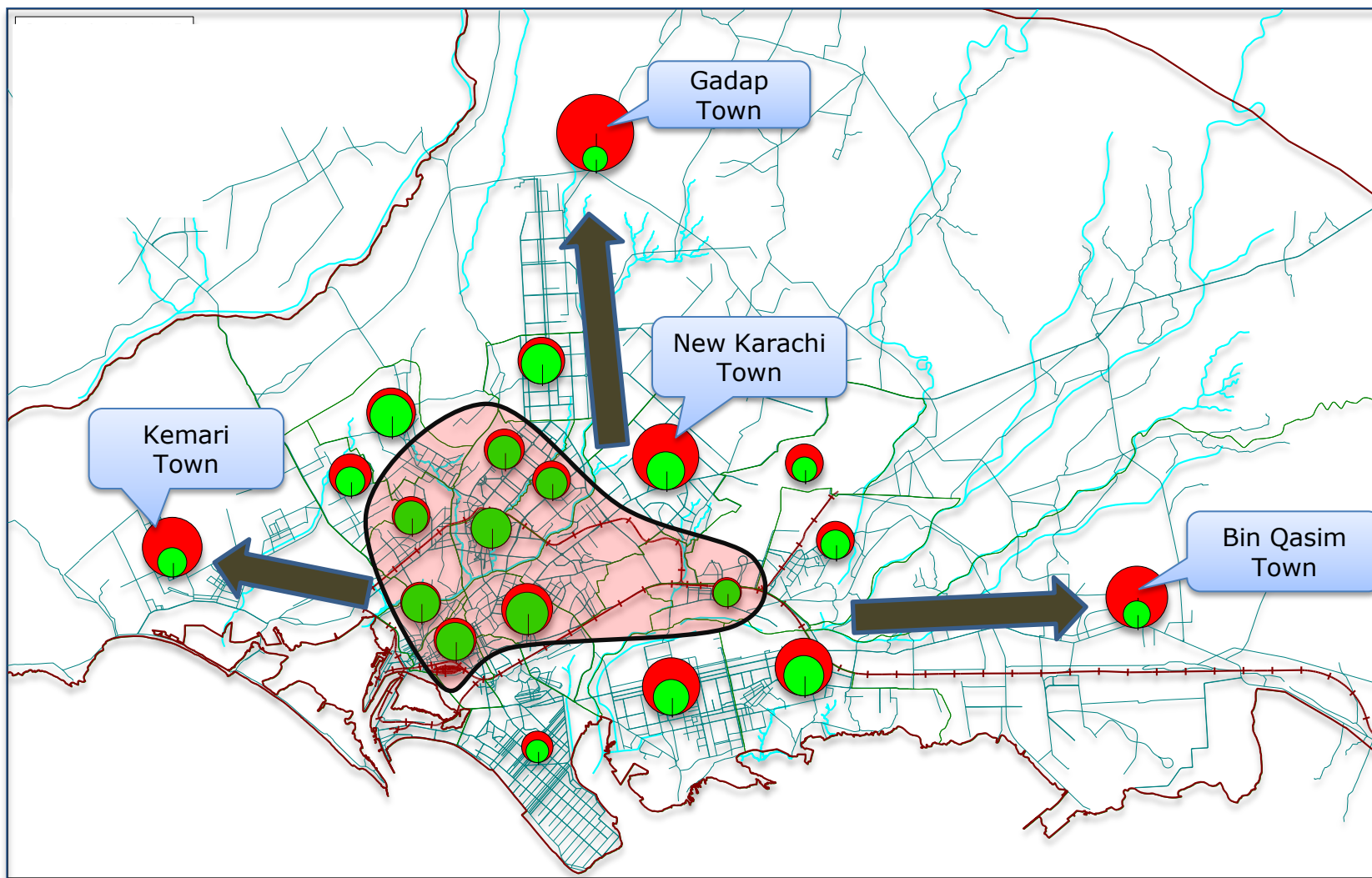
**POPULATION & GROWTH**



Source: JICA KTIP 2030

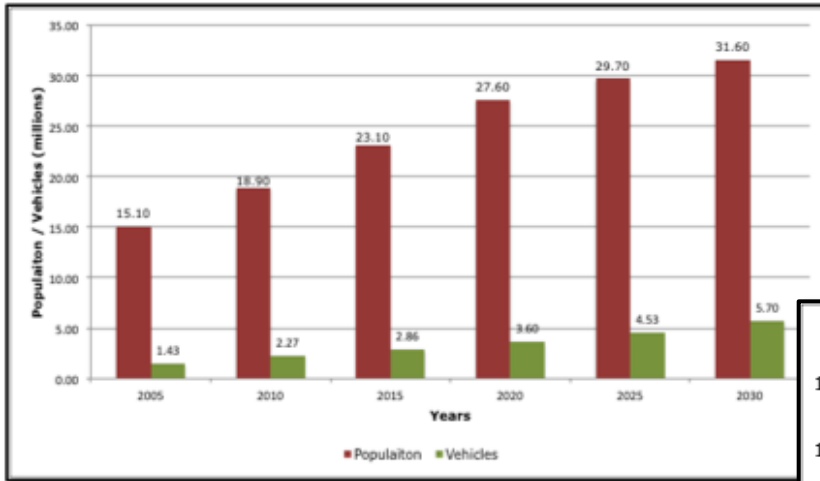
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# POPULATION & GROWTH



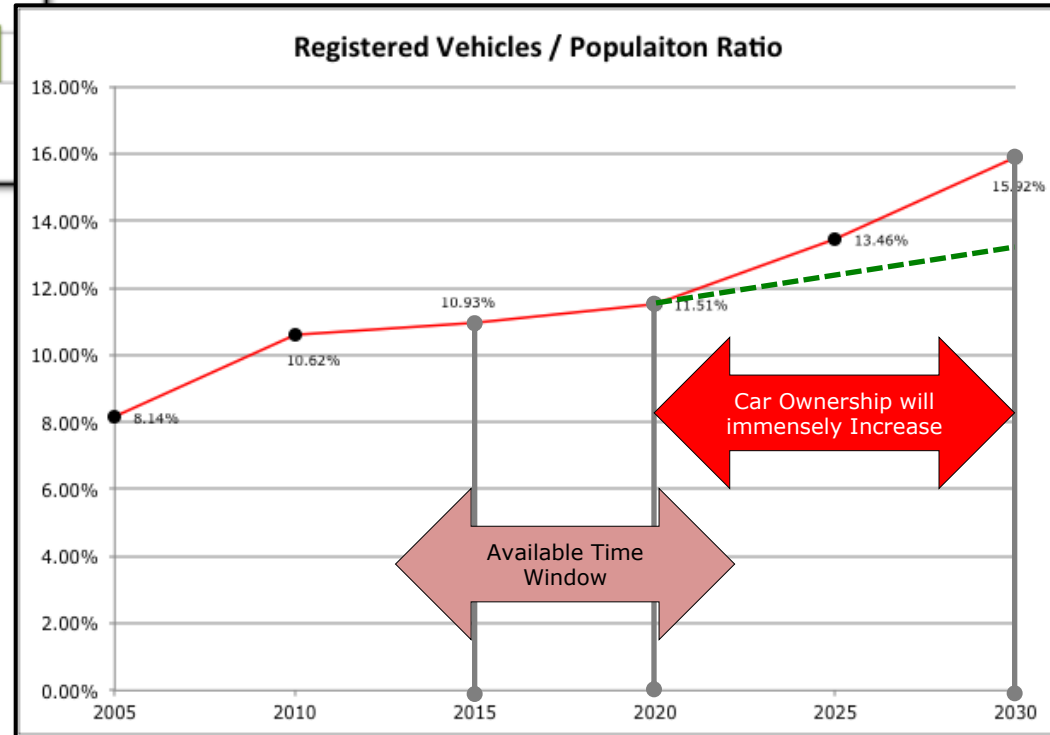
Source: JICA KTIP 2030

# VEHICLE REGISTRATION & GROWTH



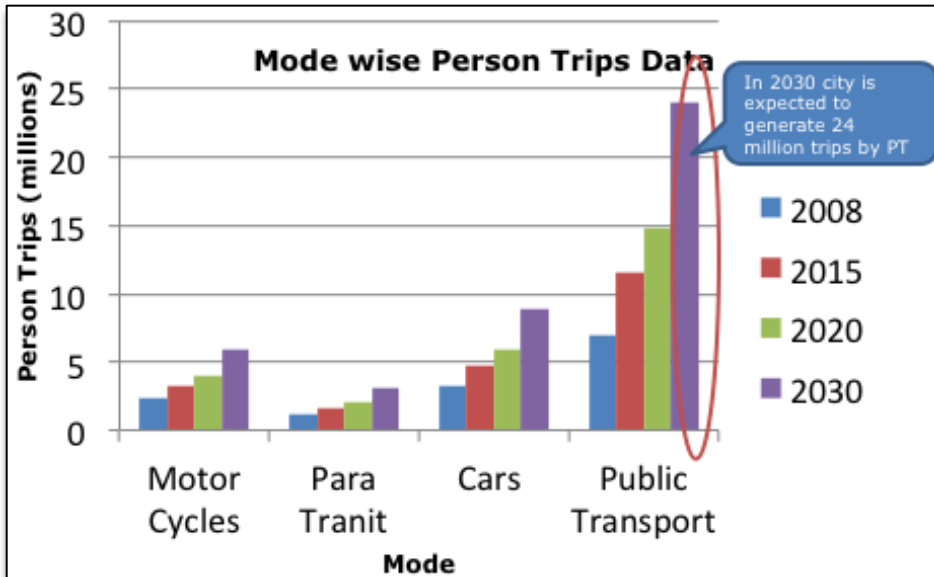
Note: No. of Vehicles projected based on a annual growth rate of 4.5% after 2014

Period	Percentage increase by Vehicle Mode				Overall
	Motor Cycles	Car / Jeeps	Para Transit	Buses / Minibuses	
2000 - 2005	5.8	6.1	3.3	2.8	5.2
2005 - 2010	12.0	5.3	5.0	1.5	8.0
<b>Overall</b>	<b>9.7</b>	<b>6.2</b>	<b>4.5</b>	<b>2.3</b>	<b>7.2</b>



Source: Karachi Mass Transit Program – Investment Opportunities  
By: February 2012 - KMT, KMC

# TRIPS IN KARACHI



- ✓ People who don't own a vehicle makes 1.59 trips per day
- ✓ Whereas people who own a vehicle makes 2.42 trips per day. Hence, increase in car ownership results in more trips.
- ✓ Increase of 33% 'car ownership' will result in 30% increase in motorized trips beyond 2020

## ESTIMATED MOTORIZED TRIPS & TRIPS RATES

Item	No Owning	Car / MC Owning	Total
Population Aged over 4 years (1,000)	10,709.20	2,118.40	12,827.6
No. of Trips (1,000)	17,031.50	5,129.60	22,161.1
Trip Rate	1.59	2.42	-

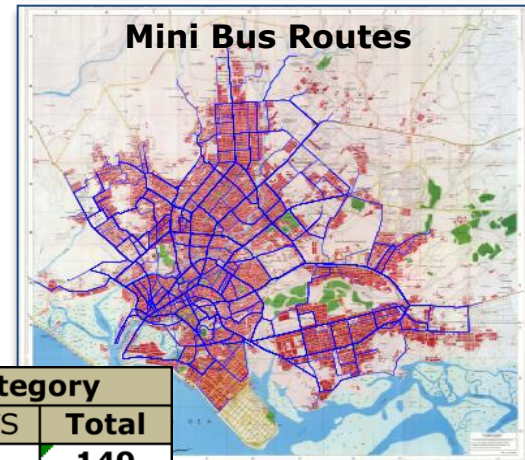
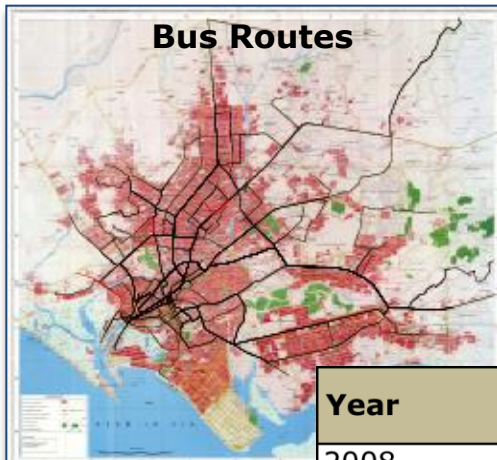
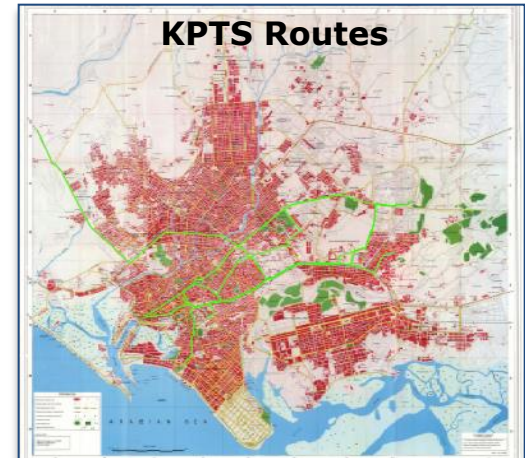
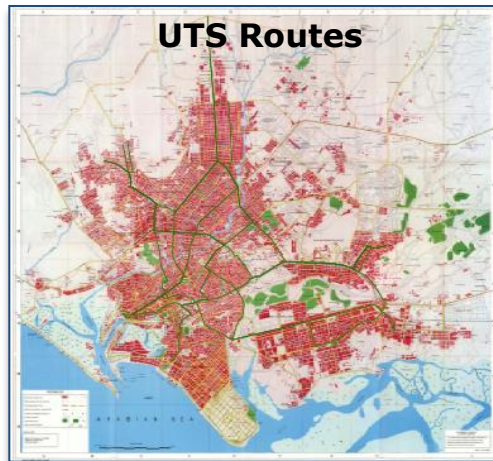
Source: JICA KTIP 2030





## TRAVEL INVENTORY

# PUBLIC TRANSPORT IN KARACHI 2008 VS 2014



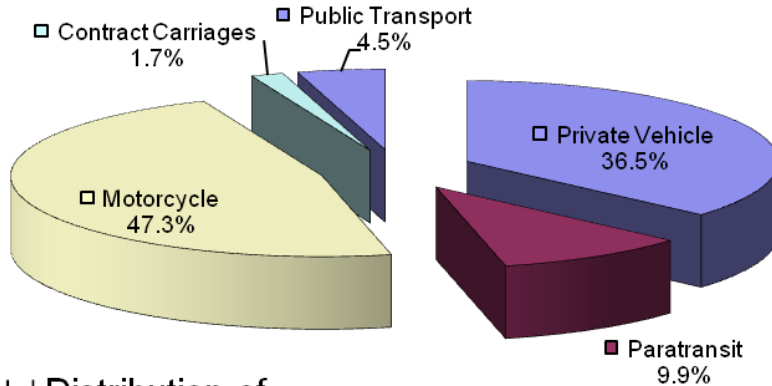
Year	No. of Operative Routes by Category					
	UTS	Bus	Mini Bus	Coach	KPTS	Total
2008	4	35	75	29	6	<b>149</b>
2014	1	24	50	22	4	<b>101</b>
Reduction (%)	75.0%	31.4%	33.3%	24.1%	33.3%	<b>32.2%</b>

Source: Confirmatory Green Routes Study, 2008 KMTC, KMC

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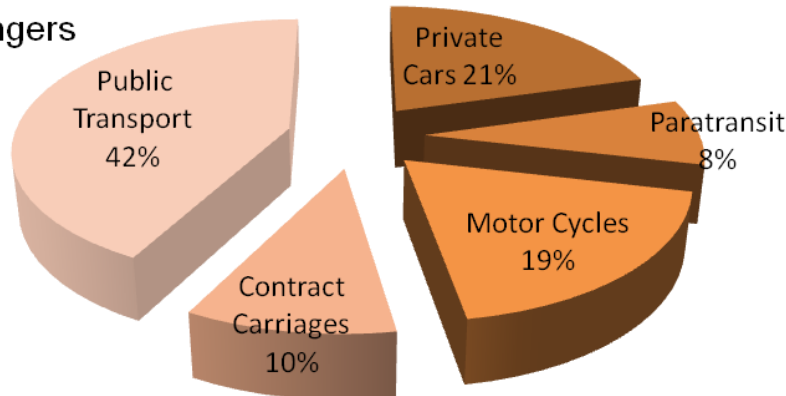
# VOLUME VS OCCUPANCY SHARE

Modal Distribution of Vehicles



- 4.5% composition of Public Transport Vehicles carry 42% of Total Persons Traveling in the City.
- Private Cars which is 36.5% of Total Vehicular Traffic carries only 21% of Persons. Showing Lesser Average Vehicle Occupancy.

Modal Distribution of Passengers

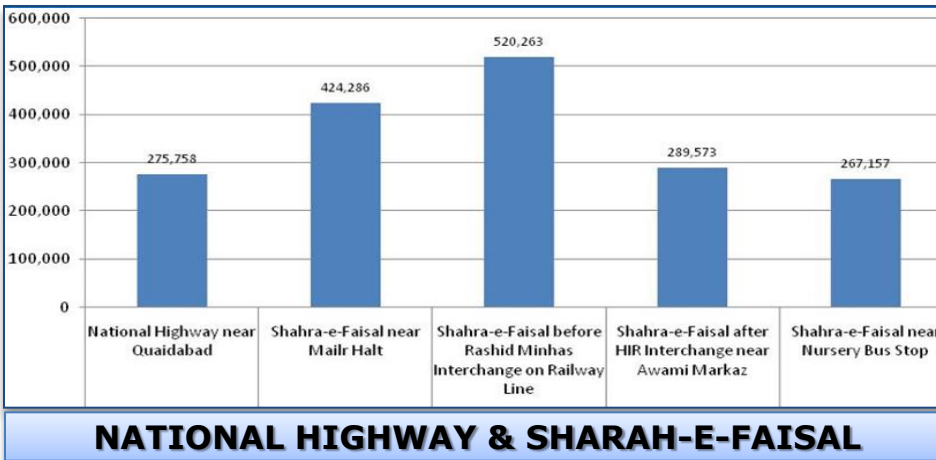
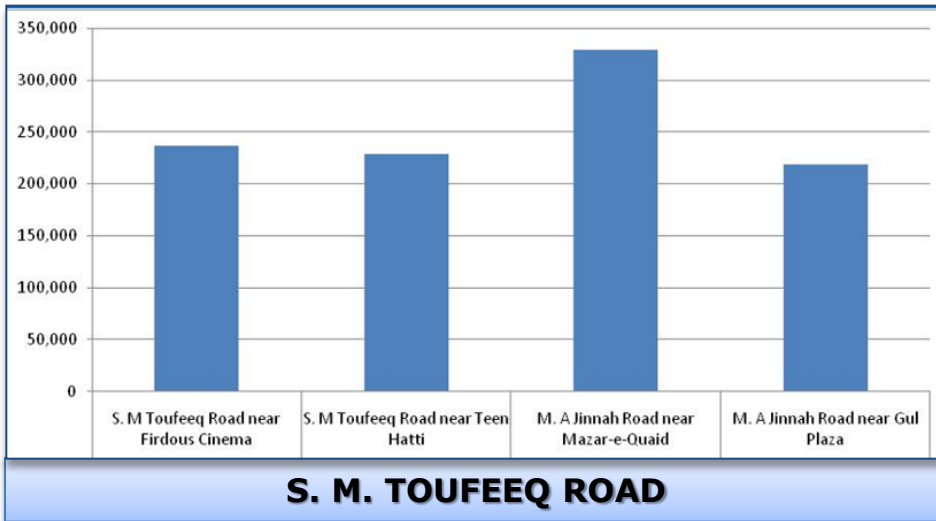


## Beyond 2011 the Qin Qui Phenomena Started

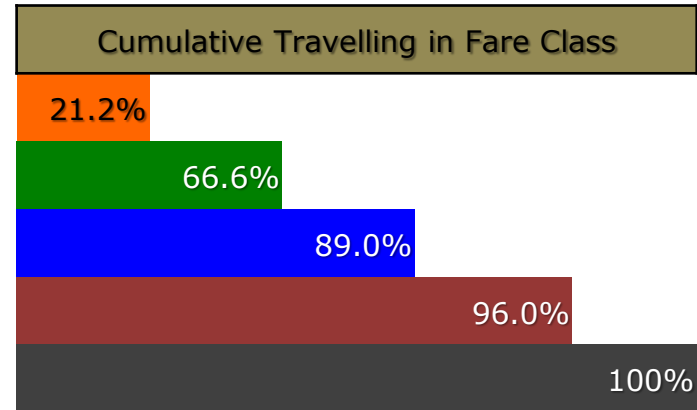


Source: JICA KTIP 2030

# PUBLIC TRANSPORT RIDERSHIP & TRAVELLING TRENDS



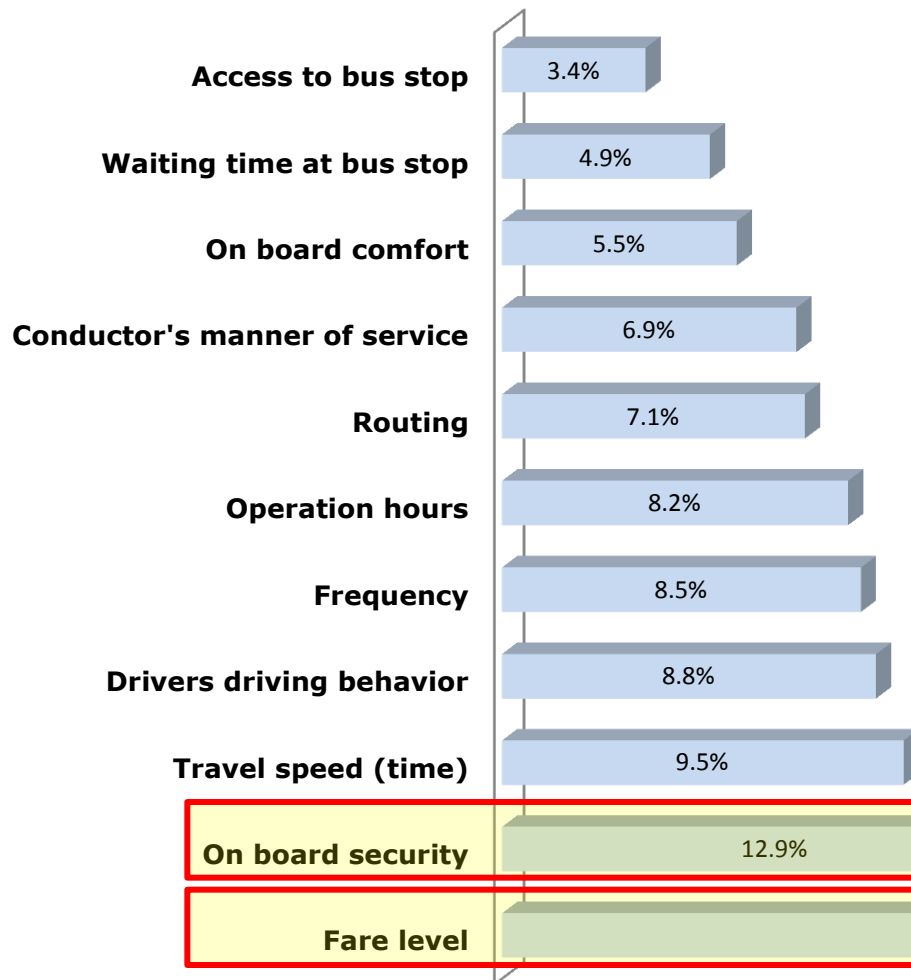
AVERAGE PERCENTAGE OF PERSONS TRAVELLING IN DISTANCE SLAB				
Up to 5 km	Up to 10 km	Up to 15 km	Up to 20 km	Above 20 km
21.2	45.4	22.4	7.0	4.0



Source: Confirmatory Green Routes Study, 2008 KMTC, KMC

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# PUBLIC TRANSPORT USER CONCERNS – YEAR 2008

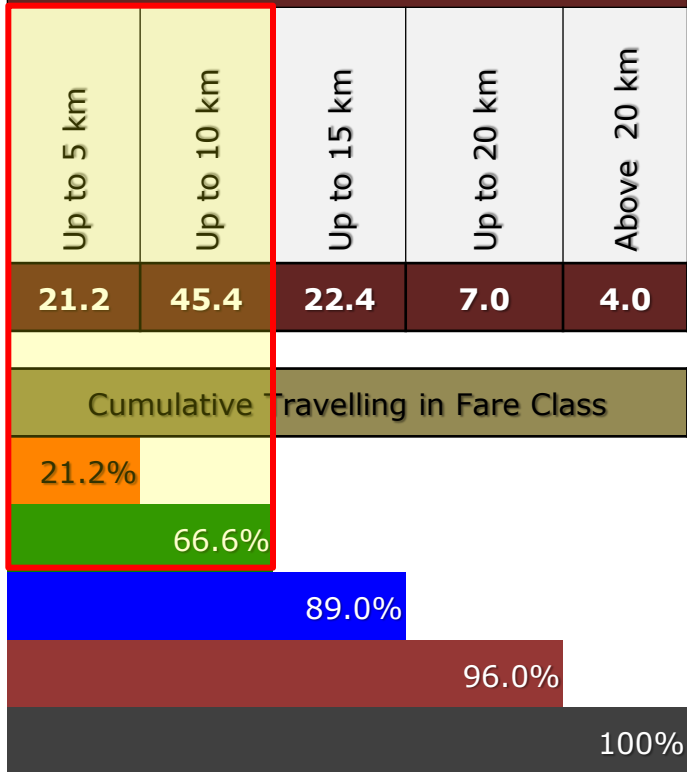


• Deteriorated Security Conditions & other factors lead to Qin Qui Phenomena

Source: Confirmatory Green Routes Study, 2008 KMTC, KMC

# THE QIN QUI PHENOMENA

## AVERAGE PERCENTAGE OF PERSONS TRAVELLING IN DISTANCE SLAB

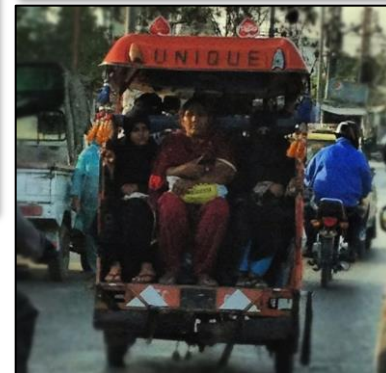


Mode	Fare Up to Km (Rs.)						
	5	10	15	20	25	30	35
Buses	9	11	12	12	12	12	12
Mini Bus	10	12	13	13	13	13	13
Coach	15	15	16	16	16	16	16
KPTS	11	11	13	13	15	15	17
UTS	11	11	14	14	16	16	19

Source: Fare Level 2008

- The Qin Qui very intelligently started off offering service to small distance travellers.
- It captured short commuting public transport trips by offering Rs. 10/- per trip to 65% of the commuters.
- The existing public transport was left with only 35% of the remaining passenger demand.
- Later on other **Qin Qui variants (9 & 12 seat) vehicles** came and **Qin Qui fare & travel distances also increased.**

# FARE COMPARISON



Mode	Fare Up to Km (Rs.)						
	5	10	15	20	25	30	35
Buses	9	11	12	12	12	12	12
Mini Bus	10	12	13	13	13	13	13
Coach	15	15	16	16	16	16	16
KPTS	11	11	13	13	15	15	17
UTS	11	11	14	14	16	16	19

Source: Fare Level 2008

Mode	Fare up to Km (Rs.)						
	5	10	15	20	25	30	35
Bus	13	15	16	16	16	16	16
Minibus	14	17	16	16	16	16	16
Coach	19	19	20	20	20	20	20
KPTS	15	15	17	17	19	19	21
UTS	15	15	18	18	20	20	23

Source: Transport & Mass Transit Department, Nov. 2012

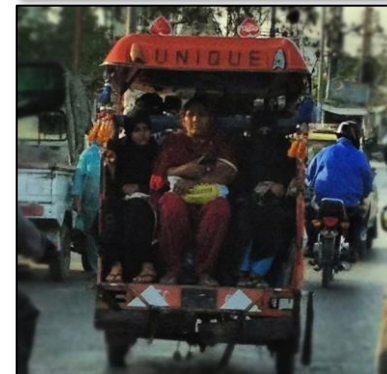
Mode	Fare up to Km (Rs.)						
	5	10	15	20	25	30	35
Qin Qui	10	15	25	40	-	-	-

Source: Field Observation

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## QIN QUI & ITS VARIANTS

- Why are most of Qin Qui & its variants **Unregistered**?
- Is Qin Qui a **Para Transit** OR **Public Transit**?
- **MVO 1965** does not have provision to register such vehicles? So Qin Qui is an **Unidentified Object** in the traffic stream?
- In case of a road accident the Qin Qui remains unidentified?







## POSSIBLE RECTIFICATIONS

## WAY TO SOLUTION

- Strengthening MVO 1965 & MVA 1969 for recent transport regime.
- Need to establish formal public transport system. Encouraging high occupancy vehicles to carry passenger.
- Development of Mass Transit System.
- Re-examining and redefining role of PTA & RTA.
- Bringing Qin Qui & variants under MVO 1965.
- Examining Qin Qui to function as a feeder for residential areas.
- Examining Qin Qui design for passenger safety.
- Public Transport to be declared Industry.
- The driver licensing regime to revamped on technical grounds.
- Formal Private sector companies to be encouraged for Public Transport Operations.
- Media & Public Awareness Campaigns for public transport orientation of masses.



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**THANK YOU**