

# Role of transportation in economic development of pakistan tourism essay

[Sport & Tourism](#), [Ecotourism](#)



It is defined in term of gross domestic product (GDP) and market production. It is increased the number of goods and services produced by an economy in defined time period.

## **Introduction:**

Motorway network of any country is of vital importance of its economic development and effect positive on different fields of economy. An economy seems to developed and industrialized if widespread transport system. It is extremely difficult to put the economy on the high rapid path without an efficient transport system. An efficient communication system is essential for trade, national commerce and integration. Pakistan's economic development depends upon improvements and modernization of its transport system.

In 1947 depends on roads was only 8 %, now it is more than 96% of inland freight and 92% of passenger traffic. Now it is a backbone of Pakistani's economy.

Motorway boost Pakistan economy

Motorway increase positive effect on production, Supply and employment

Fiscal impact of motorway

Motorway and land use

Motorway speedy access to labour, education, Health.

Motorway transport and poverty

## Motorway and environment

### **National Highway Authority (NHA)**

It is responsible for the development and maintenance of national highways and motorways. The total length of roads under the NHA is 12000 which accounts 4% of the entire road network and take 80% of Pakistan's commercial traffic. Road density is an indicator of development. Current road density is 0. 32 km/km<sup>2</sup>, which is much less even from regional standard. The government wants to bring double digit of 0. 64 km/km<sup>2</sup>. Pakistan's current road network is now more than 260000 km.

Pakistan's motorways are part of Pakistan's " National Trade Corridor Project", which aims to link Pakistan's three Arabian Sea ports (Karachi Port, Port Bin Qasim and Gwadar Port) to the rest of the country and further with Afghanistan, Iran, India, Central Asia and China.

### **M-1 Motorway Islamabad to Peshawar**

Pakistan's motorway (M-1) 155 km 6-lane, linking Peshawar, Charsada, Noshera, Sawabi, Attock, Burhan, Hasanabadal to Islamabad capital of Pakistan, has been operational since 30 October 2007. It has become a vital link to Afghanistan and Central Asia and is expected to take much traffic off the highly used N5. It is safe way of NATO supply line to Afghanistan. It is the most beautiful motorway of Pakistan crossing river Sindh and river Kabil.

### **M-2 Motorway Islamabad to Lahore**

Pakistan's first motorway, the 367 km 6-lane M-2, connecting the Pakistan capital Islamabad and Lahore, was constructed by South Korea's Daewoo

Corporation and was inaugurated in November 1997 in Nawaz Sharif Govt and was the first motorway to be built in South Asia. It is strategic road during war using as emergency run way. The M-2 is a motorway in the Punjab Province of Pakistan. It is 367 km long and connects Lahore with Islamabad. It passes through Kala Shah Kaku, Sheikhupura, Khanqah Dogran, Kot Sarwar, Pindi Bhattian, Sial Morr, Kot Momin, Salem, Lilla, Kallar Kahar, Balksar, and Chakri before ending just outside the twin cities Rawalpindi and Islamabad. It then continues on to eventually become the M1 motorway linking the twin cities with Peshawar. The M-2 crosses the junction of the M3 (to Faisalabad) at Pindi Bhattian. It has connected best places for tourists like Hiran Minar, Waris Shah Tomb, Khewara mine, salt range, Citric fields, Rice fields and Kalar Kahar Jheel.

### **M-3 Motorway Pindi Bhattian to Faisalabad**

Pakistan motorway (M-3), the 54 km 4-lane linking the Pindi Bhattian Arch bridge Junction on the M-2 with Faisalabad. Initially, it was planned to have 6-lanes, however, due to the shortage of funds, it was decided to reduce the number of lanes to 4 with an option to upgrade it to 6-lanes in future. Construction of the M-3 began in May 2002 and it was completed ahead of schedule in September 2003 at a cost of Rs 5.3 billion. It was inaugurated and opened for traffic on 2 October 2003. Now industrial Area of Punjab Govt is being constructed on Sahinwala interchange.

### **(M-4) Motorway Faisalabad to Multan**

It has length of 233 km 4-lane, began on 19 August 2009 with breaking ceremony performed by Pakistan's Prime Minister, Syed Yousaf Raza Gillani.

There is working on progress at two constructions Phase Faisalabad to Gojra and Khanewal to Multan. It will link Multan with the M-3 Motorway at Faisalabad. The M4 will begin Faisalabad interchange at the Sargodha Road of Faisalabad. It will continue on a southwest course connecting the cities of Faisalabad, Jhang, Gojra, Toba Tek Singh, Shorkot, Khanewal and Multan. Once at Khanewal, it will merge onto the N5 temporarily until the M5 is complete.. The M4 will be constructed in four stages (i) Faisalabad-Gojra (58 km), (ii) Gojra-Shorkot (61 km), (iii) Shorkot-Din Pur-Khanewal (65 km) and (iv) Khanewal-Multan (65 km), whereas two large bridges will be constructed on the River Ravi and Shadhnai Channel. Estimated cost is USD 601 million.

### **M-5 Motorway Multan to Dera Khazi Khan**

It is a planned 4 lane motorway that will link Multan with Dera Ghazi Khan. It will be constructed after the completion of the Faisalabad Multan (M-4) Motorway.

### **M-6 Motorway Dera Ghazi Khan to Ratodero**

It is a planned 4 lane motorway that will link Dera Ghazi Khan with Ratodero. It will be constructed after the completion of the Multan to Dera Khazi Khan( M-5) Motorway.

### **M-8 Motorway Ratodero To Gawader**

The 892 km 4-lane M-8 is under-construction in Sindh and Balochistan provinces. Initially, it will have 2 lanes with a further 2 lanes planned. The 4 lane motorway will be upgradable to 6 lanes. Once completed it will directly

link the port city of Gwadar with the rest of Pakistan's motorway network at Ratodero where it will link up with the M-6 Dera Ghazi Khan-Ratodero Motorway.

### **M-9 Motorway Haiderabad to Karachi**

Hyderabad-Karachi " Super Highway" is in the process of being upgraded into a 6-lane access-controlled motorway designated the " M-9". Expression of Interest (EOI) was invited by the National Highway Authority (NHA) in May 2011. The NHA awarded the Rs. 24. 93 billion contract to the Malaysian construction company on Built Operate Transfer (BOT) basis in January 2012. The proposed 136-km long motorway will be completed in three years.

### **Patrolling and enforcement**

National Highways and Motorway Police (NH&MP) is responsible for enforcement of traffic rules and safety measures, security and free flow of traffic on the Pakistan Motorway network. The NH&MP use heavy jeeps, cars and heavy motorbikes for patrolling and help purposes and uses day and night vision speed cameras for enforcing speed limits. It is friendly and corruption free police in Pakistan.

### **SIGNIFICANCE OF TRANSPORTATION AND ITS SENERIO:**

Road transport is the backbone of Pakistan's transport system. The 9, 574 km long National Highway and Motorway network, which is 3. 65 percent of the total road network, carries 80 percent of Pakistan's total traffic. Over the past ten years, road traffic, both passenger and freight, has grown

significantly faster than the national economy. Currently, it is accounting for 91 percent of national passenger traffic and 96 percent of freight.

Port traffic in Pakistan grows at 8 percent annually in recent years. Two major ports, Port Karachi and Port Qasim, handle 95 percent of all international trade. Port Gwadar, which was inaugurated in March 2007 and is being operated by Singapore Port Authority, is aiming to develop into a central energy port in the region. 14 dry ports cater to high value external trade.

Pakistan Railways (PR) has a broad gauge system (with a small network of meter gauge in the South East). The network consists of the main North – South corridor, connecting the Karachi ports to the primary production and population centers in Pakistan. The track is in good condition with an axle-load of 23 tons and maximum permitted speeds of 100/110 kph.

There are 36 operational airports. Karachi is Pakistan's main airport but significant levels of both domestic and international cargo are also handled at Islamabad and Lahore. Pakistan International Airlines (PIA), the major public sector airline, though facing the competition from a few private airlines, carries approximately 70 percent of domestic passengers and almost all domestic freight traffic.

The transportation sector accounts for about 10. 5 percent of the country's GDP and 27. 4 percent of Gross Fixed Capital Formation (GFCF) in FY06. It provides over 6 percent of employment in the country and receives 12 to 16

percent of the annual Federal Public Sector Development Program (PSDP). Government agencies dominate the sector.

Although the sector is functional, its inefficiencies with long waiting and traveling times, high costs, and low reliability are dragging the country's economic growth. These factors also reduce the competitiveness of the country's exports, increase the cost of doing business in Pakistan, and constrain Pakistan's ability to integrate into global supply chains which require just-in-time delivery. The poor performance of the sector is estimated to cost the economy 4-6 percent of GDP each year.

## Roads

Over half the national highways network is in poor condition, and the road safety record is poor. The country's truck fleet is mostly made up of obsolete, underpowered, and polluting vehicles, and trucks are often grossly overloaded. Truck operating speeds on the main corridors are only 40 – 50 kph for container traffic, half of the truck speeds in Europe. For trucks carrying bulk cargoes, the journeys take 3-4 times longer than in Europe. Bridge between South Asia and South West Asia; Iran and Afghanistan are energy abundant while India and China are lacking of. China finds way to Indian ocean and Arabian Sea through Korakaram. China with its fastest economic growth rate of 9%; is developing its southern provinces because its own port is 4500 km away from Sinkiang but Gawader is 2500km away. Pakistan offers to CARs the shortest route of 2600 km as compared to Iran (4500 km) or Turkey (5000 km). Land locked Afganistan now at the phase of



Reconstruction, finds its ways through Pakistan. Gawader port with its deep waters attracts the trade ships of China, CARs and South East Asian Countries.

### **Hypothesis of the study:**

The research study will examine the impact of motorways on Pakistan Economy. I will describe the relationship between motorway and economy.

H1: There will be positive impact of motorway on Pakistan Economy which is assumption of proposal.

H2: There will be negative impact of motorway on Pakistan economy which is against of H1.

H3: There will be effective relationship of motorway with Pakistan economy.

H4: There will be ineffective relationship of motorways with Pakistan economy.

## **ASSUMPTION OF STUDY**

### **Limitations:**

Time constraints of the semester require less time than may be ideal for an ethnographic study. By being in the organization for only four hours a week for five weeks, there are bound to be aspects of leadership practice, organizational culture and team communication that will not be revealed during my observations. Being an outsider may also limit what is revealed to me. The team members may be guarded in their conversations around me, especially in my initial observations. [Describe conditions beyond your

control that place restrictions on what you can do and the conclusions you may be able to draw]

### **Delimitations:**

I am choosing not to observe multiple teams, even though such comparisons might be valuable, in order to allow more depth of understanding regarding the group on which I will focus. Additionally, I will not use structured interviews in order to minimize my obtrusiveness and my influence on the team members. [Describe the boundaries of the study that you determine]

### **OBJECTIVE OF STUDY**

There will be following main objective of my research.

Economic growth

Private Sector Development

Regional Cooperate

Social growth

Description The overall objective of the study will be to provide the Government with a detailed implementation plan for the motorway corridors, and to prepare the highest priority project ready for award and implementation using an appropriate public-private partnership model. (i) Pakistan road sector; (ii) the project preparation phase to prepare a project for the selected motorway link; and (iii) the procurement preparation phase to prepare necessary documents and prerequisites for procurement process.

Linkage to Country/ Regional Strategy to reduce logistics cost and increase the country's global competitiveness. The overall objective of the road network is to reduce logistics costs in Pakistan through the promotion of (i) more efficient logistics in the production sector, (ii) more efficiency in the transport sector, (iii) the development of private sector logistics businesses, (iv) better facilitation for international trade, and (v) better human resource development.

Within the road subsector, the Government intends to pursue its overall goal of reducing logistics costs and maintaining or increasing the country's regional competitiveness primarily within the framework of these five areas. A number of challenges and constraints must be overcome to achieve this goal within a reasonable period, including (i) developing a broadly based financing plan that reaches well beyond the dependence on normal yearly budget allocations; and (ii) making significant changes to Pakistan's legal and contractual frameworks to provide the environment essential for the introduction of innovative public private partnerships.

## **REVIEW OF LITERATURE**

Considerable progress has been made in the transport and communication sector during the current fiscal year. During July-March 1999-2000, the total length of roads in the country was 249, 959 km, including 138, 726 Km of high type and 111, 233 km of low type. Total number of motor vehicles on roads stood at 4. 085 million during the same period. The construction work on Islamabad-Peshawar Motorway which started in 1998, is expected to be completed with the cost of Rs. 26 billion by December 2000: 1. Pakistan

Railways network consists of 7, 791 route km during July-March, 1999-2000. Its major assets include 582 locomotives, 2, 029 passenger coaches and 22, 247 freight wagons. During 1999-2000 (July-March) it carried 49. 2 million passengers and 3. 8 million tons freight and its gross earnings stood at Rs. 7, 208 million. The network of Pakistan International Airlines covers 37 international destinations and 35 domestic stations covering almost all parts of the country.

Its fleet consists' of 48 aircrafts of varied types. Presently, three . private airlines i. e. Shaheen Air International, Bhoja Air Line and Aero Asia are operating on local and international routes, while the fourth private sector airline–Safe Air International is operating on domestic routes only. The country has two major sea ports namely, Karachi Sea Port and Port Qasim. Beside, two Fish Harbour-Cum-Mini Ports are being developed at Gawadur and Ketu Bunder. The Karachi Port has handled 18. 0 million tons of cargo during July-March, 1999-2000, compared with 1. 7. 6 million tons of cargo during the corresponding period of last year.

Pakistan is now connected with most of the countries of the world through international gateway exchanges. Value added services such as internet, E-mail, cellular mobile telephone, optical fiber system, card' pay phone, paging services etc. are now available in the country which are providing innovative and modern services to the consumers. At present, about 21, 000 customers are connected through internet, whereas the total number of internet users in Pakistan upto March, 2000 are 120, 000. There are more than 3. 8 million telephone lines, out of which about 3. 03 million lines are connected to the

customers, 2, 663 telephone exchanges, 1, 362 NWD exchanges, 10, 256 VHF PCOs, 393 telegraph offices and 112 customer service centres are working in the country. The estimated number of TV and VCR sets in the country as on June 30, 1999 were 3. 035 million and 0. 136 million respectively. As on March 31, 2000, the TV and VCR sets are estimated to be 3. 150 million and 0. 136 million respectively.

Pakistan is an emerging market for automobiles and automotive parts offers immense business and investment opportunities. The total contribution of Auto industry to GDP in 2007 is 2. 8% which is likely to increase up to 5. 6% in the next 5 years. Auto sector presently, contributes 16% to the manufacturing sector which also is expected to increase 25% in the next 7 years.

Pakistan, with 155 million people, has a reasonably developed transport infrastructure. Road transport is the backbone of Pakistan's transport system. The 9, 574 km long National Highway and Motorway network, which is 3. 65 percent of the total road network, carries 80 percent of Pakistan's total traffic. Over the past ten years, road traffic, both passenger and freight, has grown significantly faster than the national economy. Currently, it is accounting for 91 percent of national passenger traffic and 96 percent of freight.

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is being operated by Singapore Port Authority, is aiming to develop into a central energy port in the region. 14 dry ports cater to high value external trade.

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There are 36 operational airports. Karachi is Pakistan's main airport but significant levels of both domestic and international cargo are also handled at Islamabad and Lahore. Pakistan International Airlines (PIA), the major public sector airline, though facing the competition from a few private airlines, carries approximately 70 percent of domestic passengers and almost all domestic freight traffic.

The transportation sector accounts for about 10.5 percent of the country's GDP and 27.4 percent of Gross Fixed Capital Formation (GFCF) in FY06. It provides over 6 percent of employment in the country and receives 12 to 16 percent of the annual Federal Public Sector Development Program (PSDP). Government agencies dominate the sector.

Although the sector is functional, its inefficiencies with long waiting and traveling times, high costs, and low reliability are dragging the country's economic growth. These factors also reduce the competitiveness of the country's exports, increase the cost of doing business in Pakistan, and

constrain Pakistan's ability to integrate into global supply chains which require just-in-time delivery. The poor performance of the sector is estimated to cost the economy 4-6 percent of GDP each year.

## **Methodology**

This presents an overview of the methods to use in the research. It shows the research design, population, sample and sampling techniques, data collection and analysis.

## **Research Design**

The study will involve the evaluating the role of motorways in the Pakistan economy. It will be effect at regional countries like China, Central Asia, Afghanistan and India. Consequently, the research will be designed to achieve the objectives set out by research.

## **Population**

The transport sector of Pakistan is playing an important role in the economy. The ministry of communication is main controlling authority on motorways for planning and construction. The ministry of communication including their Departments like National Highways & motorway police, National Highway authority and Transport research center essential for operational process. The targeted population for the study thus includes the following

Ministry of communication (FEDRAL)

National Highway authority (NHA)

National Highways & Motorways police (NH&MP)

National transport research center (NTRC)

National trade corridor improvement program (NTCIP)

Frontier works organization (FWO)

The Main cities (Population) linked with motorways

Sample

The research belongs to impact of all motorways of Pakistan but in sample I will discuss only Lahore Islamabad Motorway (M-2) Only such department belonging to M-2 will be considered. The questionnaire and data will be collected only for M-2.

## **Sampling and Sampling Technique**

It obvious from the population above that a census is not feasible in this study. Accordingly, I shall adopt the survey type of research in which a sample from the target population will be used for the study. In total, a sample of 150 elements will be selected from a targeted population of 300. Details of the sample are as follows:

20 officers and official from NHA

20 officers and staff from NH&MP

30 transporters and 20 passengers

20 economy experts & 20 officers planning department



40 citizens near motorway

The research study will adopt a multistage stratified sampling method to select elements. First, the population will be divided into officers and officials. Next, It will be grouped into Ministries, Departments and Agencies and into Metropolitan, Municipal and Districts. This will ensure a fair representation of each group of institutions since their operations are significantly different.

## **Data Collection**

The focus of study is on attitudes and perception and the importance of primary data cannot be over-emphasised. However, secondary data will also be collected to augment the studies. Before the actual data collection the researcher will collect introductory letter from the School of Business of the University of Cape Coast to the sampled institutions. The initial visit to the selected institutions will therefore be to introduce himself, familiarize himself with those institutions as well as seek their consent for the study.

## **Data collection instrument**

The researcher will collect data by administering a questionnaire. The questionnaire will have unstructured questions, consisting of approximately 20 questions divided into three sections ' A', ' B', and ' C'. Section ' A' will consist of seven questions seeking to answer the first research question. Section ' B' will consist of six questions covering the second research question whereas Section ' C' will consist of questions to test the hypothesis and also answer the third research question.

Table 1:

Section

Research Question

Investigative Questions

A

Sample Investigative Questions

Section Research Question Investigative Questions

‘ A’

-

What account for the low support for Internal Audit by public sector managers?

-

Are you aware of the role of the Internal Auditor in you organisation?

-

How important do you think is the role of the Internal Auditor to your organisation?

-

In your view, is the Head of Internal Audit placed appropriately on the organisational chart?’ B’

-

What actions are necessary to get the support of management of internal auditing in the public sector?

-

Generally, how will you rank the relevance of Internal Audit in your organisation?

-

What reasons account for your answer above?

-

What do you consider the three most important actions needed to promote Internal Auditing in the public sector? 'C'

-

Is there a link between the quality of service the Internal Auditor provides for his organisation and the attitude of managers towards the Internal Audit function?

-

What do you consider to be the highest achievement of your internal audit department?

-

Would you agree to the statement that one's perception of the Internal Auditor is influenced by how they perceive his role in the company?

-

Will your attitude towards Internal Audit be different if they help you achieve your objectives?

Research proposal – SB/MAC/08/0005

Page 10

Most of the structured questions will be the close-ended type and respondents will be asked to mark the appropriate box matching the correct answer. Other questions, however, will require respondents to give opinions.

## **RESULTS AND DISCUSSION:**

After analytical study keeping in view their results, discussions will be suggested to solve the problem for this purpose also policy implications will be discussed. This study will be useful for the research on the topic and will provide guideline for planner and policy maker.

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