

Transport and Climate Profile

Pakistan



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Introduction to the profiles: These “Transport and Climate Profiles” are part of the research work entitled “Transport NDC Gap Analysis for Low- and Middle-Income Countries (LMICs) in Asia and the Pacific” which is being implemented and builds on the work of the Asian Transport Outlook (ATO), a project initiated and supported by the Asian Development Bank (ADB). ATO is also being supported by the Asian Infrastructure Investment Bank (AIIB). The research is being co-funded by UKAID through the UK Foreign, Commonwealth and Development Office (FCDO) under the High-Volume Transport (HVT) Applied Research Program managed by DT Global International Development UK LTD (DT Global). The research is being implemented under HVT057 (Transport Decarbonisation Index - <https://transport-links.com/funded-projects/transport-decarbonisation-index-tdi>) whose lead research supplier is the Partnership on Sustainable, Low Carbon Transport. These profiles are designed to complement the main report of the research entitled *Bridging the Gap: A Deep Dive into NDCs and Transport Policy Landscapes in Low- and Middle-Income Asian Economies*. While intended as supplementary materials, they also function as standalone knowledge products. All the related knowledge products will be made available through <https://asiantransportoutlook.com/analytical-outputs/ndc-analysis> and <https://asiantransportoutlook.com/analytical-outputs/transportclimateprofiles/>

The Asian Transport Outlook (ATO) is an initiative that aims at strengthening the knowledge base on transport in the Asia-Pacific region. It supports the planning and delivery of transport-related assistance in Asia, supports wider transport policy making, and helps track global and regional processes related to sustainable development. For example, ATO is the monitoring mechanism for the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable (2021-2030) which was adopted by more than 20 countries in Asia-Pacific through the High Level Environmentally Sustainable Transport Forum (EST) that is organized by the United Nations Centre for Regional Development (UNCRD)-DSDG/UN DESA, along with its partners. For more information, visit asiantransportoutlook.com

This profile is structured into two main sections: Data Insights and Policy Insights. Under “Data Insights”, individual components at the intersection of transport and climate change are detailed. Similarly, the “Policy Insights” section outlines various policy documents, measures, and targets.

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Transport and Climate Profile: Pakistan

2024

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Executive Summary

Pakistan, a lower-middle-income country, is grappling with the complex interplay between transport and climate change. This narrative delves into data trends on CO₂ emissions, energy consumption, vehicle fleet composition, electric mobility, resilience, urban transport, public transport availability, investments, key policy documents, and the alignment of National Determined Contributions (NDCs) with policy priorities.

CO₂ Emissions and Energy Consumption:

- Pakistan's transport sector CO₂ emissions in 2023 were 43.3 million tonnes, representing 22% of the country's total emissions. While emissions grew by 4% annually before the Paris Agreement, the growth rate has stagnated since 2015. The road sector dominates Pakistan's transport emissions, contributing 98% in 2022 and accounting for 25% of the total economy-wide emissions. This reliance on road transport surpasses the Asia-Pacific average, where the road sector's share is 89%. Pakistan's transport sector CO₂ emissions intensity has decreased significantly, reaching 29.0 gCO₂ per USD in 2023. This is a notable improvement from 45.6 in 2015 and 64.4 in 2000, and it compares favorably to both the Low and lower-middle-income average (29.3 gCO₂ per USD) and the Central and West Asia average (35.0 gCO₂ per USD).

Adaptation and Resilience:

- Pakistan faces significant climate risks, with potential average annual losses to transport infrastructure estimated at 218.74 million USD. This vulnerability is exacerbated by the country's ranking of 26th out of 208 in national road vulnerability.

Vehicle Fleet and Electric Mobility:

- Pakistan currently has 37.85 million vehicles, translating to 161 vehicles per thousand people, a notable increase from 30 vehicles per thousand in 2000. This figure is still lower than the 2022 Asia-Pacific average of 577 vehicles per thousand population but higher than the Central and West Asia subregion's average of 128. Pakistan's vehicle fleet is dominated by two-wheelers (78%), followed by light-duty vehicles (LDVs) (12%), three-wheelers (8%), and buses and trucks (1% each).
- Between 2015 and 2023, Pakistan imported 882.7 million USD worth of buses, significantly more than the 351.7 million USD imported between 2010 and 2015. While only 1.8% of imported buses were electric between 2017 and 2023, the country imported 179.9 million USD worth of electric vehicles during the same period, primarily electric LDVs (92%). This led to a growth in the share of electric vehicle imports from 0.1% in 2017 to 3.7% in 2023. Although this is lower than the Central and West Asia subregion's 13.1% share in 2023, Pakistan's overall E-mobility Readiness Index score of 76/100 in 2024 indicates progress in access to technology, supporting EV policies, and clean energy, but challenges remain in financial instrument availability.

Urban Transport and Public Transport

- Pakistan's urban rapid transit infrastructure is limited, with only 0.87 kilometers per million urban population in 2021. Public transport access remains uneven across cities, with only a few providing convenient access to 80% or more of their population.

Investments and Policy Landscape:

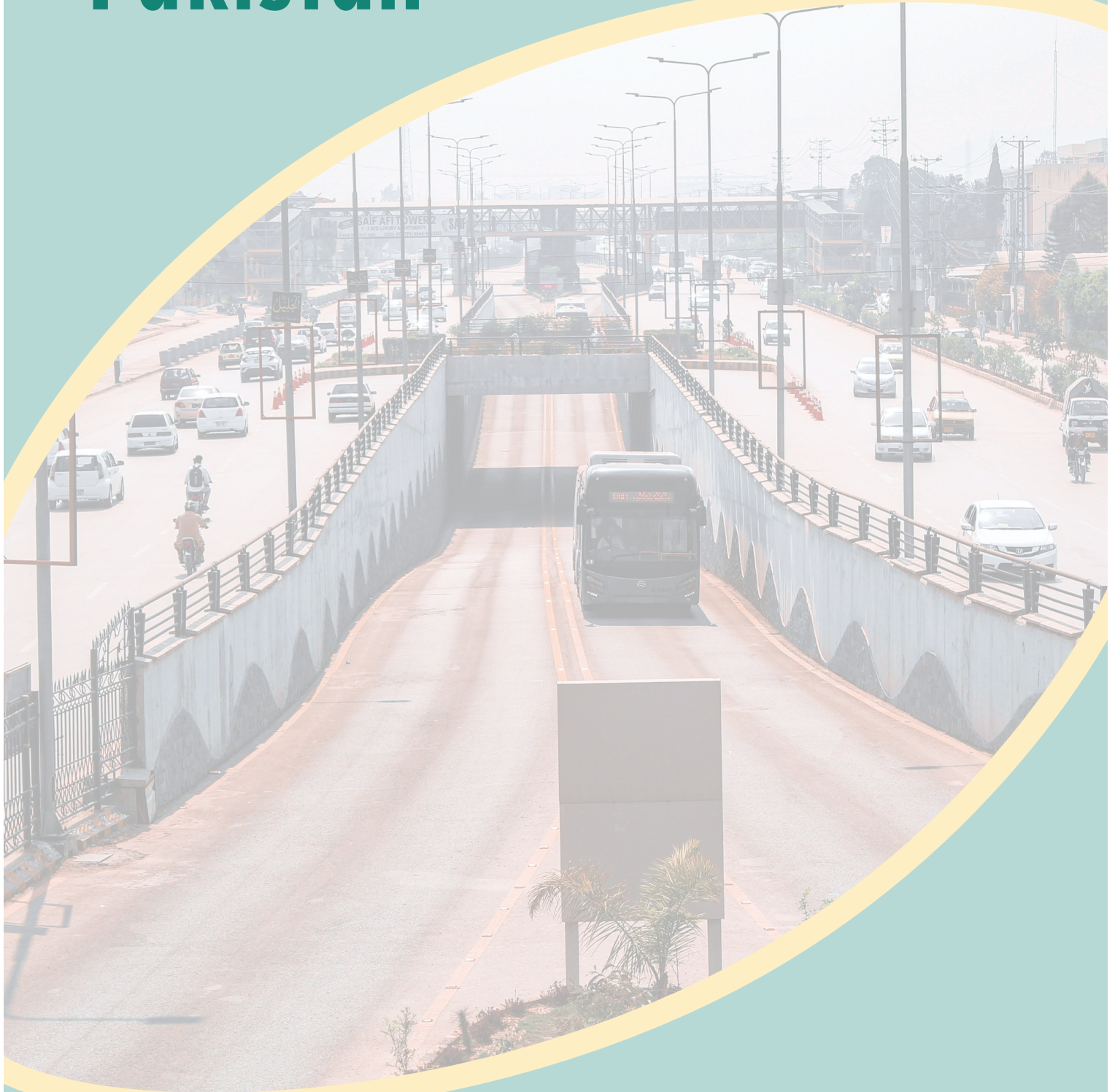
- Official development assistance (ODA) in the transport sector has declined between 2010-2015 and 2016-2022. Public-private partnership (PPP) investments have focused on waterborne transport.
- Pakistan has 25 documents relevant to transport, with only six explicitly addressing climate change. While non-climate documents include measures with mitigation or adaptation components, the alignment with NDCs and long-term strategies (LTS) is limited.

Policy Priorities and Opportunities

- While the country has set ambitious economy-wide emissions reduction targets in its NDC, the transport sector lacks specific GHG emissions goals. The emphasis on mitigation is evident in the predominance of measures aimed at reducing emissions, with adaptation and resilience receiving less attention. The reliance on broader transport policy documents for climate action highlights the need to integrate climate considerations into national planning. While Pakistan's commitment to addressing climate change in the transport sector is clear, there is room for more targeted action, particularly in setting sector-specific emissions targets and enhancing adaptation efforts.
- Pakistan's NDC targets focus on general e-mobility and renewable energy. However, as reflected in the number of measures, policy priorities lean towards general e-mobility, public transport, vehicle emission standards, rail improvements, and institutional reforms. Only 11% of these measures originate from the NDC or LTS, and only 11% have an adaptation component, highlighting the need for stronger integration and alignment.
 - Strengthen NDC alignment: Integrate NDC and LTS targets more effectively into sectoral policies and actions.
 - Prioritize adaptation: Enhance the resilience of transport infrastructure to climate risks.
 - Accelerate electric mobility: Promote EV adoption through incentives, infrastructure development, and supportive policies.
 - Improve public transport: Expand and enhance public transport systems, particularly in urban areas.
 - Invest in low-carbon technologies: Explore alternative fuels and technologies to reduce reliance on fossil fuels.

Pakistan's transport sector faces significant challenges and opportunities amid climate change. High CO₂ emissions and energy consumption are persistent issues, yet electric mobility policy development advancements provide promising prospects. By harnessing data-driven insights, enacting robust policies, and adopting sustainable practices, Pakistan can chart a course toward a greener, more resilient transportation future.

Data Insights Pakistan



Pakistan

Transport and Climate Profile

Population (2024)
245.2 million

Urban population
38%

Below 18 y.o.
44%

Population density
312 persons per sqkm

Rural population
62%

Above 60 y.o.
7%

Subregion
(1) **Central and West Asia**

Gross domestic product
(1) (GDP PPP, 2023)
1.49 trillion USD

(1) Domestic consumption per capita, tonnes (2024)
3.9 tonnes

(1,2) *Domestic consumption is the total amount of materials directly used in the economy (used domestic extraction plus imports), minus the materials that are exported.*

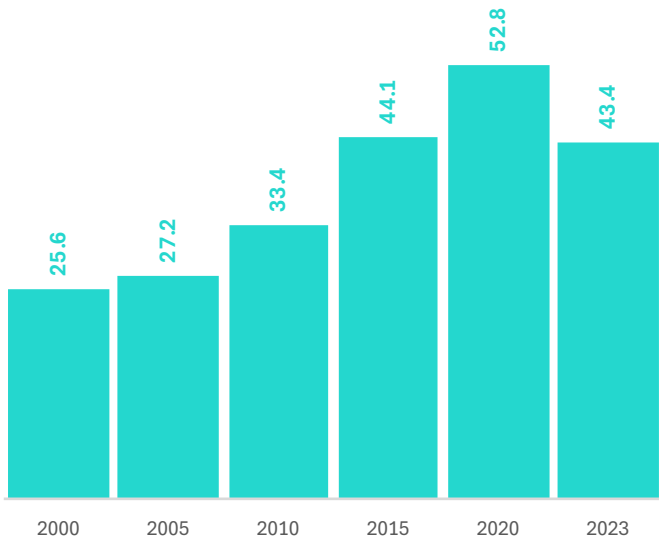
Income class
Low and lower middle income

GDP per capita (PPP, 2023)
6,212 USD (1,2)
(2)

(3)

I. Transport and Climate Change

Transport fossil CO2 emissions, million tonnes



In 2010, transport contributed 21% of total fossil CO2 emissions. By 2023, transport contributed 22%.

Share of transport CO2 emissions by mode (2022)

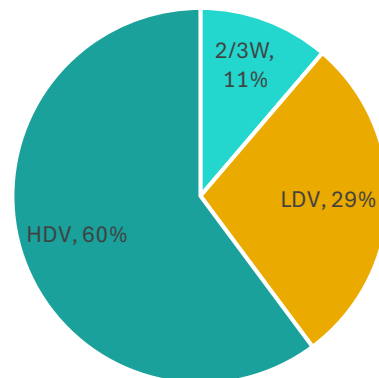
(4) | Road **97.9%** (4)
| Rail **1.7%**
| Navigation **0.0%** (4)
| Aviation **0.4%** (4)

Navigation and aviation only includes domestic transportation

Between 2000-2015, road transport contributed 96% in transport fossil CO2 emissions. Between 2016-2022, road transport contributed 98%.

Road transport CO2 emissions (well-to-wheel), share by mode (2022)

(5)



Transport CO2 emissions intensity (2023)

29 gCO2 per USD

(2,4)

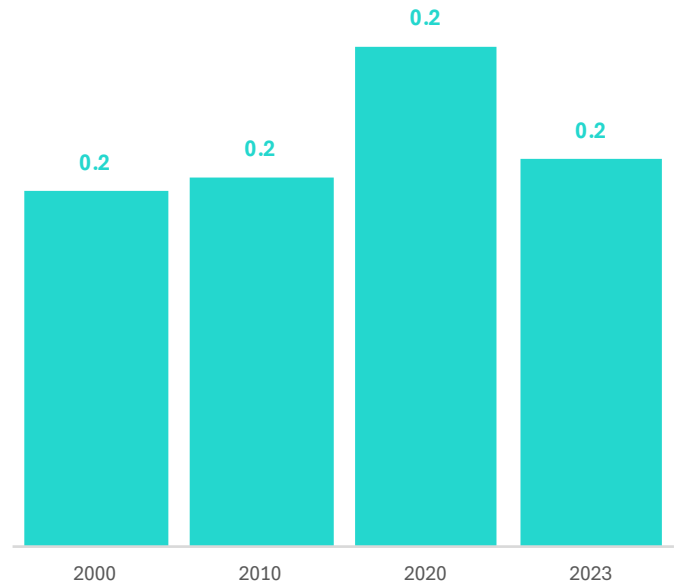
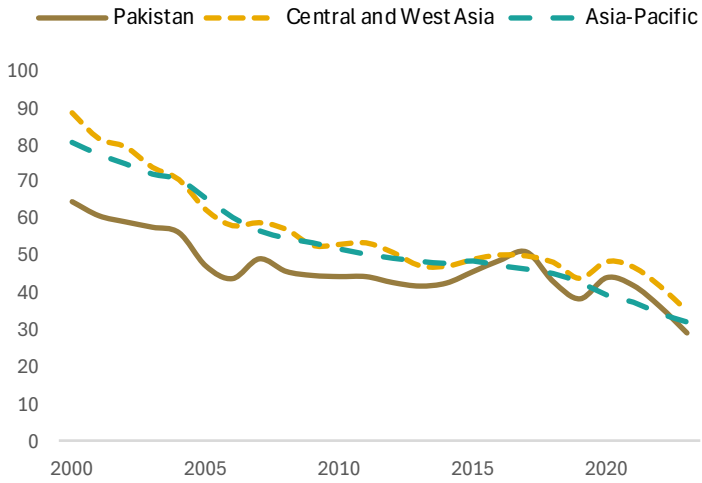
Asia-Pacific average is 32 gCO2 per USD

Transport fossil CO2 emissions per capita, tonnes

(1,4)

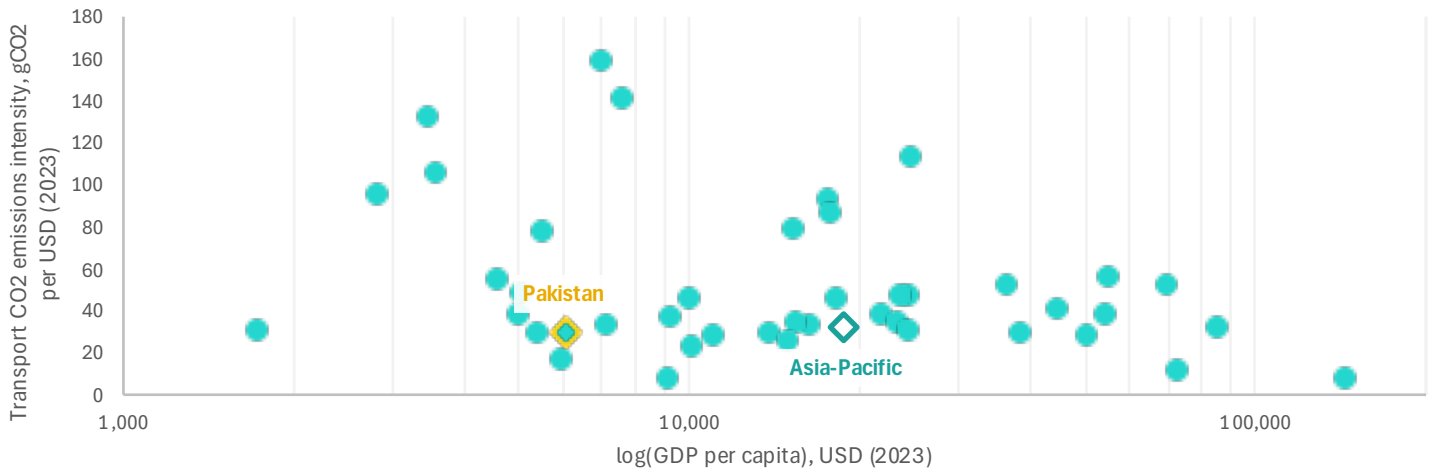
Transport CO2 emissions intensity trend, gCO2 per USD

(2,4)



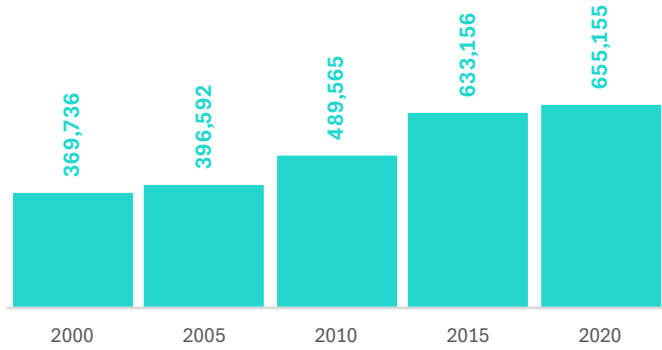
Transport CO2 emissions intensity in Asia-Pacific, gCO2 per USD

(2,4)



II. Transport Energy Consumption

Transport energy consumption, TJ

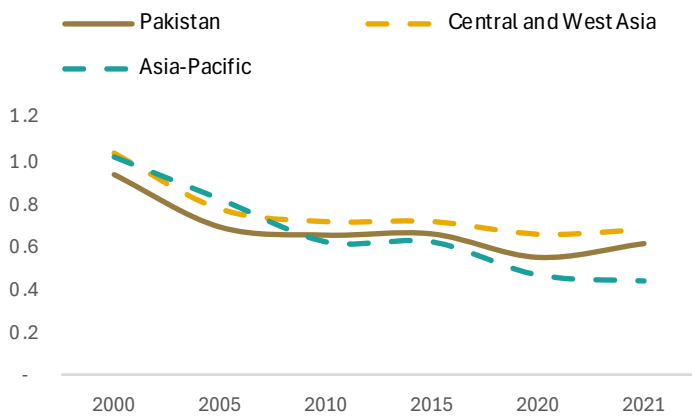


Transport energy intensity (2021)

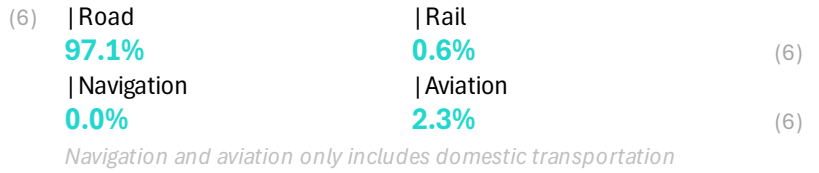
0.6 MJ per USD

Asia-Pacific average is 0.4 MJ per USD

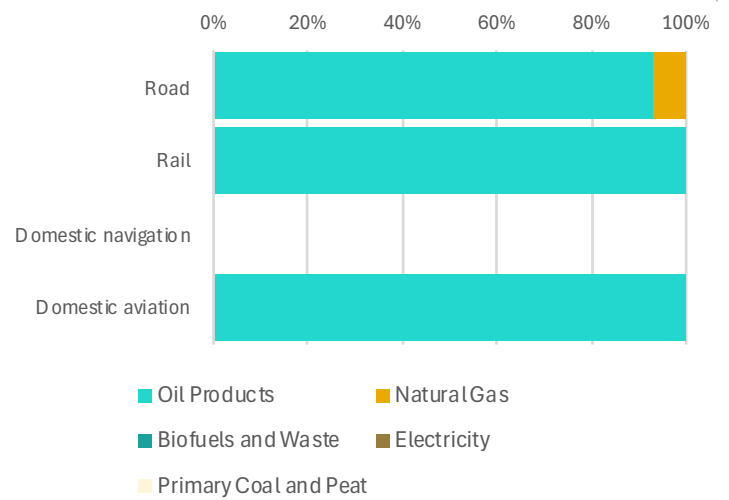
Transport energy intensity trend, MJ per USD



Share of transport energy consumption by mode (2021)



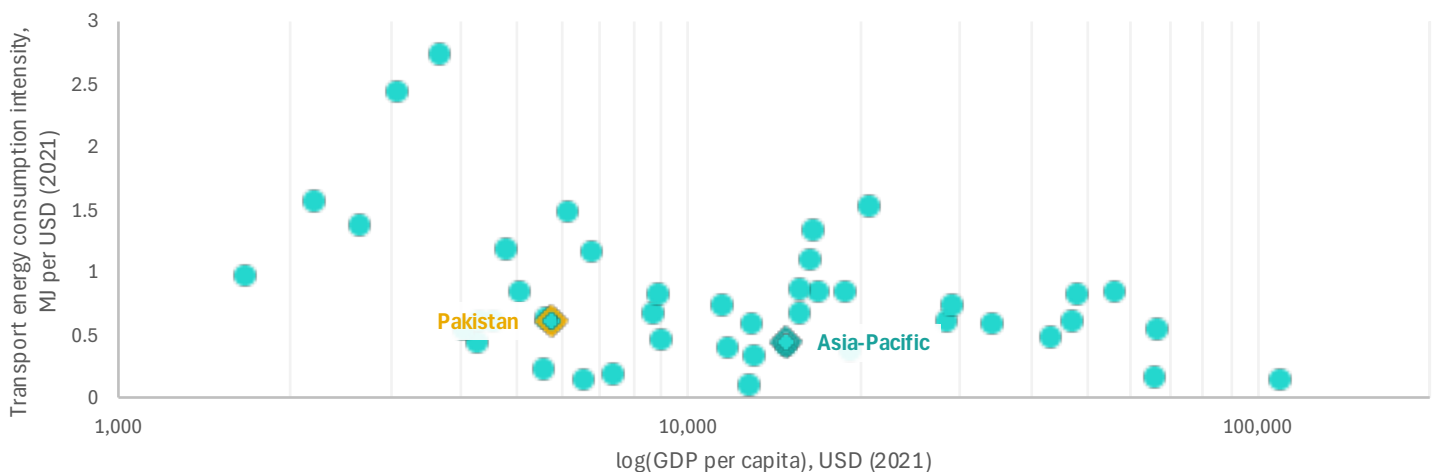
Share of transport energy consumption by source (2021)



Share of transport in renewable energy consumption



Transport energy intensity in Asia-Pacific, MJ per USD

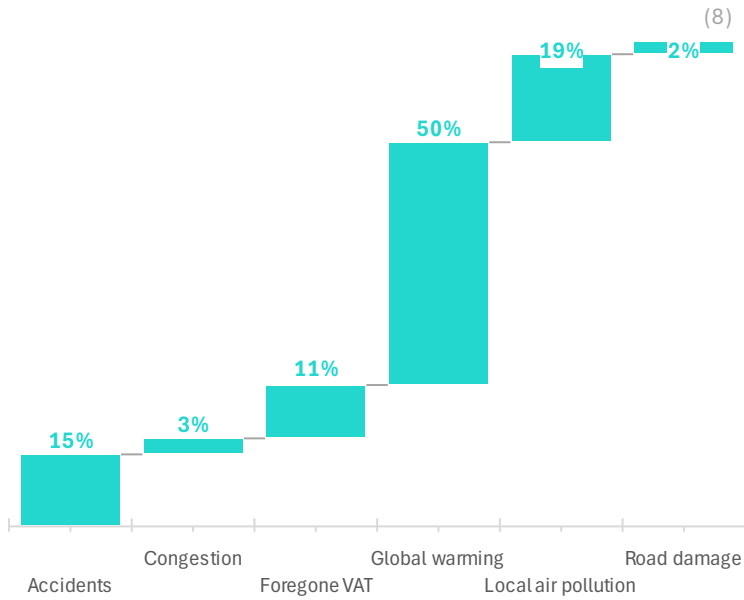


Transport fossil fuel subsidies, cumulative (2010-2022)

9.44 billion USD

1.5% of Asia-Pacific total

Estimated externalities due to fossil fuel subsidies



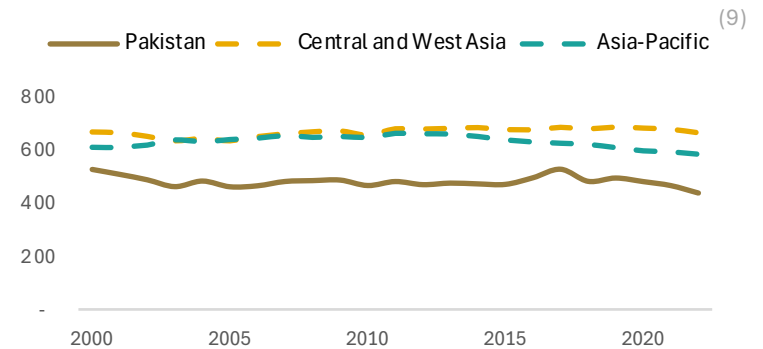
Data includes all sectors and all fuel types

Grid emission factor (2022)

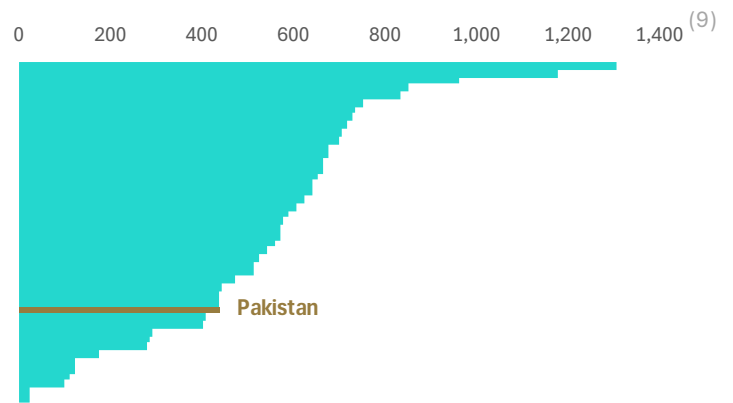
(7) **436 gCO₂ per kWh**

(9)

Grid emission factor trend, gCO₂ per kWh



Grid emission factors in Asia-Pacific, gCO₂ per kWh



III. Adaptation and Resilience

Average annual losses to transport infrastructure due to hazards (2023)

219 million USD

Road	Rail
96%	2%
Ports	Airports
0%	1%

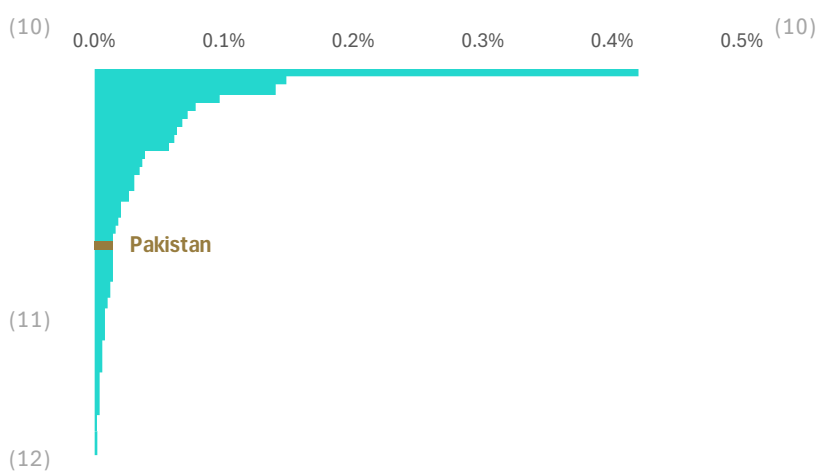
National road vulnerability index ranking (2023)

26th out of 208 countries

Share of population in low elevated coastal zones (2018)

1%

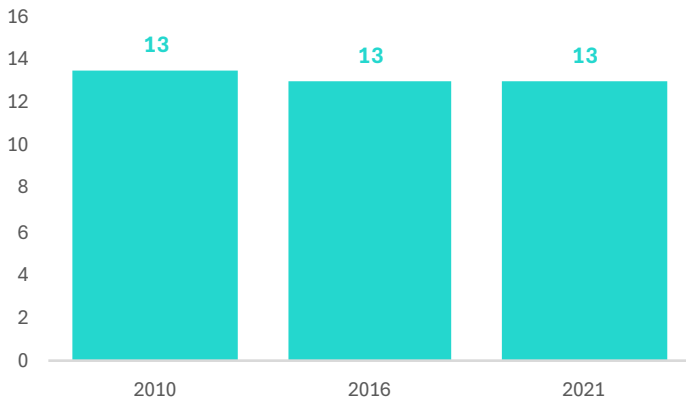
Average annual losses to transport infrastructure due to hazards, as a share of GDP, in Asia-Pacific (2023)



IV. Other Externalities

Road crash fatalities (2021)
27.6 thousand deaths

Road crash fatality rate per 100 thousand population

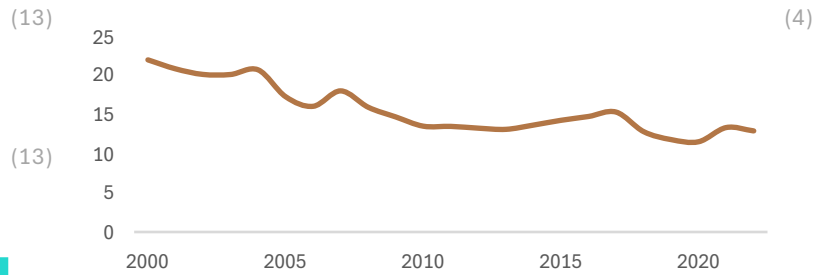


Asia-Pacific average is 16 fatalities per 100 thousand population

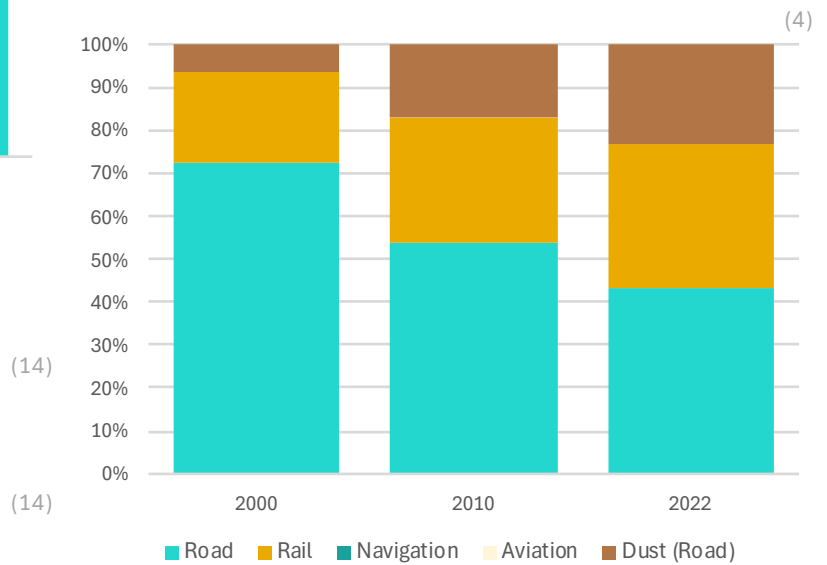
Rural access index (2023)
68%

Rural population without access to all-season roads (2023)
43 million

Transport PM 2.5 emissions trend, thousand tonnes



Transport PM 2.5 emissions share by source



V. Vehicle Fleet

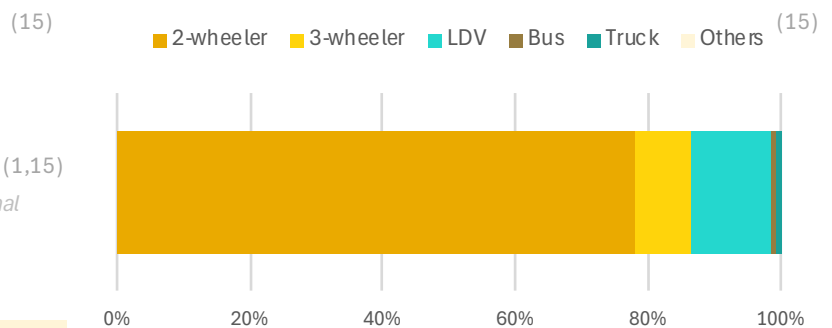
Road vehicles (2022)
37.9 million vehicles

Road vehicle motorization rate (2022)
161 vehicles per thousand population

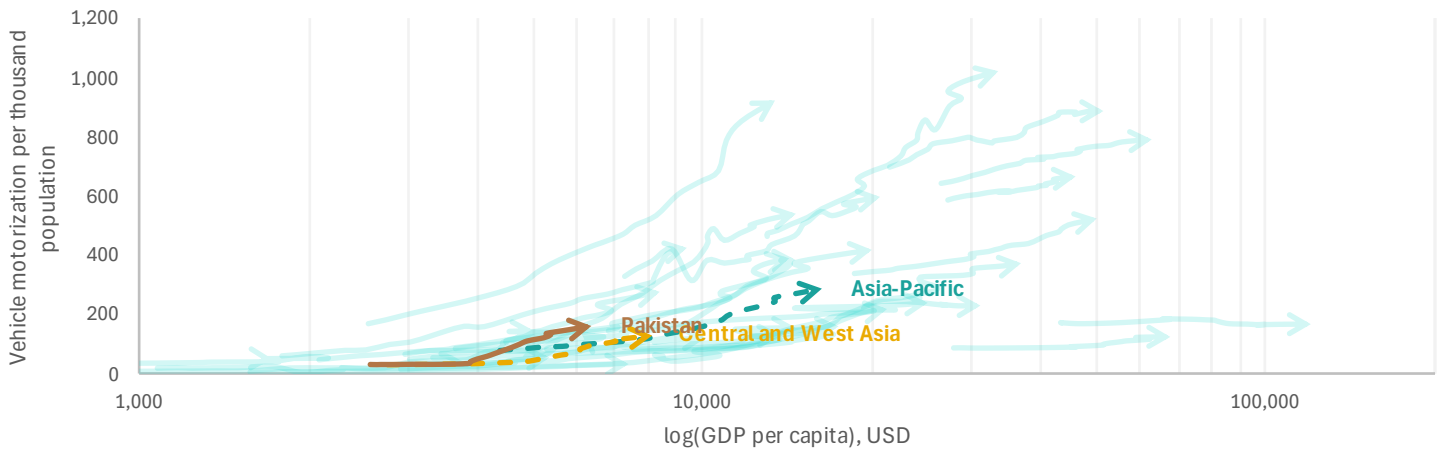
Road vehicles include 2- and 3-wheelers, LDVs, buses and other informal public transport, trucks, and other unclassified types

In 2000, Pakistan had 30 vehicles per thousand population. By 2022, this has increased to 161 compared with Asia-Pacific average of 577 in 2022.

Share of vehicles by type



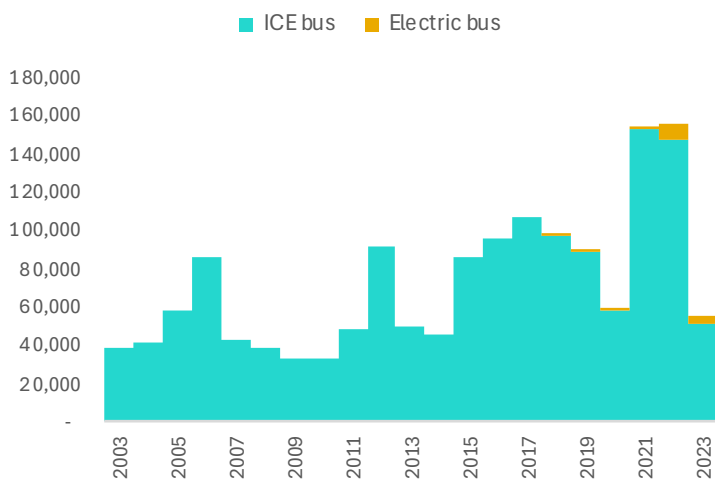
Vehicle motorization per thousand population in Asia-Pacific (2000-2022)



Bus import value (2015-2023)

882.7 million USD

Bus import value, thousand USD

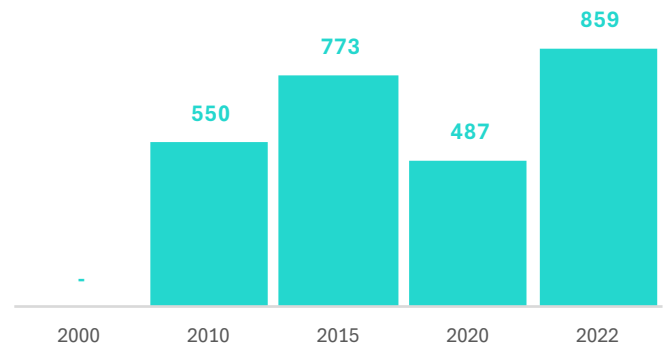


Bus vehicle production, units

(16)

(17)

(16)



E-mobility Readiness Index (2024)

| Technology & Market

20/25

| Policy

15/25

| Energy

20/25

| Financial

21/25

| Overall

76/100

(18)

Electric road vehicle import value (2017-2023)

179.9 million USD

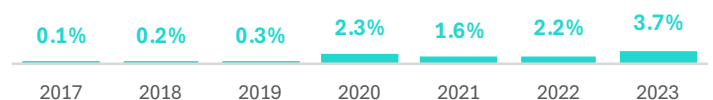
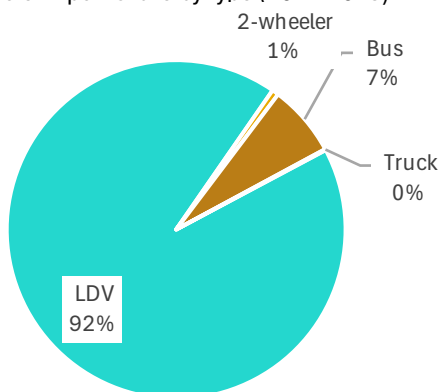
(16)

Electric road vehicle share in total road vehicle import value trend

(16)

Electric road vehicle import share by type (2017-2023)

(16)



VI. Urban Transport

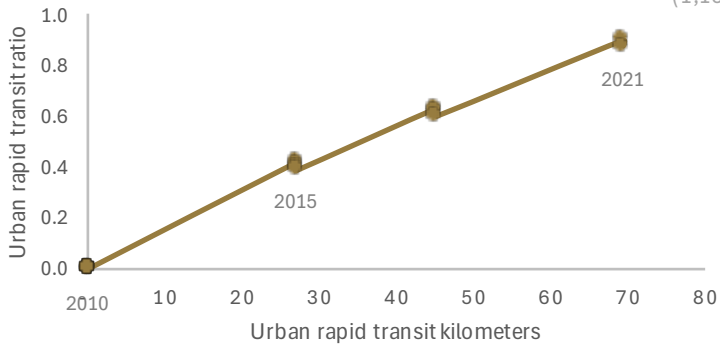
Urban rapid transit length (2021)

| BRT **69 kilometers** | LRT **None**
 | Metro **None**

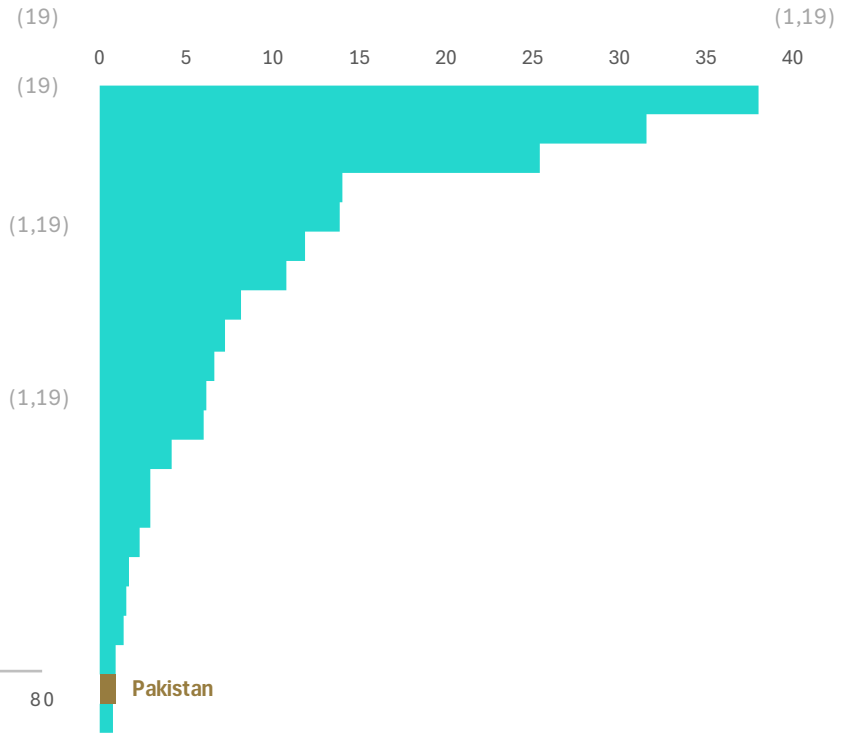
Urban rapid transit ratio (2021)

0.9 kilometers per million urban population

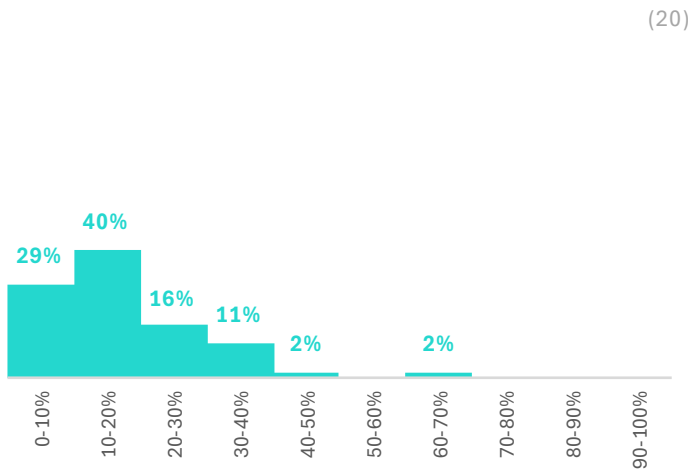
Urban rapid transit ratio, kilometers per million urban population (2000-2021)



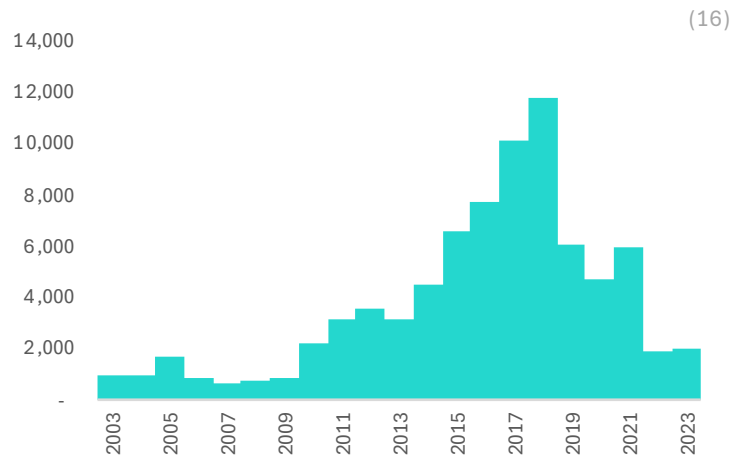
Urban rapid transit ratio in Asia- Pacific, kilometers per million urban population (2021)



Share of cities by level of access to public transport (out of 55 cities)



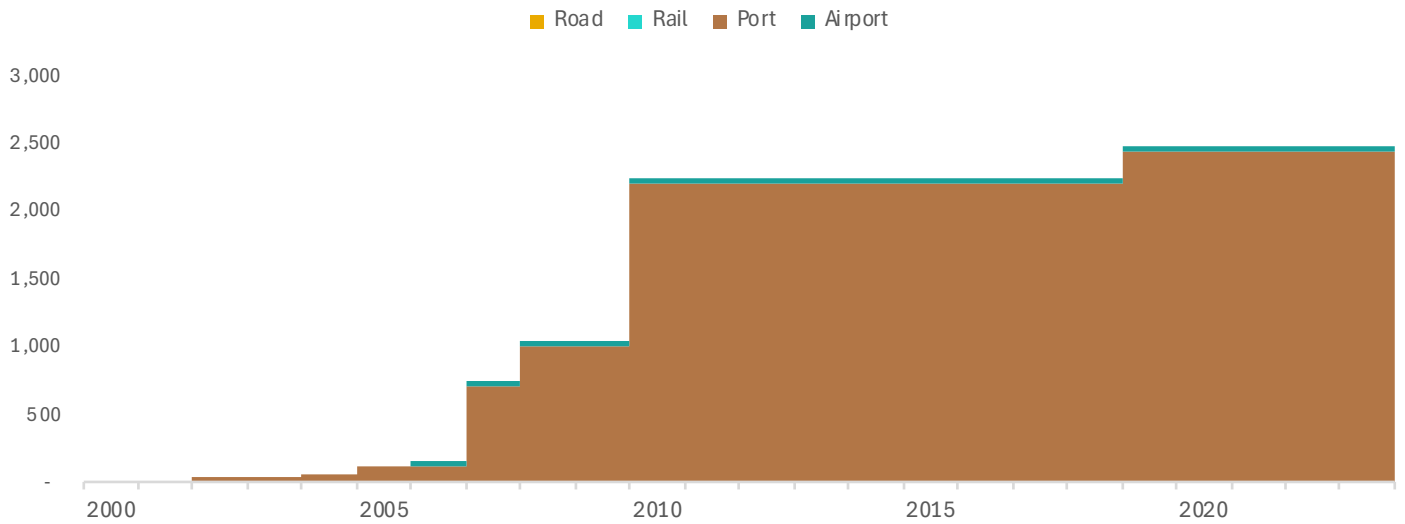
Bicycle import value, thousand USD



VII. Transport Investments

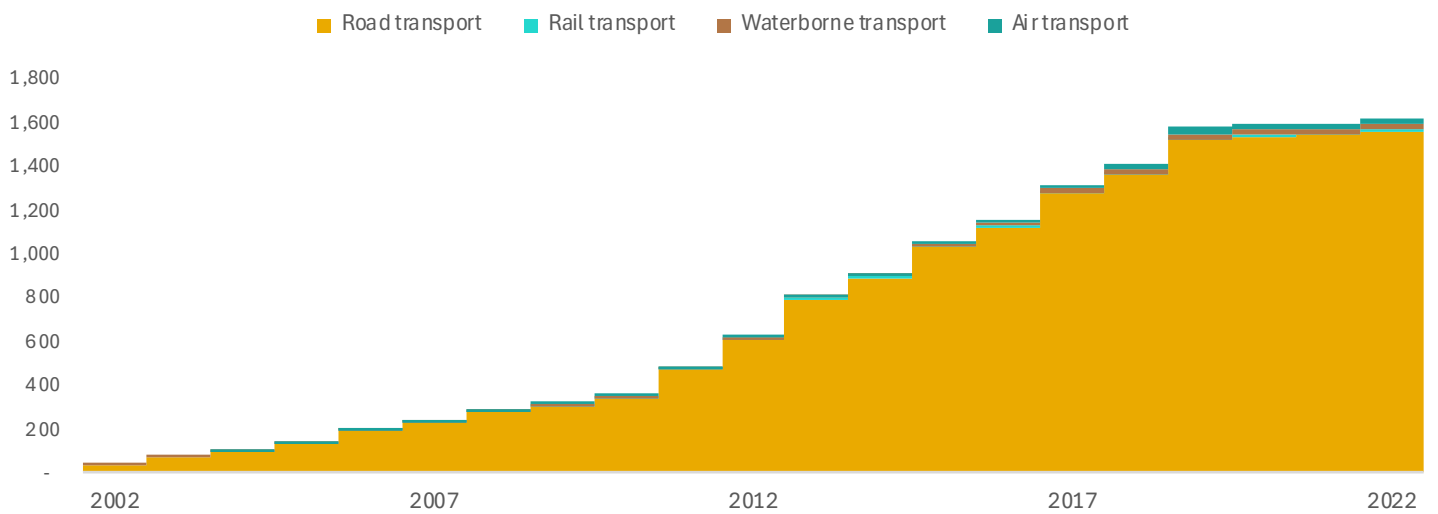
Public-private partnership investments in the transport sector, million USD

(21)

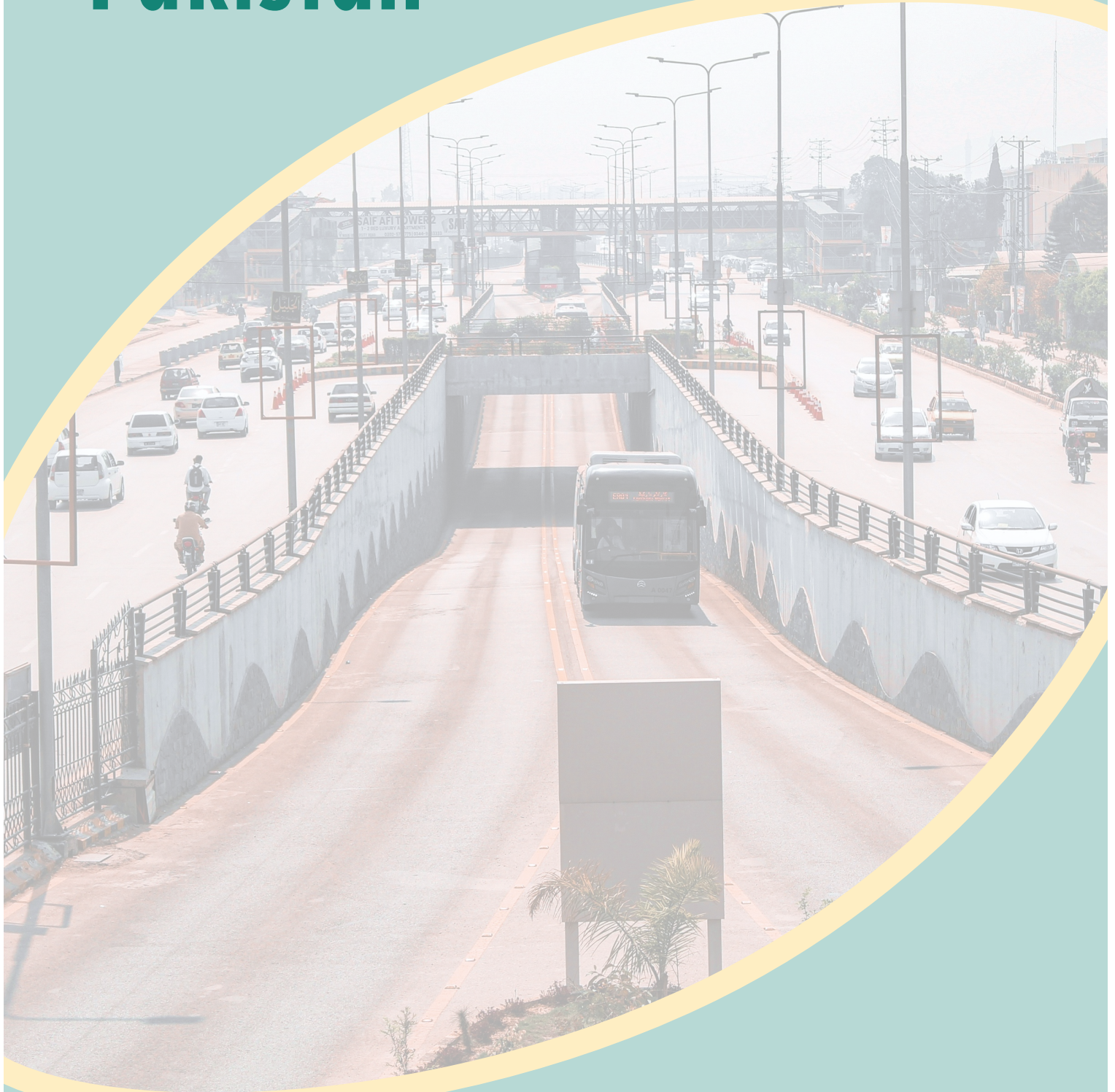


Official development assistance in the transport sector, million USD

(22)



Policy Insights Pakistan



VIII. Transport and Climate Policy Documents

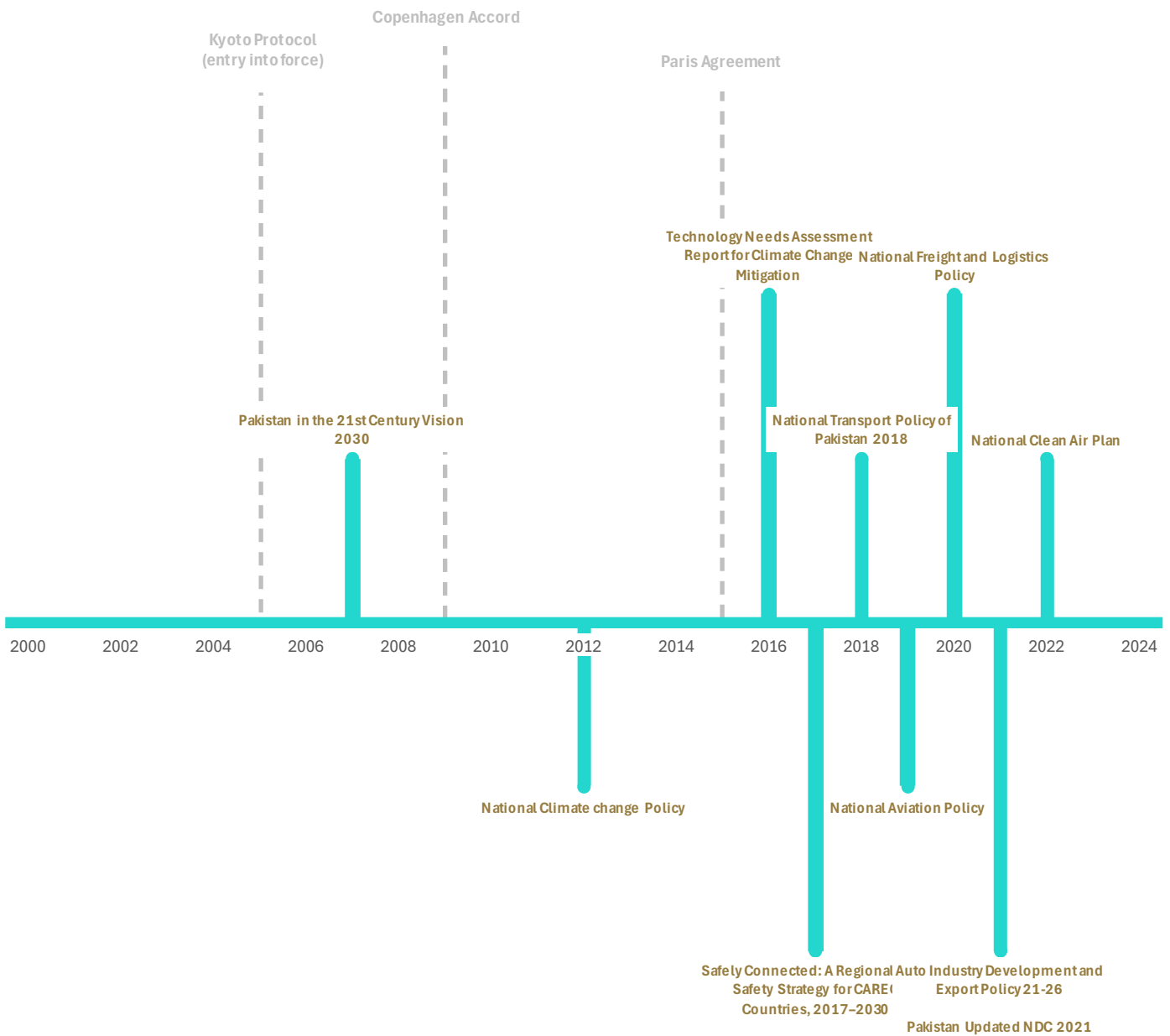
Transport-related policy documents in Pakistan

Selection made based on the number of climate change mitigation and adaptation policy measures

Nationally Determined Contributions of Pakistan

2015: Pakistan's Intended Nationally Determined Contribution

2021: Pakistan Updated NDC 2021



IX. Representation of Transport in Key Climate Policy Documents

Nationally Determined Contributions

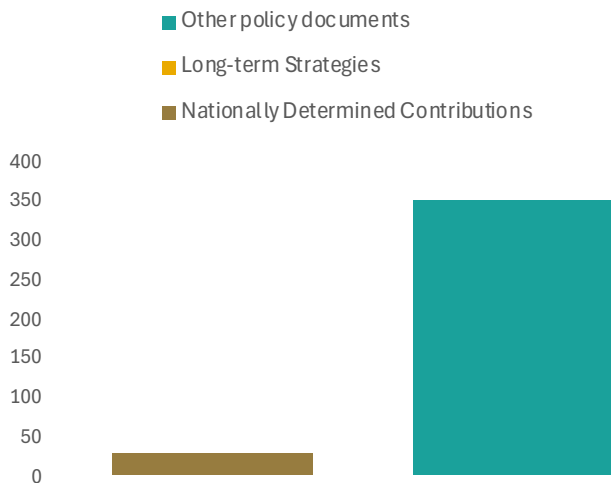
		Road transport	Rail transport	Domestic navigation	Domestic aviation	Urban transport
<i>Pakistan Updated NDC 2021 (adopted in 2021)</i>	Mitigation measures	Yes	Yes	Yes	Yes	Yes
	Mitigation targets	Yes				
	Adaptation measures	Yes	Yes	Yes	Yes	
	Adaptation targets					

Long-term Strategies

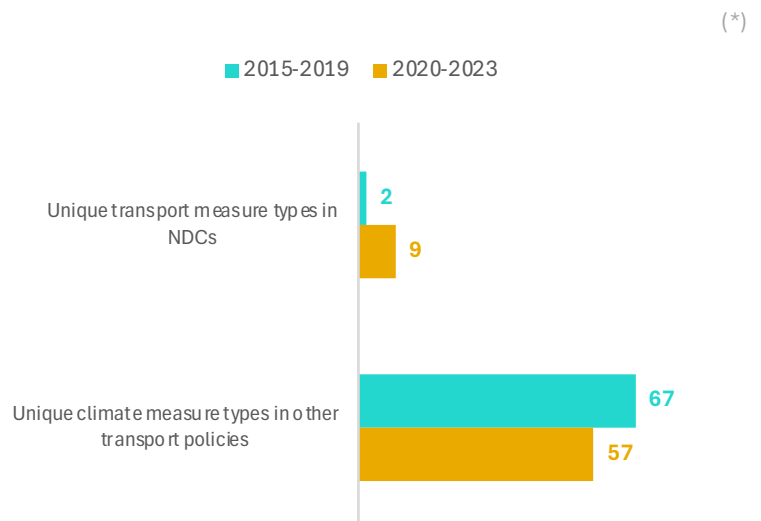
		Road transport	Rail transport	Domestic navigation	Domestic aviation	Urban transport
<i>None</i>	Mitigation measures					
	Mitigation targets					
	Adaptation measures					
	Adaptation targets					

X. Distribution of Transport and Climate Policy Measures in Policy Documents

Number of policy measures by source

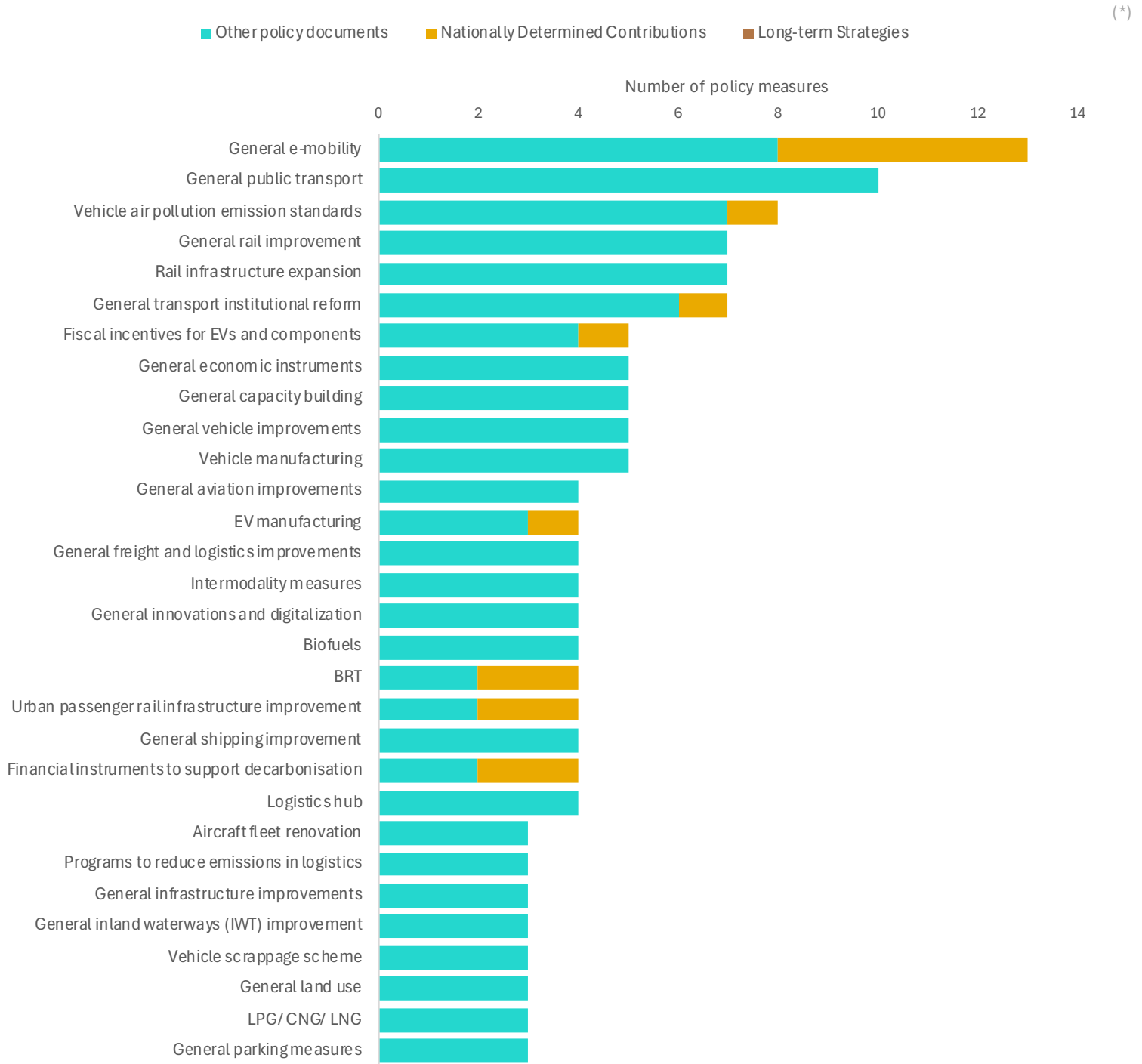


Integration of climate ambition, unique number of policy measures in (*) NDCs and other transport policies

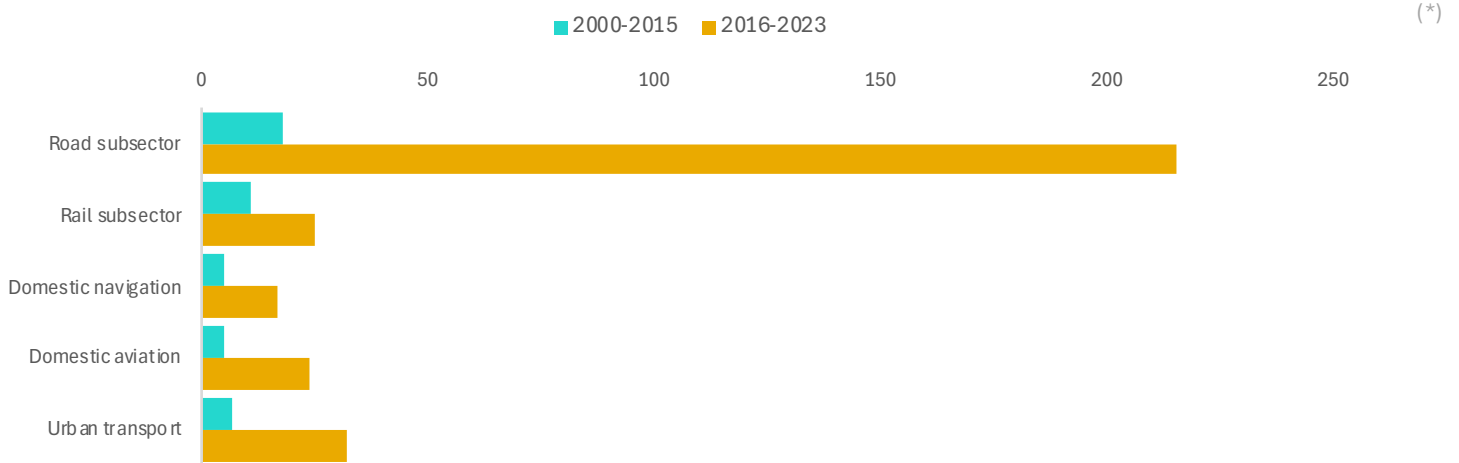


XI. National Policy Priorities on Transport

Priority policy measures on climate change mitigation and adaptation in transport (top 30)



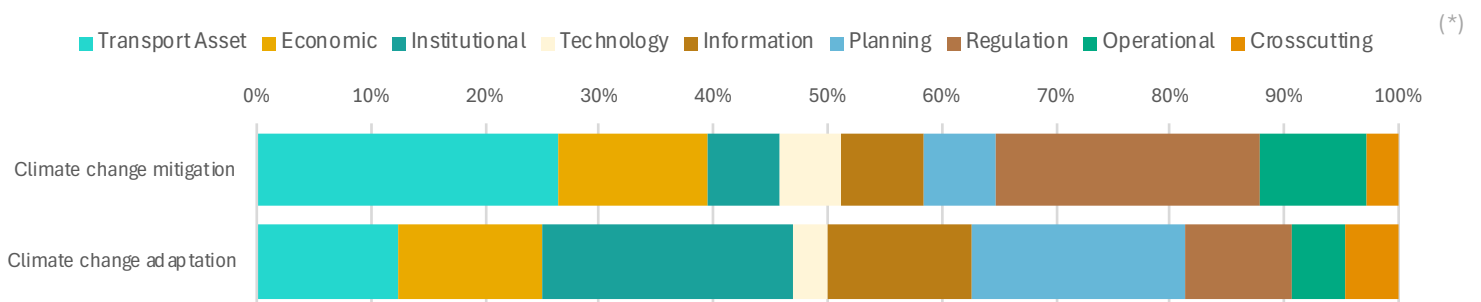
Number of climate change policy measures by subsectors



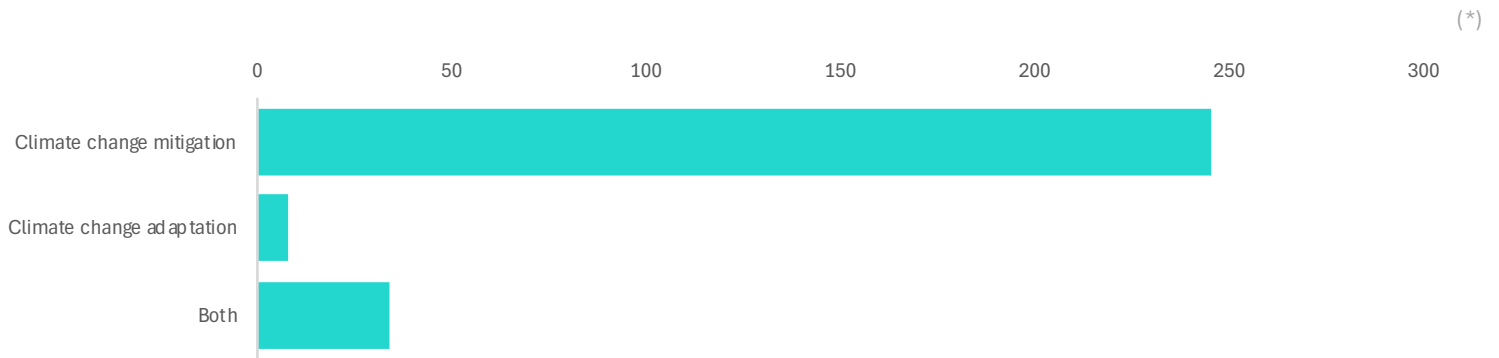
Number of climate change policy measures by passenger vs. freight



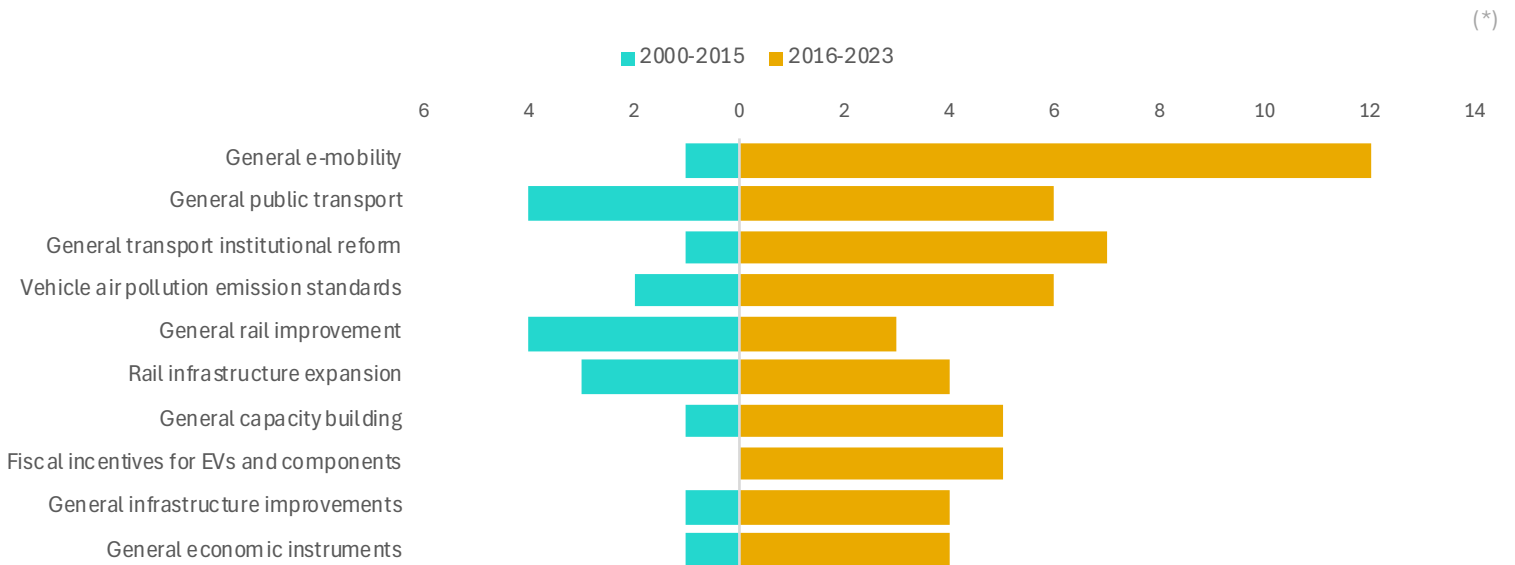
Transport-related climate change policy measures by framework



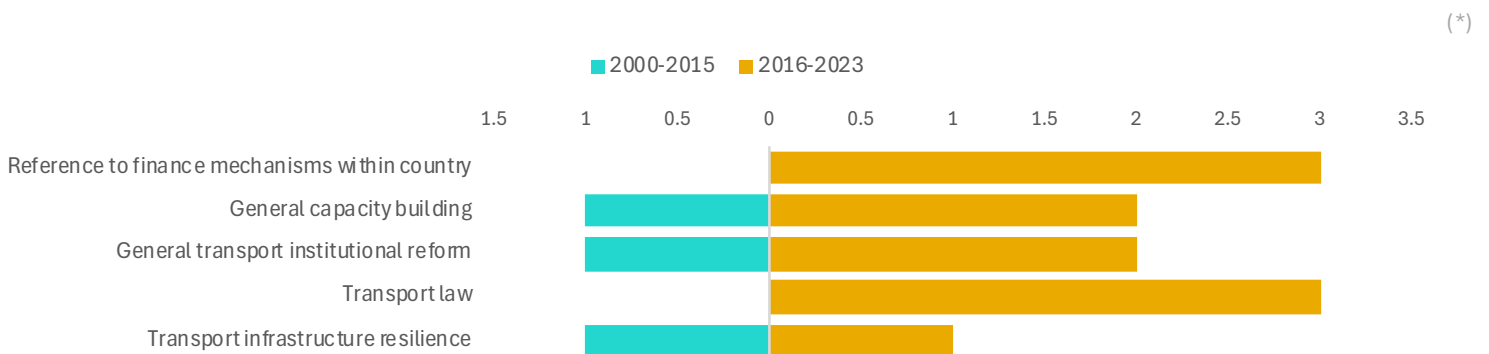
Number of climate change mitigation vs. climate change adaptation policy measures



Climate change mitigation top 10 typology, number of policy measures



Climate change adaptation top 5 typology, number of policy measures



XII. Direct GHG Targets

This table contains transport-relevant (e.g. economy-wide; sector-specific) GHG emissions targets as explicitly mentioned in the policy documents of Pakistan

Document	Year published	Target	Target year
Economy-wide emissions			
Pakistan Updated NDC 2021	2021	Pakistan intends to set a cumulative ambitious aim of conditional and voluntary contributions of overall 50% reduction of its projected emissions by 2030, with a 15% drop below business as usual (BAU) from the country's own resources, and an additional 35% drop below BAU subject to international financial support.	2030
Pakistan's Intended Nationally Determined Contribution	2015	Having considered the existing potential for mitigation in the country, Pakistan intends to reduce up to 20% of its 2030 projected GHG emissions subject to availability of international grants to meet the total abatement cost for the indicated 20 percent reduction amounting to about US\$ 40 billion at current prices.	2030
Net zero, carbon neutrality, and other long-term climate action			
Transport GHG emission			

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Pakistan which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
General e-mobility			
Pakistan Updated NDC 2021	2021	By 2030, 30 % of all new vehicles sold in Pakistan in various categories will be Electric Vehicles (EVs).	2030
Pakistan Updated NDC 2021	2021	30% shift to electric passenger vehicles and 50% shift to electric two/three wheelers and buses by 2030	2030
Pakistan Updated NDC 2021	2021	target of 30% and 90% share in sale of passenger vehicles and heavy-duty trucks by 2030 and 2040	2030
Pakistan Updated NDC 2021	2021	90% shift to electric passenger vehicles and 90% shift to electric two/three wheelers and buses by 2040	2040
Pakistan Updated NDC 2021	2021	target of 30% and 90% share in sale of passenger vehicles and heavy-duty trucks by 2030 and 2040	2040
National Clean Air Plan	2022	30% shift to electric passenger vehicles and 50% shift to electric two/three wheelers and buses by 2030	2030
Pakistan's First Biennial Update Report	2022	Further the Government has introduced the Electric Vehicle Policy, which targets a robust electric vehicle market having a 30% and 90% share in passenger vehicles and heavyduty trucks by 2030 and 2040 respectively.	2030
Pakistan's First Biennial Update Report	2022	Further the Government has introduced the Electric Vehicle Policy, which targets a robust electric vehicle market having a 30% and 90% share in passenger vehicles and heavyduty trucks by 2030 and 2040 respectively.	2040
Renewable energy			
Pakistan Updated NDC 2021	2021	By 2030, 60 % of all energy produced in the country will be generated from renewable energy resources including hydropower.	2030
Policy for Development of Renewable Energy for Power Generation	2006	Increase the deployment of renewable energy technologies (RETs) in Pakistan so that RE provides a higher targeted proportion of the national energy supply mix, i.e., a minimum of 9,700 MW by 2030 as per the Medium Term Development Framework (MTDF),	2030
Audits/ star rating for existing roads for road safety			
National Road Safety Strategy 2018-2030	2018	By 2030, all new national and provincial highway construction or improvements achieve technical standards for all road users that take into account road safety, or, alternatively meet a 3-star rating or better By 2030 all new or rehabilitation (improvement) road designs should always have a higher safety rating than the existing road and have at least a 3-star rating standard for all road users By 2030 national highways with more than 50,000 vehicles per day to have a minimum of three stars for all users By 2030 sections of national highway network passing through linear settlements to have a minimum four-star standard for motorcyclists, pedestrians and bicyclists	2030
Audits/ star rating required for new road infrastructure for road safety			
National Road Safety Strategy 2018-2030	2018	By 2030, all new national and provincial highway construction or improvements achieve technical standards for all road users that take into account road safety, or, alternatively meet a 3-star rating or better By 2030 all new or rehabilitation (improvement) road designs should always have a higher safety rating than the existing road and have at least a 3-star rating standard for all road users	2030

Biofuels

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Pakistan which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
Alternative and Renewable Energy Policy	2011	by 2025 at least ten percent (10%) bio-diesel shall comprise the annual volume of diesel fuel (B10),	2025
Development of e-mobility transport plan/policy			
Pakistan's First Biennial Update Report	2022	Further the Government has introduced the Electric Vehicle Policy, which targets a robust electric vehicle market having a 30% and 90% share in passenger vehicles and heavyduty trucks by 2030 and 2040 respectively.	2030
General vehicle improvements			
National Road Safety Strategy 2018-2030	2018	By 2030, 100 percent of new and used vehicles (produced, sold, or imported) meet high quality safety standards which meet or exceed UN Regulations and Vehicle Technical Regulations	2030
Road infrastructure expansion			
Pakistan 2025	2014	raise road-density to a level of 0.45 km/sq.km, which will increase the existing road national network from around 260,000 km to 358,000 km	2025
Target - Road crash fatalities			
National Road Safety Strategy 2018-2030	2018	Save at least 6,000 lives than would otherwise have been lost by 2030. Halve the fatalities on CAREC corridors by 2030. Reduce the number of multi-vehicle fatal crashes on motorways and national highways by 2030.	2030
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017-2030	2017	the overall target of the CAREC road safety strategy would be to reduce the number of fatalities on CAREC road corridors by 50% in 2030 as compared with the 2010 base level	2030
Target - Transport activity			
Pakistan in the 21st Century Vision 2030	2007	It is proposed to increase the share of railways in national freight from present 4 percent (6 billion-ton km) to 22 percent (81 billion-ton km) by 2030.	2030
Technical standards for road infrastructure			
National Road Safety Strategy 2018-2030	2018	By 2030, more than 75 percent of travel on existing national highway network is on roads that meet technical standards for all road users which take into account road safety.	2030
Vehicle air pollution emission standards			
National Clean Air Plan	2022	Implement fuel quality standards in transport to comply with Euro-5 or Euro-6 leading to complete shift to minimum Euro-5 by 2025, or Euro-6 by 2030	2030

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Pakistan

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
BRT							
Pakistan Updated NDC 2021	2021	Bus Rapid Transit (BRT): System has been introduced in five cities—Islamabad, Lahore, Peshawar, and Multan, while a bus rapid transit zero emission metro-line was initiated in 2018 for the city of Karachi.	x				x
Pakistan's Intended Nationally Determined Contribution	2015	Improvement of urban public transport systems, especially Bus Rapid Transport at Lahore, Rawalpindi-Islamabad and Multan, and urban rail transport (Orange Line) at Lahore	x	x			x
National Transport Policy of Pakistan 2018	2018	Public transport will be implemented, covering the metropolitan urban area, integrating the main destinations and to inter-urban transport terminals. Mass transit systems, including bus rapid transit and commuter rail lines will be considered for all cities.	x				x
Pakistan's First Biennial Update Report	2022	Building safe and accessible to all zeroemissions Bus Rapid Transit (BRT) system in Karachi costing 535 million USD (GCF Grant plus Loan 49 million USD);	x				
Development of climate change/ low carbon plan/ policy							
Pakistan Updated NDC 2021	2021	Ministry of Climate Change (MoCC), through a Gender Readiness Grant from the Green Climate Fund (GCF), is in the process of developing a Climate Change Gender Action Plan (ccGAP)					
Pakistan's Intended Nationally Determined Contribution	2015	Adoption of the National Climate Change Policy and National Disaster Risk Reduction Policy in 2012 provided a comprehensive framework for policy goals and actions towards mainstreaming climate change, especially in economically and socially vulnerable sectors of the economy. A follow-up to these policies was the launch in 2013 of the Framework for Implementation of the Climate Change Policy (2014-2030), which outlines the vulnerabilities of various sectors to climate change and identifies appropriate adaptation and mitigation actions. One of the key recent developments is formulation of the Pakistan Climate Change Act, which has been approved by the Cabinet and will be introduced in Parliament for enactment in its next session.					
Development of transport adaptation/ emergency/ disaster plan/ policy							
Pakistan's Intended Nationally Determined Contribution	2015	Adoption of the National Climate Change Policy and National Disaster Risk Reduction Policy in 2012 provided a comprehensive framework for policy goals and actions towards mainstreaming climate change, especially in economically and socially vulnerable sectors of the economy.					

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Pakistan's Intended Nationally Determined Contribution	2015	Government of Pakistan is in the process of developing a National Adaptation Plan (NAP) at the national level for creating a framework of action to guide the implementing agencies on mainstreaming of medium and long-term climate change efforts into policies, strategies and programmes. Improving the emergency response mechanism for managing extreme climate events and strengthening the development of disaster reduction and relief management systems based on risk assessments, aligned with the goals of Sendai Framework on Disaster Risk Reduction: 2015-2030 Disaster risk management capacity will be further enhanced through implementation of actions under 'National Disaster Management Plan' that includes strengthening of institutional and legal system for disaster management, preparation of disaster management plans, awareness raising and establishment of a national emergency response mechanism					
Emissions trading and carbon pricing							
Pakistan Updated NDC 2021	2021	Under the Collaborative Instruments for Ambitious Climate Action (CIACA) program, Pakistan has received support to establish Carbon Pricing Instrument (CPI) A range of activities have commenced including capacity building on carbon pricing, national consultation on carbon pricing, and scoping of pricing instruments in Pakistani context. The aim is to explore options for the introduction of domestic CPIs to manage the cohort of large-scale emitting installations, representing around 27% of domestic emissions, as well as an opportunity for similar or related economic instruments for the transport sector					
EV manufacturing							
Pakistan Updated NDC 2021	2021	Establishing recharging network for EV adoption	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Auto Industry Development and Export Policy 21-26	2021	Two-Three Wheelers: i. Custom duty on EV specific parts @ 1% including battery, motor, converter, charger etc till the end th of policy period i.e. 30 June, 2026 iv. Import of CBU for Test Marketing (2-3 wheelers) a. 10 CBU units (for each variant) to be allowed at 50% of prevailing custom duty to the extent of maximum 200 units to 2-3 wheeler segment including scooties, motorcycles, rickshaws and 3 wheel loaders. b. The maximum units to be imported collectively in scooties, motorcycles, rickshaws and loaders not to exceed 200 units per company even in case it has more than 20 different variants. Subsequent manufacturing within 2 years of import will be compulsory as per guidelines provided in ADP 2016-21. c. Import to be recommended by EDB to new entrants and existing companies investing in EV technology for approval by MoIP. The existing companies setting up related manufacturing facilities per SRO.656(I)/2006 will be verified by EDB before approval of said incentive. Approval of import of CBUs to all existing and new companies at concessionary rate to be provided by EDB. Heavy Commercial Vehicles (Trucks, Buses, PrimeMovers) i. Import of all parts (both localized and non-localized) at 1% customs duty applicable to nonlocalized parts for manufacturing of electric heavy vehicles including buses, trucks and prime movers. iv. Custom Duty on import of electric buses, trucks and prime movers in completely built condition is 1%. Cars, Vans, SUVs, LCVs i. Custom duty on EV specific parts @ 1% including battery, motor, converter, charger etc till the end th of policy period i.e. 30 June, 2026 ii. For electric cars, SUVs, LCVs and Vans, the CKD non-localized will attract 10% CD and CKD localized will attract 25 % CD iv. VAT at import stage to be exempted for small cars/Vans/SUVs with 50KWH battery or below and LCV with 150 KWH battery pack only. The proposal is subject to periodic review in consultation with stakeholders keeping in view the overall iscal space and progress of local manufacturing sector. v. Maximum number of CBU of Electric Vehicles shall be limited to 100 units per company at maximum 10 units per variant by EDB after verification of manufacturing facilities by EDB. The said import will be recommended by EDB and approval shall be granted by MoIP. i. ACD to be 0% on CKD manufacturing of EVs ii. Duty free import of plant and machinery of EVs, 0% CD, ACD 0%	x				
Auto Industry Development and Export Policy 21-26	2021	i. Parts specific for plug-in hybrids to be imported at 3% Custom Duty. ii. Parts specific to normal hybrids to attract 4 % Custom Duty. iii. Import of hybrid buses/trucks to attract 1 % Custom Duty from date of issuance of manufacturing certificate	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Electric Vehicle & New Technology Policy 2020-2025 (Draft)	2020	All inputs for manufacturing of EV and hybrid related parts by the OEMs and vendors to be exempted from all duties and taxes for 5 years from the start of manufacturing Modification of existing facility to EV technology (EV testing & EV Charging etc) to be allowed by Engineering Development Board (EDB) upon submission of request. New investors in cars, SUVs, LCVs, HCVs etc. to route their application through Board of Investment as per criteria envisaged in ADP 2016-21. However, 2-3 wheelers to be certified by EDB as per practice being carried out under Tariff Based System. 0% Custom Duty and Taxes (income tax & sales tax) on imports of machinery & equipment for EVs and hybrid vehicles for both new and existing manufacturers. In addition import of machinery and equipment for development of EV parts and infrastructure development equipment be exempted from payment of Custom Duty, Sales Tax, Income/Withholding tax etc. 100 CBU units (for each variant) to be allowed at 50% of prevailing custom duty as per guidelines provided in ADP 2016-21 for cars, SUVs, LCVs, HCVs etc. In case of scooties, motorcycles, rickshaws and loaders, a maximum of 100 units per variant will be allowed for imports at 50% of the prevailing duty for CBUs. The maximum units to be imported collectively in scooties, motorcycles, rickshaws and loaders not to exceed 2,000 units per company even in case it has more than 20 different variants) Subsequent manufacturing within 2 year of import will be compulsory as per guidelines provided in ADP 2016-21. Import to be allowed to new entrants upon groundbreaking as per criteria laid down in ADP. The existing companies setting up related manufacturing facilities as per SRO 656(I)2006 will be verified by EDB. Approval of import of CBUs to all existing companies at concessionary rate to be provided by EDB. Similarly, approval for concessionary import of 2-3 wheelers to be provided by EDB in case of both; new entrants and existing companies. Import of CKD Tariff as per policy proposed in the policy Existing vehicle manufacturing companies including those having manufacturing certificates under ADP 2016-21 may apply directly to EDB for approval. EDB to approve requests as per SRO 656(I) 2006 as per laid down criteria. New entrants to route their applications through BOI with business plans to EDB for approval. EDB to approve the requests by new entrants and keep Auto Industry Development Committee (AIDC) informed about decisions in its quarterly meetings.	x				
Financial instruments to support decarbonisation							
Pakistan's Intended Nationally Determined Contribution	2015	Considering the over-arching nature of climate change and also to cater to national obligations vis-à-vis international treaties and agreements, a full-fledged Ministry of Climate Change was established at the national level in 2012.					
Pakistan's Intended Nationally Determined Contribution	2015	It also envisages establishment of a high-powered Pakistan Climate Change Authority and Pakistan Climate Change Fund.					

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Climate change Policy	2012	Promote the scope of CDM projects in the transport sector;					
Technology Needs Assessment Report for Climate Change Mitigation	2016	Promote the scope of CDM projects in the transport sector;					
Fiscal incentives for EVs and components							
Pakistan Updated NDC 2021	2021	Tax exemptions for hybrid and EVs	x				
Auto Industry Development and Export Policy 21-26	2021	Incentives similar to hybrids and electric vehicles will be considered for hydrogen fuel cell vehicles, whenever they become available for introduction in Pakistan. iv. Sales tax for both locally manufactured and imported hybrid cars, SUVs, Vans, LCVs to be 8.5%	x				
Auto Industry Development and Export Policy 21-26	2021	Currently, the incentives are being offered to electric vehicles and hybrids. Two-Three Wheelers: ii. Sales tax to be fixed at 1% at sales for locally manufactured 2-3 wheelers to be reviewed periodically i.e. once in a year in consultation with stakeholders. iii. Sales tax at import stage waived off for electric 2-3 wheelers to be reviewed periodically once in a year in consultation with stakeholders Heavy Commercial Vehicles (Trucks, Buses, PrimeMovers) ii. Sales tax to be charged at 1% at sales for locally manufactured electric buses, trucks and prime movers only. The proposal is subject to periodic review in consultation with stakeholders keeping in view the overall iscal space and progress of local manufacturing sector. iii. Sales tax at import stage waived for locally manufactured electric buses, trucks and prime movers. The proposal is subject to periodic review in consultation with stakeholders keeping in view the overall iscal space and progress of local manufacturing sector. Cars, Vans, SUVs, LCVs iii. Exemption of sales tax and VAT on imports and 1% sales tax on sales applicable to small cars/vans/SUVs with 50KWH battery or below and LCV with 150 KWH battery pack or below. The proposal is subject to periodic review in consultation with stakeholders keeping in view the overall iscal space and progress of local manufacturing sector. iv. EVs (both imported and locally manufactured) to be exempt from FED	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Electric Vehicle & New Technology Policy 2020-2025 (Draft)	2020	<p>Tariff Incentive for New Model Scooties / Motorcycles / ThreeWheelers This segment is also growing in Pakistan especially in urban areas and working women prefer an independent mode of transport to look after their daily assignments, particularly EVs having low maintenance cost is more attractive for woman, therefore to penetrate in this segment, EV related parts are proposed at 1% customs duty and remaining body parts to be imported at road map mentioned in table 3 below. Table 3-11 Import of all parts (both localized and non-localized) at 1% customs duty applicable to non-localized parts for manufacturing of electric or hybrid electric buses till 2025 for local assembly of buses. The electric buses will have no registration fees or annual token tax. Additionally, the State Bank of Pakistan may allow EVs to be purchased under Green Banking Guidelines or similar financing scheme. Under ADP 2016-21, the custom duty on hybrid electric vehicles (HEVs)/Buses is 1%. The electric trucks will have no registration fees or annual token tax i.e. renewal fee. Additionally, the State Bank of Pakistan may allow EVs to be purchased under Green Banking Guidelines or Similar financing scheme until SBP defines incentive policy towards EVs Import of all parts (both localized and non-localized) at 1% customs duty applicable to non-localized parts for manufacturing of trucks till announcement of AIDEP. Under ADP 2016-21, the custom duty on hybrid electric vehicles (HEVs)/Trucks is 1%. The same incentive has been extended to all electric trucks. Promotion of Electric and New Technology Vehicles & Parts Manufacturing In order to create enhance attraction for consumers, measures including reduction in GST, road tax exemption, Income tax benefit, reduced power tariff, toll charges, permits, attractive leasing, free insurance and registration etc. are proposed from 2021- 2025. GST rate for EVs and hybrid cars, light commercial vehicles, heavy vehicles to be brought down to 8.5% i.e. 50% of the prevailing rate. In case of 2-3 wheelers, the sales tax to be 5 % i.e. at par with tractors. Sales tax exemption to be provided at CKD import stage to avoid adjustments/refunds Annual renewal fee to be fully exempted for EVs only Incentivized Power Tariff on charging stations for EVs. EVs to be exempted from Toll Tax partially @ 50 % . EVs & hybrids will be exempted from permit costs (heavy vehicles) -Leasing at favorable interest rate for EVs and hybrid vehicles. -State Bank of Pakistan may initially allow new EVs and locally manufactured hybrid vehicles to be purchased under Green Banking Guidelines and may further evolve an incentive scheme push down the price through a better financing scheme. Government to provide financing facilities at 2-3 percent reduced interest rates. For part manufacturing, the loans at 5% interest rate to be given to registered manufacturers of EV specific parts and infrastructure development equipment. EDB to certify the registered part manufacturers. Bulk insurance at concessional rate for commercial fleets of hybrid and electric vehicles. Five years income tax exemption to be granted to auto part manufacturers for setting up a greenfield independent manufacturing facility for manufacturing of EV related equipment, infrastructure development equipment or hybrid related equipment. Locally manufactured EVs will be exempted from registration fees. Registration number plates of EVs will have distinct color/design as per convenience of registration authorities. The registration to be based on unique identification number as and envisaged by provincial</p>	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Clean Air Plan	2022	Expedite the market penetration of EV's in Pakistan through legal mandates, subsidies, and investment in related infrastructure.	x				
General alternative fuels							
Pakistan Updated NDC 2021	2021	Presently under implementation, the project which will also turn cow-dung to methane as a fuel for the metro-line is under implementation.		x			
General transport institutional reform							
Pakistan's Intended Nationally Determined Contribution	2015	It also envisages establishment of a high-powered Pakistan Climate Change Authority and Pakistan Climate Change Fund.					
Auto Industry Development and Export Policy 21-26	2021	A recommending body by the name of Auto Industry Development Committee (AIDC) was also established.	x				
Auto Industry Development and Export Policy 21-26	2021	AIDEP will ensure consumer protection in case of complaints submitted to the Government for redressal, safeguard customers in quality issues including complaints registered against dealerships, fairness of prices, cost discoveries, monitoring mechanism for reimbursement of amount in case of delayed deliveries and resolving of general complaints by the customers. In this regard a committee comprising of members from following ministries/ organizations will be formulated under the Chairmanship of the Secretary, Ministry of Industries and Production, with EDB to act as Secretariat There will be an Auto Industry Development and Export Committee (AIDEC) for review and monitoring of policy objectives, which include exports of auto parts and vehicles.	x				
National Aviation Policy	2019	In order to address the suggestions/grievances of stakeholders, Aviation Oversight Committee will be formed and shall consist of members, to be notified by Aviation Division, comprising of all the relevant stakeholders, who will meet quarterly under the chairmanship of Secretary Aviation.				x	

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Freight and Logistics Policy	2020	Accelerate the transition of Pakistan Railways Freight Transportation Company as a commercial entity. Pakistan Railways need institutional strengthening and improve service delivery. This requires substantial investment in the human resource and technology. See Pakistan Railway Strategic Plan. Setup an Inland Waterway Transport Authority to cover all aspects of developing inland water transport and other associated activities such as waterfront land utilization, tourist resorts etc. Evaluate and Appoint a new IWT Development Company. Work towards a unified and integrated Ministry of Transport, overseeing the Policy and Planning of all transport related matters under the purview of the Federal Government, to facilitate integration and harmonization of the transport sector. Approve the formation of the Pakistan Courier and Logistics Regulatory Authority (PCLRA) and develop the charter for PCLRA Designate National Vocational & Technical Training Commission (NAVTC) as the apex agency for logistics capacity building.		X	X		
National Road Safety Strategy 2018-2030	2018	Approval for the re-establishment of the National Road Safety Council and its National Road Safety Secretariat.	X				
National Road Safety Strategy 2018-2030	2018	Establish a National Pre-hospital Emergency Care Council as a peak body reporting to the M/oNHSR&C. Fully establish the National Road Safety Council (NRSC) and the National Road Safety Secretariat (NRSS) within the Ministry of Communications. Establish a national Road Safety Observatory, including agreed policies and protocols to enable authorized agencies to access reliable, standardised data for planning, monitoring and research.	X				
National Transport Policy of Pakistan 2018	2018	This shall take place in the form of a Cabinet Committee on Transport, covering all transport modes, with participation from the current federal transport ministries, the provincial and territory governments and with a defined mandate. In the mid- to long-term, the establishment of a Federal Ministry of Transport may be considered. Improve planning processes and collaboration across transport institutions by constituting a Cabinet Committee on Transport and a supporting Advisory Committee on Transport that will be made responsible for guiding the development of the transport sector. Pakistan Civil Aviation Authority will be restructured, separating its regulatory and service provision responsibilities. Pakistan International Airlines will be restructured and rescaled to become financially viable. An independent regulator will be established as national maritime authority. Urban transport authorities will be established to plan and regulate local transport services and to license urban public transport. An enabling legislative framework for existing and emerging transport services will be developed to promote effective sustainable transport.				X	X
Pakistan's First Biennial Update Report	2022	NEECA has been mandated to establish center of research and development for electric vehicles in Pakistan EV Policy	X				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Create a CAREC Road Safety Working Group to monitor progress at the regional level.	x				
Reference to finance mechanisms within country							
Pakistan Updated NDC 2021	2021	A Public Private Partnership Authority (PPPA) was established in 2017 with mandate to facilitate federal implementing agencies in developing, procuring, and implementing infrastructure projects on public-private partnership basis. In several sectors central to Pakistan’s mitigation and adaptation needs: (i) Transport and logistics (including roads, bridges, rail, seaports, airports, fishing harbors and cold storages), (ii) Mass Urban Public Transport (including buses, and intra and inter-city rail),	x	x	x	x	
National Freight and Logistics Policy	2020	Pursue investment opportunities to drive development of industries that support generation of local cargo for Gwadar Port Encourage multiple channels of private-sector investment fund particularly the application of Real Estate Investment Trust (REIT) to finance logistics infrastructure, particularly of warehousing.	x				
National Transport Policy of Pakistan 2018	2018	Attract private sector funding for construction, maintenance and operations by supporting new contract modalities and strengthening the capacity of PPP cells in all levels of governments.					
Technology and knowledge transfer							
Pakistan Updated NDC 2021	2021	TECHNOLOGY DEVELOPMENT AND TRANSITION NEEDS TRANSPORT: a) Bus rapid transport, and b) Vehicle tuning.	x				
National Aviation Policy	2019	Foreign-qualified and competent trainers will also be invited to train PCAAofficials. PCAA shall arrange to participate in all essential foreign courses, conferences, seminars and workshops pertaining to safety and professional efficiency of its employees.				x	
National Transport Policy of Pakistan 2018	2018	Continuously improve the level of service and operational performance of the transport sector by benchmarking, exchanging best practices and investing in research, technology, and innovation.					
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Provide opportunities for CAREC countries to share expertise and knowledge to ensure consistency of vehicle inspection and maintenance systems across CAREC countries	x				
Transport infrastructure resilience							
Pakistan's Intended Nationally Determined Contribution	2015	Building climate-resilient infrastructure with focus on improved and safe operation of water-related infrastructure and better management of transport operations and energy transmission, supported by innovations in urban planning for synergistic implementation of mitigation and adaptation actions					

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Transport Policy of Pakistan 2018	2018	(ii) build resilient infrastructure which is capable of meeting future demands and environmental conditions Increase all-season accessibility to remote areas and local communities by applying climate resilient design, construction and maintenance standards to the transport infrastructure.					
Urban passenger rail infrastructure improvement							
Pakistan Updated NDC 2021	2021	A 40 km Karachi Circular Railway is under development to provide mass transportation while reducing emissions in the city.		x			x
Pakistan's Intended Nationally Determined Contribution	2015	Improvement of urban public transport systems, especially Bus Rapid Transport at Lahore, Rawalpindi-Islamabad and Multan, and urban rail transport (Orange Line) at Lahore		x			x
National Transport Policy of Pakistan 2018	2018	Public transport will be implemented, covering the metropolitan urban area, integrating the main destinations and to inter-urban transport terminals. Mass transit systems, including bus rapid transit and commuter rail lines will be considered for all cities.		x			x
Pakistan's First Biennial Update Report	2022	In addition, world's first “zero emissions” metro line project (GCF, 2018) has been launched in the city of Karachi under GCF Project FP-085.		x			x
Vehicle air pollution emission standards							
Pakistan Updated NDC 2021	2021	Pakistan follows the European (Euro) emissions standards, and while the recent switch to Euro 5 still has a limited share of the market, it is expected to have long-term benefits in terms of urban air quality and lowering vehicular emissions from combustion.	x				
National Clean Air Plan	2022	Euro-5 standard fuel in petroleum industry introduced and the aim is to steadily increase its market share Explore and implement financial support measures to regulate and control the prices of Euro-5 compliant vehicles. Identify incentives or subsidies to encourage refineries for ultimate transition to Euro-6 compliant fuels	x				
National Climate change Policy	2012	Set up and strictly enforce vehicle emission standards;	x				
National Freight and Logistics Policy	2020	Develop and set a programme to improve fuel standards with a view to reach Euro 6 compliant standards. A phased programme, in consultation with the refineries shall be established.	x				
National Transport Policy of Pakistan 2018	2018	Reduce transport emissions (air, noise, and vibration) from vehicles by improving emissions and fuel standards, ensuring adherence to such standards, and promotion of sustainable transport modes.	x				
Pakistan in the 21st Century Vision 2030	2007	Modernization of the trucking fleet by gradually replacing older 2 – 3 axial rigid trucks through multi-axial, low emission vehicles, together with incentives for fleet operation, through conversion to modern prime movers / multi-axle, trucks conforming to Euro 2 and Euro 3 emission standards	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Technology Needs Assessment Report for Climate Change Mitigation	2016	Set up and strictly enforce vehicle emission standards;	x				
Accreditation of vehicle inspection centers							
National Clean Air Plan	2022	Improved measures to ensure inspection of vehicles for compliance with NEQS/PEQS, through enforcement. Such measures to include; capacity building of Motor Vehicle Examiners (MVEs). Tools like digital maintenance of emission data needs to be introduced for compliance/non-compliance of vehicles to regulate movement in identified areas	x				
Active transport infrastructure expansion							
National Clean Air Plan	2022	Promote non-motorized mobility, through development and management of infrastructure like removal of encroachments, development of micro infrastructure, while ensuring gender considerations	x				x
National Transport Policy of Pakistan 2018	2018	Facilitate and encourage non-motorized transport in urban areas by upgrading the streetscape, developing new non-motorized transport infrastructure, managing parking, and developing a supporting regulatory framework. Urban roads will be designed to support efficient and effective urban transport, with priority given to non-motorized transport and public transport. Walking and cycling networks and facilities will be developed and implemented as an integral part of the urban streetscape and will be fully integrated with other modes to minimise use of private motorised transport where possible.	x				x
Adaptation-related education and training							
National Climate change Policy	2012	Develop/introduce curriculum on climate change and environmental planning with particular emphasis on Disaster Risk Reduction (DRR) and introduce it into the formal education system at all levels, particularly into the higher education system;					
Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts United Nations Regulations 1958							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country	x				
Auto Industry Development and Export Policy 21-26	2021	Pakistan has acceded to UNECE's WP 29 Regulations under the official symbol E-64, which will enable it to introduce safety and environmental regulations in vehicles being manufactured locally.	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Freight and Logistics Policy	2020	Implement the recently adopted WP29, which is a UN technical standard for harmonizing vehicle specifications and can improve and harmonize local manufacturing standards.	x				
National Road Safety Strategy 2018-2030	2018	Progress action for Pakistan to become a signatory to World Forum for Harmonization of Vehicle Regulations (WP29). Implement improved standards for periodic technical inspections based on ECE/TRANS/ WP.29/2009/13 to improve the safety of heavy vehicles and public service vehicles, including cottage industry manufacturing. Implement priority UN Vehicle Regulations No. 14, 16, 94, 95 & and Global Technical Regulations GTR 8 and GTR 9.	x				
Air traffic management							
National Aviation Policy	2019	Pakistan will upgrade its communication, navigation and surveillance infrastructure in the light of ICAO Global Air Navigation Plan (GANP) More Area Control Centers (ACCs) will be considered for safe and efficient handling of air traffic. The concept of Flexible Use of Airspace (FUA) will also be implemented to ensure optimum utilization of airspace. Besides, efforts will be made to ensure optimum facilities addressing Communication, Navigation and Surveillance – the basic enablers of air navigation. Provision of Controller-Pilot Data Link Communications (CPDLC) facility in Area Control Centers (ACCs) will also be considered for augmentation.				x	
National Climate change Policy	2012	Support the International Civil Aviation Organization's (ICAO's) initiative for carbon emission reduction through improved air traffic management, which includes improved weather services and free flight air routes, instead of defined routes, that hold the potential for reduced flight time and thus fuel consumption;				x	
Aircraft fleet renovation							
National Aviation Policy	2019	Quieter and fuel efficient aircraft shall be inducted as per specification stipulated in the relevant ANO and age limit of aircraft induction shall be enforced as specified in Para 4.2 above.				x	
National Climate change Policy	2012	Encourage the national airline to give due consideration to new fuel efficient aircrafts, causing minimum carbon emissions, while planning fleet upgradation;				x	
Technology Needs Assessment Report for Climate Change Mitigation	2016	Encourage the national airline to give due consideration to new fuel efficient aircrafts, causing minimum carbon emissions, while planning fleet up-gradation				x	
Alternative trip schedules							
National Freight and Logistics Policy	2020	Facilitate the night operations for transfer and movement of cargo	x				x
Automated enforcement of speed limits							
National Road Safety Strategy 2018-2030	2018	Assess the potential safety benefits of installing automated speed cameras, prioritising motorways and high speed, high volume urban roads. Installing fixed speed camera systems prioritizing motorways and capital cities.	x				

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Biofuels							
Alternative and Renewable Energy Policy	2011	GOP has issued successive policies in May 2009 and October 2009 for introduction of Ethanol-10 (E-10) for vehicular usage and OGRA has been designated as the entity to determine ex-depot and retail price of E-10. A minimum of one percent (1%) bio-diesel by volume to be blended into all diesel fuel sold in Pakistan within one year of the announcement of this policy.	x				
National Climate change Policy	2012	Examine and implement actions required for the use of bio-fuel for local transport; Explore new technological breakthroughs in the field of bio-fuels	x				
Technology Needs Assessment Report for Climate Change Mitigation	2016	Explore new technological breakthroughs in the field of bio-fuels					
Bus fleet renewal							
National Transport Policy of Pakistan 2018	2018	Improve the quality and accessibility of public transport by increasing the coverage, modernizing the fleet and facilities, implementing supporting traffic management and revising concession and licensing regulations.	x				
Convention on Road Traffic 1968							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country	x				
Customs Convention on Containers 1972							
National Freight and Logistics Policy	2020	Review and consider accession to following Customs Conventions: Customs Convention on Containers (1972)					
Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) 1975							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country					
Define roles and accountabilities across agencies							
National Aviation Policy	2019	For the purpose of Regulatory and Administrative functions/oversight Aviation Division under the Secretary Aviation and Pakistan Civil Aviation Authority (PCAA) under Director General Civil Aviation Authority shall have the Executive/Administrative Authority to ensure safe, secure, efficient, profitable, sustainable and facilitating Aviation Sector. PCAA shall regulate safety activities of Aviation Sector. PCAA shall be the Security Regulator and shall conduct audits, tests, surveys and inspections on a regular basis to verify compliance with the National Civil Aviation Security Program (NCASP) and National Civil Aviation Quality Control Program (NCAQCP)				x	

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Transport Policy of Pakistan 2018	2018	Clear separation of roles between the policymaker, regulator, and operator shall be pursued. Regulatory and policy setting functions shall remain core responsibilities of the Government and will be distinguished from the operations and management of transport services. The Rules of Business and the relevant legislation shall reflect such distinctions.					
Design standards for sidewalks and bicycle paths							
Global Status Report on Road Safety 2018	2018	Partial	X				
Development of active transport plan/ policy							
National Transport Policy of Pakistan 2018	2018	Facilitate and encourage non-motorized transport in urban areas by upgrading the streetscape, developing new non-motorized transport infrastructure, managing parking, and developing a supporting regulatory framework.	X				X
Development of automotive plan/ policy							
Auto Industry Development and Export Policy 21-26	2021	The deletion program also known as Localization Policy started in 1987 and continued till 2004 which required compulsory localization for automotive industry, with the aim to enhance local content in the vehicles. Deletion program for the auto sector were phased out in 2004 and replaced with the Tariff Based System (TBS) to make auto sector compliant with Trade Related Investment Measures (TRIMs) under st WTO regime from 1 July, 2006 onwards. Imports in CKD condition allowed only to assemblers having adequate assembly facilities Parts/ components indigenized by June 2004 were placed at higher rate of Customs Duty Parts not indigenized were allowed at CKD rate of Customs Duty i.e. lower rate of duty AUTO INDUSTRY DEVELOPMENT PROGRAM (AIDP 2007-12) In the light of SROs mentioned above, the need for provision of long-term tariff plan to automotive th industry was felt and AIDP was announced on 13 November, 2007 after consultation with stakeholders, which provided a five year tariff plan.	X				
Auto Industry Development and Export Policy 21-26	2021	The detailed framework for local manufacturing of specialized vehicles and their facilitation thereof will be determined and implemented by Engineering Development Board after consultation with the stakeholders.	X				
Development of aviation plan/policy							
National Aviation Policy	2019	PCAA shall formulate policy to make it commercially viable for private investors and/or provincial governments without jeopardizing aviation activities.				X	
Pakistan 2025	2014	Further, a revised civil aviation policy will be formulated. National Flag Carrier will become a leading airline.				X	
Development of logistics plan/policy							
National Clean Air Plan	2022	Promote low carbon, fuel efficient infrastructure and technology within railways, maritime, aviation and development of clear road map that promote the use of freight services		X	X	X	

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Transport Policy of Pakistan 2018	2018	Ensure that capacity is adequate to address the current and expected growth in international freight and passenger flows by developing and implementing long-term master plans for the international gateways					
Development of other transport-related plan/ policy							
National Freight and Logistics Policy	2020	Develop the Logistics Industry Transformation Plan in consultation with the public sector and the business community.					
National Transport Policy of Pakistan 2018	2018	Integrated urban transport plans, with specific attention to public transport, non-motorized transport, and interchange facilities, will be prepared and implemented for all major urban areas of Pakistan to address urban congestion and improving connectivity across Pakistan. Optimize the need for transport through improved and integrated urban planning, transport demand management, effective and efficient supply chains, and promotion of ecommunication options (mobile phone use, teleworking). An inland waterway transport master plan will be developed, actively exploring other navigable rivers and canals, considering effective riverine water management planning. Individual urban transport master plans will be developed for all major cities in accordance to the principles of Transit Oriented Design, looking at a 10- year timeframe with a 20-year horizon.	x		x		x
Development of public transport plan/ policy							
National Freight and Logistics Policy	2020	Develop an Inland Waterways Transport Master Plan			x		
Development of rail plan/ policy							
National Freight and Logistics Policy	2020	A phase-wise coal logistic and the business plan shall be developed by the Pakistan Railways, in view of the most realistic requirements of the freight and the coal in future.		x			
Development of shipping/ maritime/ inland water transport (IWT) plan/ policy							
National Freight and Logistics Policy	2020	Develop long-term Port plans on a 30-year horizon considering: • Future terminal concessions should account for operational needs of shipping alliances rather than specific terminal operators or shipping lines • Establishment of new seaport complexes inside and outside of the port areas • Hinterland and maritime connectivity as key drivers			x		
National Transport Policy of Pakistan 2018	2018	National and port master plans will be developed, with due attention to future capacity constraints, procurement programmes and urban contextual setting integration. A port-city council planning forum will be established to support port developments.			x		
Disaster notification/ early warning system							

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Technology Needs Assessment Report for Climate Change Adaptation	2016	Flood early warning system with flood protection structures such as levies					
Energy efficient vehicle purchase incentives							
Auto Industry Development and Export Policy 21-26	2021	Sales tax reduction to 12.5 % at sales stage	x				
EV charging infrastructure							
Auto Industry Development and Export Policy 21-26	2021	iii. Import of EV chargers to attract 1 % CD, ACD 0% i. Charging infrastructure will be installed at different points in all selected cities initially and will be expanded to all secondary cities. In each selected city at least one DC fast charger to be installed in every 3x3 km grid/4x4 km grid (as per advised by relevant department). ii. Fast chargers will be installed along major motorways and highways after every 15-30 km. Initially the chargers will be installed at highway N5 and rest areas of motorways M1, M2, M3, M4, M5 and M9, while the infrastructure will further be extended to the rest of the motorways and highways in the country. iii. Public charging stations may opt to have standardized swappable battery facilities in lieu of standard charging for appropriate category of vehicles. iv. All Electric Distribution Companies (DISCO) to identify the feeders where electricity load can be managed to support fast charging stations based on aforementioned targets. If there are system constraints in achieving the targets of the charging stations in each 3x3 km area then the DISCOs will be responsible for removing such supply constraints. v. Existing CNG and Fuel Stations to be encouraged by related Government Bodies in establishment of charging infrastructure. vii. Initially, 2-3 wheelers to be promoted as their charging facilities are easier to develop. Major cities like Karachi, Lahore, Rawalpindi, Faisalabad and Peshawar may be considered initially for introduction of EVs and then complete national infrastructure in the long run.	x				x

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Electric Vehicle & New Technology Policy 2020-2025 (Draft)	2020	Charging infrastructure be installed at different points in all selected cities initially and will be expanded to all secondary cities. In each selected city at least one DC fast charger to be installed in every 3x3 km grid/4x4 km grid (as per advise by relevant department) Fast chargers will be installed along major motorways and highways after every 15-30 km. Initially the chargers will be installed at highway N5 and rest areas of motorways M1, M2, M3, M4, M5 and M9, while the infrastructure will further be extended to the rest of the motorways and highways in the country. Public charging stations may opt to have standardized swappable battery facilities in lieu of standard charging for appropriate category of vehicles Existing CNG and Fuel Stations shall be encouraged by related Government Bodies in establishment of charging infrastructure. Initially, 2-3 wheelers may be promoted as their charging facilities are easier to develop. Major cities like Karachi, Lahore, Rawalpindi, Faisalabad and Peshawar may be considered initially for introduction of EVs and complete infrastructure in the long run.	x				
Freight consolidation							
National Freight and Logistics Policy	2020	Establish, cross-dock stations on the outskirts of the cities. These stations should be located near strategic well accessible locations to facilitate transfer, collection and repacking of cargo. Set up of specific partnership agreements between shopkeepers, carriers and other stakeholders aimed at improving the efficiency of last mile services. Contributes to the reduction of freight traffic circulating within a target area by promoting the consolidation of cargo shipments at one or more urban terminals; Establish collection points at strategic location for collection and repacking of freight in rural areas for bulk transport to the main distribution networks. Establishing Delivery Networks for E-Commerce Goods: Promote developing networks of “pick up and drop off points”, where the receiver can choose to have e-commerce deliveries made to a convenient location, such as at convenience stores.					x
National Transport Policy of Pakistan 2018	2018	For large urban cities, final mile distribution centres will be established where appropriate.	x				x
Freight rail infrastructure improvement							
National Freight and Logistics Policy	2020	Upgrade Mainline-1 from Karachi to Peshawar as envisioned under CPEC to increase capacity and speed of the main route across the country. (Package-1) Extend and upgrade the railway linkages from Pipri Marshalling Yard to Karachi Port terminals, exclusively for freight transport to alleviate the pressure on the road and enhance the accessibility to the port.		x			
National Transport Policy of Pakistan 2018	2018	Develop new, and improve existing supply chains by improving facilities at dry ports, ports, borders and railway stations and enhancing logistics operations.		x			

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Freight transport shifting to rail or inland waterways (IWT)							
National Transport Policy of Pakistan 2018	2018	For freight, the predominant movement by road transport will increasingly be shifted to rail and pipeline, by better integration of agriculture and industry to rail stations, dry ports, and pipelines. Waterway transport, as a freight and potential passenger transport mode will be actively pursued within cities, where appropriate Multimodal logistics will promote a shift towards higher value-added logistics services and from road to alternative modes.		X			
Fuel quality							
International Energy Charter	2015	encouraging the clean and efficient use of fossil fuels	X				
National Clean Air Plan	2022	Explore and implement financial support measures to regulate and control the prices of Euro-5 compliant vehicles. Identify incentives or subsidies to encourage refineries for ultimate transition to Euro-6 compliant fuels	X				
National Transport Policy of Pakistan 2018	2018	Improve liveability in urban areas by implementing traffic calming measures, promotion of sustainable transport, implementation of cleaner fuels to reduce air pollution. Reduce transport emissions (air, noise, and vibration) from vehicles by improving emissions and fuel standards, ensuring adherence to such standards, and promotion of sustainable transport modes.	X				X
General active mobility							
National Climate change Policy	2012	Encourage non-motorized modes of travel, such as bicycle and walking for shorter distances.	X				X
Pakistan 2025	2014	In addition, cities will be made pedestrian friendly	X				X
General adaptation measures							
National Transport Policy of Pakistan 2018	2018	Mitigate the impact of natural disasters by taking preventions and adaptability measures as well as improve climate change resiliency.					
General aviation improvements							

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Aviation Policy	2019	<p>Pakistan Civil Aviation Authority (PCAA) will implement the State Safety Program (SSP) and Safety Management System (SMS) as per ICAO requirements. Under this program, it will be ensured that relevant service providers implement the Safety Management Systems (SMS), proactively identify safety hazards and apply risk management principles for mitigation of these hazards. From specific aviation safety perspective, major focus shall remain on areas of runway safety, Controlled Flight Into Terrain (CFIT), Loss of Control in Flight (LOC-I), ramp safety, ATCOs and flight crew trainings and licences, enhancement of language proficiency of pilots and controllers, aerodrome certifications, transportation of dangerous goods, continuing airworthiness and human factors. Existing security mechanism at airports shall be strengthened by introducing state-of-the-art technology and pertinent security equipment. This, however, should not add inconvenience to the passengers. To promote local participation in the Aviation Sector, airlines will be encouraged to be owned by Pakistani Nationals. Airports will further be made safer and user-friendly. In order to commensurate with the anticipated increase in traffic demand, optimum capacity utilization and efficient management, it shall be ensured that appropriate world-class airport infrastructure is provided. The private sector will also be encouraged to construct and/or operate new/existing airports, airstrips, helipads, heliports, including cargo complexes on BOO, BOT basis or any other suitable Public-Private Partnership (PPP) and to raise non-aeronautical revenues from these premises. State-of-the-art equipment would be imported to enhance safety, security and efficiency of air transport operations and passenger facilitation. PCAA shall regulate the Aviation Sector to minimize adverse impact of aviation-related CO and other harmful emissions and noise pollution. ICAO guidelines shall be followed to develop a roadmap for tackling issues of CO2 emissions. Cleanliness and hygiene of all passenger/cargo aircraft is to be ensured through recommended standards of insecticides/antibacterial agents as per international best practices and procedures. Solar, wind power and rain water shall be harnessed for airports to generate at least 5% of the requirement.</p>				x	

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Freight and Logistics Policy	2020	Develop ecosystem for handling of perishable goods at the airport, in particular establish 'Cool Ports' including temperature-controlled warehouses that allow storage and rapid handling of time and temperature-sensitive items requiring air transport. Permit cargo airlines to fly international routes immediately instead of waiting for at least 12 months. Facilitate trade through business-friendly aviation policies and incentives for air transshipment. Simplify the procedure for Transshipment Permit (TP) at airports. Adopt the AS 9100 Standard, which is a quality management system for aerospace and aviation and consider targeting the Maintenance, Repair and Overhaul business at airport operated by qualified logistics companies Build Transit Trade Facilities for e-commerce packets and parcels through Pakistani airports to attract parcels from in particular China. Expand single window to involve air cargo regulatory agencies in order to avoid duplication of procedures. New and existing airports should be considered for public private partnership on build-operate-transfer. Ensure that registered handling agencies are well-equipped to cater to the cargo needs.				x	
National Transport Policy of Pakistan 2018	2018	Air transport will be liberalized in accordance with open skies policy on a reciprocal basis to stimulate new entrants establishing new routes and increasing the number of flights to and from Pakistan, without compromising national interests. International long-distance connectivity will be promoted from selected airports, whilst direct connections are promoted for regional and domestic travel. Specific domestic routes for socio-economic purposes will be targeted via Public Service Obligations. A level playing field for both domestic and international airline operators will be established for passenger and freight transport. Commercial, market based pricing together with rationalisation of the tax structure in the aviation sector will be established. The infrastructure capacity and level of service of international and domestic airports will be developed in line with the functional purpose of the airports. All airports will be connected to public transport of suitable standards, to commensurate with the status of the airport. Aviation and air travel safety and security will actively be promoted. Investigation of air accidents and incidents and the airport security force will be made independent functions Negative impacts of air transport on the environment will be reduced, including addressing fuel standards, noise and efficiency of aircrafts.				x	
Pakistan 2025	2014	ports and airports will be equipped with modern cargo handling techniques a key objective related to the aviation sector, will be enhancement of the cargo and passenger infrastructure and handling capacity at important airports to meet the delivery needs of a modern global supply chain.				x	

General capacity building

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Auto Industry Development and Export Policy 21-26	2021	Local universities & students would be encouraged to innovate and develop technologies for parts and vehicles.	x				
National Aviation Policy	2019	Civil Aviation Training Institute (CATI), Hyderabad, will be developed into a world-class training center for the training needs of PCAA officials and the global aviation community. Capacity-building of PCAA officials will be enhanced through in-land and foreign trainings. Train-the-trainer programs will be initiated in PCAA. For technical training of engineers and aircraft technicians, institutes will be established at various locations in the country. Privately-held aviation institutes and universities will be engaged in enhancing knowledge base of all aviation stakeholders, wherever deemed appropriate and plausible. Aviation Cities/Clusters & Aerospace Research Parks will be established through allocation of requisite resources and patronage of Government of Pakistan.				x	
National Freight and Logistics Policy	2020	Conduct a national Training Needs Analysis on Logistics Industry. NAVTTC with the advice of Advisory Council, shall embark on a national training needs assessment focusing on the freight and logistics industry. Develop the National Vocational Qualification Framework for Logistics. Award Accredited Training Organization to those organizations that meet the quality standards and deliver the capacity building programs. Conduct capacity building for government staff working in Ministries and Authorities related to logistics.					
National Transport Policy of Pakistan 2018	2018	The Government, supported by academia and international development partners, will invest to enhance skills in the civil service in such areas as transport planning, design, engineering, operations, asset management and governance. The Government will set the conditions for the private sector to invest in the skills of driver/operators, transport and terminal operators, and service providers. Promote a safety culture in Pakistan by strengthening the leadership, management and institutional capacity of those agencies tasked with the design and management of transport network systems including safety standards, enforcement, regulation and education and ensure the independence and transparency of safety investigations and safety audits takes place. Knowledge and skill bases of multimodal logistics will be made at par with international best practice.					
Pakistan in the 21st Century Vision 2030	2007	Private sector in the sector will be enhanced and institutional capacity building activities undertaken to enhance sector efficiencies					
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Provide training for those responsible for management and coordination. Provide training for those responsible for the management of data systems. Provide training to highway engineers to support implementation of revised design standards for CAREC highways at the national level in each member country. Ensure that the skills of those maintaining and testing vehicles are at a level that maximizes the safety of vehicles on roads in CAREC countries.	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
General data repositories and data collection							
National Freight and Logistics Policy	2020	Setup independent registry for semi-trailer and classify them as transport vehicle. Collection, modelling and analysing road transport data and statistics including data related to road asset management and road safety. Align and develop the logistics statistics concerning all relevant aspects of logistics. This will be incorporated in the National Transport Data Observatory and support public and private sector in decision making. Conduct bilateral exchange of custom data with Afghanistan to enable risk-based assessment of transit trade.	x				
National Transport Policy of Pakistan 2018	2018	the Government will improve the quality and quantity of data and statistics relevant to the transport sector. Processes and methods for data collection will be made consistent across Government. A national transport data observatory will be institutionalized to agglomerate and publish key statistics in a structured manner, for better policy making by the government, analysis by industry and academia, and to inform the general public. Surveys and data collection will be routinely carried out to add to the knowledge base to support decisions on transport sector development. Enhancement of road related statistics will be pursued to support evidence-based decision making. Enhancement of rail related statistics will be pursued to support evidence based decision making. Enhancement of air related statistics will be pursued to support evidence based decision making. Enhancement of maritime related statistics will be pursued to support evidence based decision making. Enhancement of inland waterway related statistics will be pursued to support evidence based decision making. Enhancement of urban related statistics will be pursued to support evidence based decision making. Enhancement of logistics related statistics will be pursued to support evidence based decision making.	x	x	x	x	
General e-mobility							
Electric Vehicle & New Technology Policy 2020-2025 (Draft)	2020	Metro buses and BRT routes in Lahore, Islamabad/Rawalpindi, Multan and Peshawar to consider electrification of buses on dedicated routes. In the short term of 1-2 years the electric trucks of over 1-ton haulage will be used for City wide hauling as their charging requirements are relatively easier for relevant bodies to fulfill.	x				x
National Clean Air Plan	2022	Expedite the market penetration of EV's in Pakistan through legal mandates, subsidies, and investment in related infrastructure. Phased modernization of public fleet towards EV technology	x				
National Climate change Policy	2012	Ensure transfer of technology for designing electric/ hybrid vehicles in Pakistan;	x				
National Transport Policy of Pakistan 2018	2018	Electric and other low-carbon transport will actively be pursued to reduce greenhouse gas emissions, phasing out of the internal combustion engine.	x				
Technology Needs Assessment Report for Climate Change Mitigation	2016	Ensure transfer of technology for designing electric/ hybrid vehicles in Pakistan	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
General economic instruments							
National Aviation Policy	2019	CAA shall review and rationalize the Aeronautical charges. Moreover, Non-Aeronautical charges are also to be rationalized in accordance with the market and competitors. To encourage the flying clubs who have a very small revenue base, the incentives shall be provided. Exemption of custom duty on aircraft and its parts shall be applicable to the General Aviation aircraft as well. Therefore, following incentives shall be offered to investors in AMO/MRO business: a. Tax incentives to be offered by FBR. b. Discounted PCAA charges for the piece of land leased or licence for AMOs/MROs. c. Up to 100% Foreign Direct Investment (FDI) shall be permitted. However, JV with a local business entity shall be preferred.				x	
National Climate change Policy	2012	Support the private transport sector by providing incentives for reducing emissions and environmentally friendly transport services;					
National Freight and Logistics Policy	2020	The import duty on the Complete Knock Down (CKD) and Completely Built-up Unit (CBU) shall be reviewed to encourage the transport sector. Review the inadvertent consequences from the withholding tax on gross turnover of freight forwarders.	x				
National Transport Policy of Pakistan 2018	2018	Optimise the cost of transport by applying pricing principles and user charges (inclusive of taxes, levies, tolls) that improve utilization rates, whilst ensuring affordability.					
Technology Needs Assessment Report for Climate Change Mitigation	2016	Support the private transport sector by providing incentives for reducing emissions and environmentally friendly transport services;					
General education and behavior change							
National Road Safety Strategy 2018-2030	2018	The MoC has developed national road safety campaigns targeting road rules, motorcycle helmet wearing, and seat belt use, in consultation with key stakeholder agencies.	x				
National Road Safety Strategy 2018-2030	2018	Implement education in primary schools in ICT, Punjab, KPK, G-B and AJK, to ensure all school children can recite the 1122 ambulance (emergency services) number. Implement at least one national best practice public education campaign targeting seat belts and one targeting motorcycle helmets annually.	x				
General freight and logistics improvements							
National Aviation Policy	2019	For efficient supply chain management of cargo, concept of e-freight or near-paperless environment will be introduced.				x	

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Freight and Logistics Policy	2020	Define, enforce and promote national Road Consignment Note for domestic shipment where details of liability and responsibility of the carrier and the shipper should be defined along with the compensation in case of loss, damage of delay. Simplify the process to obtain permit for transporting over-sized project cargo by issuing the permission at international gateways, in particular at the ports, for the complete route. This will enhance and expedite delivery times significantly, rather than current practice with vehicles on standby for days. Reduce the congestion inside by containers of the ports by streamlining the clearance procedures at the Port Segregate the intra and the inter-city cargo traffic in Karachi via the existing and new bypasses (Karachi Southernbypass, Northern Bypass, Karachi Freight Corridor, Lyari Expressway) connecting to N-5, M-9 and M-10. Develop designated routes for trucks in specified streets to avoid HTV traffic in residential areas. Consider the development of a Self-Collection Lockers system to facilitate smaller e-commerce parcels: Establish a hub-and-spoke mechanism for rural logistics, with prioritized maintenance for the core routes and road-side facilities for loading- and unloading. Consider utilizing the extensive Pakistan Post network of around 12,000 post offices in the rural areas. Promote and offer incentives to customers that do not use cash on delivery Develop the Authorized Economic Operators (AEO) system in Pakistan.					x
National Transport Policy of Pakistan 2018	2018	International transport facilitation shall be encouraged to harmonize cross border operations Trade competitiveness will be enhanced through the establishment of efficient international gateways and harmonized operating standards with neighbouring countries and trading partners via ports, airports and land border crossings. Freight will be routed through dedicated freight corridors, limiting urban pass-through transport. Improve connectivity with international trading partners by advancing competitive international shipping, aviation, rail and road haulage services and enhance the capacity of international corridors. Improve urban freight logistics by improving traffic management on main corridors, promoting intelligent transport systems and implementing an enabling regulatory framework. Enhance the integration of primary and backhaul transportation operations by promoting market intelligence technology. Enhancement of service quality, reliability, and cost effectiveness of the logistics sector through the promotion of information and communication technology.					x
Pakistan's First Biennial Update Report	2022	Various other interventions would be taken in cargo and mass transportation modes such as railways, buses, etc	x	x			

General infrastructure improvements

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International Energy Charter	2015	promoting the realisation of infrastructure projects important for providing global and regional energy security modernisation, renewal and rationalisation by industry of services and installations for the production, conversion, transport, distribution and use of energy promoting the developemnt and interconnection of energy transport infrastructure and the regional integration of energy markets facilitating access to transport infrastructure, for the international trnaist purposes in line with the objectives of this Charter coordination and where appropriate, harmonisation of safety principles and guidelines for energy products and their transport as well as for energy installations, at high level					
National Freight and Logistics Policy	2020	Construct a national network of the road-side amenities to offer proper resting place for the long-haul drivers, particularly in places like Baluchistan and at key junctions such as Sibi and Speizend where such amenities are lacking, with the consideration to encourage private investment to construct and operate the amenities after procurement by government, These can support the trade routes with the region Support the creation of suitable lorry parking and driver rest facilities in accordance with local and wider needs. Develop Havelian Dry Port to allow for transfer of cargo to rail in Khyber Pakhtunkhwa. (Package-1) Establish cargo handling facilities at strategic locations across the country. In particular, facilities for handling perishable goods will be established to facilitate the cold-storage supply chain. Consider creation of a dry port between Karachi Port and Port Qasim	x				
National Road Safety Strategy 2018-2030	2018	By 2030 road infrastructure and speed limits in capital cities and cities with populations over 1million people more effectively protect VRUs Develop standardized treatments to improve the safety of VRUs in urban areas, including footpaths, road crossing treatments, speed calming treatments, separation of VRUs and service roads. Implementing innovative infrastructure safety treatments where feasible and cost-effective on major provincial highways. Installing lower speed, separated motorcycle lanes /other infrastructure measures to physically separate motorcycle on higher-speed urban roads. Improve sign-posting of speed limits, including through use of electronic signboards in urban areas Ensuring all new roads projects with a design speed limit > 60km/h include the infrastructure required to install speed cameras and electronic (variable) signboards.	x				x
National Transport Policy of Pakistan 2018	2018	Ensure safe transit and movement of people and freight around and across transport modes by providing adequate alternative infrastructure and complimentary measures.					
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017-2030	2017	Establish an effective system for blackspot identification for the CAREC road network with a system of value for money assessment built in.	x				
General inland waterways (IWT) improvement							
National Climate change Policy	2012	Develop and promote inland waterways transportation.			x		

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Pakistan

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Transport Policy of Pakistan 2018	2018	Improve direct connectivity between communities and between economic zones by enhancing access to national and provincial highway networks, modernizing and expanding the rail, pipeline and inland waterways network. Inland waterway transport will be promoted as a cheaper alternate, and environmentally friendly mode, and will become an element of intermodal transport services in conjunction and support of rail and road freight and passenger connections. Waterway transport, as a freight and potential passenger transport mode will be actively pursued within cities, where appropriate			X		
Technology Needs Assessment Report for Climate Change Mitigation	2016	Develop and promote inland waterways transportation			X		
General innovations and digitalization							
National Aviation Policy	2019	Electronic Data Interchange (EDI) will be employed for efficient flow of information among stakeholders of cargo operation.				X	
National Climate change Policy	2012	Promote the development and adoption of environmentally friendly transport technologies and efficient management techniques;					
National Freight and Logistics Policy	2020	Promote supply chain management and automation technologies such as innovative robotic sorting solutions, automated sorting systems, Radio Frequency Identification Devices (RFID) Tags that incorporate data analysis, cloud computing, intelligent terminals and image processing technologies in order to shorten delivery time. Consider adoption of smart seals with integrated GPS/GIS to monitor transit movements. Facilitate and define an incentive structure to implement Electronic Data Interchange (EDI) to allow for improved track and trace, reliability and predictability of shipments. Promote and seek innovation with the usage of Blockchain in Freight and Logistics industry. Consider use of Artificial Intelligence for pre-clearance of shipments by Customs and other Border Control Agencies. Stimulate innovation by considering launching a LogTech fund jointly with private sector associations to promote the adoption of EDI, ERP, Logistics Information Systems, Blockchain, Artificial Intelligence, Cloud Computing, etc. to process and facilitate logistics supply chain and accompanying transactions.					
National Transport Policy of Pakistan 2018	2018	New technology will be adopted to enhance ease of passenger travel and freight connectivity.		X			
General international conventions							
National Freight and Logistics Policy	2020	Examine the feasibility of adopting Passage du Carnet system for temporary admission of commercial vehicles.					

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Transport Policy of Pakistan 2018	2018	Provide seamless operations at international gateways by acceding to and implementing the relevant international transport conventions and establishing and implementing interface agreements with neighbouring countries. Improve travel safety and security by adopting, implementing and ensuring compliance with all relevant international transport safety standards and regulations, strengthening road safety, improving driver/operator skills, upgrading vehicle standards and implementing emergency response and accident recovery protocols. International road transport will be supported by accession to and implementation of relevant international road transport agreements and conventions, as ratified by Government of Pakistan.					
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Establish a biennial CAREC Road Safety Conference that helps to build communications, co-operation and confidence amongst member countries towards tackling road safety issues with a regional focus.	x				
General land use							
National Freight and Logistics Policy	2020	Establish long-term and an effective land-use zoning and planning. The existing and the future freight movements may be projected and modelled, after which it is incorporated into the land-use and urban planning.					x
National Transport Policy of Pakistan 2018	2018	Future population and economic growth in cities and towns will be facilitated in a sustainable manner through effective land use planning and traffic management.					
Pakistan 2025	2014	Pakistan Vision 2025 aims at transforming our urban areas into creative, eco-friendly sustainable cities through improved city governance, effective urban planning, efficient local mobility infrastructure (mass transit systems) and better security to make urbanization an important driver of growth.					x
General parking measures							
National Clean Air Plan	2022	Strengthen regulatory control for traffic management (focusing on big cities), through measures like strengthening of parking facilities, introduction of mechanism for imposing taxation to discourage motorized transport	x				
National Freight and Logistics Policy	2020	Designate loading and unloading areas and impose penalties and increase enforcement on the illegal parking on the roadside.	x				x
National Transport Policy of Pakistan 2018	2018	Facilitate and encourage non-motorized transport in urban areas by upgrading the streetscape, developing new non-motorized transport infrastructure, managing parking, and developing a supporting regulatory framework. Parking policy will be established, limiting the parking of private cars.	x				x
General public transport							
Auto Industry Development and Export Policy 21-26	2021	Enhance local production of public transport vehicles.	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Clean Air Plan	2022	Further development and improvement of mass transit systems (multi-modal transport model) to at least 10 major cities by 2030, to reduce reliance on personal vehicles and develop plan for expanding such systems to other cities					
National Climate change Policy	2012	Ensure the provision of a fuel efficient public transport system in the country; Plan and develop mass transit systems in metropolitan cities;					X
National Transport Policy of Pakistan 2018	2018	Improve the quality and accessibility of public transport by increasing the coverage, modernizing the fleet and facilities, implementing supporting traffic management and revising concession and licensing regulations. Provide affordable transport services to the poor and to less developed regions by implementing targeted subsidies. An increased focus will be made to the provision of public transport services and integration to other modes.					
Pakistan 2025	2014	To cut down usage of private transport in urban centers, public transport including mass transit systems will be carefully devised and implemented.					
Pakistan in the 21st Century Vision 2030	2007	Motorways, efficient port handling and customs, replacement of railway tracks and their doubling, new railway carriages and locomotives, multi-axial road haulage vehicles, and mass transit systems in large metropolitan areas, are some of the current major initiatives. All these will reduce transit times, and cut down on the costs of doing business.					X
Pakistan in the 21st Century Vision 2030	2007	Introduction of urban public transport (with CNG as fuel) and mass transit systems to reduce air pollution.					
Pakistan's First Biennial Update Report	2022	The Government has also introduced couple of mass transit programs in the major cities like Islamabad, Lahore, Peshawar, Karachi, etc. which, besides providing the public transport facilities also aim at reducing the GHG emissions.					
Pakistan's First Biennial Update Report	2022	Various other interventions would be taken in cargo and mass transportation modes such as railways, buses, etc	X	X			
Technology Needs Assessment Report for Climate Change Mitigation	2016	Ensure the provision of a fuel efficient public transport system in the country; Plan and develop mass transit systems in metropolitan cities;					X
General rail improvement							
National Climate change Policy	2012	Ensure the provision of an efficient railway system in the country;		X			
National Freight and Logistics Policy	2020	Adopt market-driven rail freight tariffs based on the market dynamics and implement a dynamic Revenue Management System for rail cargo. Extend the operating hours of railway stations that have high freight volume for enhanced operations and onward inland distribution, particularly along the Karachi-Lahore route, should be extended to permit the transfer of goods between road and rail.		X			

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Transport Policy of Pakistan 2018	2018	Improve direct connectivity between communities and between economic zones by enhancing access to national and provincial highway networks, modernizing and expanding the rail, pipeline and inland waterways network. Railway operation in Pakistan will be organized to become more commercially viable. Private sector participation in railway operations and maintenance will be encouraged and promoted, in ways that serve the public interest. Defined railway role in the transport sector will be supported by appropriate levels of investment. Rail safety will actively be promoted. Improve environmental protection, including addressing rolling stock emissions and noise. Fares will reflect the willingness and ability to pay, allowing targeted Public Service Obligations regulations to be considered.		X			
Pakistan 2025	2014	Railways will be revived as a socially and financially viable organization. major upgrade of the railway system includes increasing speed from 95 km/h to 120/140 km/h. Pakistan Railways will be made more profitable and will be the quality service provider for passengers and freight.		X			
Pakistan in the 21st Century Vision 2030	2007	Motorways, efficient port handling and customs, replacement of railway tracks and their doubling, new railway carriages and locomotives, multi-axial road haulage vehicles, and mass transit systems in large metropolitan areas, are some of the current major initiatives. All these will reduce transit times, and cut down on the costs of doing business.		X			
Pakistan in the 21st Century Vision 2030	2007	Induction of new flat-bed container wagons and high speed locomotives & passenger coaches in the railway fleet. Improvement in the signalling system. Better management, focusing on maximizing service delivery		X			
Technology Needs Assessment Report for Climate Change Mitigation	2016	Ensure the provision of an efficient railway system in the country		X			
General shipping improvement							
National Freight and Logistics Policy	2020	Setup one-stop shop to issue permission for over-sized and overweight cargoes near the ports. Develop barge solutions to alleviate pressure contributed by cargo movements on the roads as a stop-gap measure. Increase ship-handling capacity catering to larger vessels being deployed by shipping lines			X		
National Transport Policy of Pakistan 2018	2018	The governance of port and maritime services will be improved to comply with environmental, safety, and security standards established within international conventions.			X		
Pakistan in the 21st Century Vision 2030	2007	Motorways, efficient port handling and customs, replacement of railway tracks and their doubling, new railway carriages and locomotives, multi-axial road haulage vehicles, and mass transit systems in large metropolitan areas, are some of the current major initiatives. All these will reduce transit times, and cut down on the costs of doing business.			X		

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Pakistan in the 21st Century Vision 2030	2007	All three ports would be made more efficient in service delivery, and are planned to be run on landlord-port concept through private sector port operators of international repute. Reduce free cargo dwell time to less than 3 days. Reduce ports costs (customs procedures, terminal handling charges, apart from lower vessel charges, increased infrastructure, deepened berth drafts) Pakistan's National flag carrier PNSC owns a fleet of 15 vessels which is projected to increase to 61 vessels by 2030. Professional port management through foreign operators if necessary.			X		
General transport asset management							
National Freight and Logistics Policy	2020	Improve road asset management, through private sector development, in line with best industry practices and contemporary trends.	X				
National Transport Policy of Pakistan 2018	2018	and (iii) strengthen asset management practices in each subsector All transport assets will be maintained and utilized to their maximum potential to provide value for money and lowest whole of life costs. Increase all-season accessibility to remote areas and local communities by applying climate resilient design, construction and maintenance standards to the transport infrastructure. Maintain the transport system at a level which preserves the value of all fixed and mobile assets by ensuring that all assets address future needs, minimizing the whole of life cycle cost and eliminating the maintenance backlog. A sustainable asset management regime for both fixed assets and rolling stock will be adopted.	X				
General transport finance							
National Freight and Logistics Policy	2020	Develop a risk assessment and mitigations measures and recovery procedures to ensure business continuity in the vital Karachi Port and Port Qasim. Seek to promote and offer preferential loan and financing to logistics companies. Design and Setup a Training Development Fund to support capacity building.			X		
Technology Needs Assessment Report for Climate Change Mitigation	2016	Secure financing for technology innovations for urban planning and the transport sector, specifically to address mitigation issues;					
General vehicle improvements							
Auto Industry Development and Export Policy 21-26	2021	installation of immobilizers has been made mandatory in cars and LCVs	X				
Auto Industry Development and Export Policy 21-26	2021	In case of local manufacturing, certificate by the OEM's/principals or third party certification for compliance of desired safety regulations will be required by EDB before issuance of manufacturing certificate for any model. The compliance to shortlisted WP 29 Regulations will be applicable to all new models of vehicles being manufactured in Pakistan.	X				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Freight and Logistics Policy	2020	Revise and enhance the regulation of the tyre and lubricants used for cargo transport, utilizing Section 74 of Provincial Motor Vehicle Ordinance 1965 This will include disposal of disposal of used tyre and lubricants, along with the spare parts to avoid reuse and the environmental hazards. mprove the licensing procedure for the Heavy Transport Vehicle (HTV) in line with the guidelines for vehicle licensing and enforce vehicle manufacturing standards.	x				
National Transport Policy of Pakistan 2018	2018	Improve travel safety and security by adopting, implementing and ensuring compliance with all relevant international transport safety standards and regulations, strengthening road safety, improving driver/operator skills, upgrading vehicle standards and implementing emergency response and accident recovery protocols.	x				
High-speed rail (HSR)							
Pakistan in the 21st Century Vision 2030	2007	Addition of a separate high-speed trans-country track with speeds up to 450 kmph for future systems.		x			
Implementation of vertical deflections on roads							
National Transport Policy of Pakistan 2018	2018	Improve liveability in urban areas by implementing traffic calming measures, promotion of sus tainable transport, implementation of cleaner fuels to reduce air pollution.	x				x
Intelligent transport systems (ITS)							
National Transport Policy of Pakistan 2018	2018	Improve travel time and travel time reliability along key economic corridors by addressing infrastructure bottlenecks and adopting intelligent transport measures. Improve urban freight logistics by improving traffic management on main corridors, promoting intelligent transport systems and implementing an enabl ing regulatory framework. Adopt intelligent transport systems to manage and operate the transport network more effective and efficient. Modern intelligent transport systems will be adopted to enhance the planning and operation of the road network.	x				x
Intermodality measures							
National Freight and Logistics Policy	2020	Promote the use of FIATA Multimodal Waybills to facilitate seaportsroad multimodal transport. Develop dedicated rail-freight corridor to the Port Provide a through-fare service for road-rail service connecting Gwadar and Karachi and Central Asian Republics (one fare for multimodal shipment) to facilitate bulk commodities from Central Asian Republics. Rehabilitate a new access road to South Asia Port Terminal (SAPT) to relieve the frequent congestion caused by trucks queuing outside Karachi East Wharf and oil tankers parking at Shehreen Jinnah Colony, obstructing trucks moving into SAPT. Consider and expand the access by construct dualcarriageway flyovers where users have to pay a toll for its usage. Reconstruct the Mehran Highway to improve the accessibility to Port Qasim	x		x		

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Transport Policy of Pakistan 2018	2018	Develop multimodal connections and provide seamless transfer between transport modes by increasing physical and system integration between transport modes and improving interchange facilities. Provide efficient and effective transshipment at international gateways by improving the planning, operational productivity, and enhancing intermodal integration. Direct connectivity to, and intermodal connections between the ports, dry ports and industrial areas will be enhanced. Multimodal logistics will be strengthened to enhance current and prospective domestic and international supply chain integration, including the promotion of domestic distribution, national import and export trade, and regional transit trade. Intermodal terminals will be expanded and enhanced to facilitate seamless integration of logistics via road, rail, marine, inland waterway, and aviation. Peripheral freight stations will be developed to connect freight from inter-urban networks to the urban transport networks to tranship to local trucks.					
Pakistan 2025	2014	ports and airports will be equipped with modern cargo handling techniques			X	X	
Pakistan in the 21st Century Vision 2030	2007	Adopting an inter-modal approach to develop links between trade and the economy					
Investment required for specific projects							
Auto Industry Development and Export Policy 21-26	2021	A total investment of more than USD 1.0 billion was committed under ADP	X				
Pakistan's First Biennial Update Report	2022	Building safe and accessible to all zeroemissions Bus Rapid Transit (BRT) system in Karachi costing 535 million USD (GCF Grant plus Loan 49 million USD);		X			
Involvement of subnational government for transport activities							
National Freight and Logistics Policy	2020	Improve and enhance responsibilities for regulating the local transport, and delegate provincial responsibilities to local bodies whilst equipping them with the necessary funds, tools and technologies to help address urban transport.					X
National Transport Policy of Pakistan 2018	2018	Harmonize transport infrastructure, service design, and operations by updating and implementing legislation, setting national transport standards and norms, and adopting service level agreements (SLA) between federal and provincial & territory governments, and between provincial and local governments.					
Jet fuel policies							
National Aviation Policy	2019	Viable substitution of existing fuels i.e. bio-fuels, shall also be explored.				X	
Local authorities have the power to modify national speed limits							

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Global Status Report on Road Safety 2018	2018	Yes	x				
Local production, services, contracting etc.							
Auto Industry Development and Export Policy 21-26	2021	Encourage indigenous design, development and manufacturing of local vehicles. Encourage local manufacturing for after market also. Implement conditions of SRO 693 on aftermarket parts. i. Duties on imports under SRO.655(I)/2006 shall be rationalized to promote local manufacturing ii. Depending upon iscal space available to the government of Pakistan, tax credit equal to investment for setting up in-house Design Shops, Testing Laboratories, Certifications, Service Centers, R&D support centers, etc. will be allowed. Similar, credits are also proposed for development of local designs, manufacturing tooling, molds & dies for local manufacturing of parts, products and vehicles. iii. Depending upon iscal space available to the government of Pakistan, taxes and duties on import of machinery equipment, testing equipment, other design equipment & software, 3-D Printers, calibration equipment etc shall be rationalized to promote local manufacturing and quality control. New Product Policy: Custom Duty (CD) on localized parts will be 30% and non localized parts will be 15% for three years from date of issuance of manufacturing th certiicate or 30 June, 2026 whichever is earlier, with cut-off date of approval of th 30 June, 2023. Removal of Additional Custom Duty (ACD), Withholding Tax (WHT)& Federal Excise Duty (FED) on locally manufactured vehicles. For 4-stroke auto rickshaw of PCT heading 8703.2115 CD on localized parts @30% for new make or new model exceeding 200cc For motorcycles rickshaw of PCT heading 8711.3020 CD on localized parts @30% for new make or new model exceeding 200cc. For vehicles of PCT heading 87.11(except motorcycles rickshaw of PCT heading 8711.3020) CD on localized parts @30% for new make or new model exceeding 125cc The CD on localized CKD has been reduced from 35 % to 15 %. The concession is available to Agricultural Tractors of PCT heading 87.01 for new make or new model beyond 85 hp or below 35 hp Waiver of FED and ACD on locally manufactured tractors will be extended to new product policy also	x				
Logistics hub							
National Aviation Policy	2019	The PPP model will also be encouraged for the development of cargo facilities. All major international airports shall be promoted as trans-shipment hubs through the development of requisite infrastructure.					x

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National Freight and Logistics Policy	2020	Permit and promote warehousing and cold-storage facilities at strategic locations, to increase the quality of the logistics operations, particularly of the perishable goods and enhance the timeliness of the logistics operations. Assess the feasibility to connect rail system to SEZs and other industrial parks. Emphasis here is to streamline the first mile and last mile connectivity. Where possible, rail siding will connect rail terminals at Punjab such as Prem Nagar to the industrial parks to reduce the use of trucks. Develop aero logistics parks inside or adjacent to international airports. These parks will house logistics centres, express and courier sorting centres and other value-added services.	x				
National Transport Policy of Pakistan 2018	2018	Multimodal dry ports and logistics hubs will be developed to ensure efficient and effective movement of freight. Develop new, and improve existing supply chains by improving facilities at dry ports, ports, borders and railway stations and enhancing logistics operations.					
Pakistan in the 21st Century Vision 2030	2007	Encouraging the establishment of warehouses by the private sector along the corridors Promotion of industrial estates along the highways and motorways, focusing on pioneering industries and clusters	x				
Low-emission vehicle zones							
National Clean Air Plan	2022	Introduce mechanism for zoning on the basis of AQI to regulate traffic movement	x				
LPG/ CNG/ LNG							
National Climate change Policy	2012	Promote greater use of Compressed Natural Gas (CNG) in the transport sector to the extent consistent with the availability of CNG in the market;	x				
Pakistan in the 21st Century Vision 2030	2007	Introduction of urban public transport (with CNG as fuel) and mass transit systems to reduce air pollution.					
Technology Needs Assessment Report for Climate Change Mitigation	2016	Promote greater use of Compressed Natural Gas (CNG) in the transport sector to the extent consistent with the availability of CNG in the market;					
National speed law							
Global Status Report on Road Safety 2018	2018	Yes	x				
Passenger and freight load limits							
National Freight and Logistics Policy	2020	Re-enforce the axle load regime but offering necessary transition period before a rigid enforcement.	x				
National Transport Policy of Pakistan 2018	2018	Reduce freight vehicle overloading by reviewing and updating existing standards and regulations, developing and implementing an implementation strategy and enforcing compliance with vehicle construction safety and loading standards.	x				

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Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Ensure that information on national load limit regulations is shared among CAREC countries.	x				
Port infrastructure improvements							
National Freight and Logistics Policy	2020	Expand the Logistics and warehousing facilities at the Karachi Northern Bypass to cater for storage and handling. To increase the efficiency of seaports operations focusing on berthing and discharge/loading. Storage and handling operations should be relocated to terminals at the Northern Bypass. Improving gate accessibility and control to Karachi Port and Port Qasim. Carry out a feasibility study to create a second channel for Port Qasim to enhance capacity of Qasim port and improve operational performance, in particular considering the LNG terminals			x		
National Transport Policy of Pakistan 2018	2018	Develop new, and improve existing supply chains by improving facilities at dry ports, ports, borders and railway stations and enhancing logistics operations. Ports' performance in terms of efficiency and effectiveness will be continuously enhanced in terms of provision of seamless integration of ship, terminal, and landside road, rail, and pipeline operations. Further linkages to inland waterways will be considered. Hinterland connections, including dry port integration, will be enhanced. Coastal port harbour facilities will be promoted, including freight and passenger shipping service concessions.			x		
Pakistan in the 21st Century Vision 2030	2007	Reduce ports costs (customs procedures, terminal handling charges, apart from lower vessel charges, increased infrastructure, deepened berth drafts)			x		
Programs to reduce emissions in logistics							
National Clean Air Plan	2022	Promote low carbon, fuel efficient infrastructure and technology within railways, maritime, aviation and development of clear road map that promote the use of freight services		x	x	x	
National Freight and Logistics Policy	2020	Develop in consultation with the Industry a truck fleet renewal programme to modernize the fleet in line with international standards by providing incentives to the Industry for modern vehicles and setting a sunset clause for older vehicles. Work with the public and private sector to reduce lorry and van movements in urban areas by identifying and developing a series of 'green' projects with a view to preserving the liveability of city centres and reduce the negative externalities produced by freight vehicles in terms of emissions, noise and safety	x				
Pakistan in the 21st Century Vision 2030	2007	Modernization of the trucking fleet by gradually replacing older 2 – 3 axial rigid trucks through multi-axial, low emission vehicles, together with incentives for fleet operation, through conversion to modern prime movers / multi-axle, trucks conforming to Euro 2 and Euro 3 emission standards					
Public transit integration							

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National Aviation Policy	2019	Low carbon modes of transportation to access airports shall be developed and promoted.				x	
National Transport Policy of Pakistan 2018	2018	An increased focus will be made to the provision of public transport services and integration to other modes. Dedicated intermodal terminals for passengers will be provided within and near urban areas to connecting public transport.					x
Rail infrastructure expansion							
National Climate change Policy	2012	Upgrade and expand the railway network in the country, as the advantages of railway over road travel in terms of carbon emissions are well recognized.		x			
National Freight and Logistics Policy	2020	The feeder lines to the coal fired power plants shall be established. Pakistan Railways has envisaged the two additional lines between Keamari to Lahore to provide a new railway link that will be capable of transporting freight and coal from Qasim port to the three major power coal fired power plants in Jamshoro, Karam Dad Qureshi (Muzaffargarh) and Qadirabad (Sahiwal). Consider establishing a rail link to Gwadar, once the port and economic zone has sufficient demand. The feasibility study in this regard was done in June 2019.		x			
National Transport Policy of Pakistan 2018	2018	Railway infrastructure will be modernized and expanded to improve capacity, provide connectivity across the country and improve reliability of services.		x			
Pakistan 2025	2014	doubling tracks of the main line sections ; increasing line capacity with a modern signalling system establishing North-South and East-West corridors and developing linkages through road and rail to Central Asian States, China, and other neighbouring countries and development of a separate freight corridor on railway tracks		x			
Pakistan in the 21st Century Vision 2030	2007	Dual tracks for major inter-city traffic.		x			
Technology Needs Assessment Report for Climate Change Mitigation	2016	However, some extension in the railway network has been carried out, as Mardan to Charsada; and KotAdu to Kashmore		x			
Technology Needs Assessment Report for Climate Change Mitigation	2016	New railway lines are planned, especially to link Gwader and northern areas of Pakistan to the national railway network under Pakistan China Economic Corridor. Upgrade and expand the railway network in the country, as the advantages of railway over road travel in terms of carbon emissions are well recognized		x			
Reduction of transport/ logistics costs							
National Transport Policy of Pakistan 2018	2018	Optimise the cost of transport by applying pricing principles and user charges (inclusive of taxes, levies, tolls) that improve utilization rates, whilst ensuring affordability.					
Reporting, transparency, feedback mechanism							

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National Transport Policy of Pakistan 2018	2018	Sector-wide progress against these objectives and targets shall be periodically monitored, reviewed, and reported on, in the Government's Annual Plan and Five-Year Plans. Objectives and targets will be reviewed and adjusted, as part of the 5-year reviews of the National Transport Master Plan, to ensure compatibility with national development plans.					
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Undertake regular monitoring of national road safety action plans and evaluate outcomes to provide feedback to improve road safety intervention development and delivery Review the effectiveness of the legislation framework for vehicle insurance requirements across CAREC countries	x				
Request for financial support to develop transport							
National Climate change Policy	2012	Secure financing for technology innovations for urban planning and the transport sector, specifically to address mitigation issues;					
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Seek funding from external sources to augment road safety national budgets.	x				
Road charging and tolls							
National Clean Air Plan	2022	Strengthen regulatory control for traffic management (focusing on big cities), through measures like strengthening of parking facilities, introduction of mechanism for imposing taxation to discourage motorized transport	x				x
Road infrastructure expansion							
National Transport Policy of Pakistan 2018	2018	Improve direct connectivity between communities and between economic zones by enhancing access to national and provincial highway networks, modernizing and expanding the rail, pipeline and inland waterways network.	x				
Pakistan in the 21st Century Vision 2030	2007	Construction of major new motorways / corridor through less populated areas to spread urbanization, as well as with other countries in the region	x				
Road-side checks on overloading							
National Freight and Logistics Policy	2020	Implement automated and integrated weight-bridge system.	x				
Road-side checks on overspeeding							
National Road Safety Strategy 2018-2030	2018	Increase targeted enforcement of seat belt wearing, correct helmet wearing and speeding on national and provincial highways and major urban roads.	x				
Smart charging							

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Auto Industry Development and Export Policy 21-26	2021	vi. In order to relieve main grid, smart charging may be employed at charging stations particularly of Level-2 and above. Smart charging is possible through smart metering, time-of-use pricing and any other innovative mechanisms.	x				
Electric Vehicle & New Technology Policy 2020-2025 (Draft)	2020	In order to relieve main grid, smart charging may be employed at charging stations particularly of Level-2 and above. Smart charging is possible through smart metering, time-of-use pricing and any other innovative mechanisms.	x				
Speed limit on motorways <= 90 kph							
Global Status Report on Road Safety 2018	2018	130 km/h	x				
Speed limit on rural roads <= 70 kph							
Global Status Report on Road Safety 2018	2018	110 km/h	x				
Speed limits on urban roads <= 30 kph							
Global Status Report on Road Safety 2018	2018	90 km/h	x				x
National Road Safety Strategy 2018-2030	2018	Review urban speed limits and reduce speed limits to 50km/h on urban arterial roads in which pedestrians, motorcycles and 3-wheeled vehicles mix with larger vehicles.	x				
Stakeholder Involvement							
Auto Industry Development and Export Policy 21-26	2021	The stakeholder consultations will be carried out by EDB under AIDEP and utmost effort will be made to shift to a general tariff regime after the end of AIDEP 2021-26	x				
National Transport Policy of Pakistan 2018	2018	Formal mechanisms shall be instituted to ensure effective coordination between Government at the district, provincial and federal level, as well as between federal Ministries.					
Technical standards for general transport infrastructure							
National Transport Policy of Pakistan 2018	2018	Harmonize transport infrastructure, service design, and operations by updating and implementing legislation, setting national transport standards and norms, and adopting service level agreements (SLA) between federal and provincial & territory governments, and between provincial and local governments.					
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017-2030	2017	Conduct a legislative review of vehicle standards across CAREC countries to ensure that these are at a level that promotes safety	x				
Technical standards for road infrastructure							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Pakistan

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Review existing design standards for CAREC highways in the light of international good practice. Develop and implement a system to improve design standards for CAREC highways to conform with internationally accepted standards of road safety engineering.	x				
Traffic management							
National Transport Policy of Pakistan 2018	2018	Provide unencumbered access to and from international gateways by enhancing capacity, developing direct connections and implementing traffic management measures. Improve urban freight logistics by improving traffic management on main corridors, promoting intelligent transport systems and implementing an enabling regulatory framework.	x				x
Training of enforcement authorities							
National Road Safety Strategy 2018–2030	2018	Adopt best practice speed enforcement strategies. Support traffic police to enhance their capacity to implement evidence based strategic enforcement.	x				
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Provide training for traffic police and engineers in crash investigation and blackspot identification.	x				
Transit-oriented development (TOD)							
National Transport Policy of Pakistan 2018	2018	Integrate urban land use planning and transport development in accordance with the principles of Transit Oriented Development, facilitating improved public transport connections and limiting urban sprawl along bypasses.					x
Transport asset condition assessment							
National Transport Policy of Pakistan 2018	2018	This will require the Government to (i) adopt whole life cycle asset management, including maintenance and operational requirements,					
Transport law							

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Freight and Logistics Policy	2020	Review and revise the Trucking Policy 2007 with a view to provide effective actions to develop, operate and maintain a modern vehicle fleet in Pakistan. Adopt and implement model Road Safety Act, which updates Provincial Motor Vehicle Ordinance 1965, across all provinces and territories, with a view to cover all types of vehicles, and harmonize rules, procedures and the safety standards applicable to ensure roadworthiness and safe transportation to avoid accidents and unnecessary road maintenance. Update Motor Vehicle Rules (MVR) 1969 in line with international best practice, the Model Road Safety Act. Update the Railways Laws 1890 to align with current practice and reality, including the commercialized approach and enabling increased private sector participation in railways terminals, specialized facilities such as silos, bulk storage, loading and unloading equipment, rolling stocks including wagons and locomotives. Provide legal cover to Pakistan Merchant Marine Policy 2001 as amended on 15 November 2019 by making necessary amendments in Pakistan Merchant Shipping Act 2001, Income Tax Ordinance 2001 and Customs Act 1979 along with the Finance Bill 2021. To facilitate multimodal transport of goods by sea, legislate Sea Carriage Shipping Documents Bill, 2015 to replace Bill of Lading Act 1856, and legislate Carriage of Goods by Sea Bill, 2015 to replace Carriage of Goods by Sea Act, 1925. Develop federal laws, rules and regulations covering Inland Waterway transport, including the following: <ul style="list-style-type: none"> • Regulations for the boats and crafts used for cargo transportation. This will specify the dimensions and the technical performance of the assets to operate safely and efficiently on rivers • Develop National Standards on Manufacturing of locally produced ships, in case local production of the boats and barges is considered favourably. • Enforce and managing registration of lease of waterfront lands, waterfront resorts, terminals, shipyards, maintenance depots, etc. • Develop processes to issue and obtain permits and licenses • Cover issues related to Health, Safety and Environment • Develop Training and research centre to cover all aspects of Inland water transportation Amend laws and procedures to give electronic documents the same status as signed, physical documents.	x	x			
National Transport Policy of Pakistan 2018	2018	Develop a level playing field in the transport sector by reviewing and setting contracting, licensing, financing, regulatory and operational standards in a transparent manner.					
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Strengthen legislative frameworks based on the findings of the review. Introduce modifications and amendments to the legislative framework in each CAREC country.	x				
Travel time improvement							
National Transport Policy of Pakistan 2018	2018	Improve travel time and travel time reliability along key economic corridors by addressing infrastructure bottlenecks and adopting intelligent transport measures.					

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Vehicle efficiency standards							
Pakistan's First Biennial Update Report	2022	The fuel economy standards such as Corporate Average Fuel Economy (CAFE) as practiced in developed world will be formulated and adopted for the transport sector of Pakistan.	x				
Vehicle import inspections							
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Yes	x				
Vehicle inspection and maintenance							
Pakistan's First Biennial Update Report	2022	establishment of model Motor Vehicle Examination (MVE) Centers with the inclusion of Energy Efficiency parameters would also be focused	x				
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Periodic inspection is in effect	x				
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Review legislative framework for vehicle inspection and maintenance systems in CAREC countries.	x				
Vehicle manufacturing							
Auto Industry Development and Export Policy 21-26	2021	ADP 2016-21 has achieved its objectives of following a deined tariff plan and to curb misuse of import policy	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Auto Industry Development and Export Policy 21-26	2021	Capacity to manufacture 650,000 Cars/LCVs/SUVs, 100,000 Tractors, 20,000 HCVs, 7 million 2-3 wheelers per annum. Between OEMs and all tiers of supply chain, to improve quality, rationalize prices and give better products to the customers. Increase Export of Parts and Vehicles: Cars, Tractors, Motorcycles & auto parts to targeted countries OEMs to consider export of parts and vehicles for a minimum of 10% of C&F value of their total imports by end of Policy period, i.e. 30th June, 2026, through their global supply chains or global distribution channels/networks. Values to be calculated in USD or equivalent. Proposed Tax credit for in-house design, development, molds and dies for new products, testing equipment and their facilities for OEMs and Vendors. Proposed Duty & tax free imports of machinery and equipment for measuring and metrology, all types of testing, designing and printing, CAD, CAM, CAE software, molds, dies and ixture manufacturing, 3-D Printers, calibration equipment etc. Incentivizing and administrative facilities to all tiers of suppliers, from raw materials to manufacturing of parts, assembly, and after sales support in consultation with the stakeholders through the process of periodical review. Eliminate under-invoicing, smuggling etc. Proposed reduction of taxes on raw materials through consultation/ review at Tariff Policy Board and inputs of replacement parts to reduce maintenance cost of vehicles in phased manners through periodic consultation of stakeholders. The custom duty on non-localized parts for above mentioned 2-3 wheelers will remain 15 %, th The cut-off date for approval of application as per criteria deined in SRO.656(I)2006 is 30 June, 2023.The incentives will be allowed for a period of ive years, after certiication by EDB, th from the date of issuance of manufacturing certiicate or up-to 30 June, 2026, whichever is earlier. The Finance Act 2021 has already provided two years duty relief with cut-off date of one year i.e. th 30 June, 2022 and incentive period of two years i.e. 2024. However, the industry feedback suggested that the cut-off timeline and concession period needs to be enhanced in order to th th attract meaningful investment. The above dates have been extended to 30 June, 2023 and 30 June, 2026 respectively. Introduction/Promotion of quality small cars which are affordable for the middle class. Sales Tax at import stage to be 5 % for CKD of tractor industry th th Policy incentives to end on 30 June, 2026. The cut-off date for approval of incentives is 30 June, 2023. The policy period is three years as certiied by EDB from the date of issuance of manuf th acturing certiicate or up to 30 June, 2026, whichever is earlier. The policy is applicable to all existing, new & closed manufacturing plants The export targets are indicative, which shall be reviewed and enhanced periodically. Following incentives will be proposed for exports once iscal space is available with the Government: For each vehicle exported, duty free import of appropriate number of CKD kits in next consignment through WeBOC may be considered. Import of all locally manufactured raw materials/components may be allowed under SRO.655(I)/2006 & SRO.656(I)/2006 at 0% CD for export purposes Allowing payment of DLTl at enhanced rate on export of motorcycles, rickshaws, tractors, cars, and auto parts Specialized Temporary Economic Reinance Facility (TERF) may be designed / announced for capacity enhancement and modernization of auto manufacturers/exporting companies. Import of vintage cars,	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Aviation Policy	2019	The Federal Government will negotiate with global Original Equipment Manufacturer (OEM) to facilitate establishment of a complete aircraft assembly plant in Pakistan along with its ancillary industries.				x	
National Freight and Logistics Policy	2020	Enforce and enhance national regulations for Manufacturing and Assessment of locally produced transport vehicles, chassis and trailers. These standards are important to ensure the road-safety. In addition, it is also imperative to enforce the inspections to certify the road worthiness of the vehicle, chassis and trailers before commissioning operations on the road.	x				
National Transport Policy of Pakistan 2018	2018	Link investments with marketing efforts to improve local job opportunities, including in the agriculture, services and manufacturing sectors.	x				
Vehicle restrictions (import, age, access, sale, taxation)							
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Import is regulated up to 3-year old vehicles	x				
Vehicle scrappage scheme							
Electric Vehicle & New Technology Policy 2020-2025 (Draft)	2020	Phasing out of Internal Combustion Engine vehicles from year of model. For e.g. annual renewal on vehicles of more than 30 years old vehicles to be doubled.	x				
National Clean Air Plan	2022	Introduce plan for gradual phasing out of obsolete technology in engines	x				
National Freight and Logistics Policy	2020	Develop in consultation with the Industry a truck fleet renewal programme to modernize the fleet in line with international standards by providing incentives to the Industry for modern vehicles and setting a sunset clause for older vehicles.	x				
Vehicle taxes							
National Clean Air Plan	2022	Introduce mechanisms for regulation on non-compliant vehicles, such as emission taxation or penalties	x				

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