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# Transport Operators to Users: Peshawar's Just Transition to BRT



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# From Transport Operators to Users: Peshawar's Just Transition to BRT

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**Ashfaq Rauf**  
Manager Operations  
& BRT Control Centre,  
TransPeshawar



**Saddaf Kamil**  
Communication Specialist,  
TransPeshawar

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The urban mobility company



# ➤ From Transport Operators to Users: Peshawar's Just Transition to BRT

About the city of Peshawar

## Location

**49 km**  
From Afghan border

## Population

**2.3 Million+**

## Population Density

**1612.5**  
Per square km



# ➤ From Transport Operators to Users: Peshawar's Just Transition to BRT

## Peshawar BRT Overview

- Equitable Public Transport
- Universally Accessible
- Increased Female Mobility
- Inclusion of Marginalized Groups such as Transgender Individuals



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## Peshawar BRT Overview



ITDP



Honourable  
Mention



Best Smart  
Ticketing



Finalist



Honourable  
Mention 2024

## Global Recognition



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## Peshawar BRT Overview



Honorable Mention



140,000 to 300,000

Daily Ridership

10 Routes to 15 Routes

System Expansion

20% to 30%

Female Ridership

10% to 12%

Female Employment

5000 People With Disabilities

Accessibility

Increase in public and political support

Enhanced Acceptance



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## Types of Public Transport Operating before Peshawar BRT

- The fare for these vehicles were partially regulated by the Government.
- These vehicles were providing point-to-point services for specific period of the day.
- These vehicles were providing fixed route public transit services.
- 70% population of the city was un-served



Mini Bus



Rocket Bus



Ford Wagon



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## Types of Public Transport Operating before Peshawar BRT

- Old public transport was not accessible to people with disability, seniors and females
- It was inconvenient for passengers to board and alight the bus





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### Types of Public Transport Operating before Peshawar BRT

- It was unsafe for school going kids
- Kids were exposed to harsh environmental conditions



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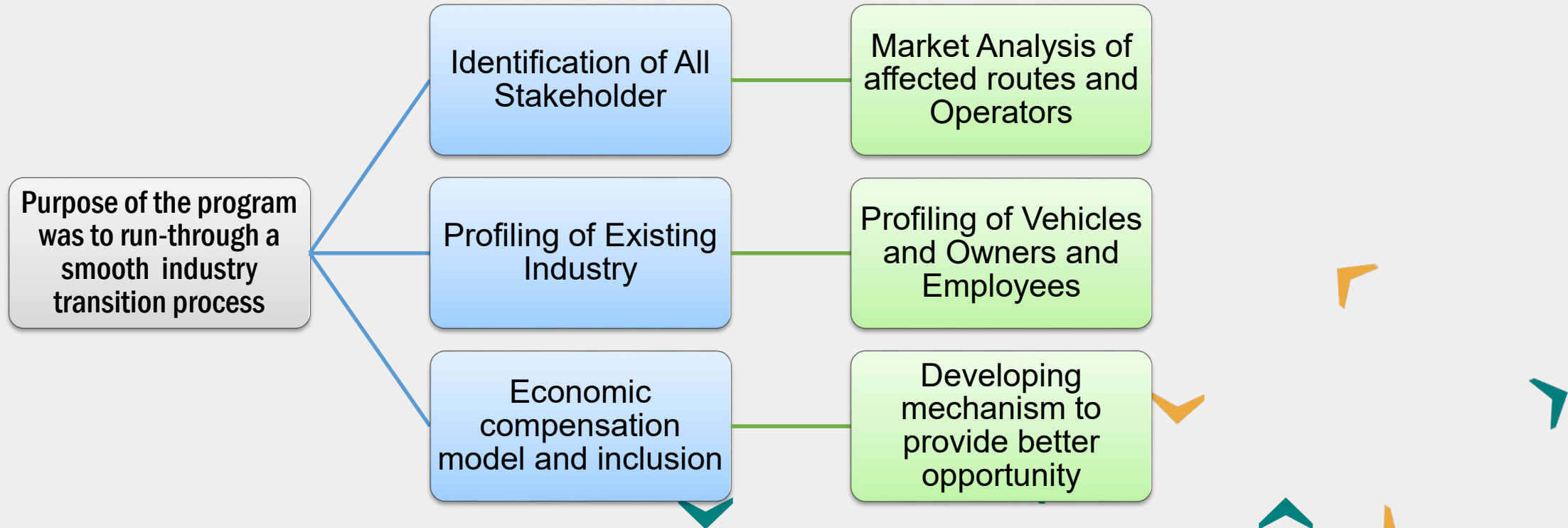
### Types of Public Transport Operating before Peshawar BRT

- Unhygienic seats
- Very tight and inconvenient space for passengers



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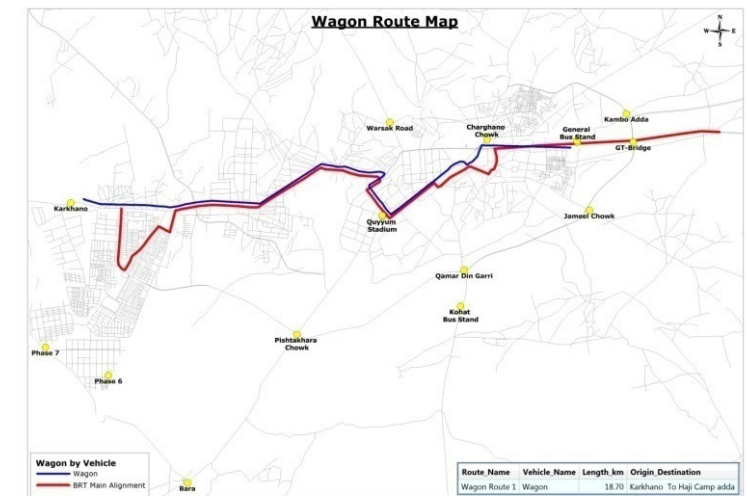
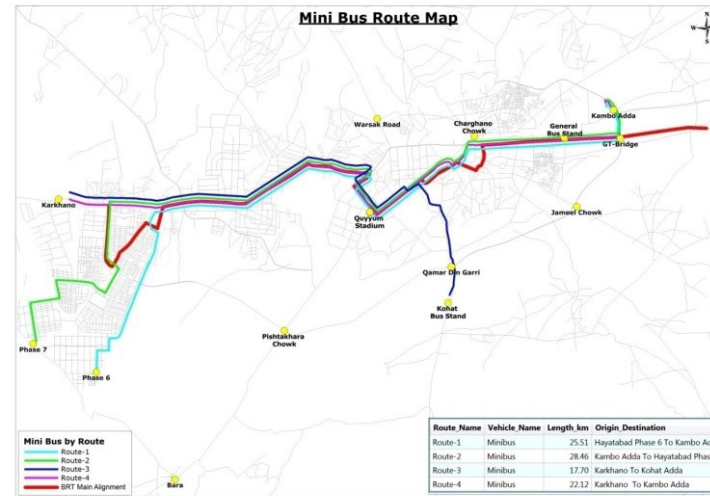
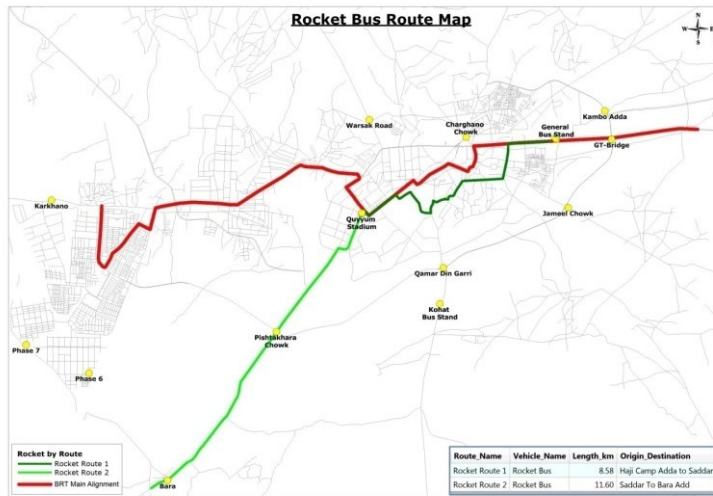
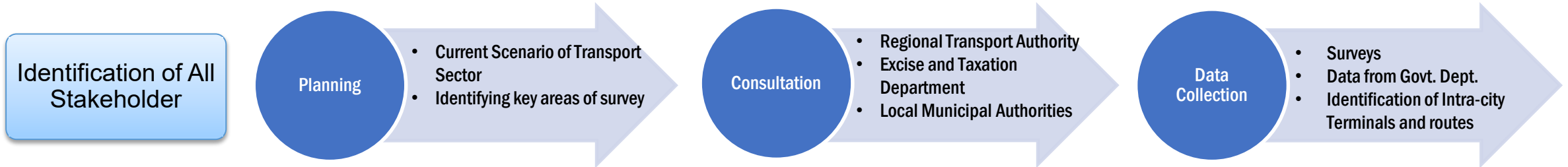
## Bus Industry Restructuring Program (BIRP), Peshawar BRT



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Market Analysis of affected routes and Operators

## Bus Industry Restructuring Program (BIRP), Peshawar BRT



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## Bus Industry Restructuring Program (BIRP), Peshawar BRT

Identification of All Stakeholder

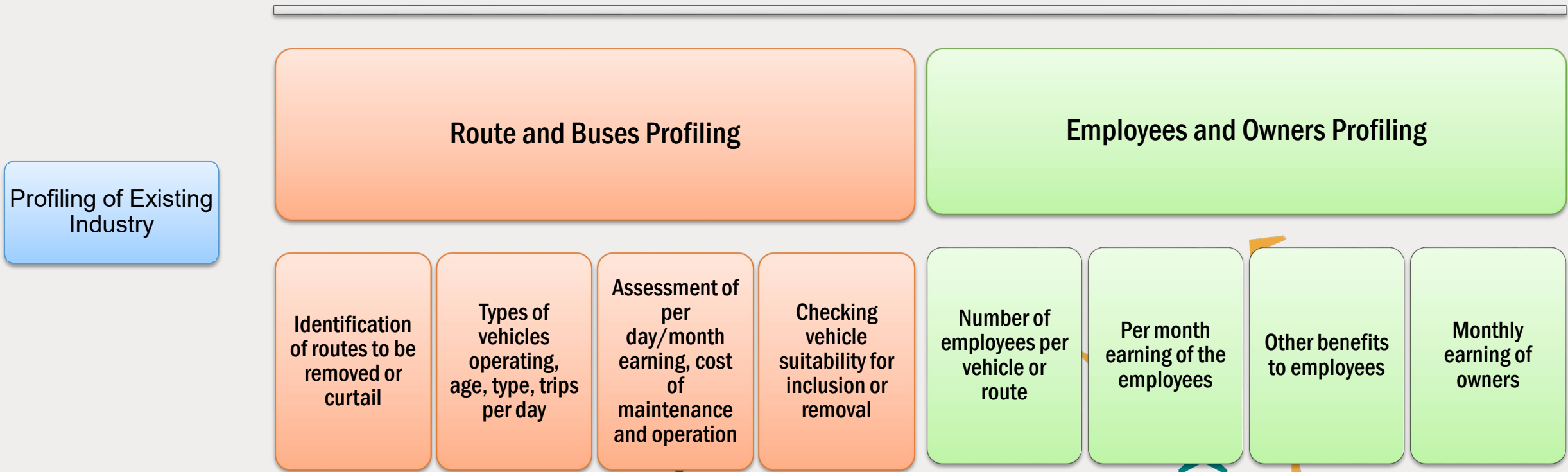
1500 Sessions with vehicle owners, drivers and conductors.

43 Consultation sessions with Govt. Departments



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## Bus Industry Restructuring Program (BIRP), Peshawar BRT



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## Bus Industry Restructuring Program (BIRP), Peshawar BRT

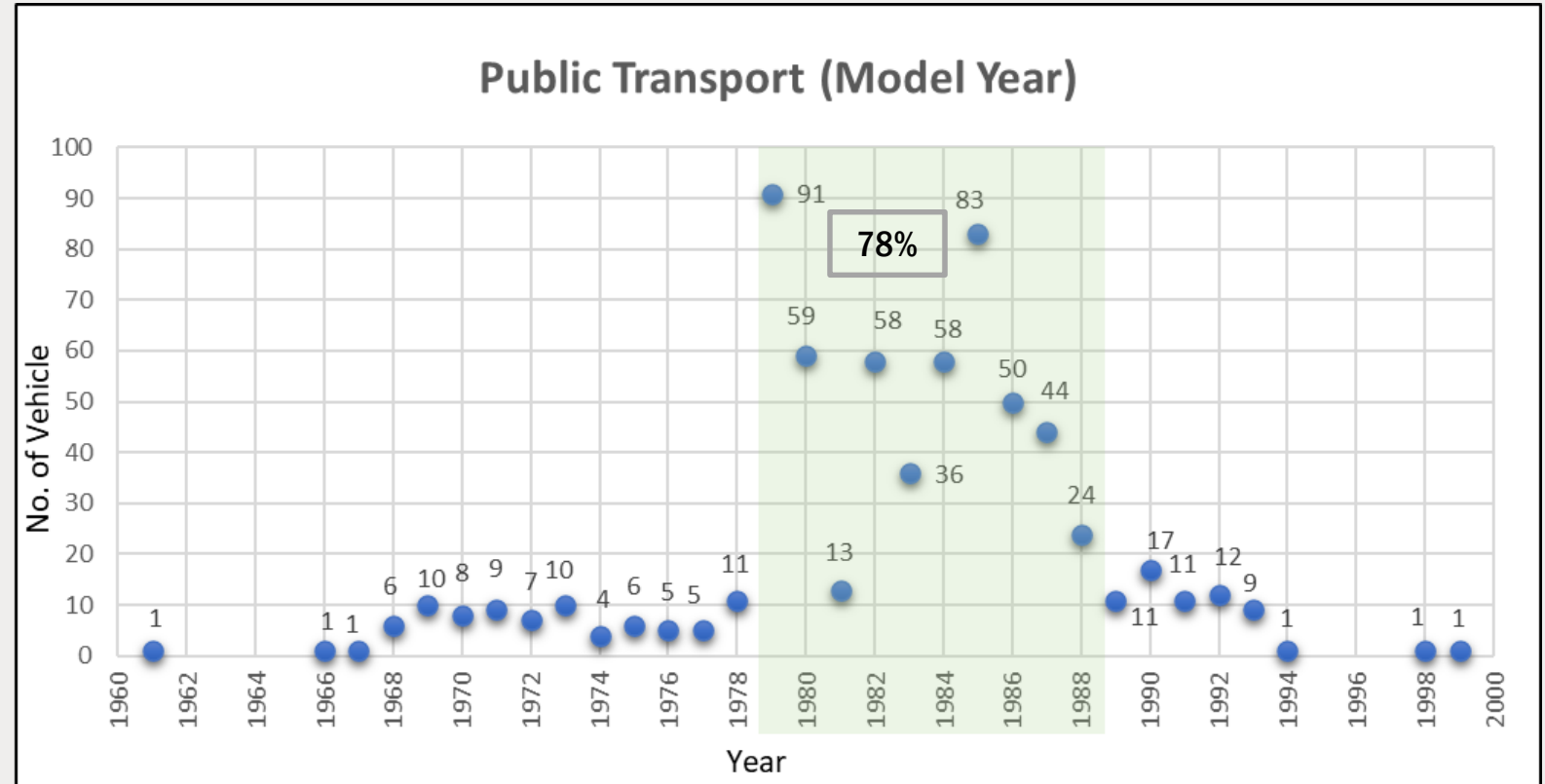
**Total Vehicles**  
517

**Owners**  
397

**Owners/ Drivers**  
126

**Drivers**  
517

**Conductors**  
510



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## Bus Industry Restructuring Program (BIRP), Peshawar BRT

Economic compensation model and inclusion

Vehicle Documents		Model of the Vehicle		Route Permit		Physical Verification Committee	
(30%)		(25%)		(20%)		(25%)	
Valid Registration in the name of the claiming owner	5	After 2000	25	Route permit after 2012	20	Body condition	9
		1980 - 2000	20			Engine condition	5
Purchase Letter	10	Before 1980	15	Route permit before 2012 or identified in surveys	15	Tire condition	3
						Parts	5
Valid transfer letter	5					Original Engine and Chassis number	3
Route Permit on the name of the registered owner	10						

Rocket Bus/Mini Bus  
PKR. 1,150,000

Ford  
PKR. 1,050,000

Max Price + 12 month compensation @ Rs 30,000 per month





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## Bus Industry Restructuring Program (BIRP), Peshawar BRT

Economic compensation model and inclusion

Employment Opportunity Program (EOP)

- Two contracts for Vehicle Service Providers (VSP)
- One contract for System Control Service Provider (SCSP)

No.	Types of Employment	Estimated Jobs Requirements	Existing Industry Employees
1	Drivers	800	650
2	Conductors/ Security	1600	600
3	Station Staff (Cleaning, Ticketing, Public Relation)	1250	50
4	Corridor Cleaning	100	0
5	Mechanics/ Other Technical Staff	90	-
6	Administrative and Management Staff	100	-
	Total	>3990	1300

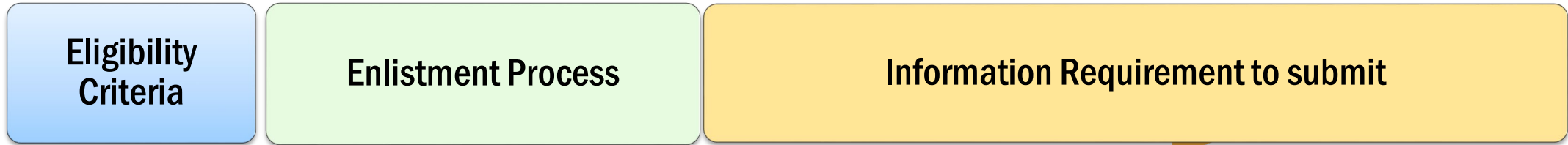


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## Bus Industry Restructuring Program (BIRP), Peshawar BRT

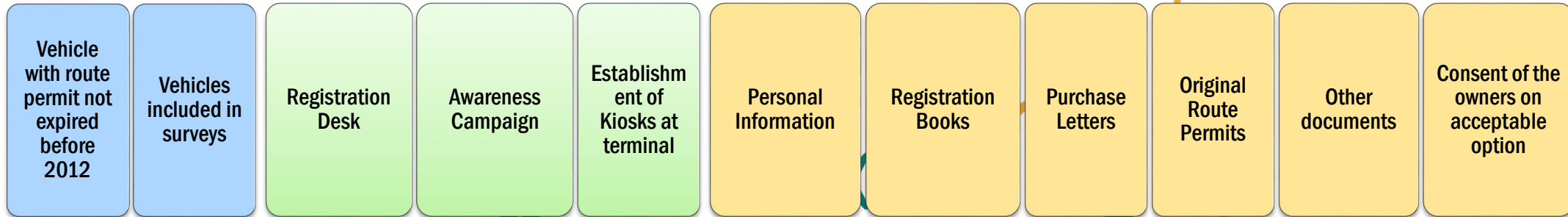
Economic compensation model and inclusion

### Process for Inclusion of Owners



Option-1: Take alternate routes

Option-2: Sell Vehicle and get compensation for 12 months



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## Bus Industry Restructuring Program (BIRP), Peshawar BRT



Engagement



Profiling



Enlistment

SPV Committee



### Systematic Approach



Payment



Scrapping



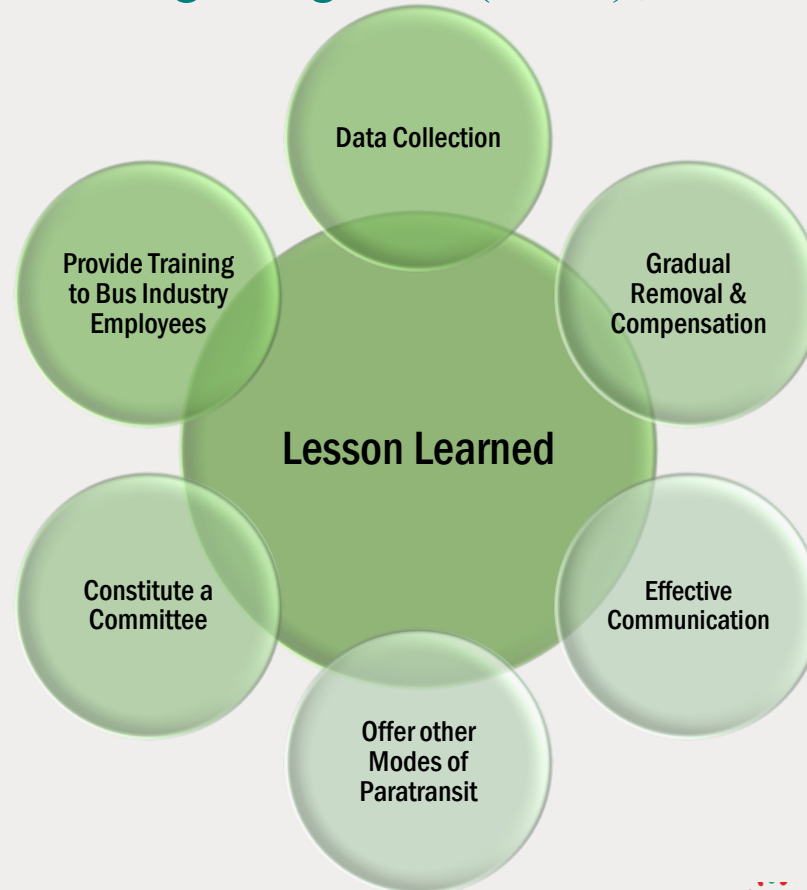
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## Bus Industry Restructuring Program (BIRP), Peshawar BRT



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Bus Industry Restructuring Program (BIRP), Peshawar BRT



# ➤ From Transport Operators to Users: Peshawar's Transition to BRT

## Bus Industry Restructuring Program (BIRP), Peshawar BRT

▶ Before



▶ After



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## Next Steps for the Peshawar BRT

### Phase 1 Expansion

A System Extension with 3 New Routes		
	Length	
1 Pabbi Route	23	
2 Regi Model Town Route	14	
3 Naguman Extension Route	14.5	
Total Route Length		41.5

B Add Buses into the Current System		
1 Additional Buses on New Routes	75	
2 Additional Buses on Corridor and Current Direct Routes	75	
Total New Buses to be Inducted		150



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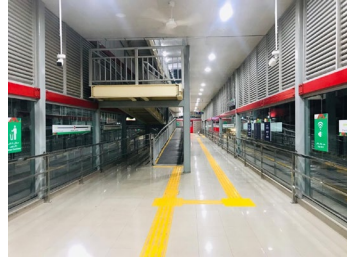
## Next Steps for the Peshawar BRT

Phase 2 of Peshawar BRT



**26** KM

26 km dedicated corridor



**28** Stations

28 stations along the corridor at an average distance of 900m



**300** Vehicles

Fully Electric Buses



**2** Buildings

2 depots



**100** Km

Off-corridor Routes



**NMT/Last Mile**

200 E- bicycles  
200 E- 2 Wheeler  
300 E- Wheelers  
Sidewalks Improvements  
Greenways Development

1. City Coverage Increase from 35% to 75%

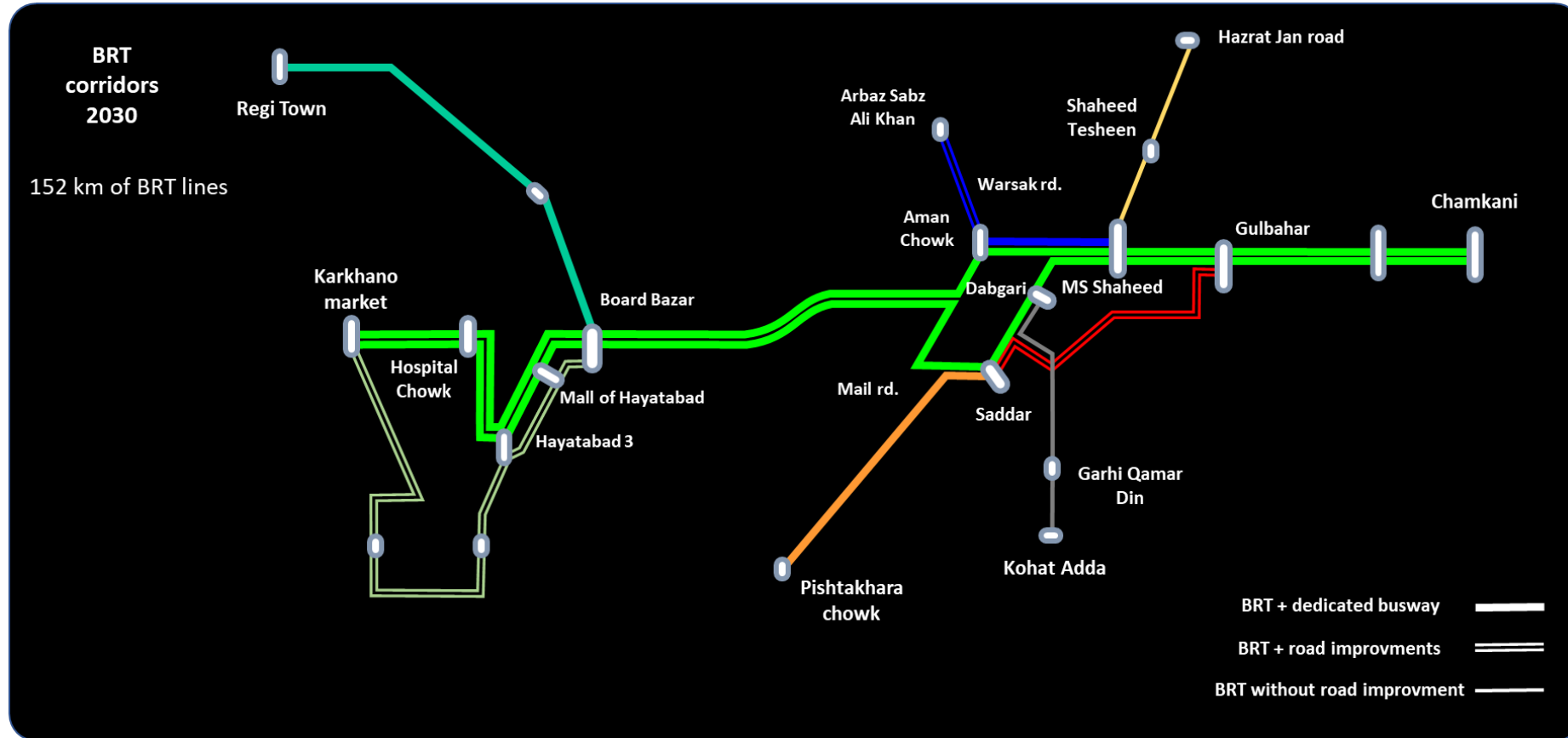
2. Modal Share Increase from 15% to 40%





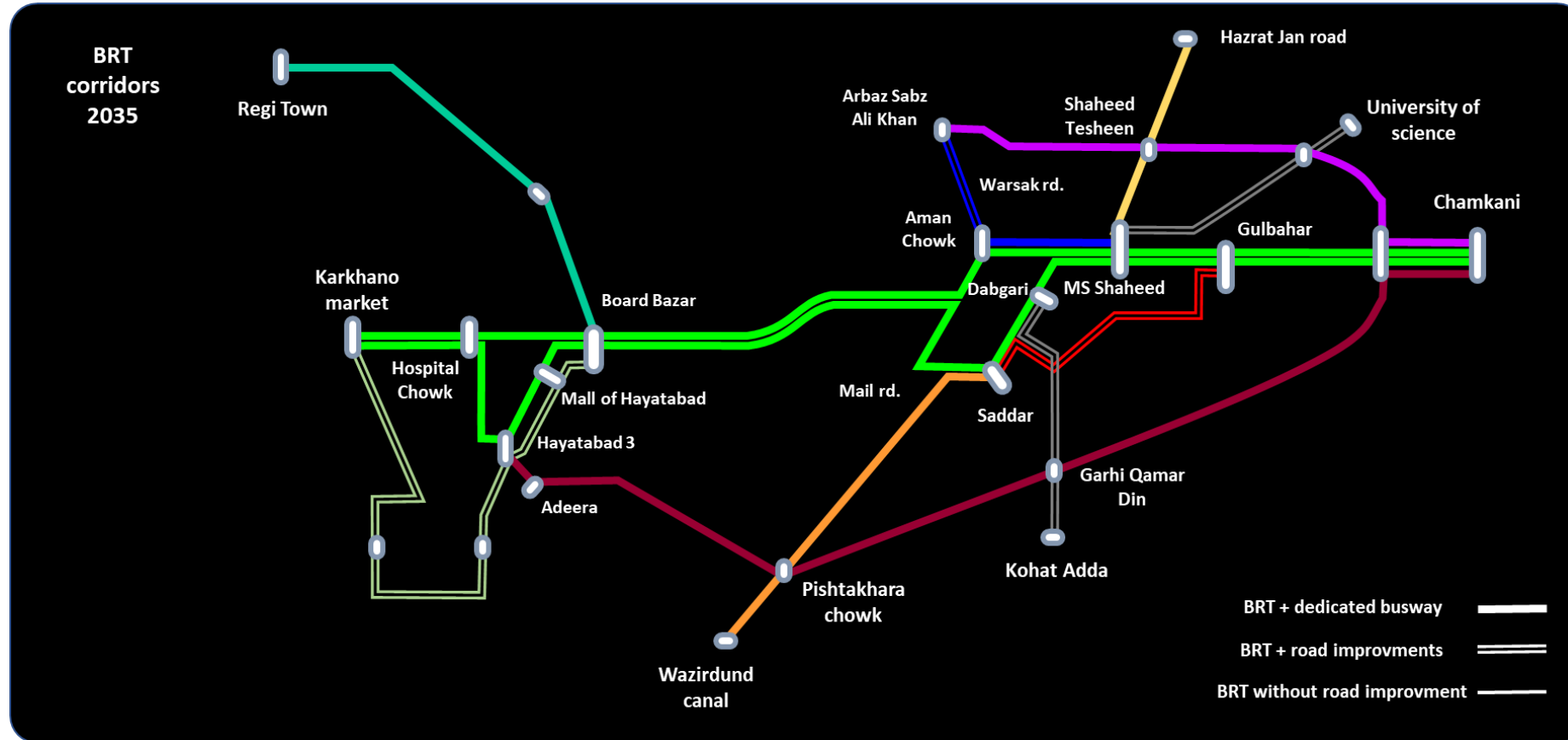
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## Next Steps for the Peshawar BRT - 2030



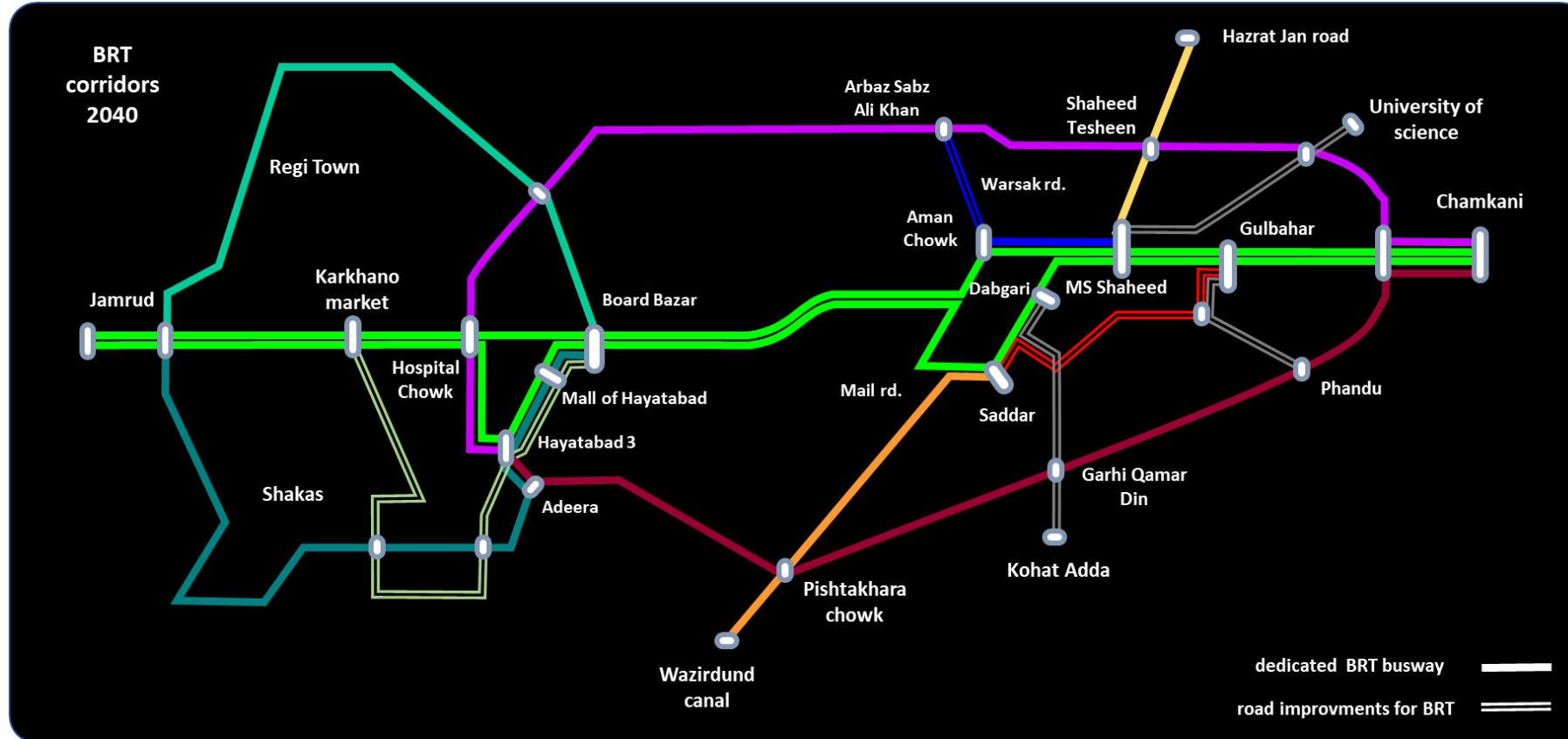
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## Next Steps for the Peshawar BRT - 2035



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## Next Steps for the Peshawar BRT - 2040





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Thank you!



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