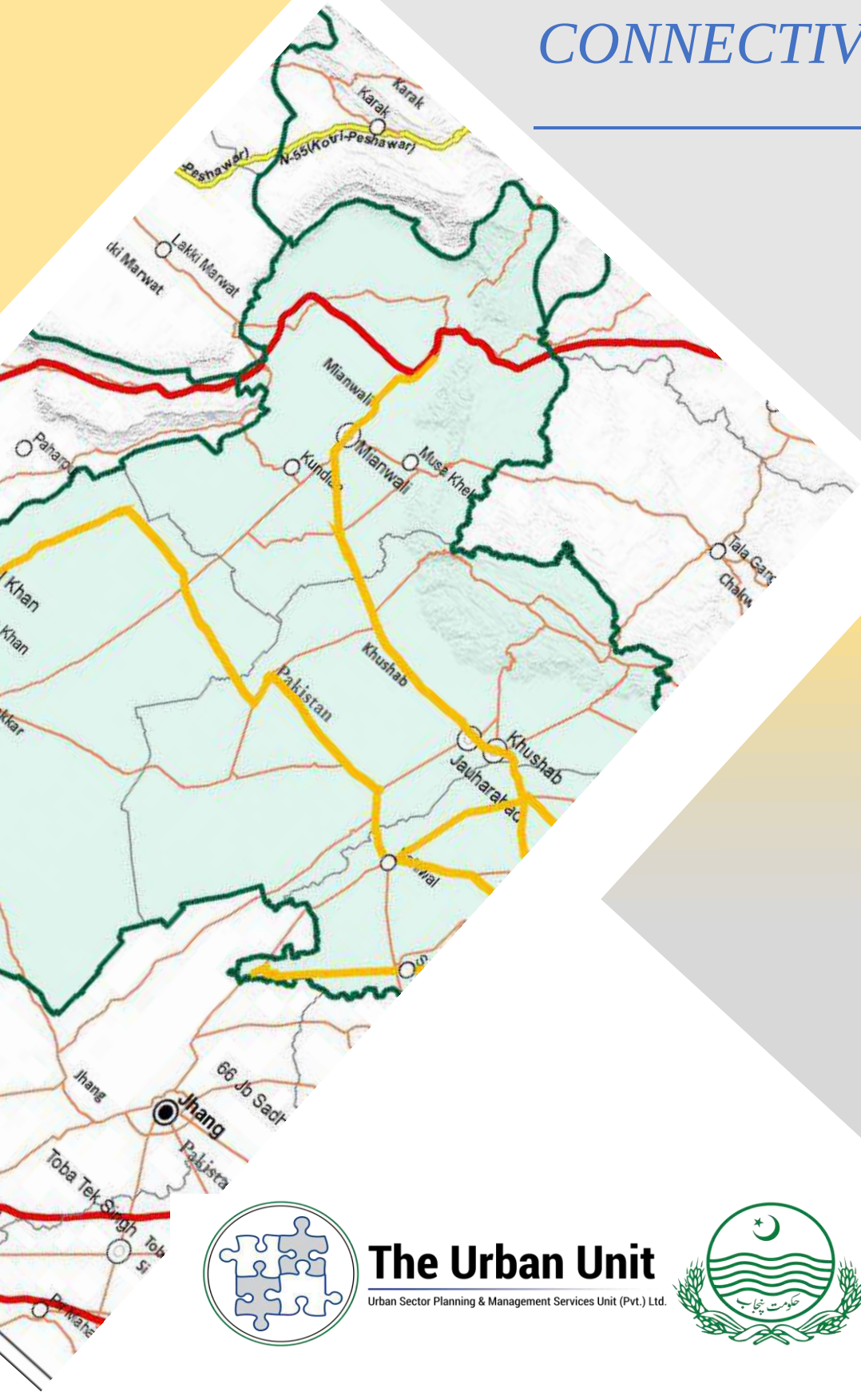
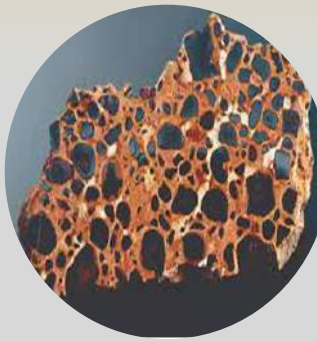
SARGODHA DIVISION REGIONAL CONNECTIVITY PLAN





The Urban Unit

Urban Sector Planning & Management Services Unit (Pvt.) Ltd.

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The Regional Connectivity and Transport Plan document team would also like to appraise the contribution of the Local District Administration for their valuable data input and contribution during plan preparation and subsequent peer review and adoption.

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1 Introduction

Sargodha Division possesses vast mineral deposits in its northern mountains that overlap two of its four districts: Khushab and Mianwali. On the other hand, Sargodha District has large crush stone deposits at the centre of the district **(Figure 1)**. These resources fulfil a large part of the national demands of the cement, ceramic, and construction industries. Besides, Sargodha Division is known for its production of citrus fruits that is concentrated in Sargodha District. Around 88% of the citrus fruit produced in Pakistan is consumed nationally while the remaining 12% is exported as shown in **Figure 2, a**. The exports to Russia and Afghanistan, the two biggest destinations of Pakistani citrus **(Figure 2, b)**, is also possible through land routes. Combined, these factors demand high quality freight infrastructure including the road network, truck terminals and multimodal logistics facilities.

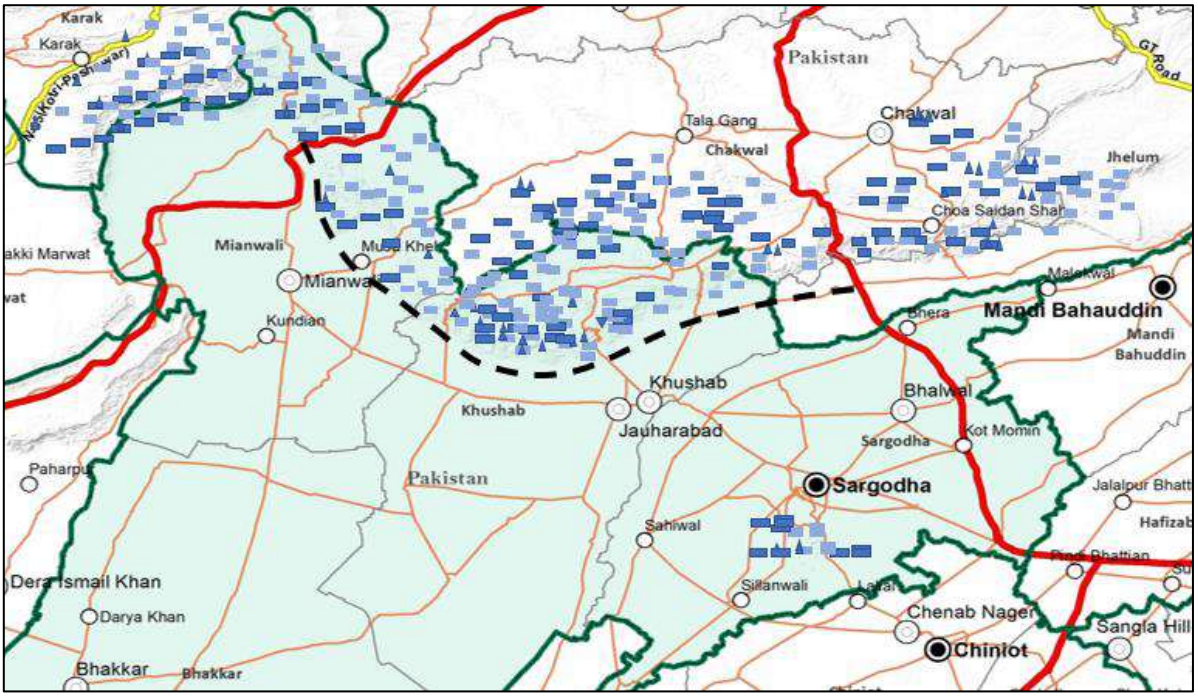


Figure 1 Sargodha Division Mineral Deposits (blue rectangular and triangular shapes).

Additionally, the passenger demand of the division is increasing with an increase in population. The 2017 census estimated the total population of the division around 8.2 million

up from 5.7 million in 1998**.** Moving people for work, businesses, education, recreation, and other needs requires an excellent public transport system without which transportation will become financially and environmentally unsustainable.

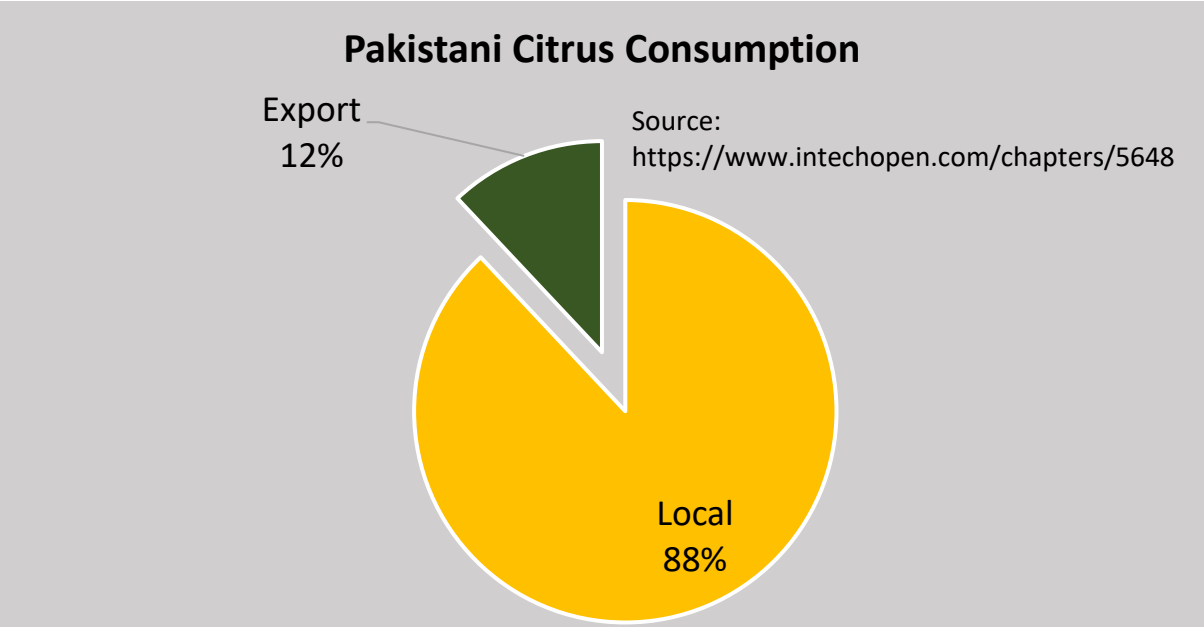


Figure 2(a): Pakistan Citrus Fruit Consumption

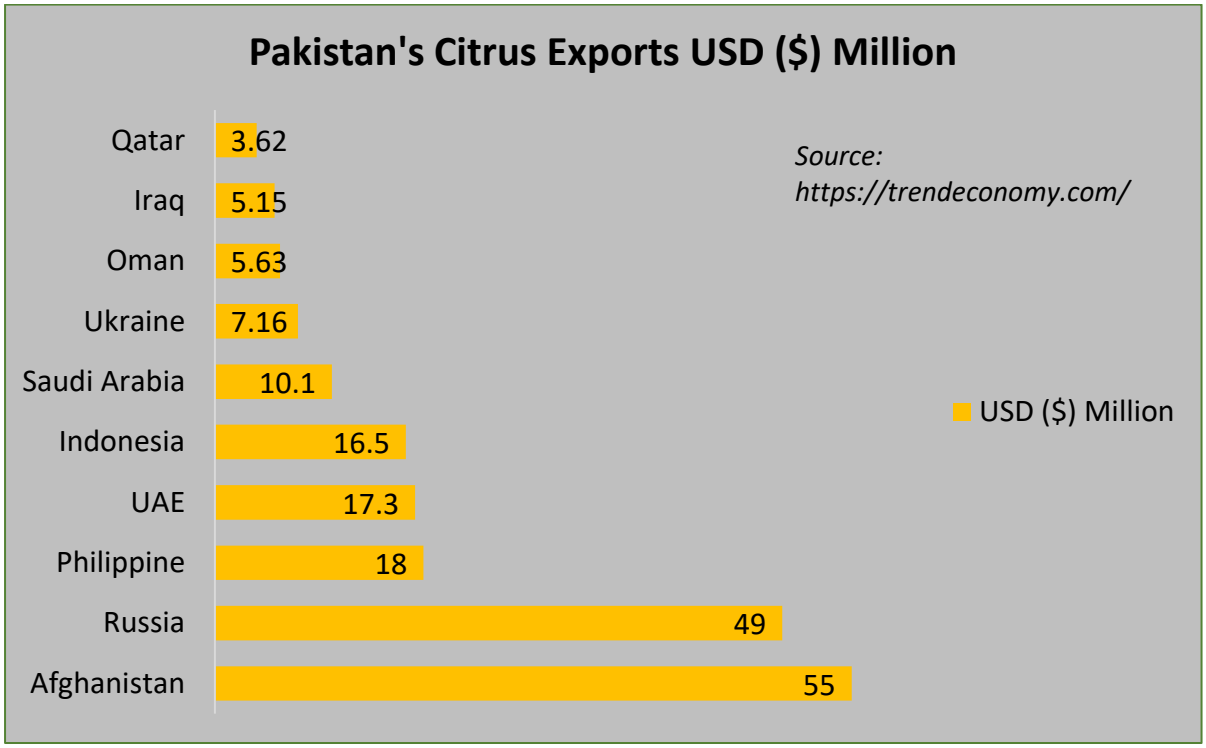


Figure 2 (b): Pakistan Citrus Fruit Export in USD by country

Geographically, Mianwali and Bhakkar Districts are situated along Mianwali-Muzaffargarh (MM) Road that runs in the north-south direction connecting KP with Sindh. As a result, Bhakkar and Mianwali make two of the busiest transit hubs in Punjab and feature frequent heavy truck traffic. The newly constructed alignment of the CPEC route (M-14) crosses the north-western boundary of Mianwali district. CPEC will bring even more truck traffic to Mianwali and thus underpin its repute as a trade gateway **(Figure 3)**.

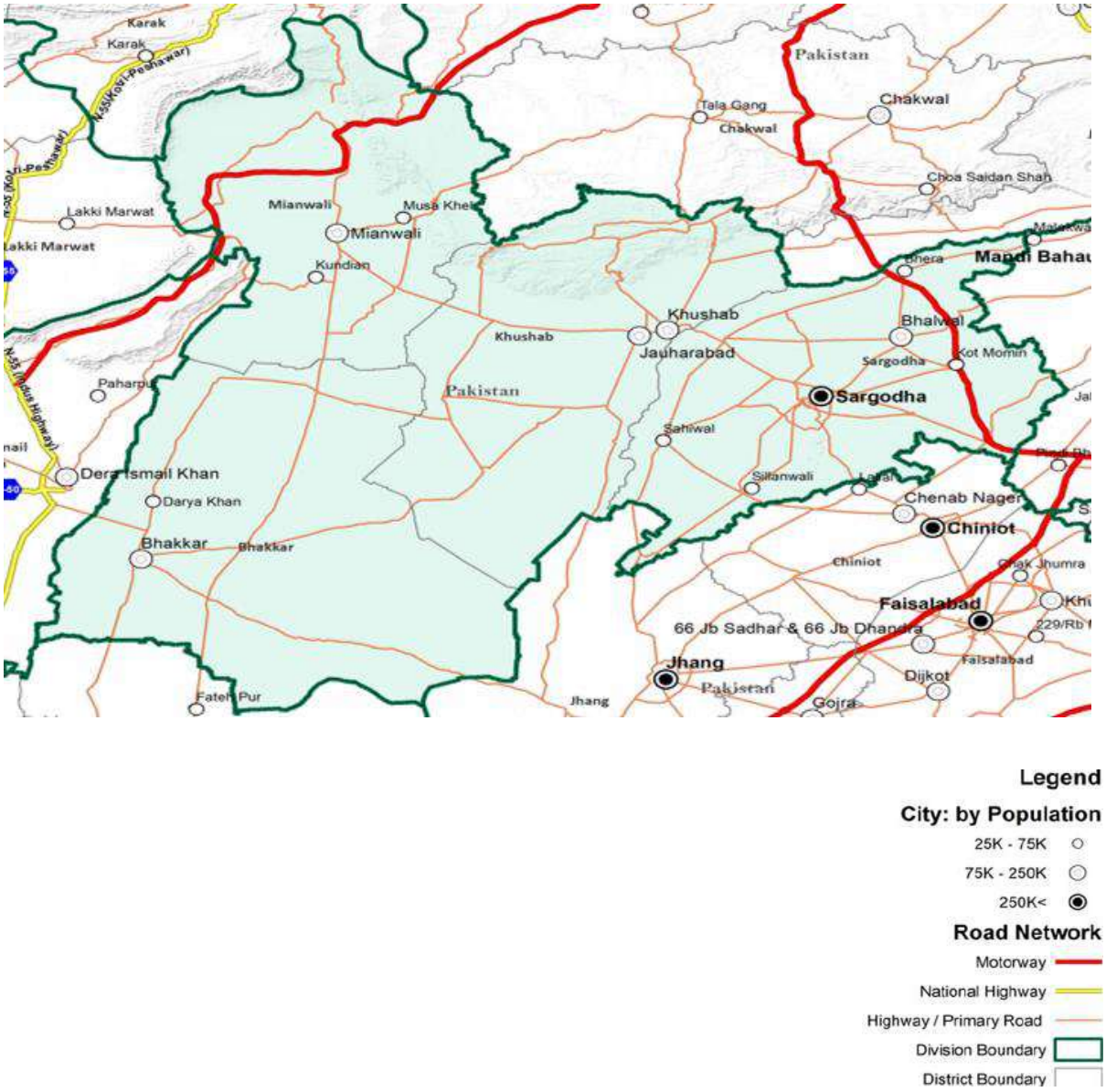


Figure 3 Extant Regional Road Network, Sargodha Division

The Indus Highway (N-55) and Zohb-DI Khan Highway (N-50) are also accessible to Mianwali. The former extends the connectivity of Mianwali District to various part of KP ultimately leading to two international trade crossings between Pakistan and Afghanistan: Angoor Ada and Kharlachi.

Sargodha-Mianwali Road is another major road that fetches heavy truck traffic, mostly carrying citrus and minerals, to Mianwali. The Sargodha-Mianwali Road joins the MM Road in Mianwali City. Mianwali also enjoys a tri-directional rail network connectivity. In focus here is the Kundian Junction Railways Station that provides rail connections from Mianwali to Rawalpindi, Multan, and Sargodha **(Figure 4)**. Presence of a Junction Railway Station and high volume of truck traffic makes a compelling case for Mianwali to host a multi-modal logistics port near Kundian Railways Station. It will allow for transfer of container shipments between rail and road network.

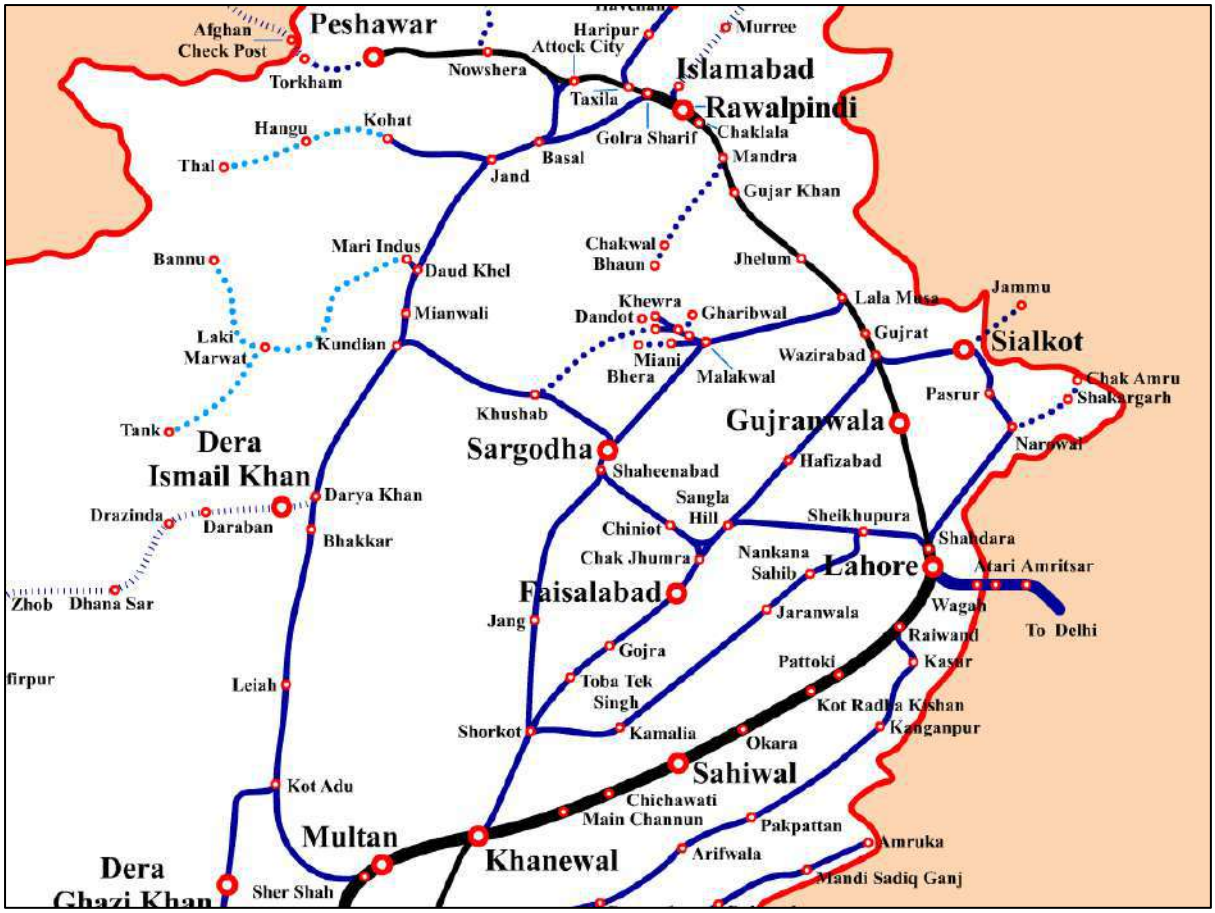


Figure 4 Sargodha Division Rail Network

2 Study goals and objectives

The main goal of the study is to identify transportation engineering interventions that could promote self-sustainability and business development in Sargodha Division by leveraging the various strengths of its districts. It entails identifying projects to:

a) improve transportation infrastructure for *trade and business*,

b) reduce cost on infrastructure *repair and maintenance*,

c) promote *environmentally, spatially, and financially sustainable transport for passengers*.

3 Methodology

The study kicked off with an Inception Visit of Sargodha Division by a multi-disciplinary Urban Unit Team that also included a transportation engineering expert. Several briefings and discussion took place over the next two days for the vision development. In the next phase, data requirements were identified. Both primary and secondary data were collected. The sources of primary data included field surveys, Urban Unit's own data repository and the administrative departments in respective districts. The sources of secondary data included authentic literature, Google Maps and Google Traffic Data. The literature included trade volume data, demographics, ADP and PSDP data, journals, and newspapers. The information thus obtained was analysed for project and program identification (Appendix-I). **Figure 5** summarizes this methodology through a flow chart.

The Urban Unit data repository included the road network information, geographical boundaries of the districts, and information on development projects (SMDP). These readily available resources made it possible to perform a quick situation analysis. A deeper situational awareness was developed through meetings and discussions with the Highway Department (C&WD), Regional Transport Authorities (RTA), Mineral Development Corporation, and other stakeholders such as truck drivers.

Google traffic data was used to estimate vehicle operating speeds at key district roads. Moreover, Google satellite imagery was used to differentiate between single and dual roads. ADP and PSDP data informed our understanding of the approved schemes and their funding status.

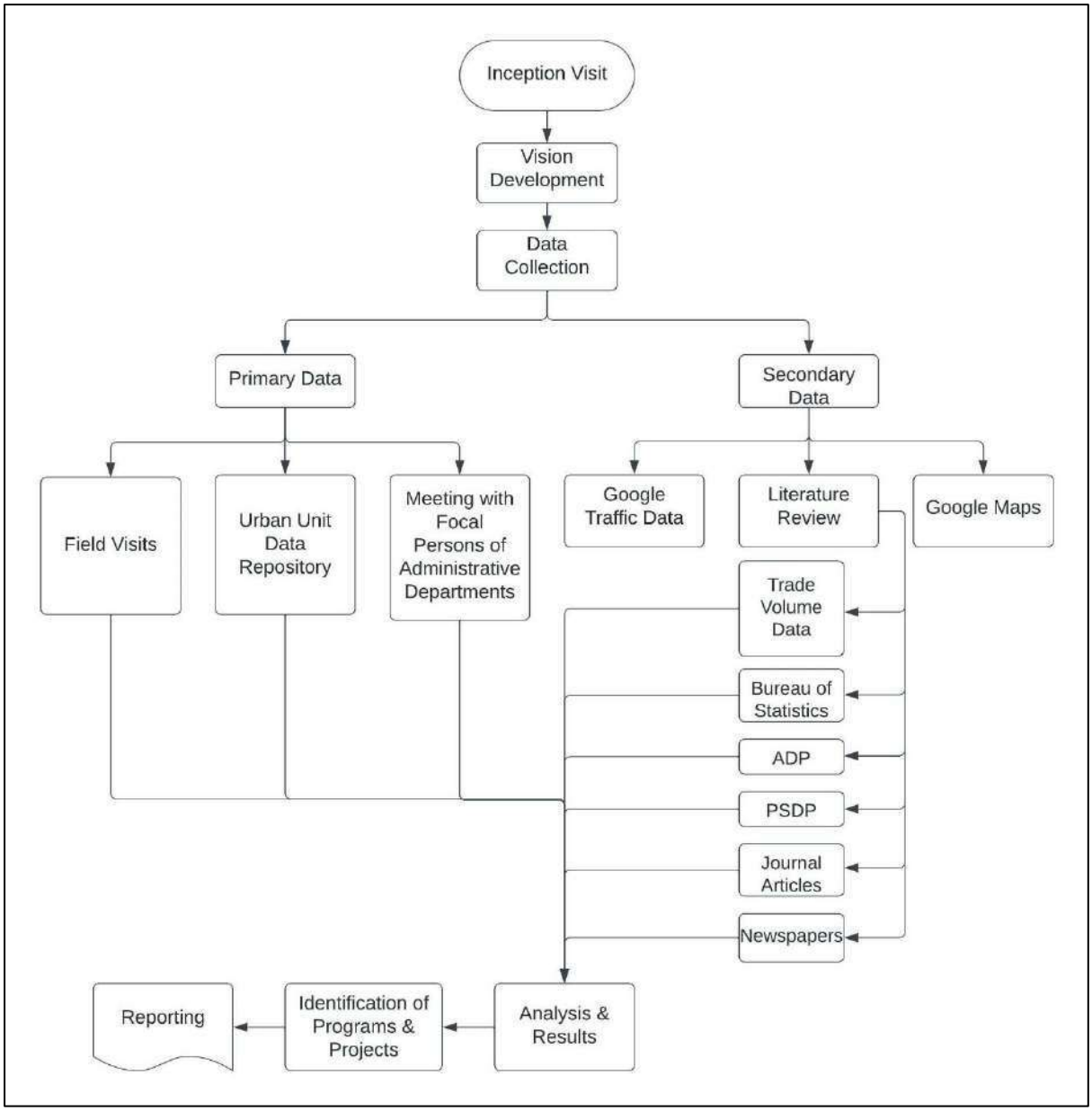


Figure 5 Methodology

4 Analysis & Results

The analyses below provide further insight into the transport and connectivity of Sargodha Division. These situational analyses would then lead to proposals including road projects, public transport terminals and routes, permanent weigh stations, truck terminals and feasibility studies.

4.1 Citrus Routes

Citrus is mainly produced in Bhalwal Tehsil of the Sargodha District. As discussed earlier, 88% of the citrus is consumed within Pakistan and remaining 12% is exported. **Figure 6** maps roads in Sargodha division that are used for citrus transportation. From regional perspective, citrus routes emanate from Sargodha and connect with adjacent districts such as Faisalabad, Jhang, Khushab, and Mianwali. For citrus transport at national scale, Lahore-Islamabad Motorway (M-2) plays a vital role. Finally, international transport (to Afghanistan) takes place through Sargodha Mianwali Road that passes through Khushab District. At Mianwali, this route splits into two routes each leading up to border crossings with Afghanistan at Kharlachi and Angoor Ada.

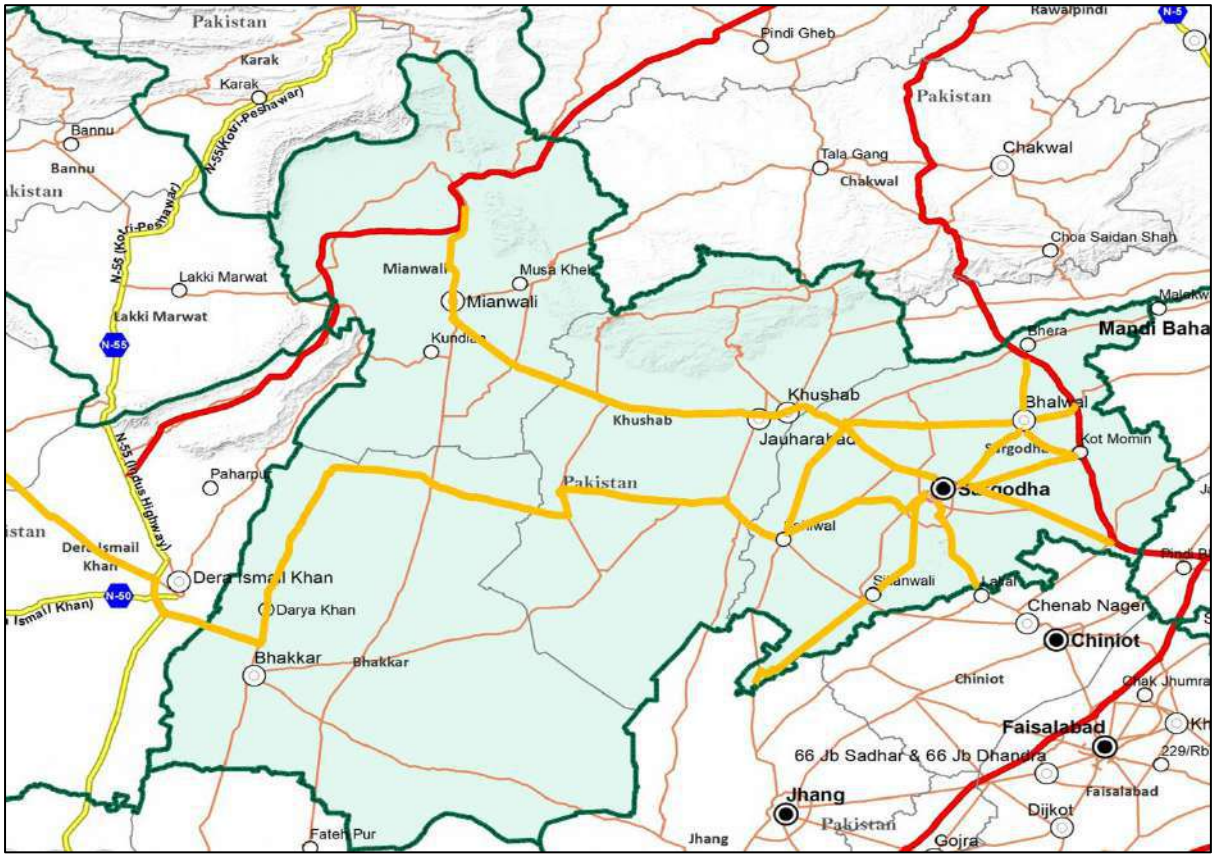


Figure 6: Citrus Distribution Routes

The total travel time from Sargodha to Angoor Ada using the fastest route is 7 hr 53 minutes. This route, however, is longer (512 km) as compared to the 2nd fastest route (466 km), as shown in **Figure 7**. If the latter (466 km route) is connected through link roads to the under-construction Kalur Kot bridge, the travel distance can be curtailed by another 100 km. At a freight transport cost of PKR

80/Km, this intervention can save around PKR 23 million in transport costs of citrus fruits, annually. The savings could go even higher if we factor in the reduced cost of transport of minerals and electrical equipment through the same route.

Figure 7: Citrus Export Route to Afghanistan

4.2 Mineral Route

Sargodha division has mineral-rich mountains in the north **(Figure 8)**. These mountains contain salt deposits and raw materials used in cement and ceramics industries. The officials of Mineral Development Corporation are of the view that if a road is constructed along the mountains connecting M-2 and M-14, it can help mineral industry grow rapidly. This proposed corridor would connect Lilla Interchange (M-2) to Kot Belian (Mianwali) via Katha Sagral Road in Khushab. The approximate length of the proposed road is 125 km. Given high cost of the proposed road, a detailed feasibility study must be performed before submitting the proposal for approval at the relevant forum (ADP/PPP/PSDP etc.).

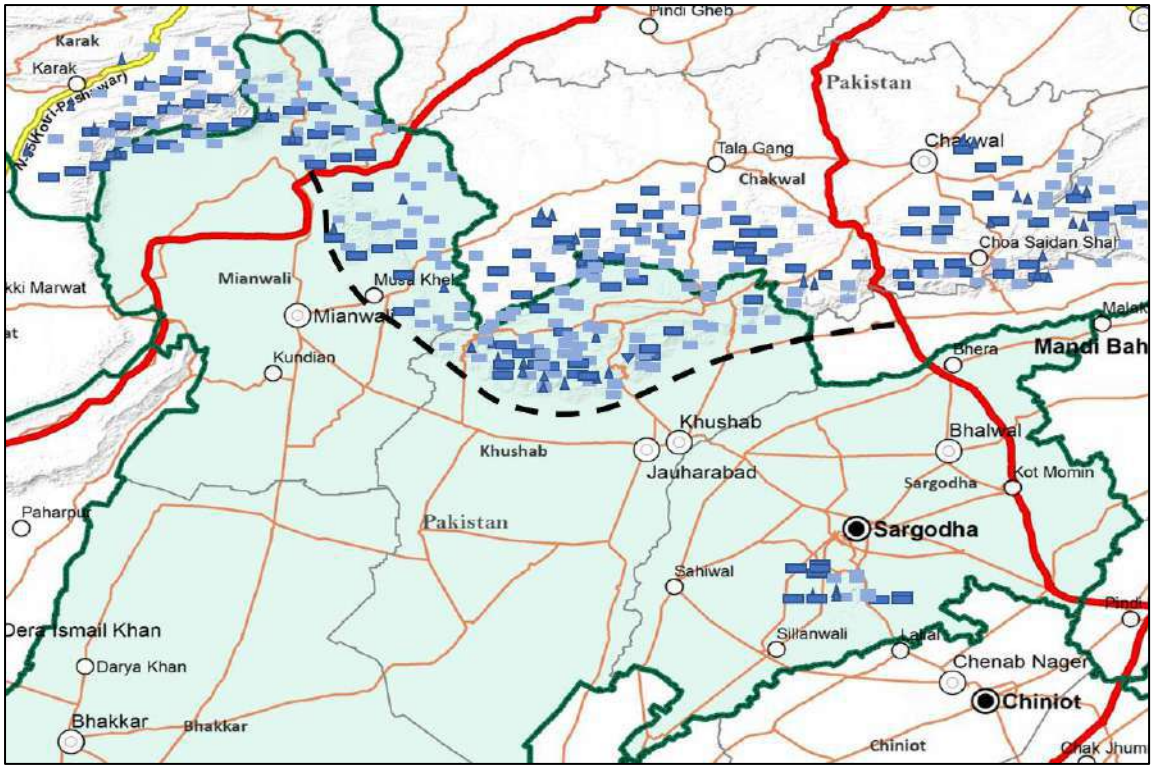


Figure 8 Mineral Route

4.3 Truck Overloading and Permanent Weigh Stations

Overloaded trucks are, among other factors, a cause of premature road failure. Enforcement of maximum allowable load limits can help avoid such failures and save costs on repair and maintenance of roads. This needs installation of permanent weight stations at selected points on heavily trucked roads. **Figure 9** shows proposed locations for installation of permanent weigh stations at key entry and exit points in the division. For more details regarding the location and probable construction cost of these weigh stations, please refer to **Appendix-I**. It should be noted here that the Government of Punjab proposed construction of permanent weigh stations at various locations in Punjab. However, those weigh stations were never operationalized despite some installations.

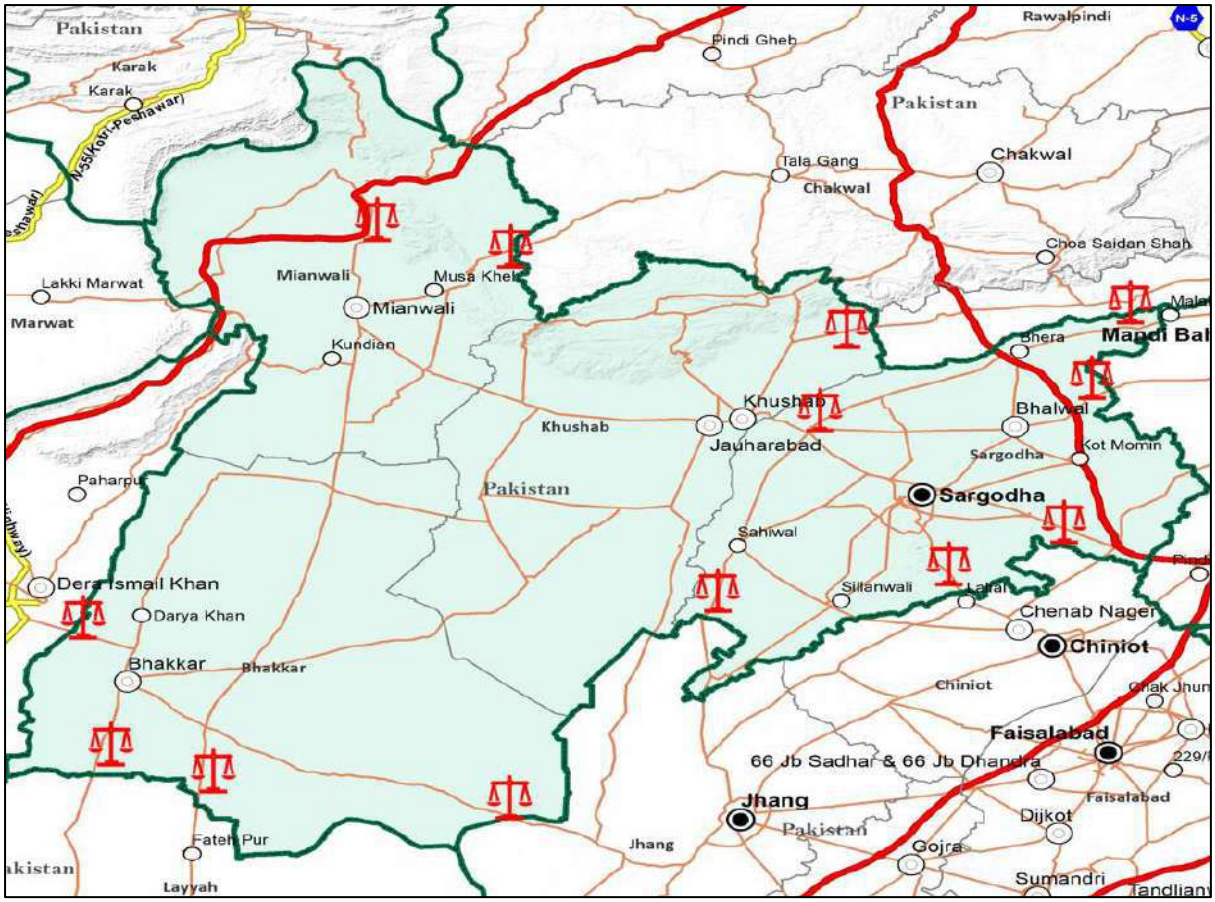


Figure 9: Proposed permanent weight station locations

4.4 Freight Transport Terminals

As mentioned in the Introduction Section above, Mianwali and Bhakkar districts are situated along Mianwali Muzaffargarh (MM) Road. This road receives heavy, frequent truck traffic from three directions: north (KP and Upper Punjab), south (Sindh and South Punjab), and east (Sargodha and Khushab). Such busy roads are usually suitable for freight transport terminals. Two key locations are important in this regard: Sarai Muhajir and Kundian. The former is a small village of Bhakkar District along the MM Road while the latter is a Tehsil of Mianwali District near the MM Road. A part of Sarai Muhajir, if converted into a state-of-the-art truck terminal can help truck drivers take rest, refuel, eat, and get necessary repairs for their vehicles (Figure 10). Given long travel journeys, provision of night stay facilities may also be considered.

Figure 10: Sarai Muhajir Truck Terminal

Kundian is a potential candidate for multimodal logistics because of the possibility of integrating highways and railways networks. By definition, a multimodal logistics facility is a facility that permits for transfer of container shipments from one mode of transport (say railways) to another mode (say highways). This transfer allows for more cost-effective transport of container shipments. However, it requires huge investments for the purchase of land, mobile loaders, construction of depots/cold storage, and installation of cranes. Therefore, it is suggested to conduct a feasibility study for construction of the potential multimodal logistics port. A similar feasibility study was recently completed for the construction Havelian Dry Port (a multimodal logistics hub along the CPEC Route).

Figure 11: A Potential Multimodal Logistics Hub, Kundian

4.5 Bus Terminal Expenditure Vs Revenue

During meetings with the regional transport authorities, it was observed that the stakeholders considered public transport as not a viable mode of transport from financial perspective. The authorities were of the view that, in the presence of easily and abundantly available rickshaw service the public transport was no longer financially viable as urban transport. However, it should be noted that rikshaw are neither safe nor efficient modes of public transport. Eventually, the authorities must introduce some form of public transport vehicles. Beginning with smaller vehicles (pick up vans and hi-ace) could be prove beneficial.

In addition to urban transport, inter-city public transport is also crucial in terms of efficient, cheap and environment friendly transport service provision. Data on distinct types of inter-city bus terminals was collected for Khushab and Sargodha districts Figure 7. Note that A Class bus terminals are owned by the Provincial Transport Authority, B-Class by the Regional Transport Authority and C- Class by Local Government Department. D Class Bus

Terminals are owned and operated by private entities. Sargodha has the highest number of bus terminals while Noorpur Thal and Quaid Abad have none.

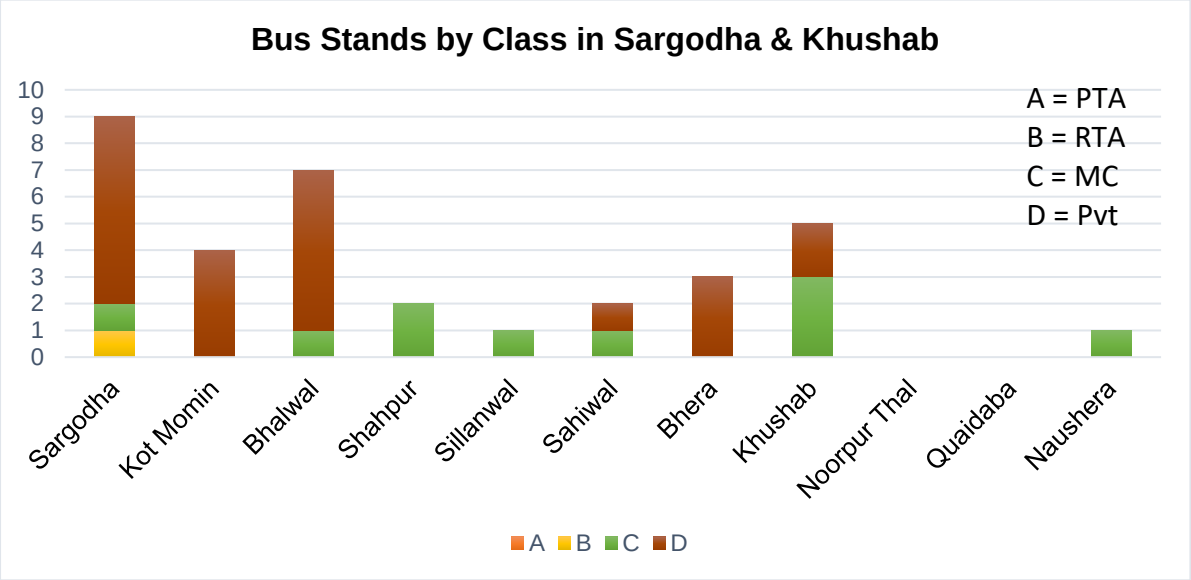


Figure 12: Bus Terminals Classification; Sargodha and Khushab Districts

To make a case for the construction of inter-city bus terminals in areas where there are none, the revenues and expenditures of randomly selected bus terminals were estimated **(Table 2)**. The concerned District Regional Transport Authority Officers provided this revenue/expenditure data. The total expenditures of all the bus terminals in Sargodha were estimated at PKR 42.84 million and revenues at PKR 108.14, which shows the overall profitability of running public transport bus terminals. These results are encouraging and make a persuasive case for construction of more inter-city bus terminals in cities which do not have one.

Table 1: Expenditure vs Revenue of Bus Terminals by city

District	Tehsil	Expenditure Million (Rs.)	Revenue Million (Rs.)
Sargodha	Sargodha	36.16	92.03

	Kot Momin	0.65	1.41
	Bhalwal	1.69	5.79
	Shahpur	0.85	4.72
	Sillanwali	-	0.43
	Sahiwal	3.38	3.21
	Bhera	0.10	0.55
Total		**42.84**	**108.14**

4.6 Vehicle Operating Speeds

A speed limit is the maximum, lawfully allowable driving speed along a specific section of the road under good road and travel conditions. Internationally, speed restrictions are used to normalise travel speeds and improve safety on the road network. Table 2 shows speed limits on various classes of roads as defined by the National Highway and Motorway Police (NHMP).

Table 2: Speed Limits, Source: NHMP

Vehicle Class	**Speed Limit**	**Location**
Motor Cars/LTV	120 km/h	Motorways
HTV/PSV	110 km/h	Motorways
Motor Cars/LTV	100 km/h	Highways
HTV	90 km/h	Highways
All vehicle types	80 km/h	Urban Arterial roads
All vehicle types	50-70 km/h	Urban Residential areas and Hilly areas
All vehicle types	40 km/h	Near schools/colleges, Hospitals and Mosque

More speed implies more mobility and is desirable on inter-city roads. The following map shows speeds measured using Google Traffic on the major roads in division. While most roads have an average speed operating speeds between 41-50 km/hr, a few have even lower average operating speeds. These operating speeds, along with the road width, have been considered while proposing schemes in Appendix-I.

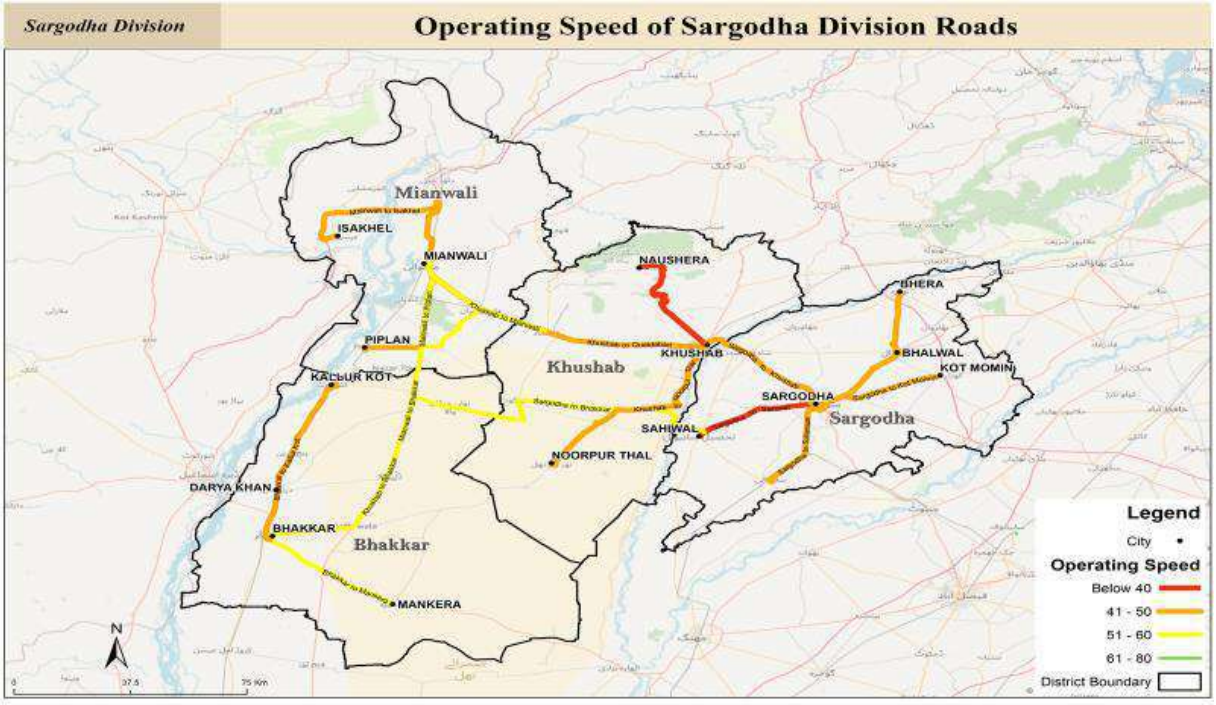


Figure 13: Operating speeds on various roads in Sargodha Division.

4.7 Per Capita Road Sector Funds Approved

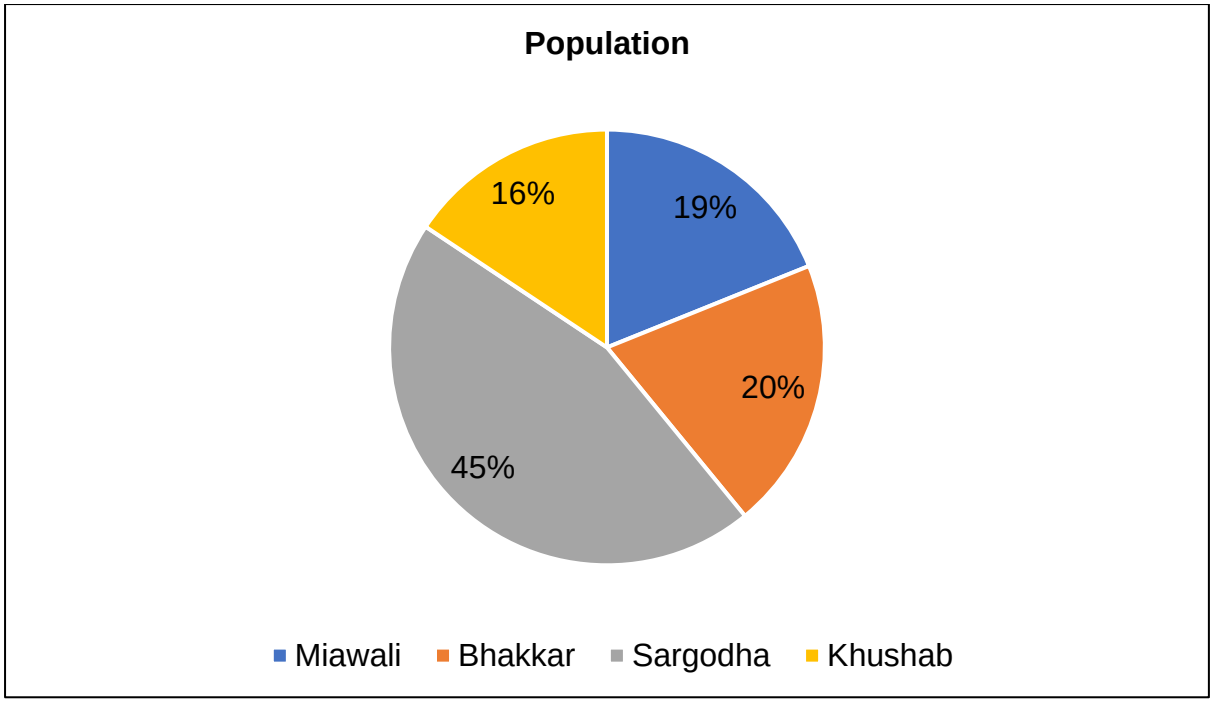
To see if the development funding has been equitable in all the four districts of the division, we calculated a metric called per capita road sector funding approved (Table 1). It entailed dividing the total funding of road projects approved over the past decade under ADP and PSDP programs by the population of that district (as reported in 2017 Census). Mianwali district received the highest amount of road funding approved per capita for the road construction (Rs. 10,929). On the other hand, Khushab received the lowest road sector funding (Rs. 5,605) in relation to its population. This disparity should

be analysed further to see if these differences are justified. Sargodha District also received a comparatively miniscule amount of funds per capita (Rs. 5995) for the road sector.

Table 3: Road Sector Development Funding by District Over the Past Decade

District	**Population**	**Dev Funding**	**Per Capita Road Sector Funds Approved**
Mianwali	1,546,094	16,898,140,000	10,929
Bhakkar	1,650,518	11,140,910,000	6,749
Sargodha	3,703,588	22,206,630,000	5,995
Khushab	1,280,372	7,177,190,000	5,605
Total	8,180,572	57,422,870,000	7019

Figure 6 provides a more vivid review of the equitable spending question raised above. Mianwali which comprises 19% of the total population of Sargodha Division received 29% of the road sector funding while Sargodha which makes 45% of the total population received only 39% of the funding. One explanation may be frequent heavy truck traffic passing through Mianwali (a trade gateway) however a thorough economic analysis could not be conducted to pinpoint the reason.



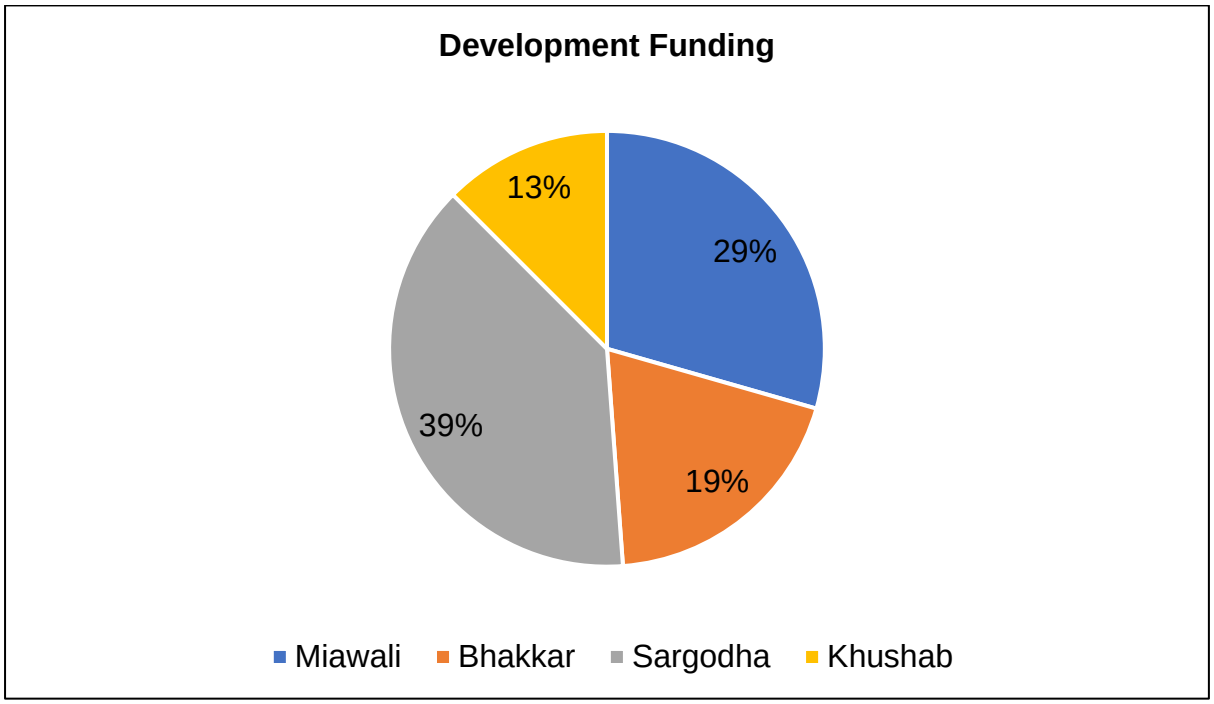


Figure 14: A comparison of development funding and district population

For the sake of equitable spending, this study proposed allocating more funds to the district which did not receive enough funding in the previous ADPs and PSDPs.

5 Appendix–I: Proposed Programs and Projects

NOTE: THESE PROPOSED PROJECTS, PROGRAMS, AND STUDIES ARE BASED ON A RAPID ASSESSMENT OF THE DIVISION. THESE PROPOSALS SHOULD BE SCRUTINIZED BY THE CONCERNED ADMINISTRATIVE DEPARTMENTS AND DETAILED FEASIBILITY STUDIES SHOULD BE PERFORMED WHERE WARRANTED BEFORE SUBMISSION OF THESE SCHEMES FOR APPROVAL TO THE RLEVANT FORUMS SUCH AS ADP AND PSDP.

Table 4: Proposed Road Projects

S. No.	District	Sector	Type	Project Name	Cost Est. (Mn)
1	Sargodha, Khushab, Mianwali	Roads	Long Term	The Mining Corridor: Construction of New Road from Lilla Interchange to Kot Belian (Mianwali) via Katha Sagral Road in Khushab, Length, 125 km	39197
2	Sargodha, Khushab, Mianwali	Roads	Long Term	Export Corridor1: Dualization of Roads from Sargodha to Kallur-kot, via Chota Sahiwal & Adhi Kot, Length 157 km	17270
3	Sargodha	Roads	Short Term	Citrus Corridor Link 1: Dualization of Bhalwal-Kot Momin Road, Road Length, 15 km	1,650
4	Sargodha	Roads	Short Term	Citrus Corridor Link 2: Dualization of Sargodha-Kot Momin Via Muazzam Abad, Road Length, 38 km.	4,180

5	Sargodha	Roads	Short Term	Dualization of Road from Sargodha to Bhera via Bhalwal Road Length, 57 km.	6,270
6	Sargodha	Roads	Short Term	Dualization of Roads from Bhalwal, Shahpur to Chota Sahiwal, Road Length, 83.8 km.	9,218
7	Sargodha	Roads	Short Term	Dualization of Road from Sargodha to Jhang via Sillanwali up to Mandi Shah Jeewna Road Length, 76 km.	8,360
8	Sargodha	Roads	Short Term	Shahpur Sadar to Bhalwal Dualization of Road, Length 47 km	5170
9	Sargodha	Roads	Short Term	Dualization of Road from Sargodha City (47 Pull) to District Boundary Khushab, Length, 40.5km	7,961
10	Sargodha	Roads	Short Term	Reconstruction of Road from Sultanpur to Norewala (Part B), length 16.7 km	370
11	Mianwali	Roads	Medium Term	Piplan to Mianwali-Muzaffargarh Road, Dualization, Length 17.3 km	1,903
12	Mianwali	Roads	Medium Term	Dualization of Road from Mianwali to CPEC Interchange Dawood Khel, Length 36 km	6916
13	Mianwali	Roads	Medium Term	Widening of Road from Kalabagh to Chandana, Length 4.25 km	465

14	Khushab	Roads	Short Term	Khushab to Nuashera Road Patrolling Check Post Khaliqabad to Kathwai, Rehab, Length 17 km	700
15	Khushab	Roads	Medium Term	Girot city to Langarwala bypass road, Widening & Construction, Length, 3.5	23.1
16	Khushab	Roads	Medium Term	Naushera to Jabba Road, Upgradtion, Length 26.6 km	1,095
17	Khushab	Roads	Medium Term	Khushab to Pail Road, Major Rehab, Length 54 km	1,000
18	Khushab	Roads	Short Term	Quaidabad to Noorpur Thal via Adhi Kot Road, Upgradation, Length 56 km	8,000
19	Khushab	Roads	Short Term	Rehabilitation of 4km Section of Pail-Talagang Road, Length 4 km	80
20	Khushab	Roads	Short Term	Noorpur to Rooda Road, Upgradation, Length, 30 km	425
21	Bhakkar	Roads	Short Term	Dualization of Metalled Road from Khansar Chowk MM Road to Bhakkar Khushab Boundary Via Goharwala and Kaphi, Length 31 km	3,410
22	Bhakkar	Roads	Short Term	Construction of Approach Road from Kallur Kot to Kallur Kot Bridge, Length 9 km	990

23	Bhakkar	Roads	Short Term	Bhakkar to Layyah Road, Rehabilitation, Length, 27 Km	1,028
24	Bhakkar	Roads	Short Term	Upgradation of Dera Bhakkar Road from Bhakkar city to N-55, Length 32 km	208
25	Bhakkar	Roads	Short Term	Rehabilitation / Improvement of Bhakkar Mullanwali road to Inayatabad Cheena road I/C link Length 6 km (Length=32)	208
26	Bhakkar	Roads	Short Term	Rehabilitation/ Improvent of Metalled Road from Darya Khan Sugar Mill Junubi Gate to Darya Khan Dulley Wala Bypass Road Length 4.00 Km in Tehsil Darya Khan District Bhakkar	71.719
27	Bhakkar	Roads	Short Term	Rehabilitation/ Improvent of Metalled Road from Kirari Kot to Haitu Khasoor Road Phase 1 Length 29.75 Km in District Bhakkar	427.8
28	Bhakkar	Roads	Short Term	Rehabilitation / Widening / Improvement of Metalled Road from Bhakkar Darya Khan Road at Tiba Darkhana Wala to Tiba Hamid Shah (Darya Khan Bye Pass) Length 6.75	164.344

				Km Tehsil Darya Khan District Bhakkar	
29	Bhakkar	Roads	Short Term	Rehabilitation / Improvement of Metalled Road from Darya Khan Kallur-kot Road to Haitu Khasoor Road Via Chak No.9-10, Length 8.00 Km Tehsil Darya Khan District Bhakkar	115
30	Bhakkar	Roads	Short Term	Construction of Metalled Road from Kohawer Kalan Majoka Road at Tiba Saigrana Wala to Tiba Darkhana Wala Nashaib Length 3.5 Km Tehsil Darya Khan District Bhakkar	57.75
31	Bhakkar	Roads	Short Term	Construction of Metalled Road from Bhakkar Khansar Road to Shairan Wala Via Bhatian Wala Charhoyan Wala Sadiq Wala Hakim Wala I/C Link Mehrab Wala Length 5.25 Km in District Bhakkar	54.878
32	Bhakkar	Roads	Short Term	Rehabilitation / Improvement of Jandanwala Dullewala Road From 37/ML to Dullewala I/C Link to MM Road Via Retri Total Length 38 Km	556

33	Bhakkar	Roads	Short Term	Rehabilitation / Improvement of Fazal Kath Road I/C Link to Gadai Total Length 25 Km	366
34	Bhakkar	Roads	Short Term	Rehabilitation / Improvement of Mettled Haider Abad Khewa Road at Darbula Mor to Saad Wala. (Length=60 KM)	878
35	Bhakkar	Roads	Short Term	Rehabilitation / Improvement of Mettled Road from Bitti Mor to Goharwala (Length=28 KM)	410
36	Bhakkar	Roads	Short Term	Rehabilitation / Improvement of Road from Sarai Muhajir to Littan Length 26.00 Km Tehsil Mankera District Bhakkar	144.321
37	Bhakkar	Roads	Short Term	Rehabilitation / Improvement of Road from Nawan Ghussu to Tanwry Wala Length 15.00 Km Tehsil Mankera District Bhakkar	64.713
38	Bhakkar	Roads	Short Term	Rehabilitation / Improvement of Road from Littan Morr to Obhal Length 20.00 Km Tehsil Mankera District Bhakkar	88.739
39	Bhakkar	Roads	Short Term	Construction of Metalled Road from Darbola to Mouza Dhangana Via	153.089

				Topri Length 10 Km Tehsil Mankera District Bhakkar.	
40	Bhakkar	Roads	Short Term	Construction Of 5 Nos. Road Monuments & 2 City Entrance Gantries - District Bhakkar	30
41	Bhakkar	Roads	Short Term	Rehabilitation / Improvement / Construction of Metalled Road from Bhakkar D. I. Khan Road Near Indus Bridge D.I. Khan to Basti Gujja on Supar Band Length 14.00 Km Tehsil & District Bhakkar.	294
42	Bhakkar	Roads	Short Term	Dualization Carriage Way of Metalled Road from Khansar Chowk to District Jail Bhakkar Length 3.00 Km Tehsil & District Bhakkar.	465
43	Bhakkar	Roads	Short Term	Rehabilitation / Improvement of Metalled Road from Bhakkar Zaib Kanda to Shahnai Inayat Abad Road Length 10.50 Km in Tehsil & District Bhakkar	300
44	Bhakkar	Roads	Short Term	Rehabilitation/Improvement of Metalled Road from MA Dada To Basti Bukhara Via Binda Bahu Shah Length 5.50 Km I/C Link MA Dada To Jhunjh Length 1.50 Km Total	150

				Length 7.00 Km Tehsil & District Bhakkar	
45	Bhakkar	Roads	Short Term	Rehabilitation / Improvement of Metalled Road from Bhakkar Dajal Road at Km No 3 To Khichi Kalan Via Moza Karam Khan Length 5.00 Km Tehsil & District Bhakkar	82
46	Bhakkar	Roads	Short Term	Rehabilitation / Improvement and Construction of Metalled Road from Bhakkar Dajal Road at Km No 1 To Haideri Chowk Length 3.80 Km I/C Link Basti Rawan Wali Length 1.20 Km Total Length 5.00 Km Tehsil & District Bhakkar	85
47	Bhakkar	Roads	Short Term	Beautification of Railway Station Under Pass in District Bhakkar	75
48	Bhakkar	Roads	Short Term	Beautification of Railway Station Under Pass in District Bhakkar	75

Table 5: Proposed Permanent Weigh Stations and Truck Stand Project

S. No.	District	Sector	Type	Project Name	Cost Est. (Mn)
1	Bhakkar	Transport	Short Term	Permanent Weigh Station at Sarai Muhajir (Mianwali-Muzaffargarh Road), Bhakkar	20
2	Bhakkar	Transport	Short Term	Permanent Weigh Station at Basti Islam (Bhakkar-Jhang Road), Bhakkar	20
3	Bhakkar	Transport	Short Term	Permanent Weigh Station at Dajjal Check Post (Dera Ismail Khan-Bhakkar Road), Bhakkar	20
4	Bhakkar	Transport	Short Term	Permanent Weigh Station at Tibba Burgean Wala (Karor-Bhakkar-Layyah Road), Bhakkar	20
5	Sargodha	Transport	Short Term	Permanent Weigh Station at Bhone (Jhang-Sargodha Road), Sargodha	20
6	Sargodha	Transport	Short Term	Permanent Weigh Station at Qasaeyan Wala (Sargodha-Faisalabad Road), Sargodha	20
7	Sargodha	Transport	Short Term	Permanent Weigh Station at Talibwala (Sargodha-Lahore Road), Sargodha	20

8	Sargodha	Transport	Short Term	Permanent Weigh Station at Thori (Gujrat-Sargodha Road), Sargodha	20
9	Khushab	Transport	Short Term	Permanent Weigh Station at Chak Sadia Wala (Bhera-Malikwal Road), Sargodha	20
10	Khushab	Transport	Short Term	Permanent Weigh Station at Jhelum River Bridge Khushab	20
11	Khushab	Transport	Short Term	Permanent Weigh Station at Old Jhelum Bridge, Khushab	20
12	Khushab	Transport	Short Term	Permanent Weigh Station at Katha Sagral (Sargodha-Khushab Lilla Road), Khushab	20
13	Mianwali	Transport	Short Term	Permanent Weigh Station at Ban Hafiz Jee (Mianwali-Talagang Road), Mianwali	20
14	Mianwali	Transport	Short Term	Permanent Weigh Station at Daud Khel (Mianwali- Kalabagh Road), Mianwali	20
15	Bhakkar	Transport	Short Term	Construction of Truck Parking and Driver Facilitation Centre at Sarai Muhajir Village, Near Bhakkar.	150

Table 6: Proposed Feasibility Studies

S. No.	District	Sector	Type	Project Name	Cost Est. (Mn)
1	Mianwali	Transport	Short Term	Feasibility study for intermodal container terminal at Kundian Junction Railways Station	30
2	Sargodha, Khushab, Mianwali, Bhakkar	Transport	Short Term	Study to improve Public Transport Bus Terminals in all the four districts and their Tehsils	30

Table 7: Proposed Shopping & Tourism Route Projects

S. No.	District	Sector	Type	Project Name	Cost Est. (Mn)
1	Sargodha	Transport	Short Term	The Shopping Route: Mall of Sargodha, Burj Ismail Mall, Xin Mall, ChenOne Tower, Burj Huraira Mall, Al-Rehman Trade Centre, Toheed Mall, The Model Bazaar, The Urdu Bazaar, The Kachehry Bazaar, The Amin Bazaar, The Muslim Bazaar, The Anarkali Bazaar, The Sarafa Bazaar, The Rail Bazaar, The	Variable

				Liaquat Bazaar, The Faisal Bazar, The Karkhana Bazaar, The Bans Bazaar, The Kabaarhi Bazaar, The Fruit Mandi, The Sabzi Mandi,	
2	Sargodha	Transport	Short Term	The Recreation Route: Benazir Park, Gulshan Iqbal Park, Ali Park, 18 Block Park, Zafar Colony Block F Park, Galaxy Ground, Sunehri Ground, Rehmat Park, Sargodha Park, Children Amusement Park, Model Bazar Joyland, Defence Garden Jogging Track,	Variable
3	Sargodha	Transport	Short Term	The Heritage Route 1: Weekly from Sargodha to Historical Places in Bhera; Chinioti Gate, Peeli Kothi, Govt High School Bhera (Built 1927), Sher Shah Suri Jamia Masjid (1540s), Mohallah Sheikhani Masjid (1840s), Marhi of Bhera, Baoliwala (Chopra Temple), Bhera Railway Station, and Bhera Bazar (for sweets).	Variable

4	Sargodha	Transport	Short Term	The Heritage Route 2: Weekly from Khushab to Historical Places in Bhera; Chinioti Gate, Peeli Kothi, Govt High School Bhera (Built 1927), Sher Shah Suri Jamia Masjid (1540s), Mohallah Sheikhani Masjid (1840s), Marhi of Bhera, Baoliwala (Chopra Temple), Bhera Railway Station, and Bhera Bazar (for sweets).	Variable
5	Sargodha	Transport	Short Term	The Soon Valley Route 1: Biweekly from Sargodha to Soon Valley; Uchali Lake, Khabeki Lake, Jahlar Lake, Kanhatti Garden, Daip Shareef. and Anmb Shareef	Variable
6	Sargodha	Transport	Short Term	The Soon Valley Route 2: Weekly from Khushab to Soon Valley; Uchali Lake, Khabeki Lake, Jahlar Lake, Kanhatti Garden, Daip Shareef. and Anmb Shareef	Variable
7	Sargodha	Transport	Short Term	The Soon Valley Route 3: Weekly from Mianwali to Soon Valley; Uchali Lake, Khabeki Lake, Jahlar	Variable

				Lake, Kanhatti Garden, Daip Shareef. and Anmb Shareef	
8	Mianwali	Transport	Short Term	Mianwali Attractions Route 1: Weekly from Mianwali to Namal Lake, Chashma Barrage and Kalabagh	Variable
9	Mianwali	Transport	Short Term	Mianwali Attractions Route 2: Weekly from Khushab to Namal Lake, Chashma Barrage and Kalabagh	Variable
10	Mianwali	Transport	Short Term	Mianwali Attractions Route 3: Weekly from Bhakkar to Namal Lake, Chashma Barrage and Kalabagh	Variable

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