

MALIR MOTORWAY



Karachi Metropolitan is the most populous city of Pakistan with an estimated population of over 20 million. It is also the major Sea Port of the country and is a hub of heavy industries like Steel, Automobile, Oil Refineries, Cement Plants, Ship Breaking Industry and Textile Mills to name a few. The city contributes a large percentage to the National Industrial Production. The industrial activities generate a large amount of traffic within the city. Besides this, a considerable amount of Heavy freight traffic is generated from the Karachi Port and Port Muhammad Bin Qasim towards the rest of the country.

Also the heavy port related traffic to and from up country generally use two routes to approach the Super Highway (M-9) and the National Highway (N-5) by Northern bypass and Southern link which passes through urban areas of Clifton, DHA, Korangi and Landhi to approach the National Highway (N-5). Furthermore, Sharah-e-Faisal, the main arterial of the city is banned for heavy traffic and is already overcrowded. In spite of converting it into signal free corridor, frequent traffic jams are observed.

The proposed Malir River Motorway is primarily envisaged to facilitate the traffic from inside Karachi city to approach Super Highway (M-9) without being captured into the rest of the city traffic. It will result in a tremendous release of traffic pressure at Sharah-e-Faisal and delays will be considerably reduced.

The successful completion of this project will facilitate the residents of Defence Officers Housing Authority and will reduce the commuting time from DHA Karachi to DHA City Karachi to only 20 minutes.

The Malir Motorway System will be designed and constructed with a provision for the BRT Metro System. The total length of the Malir Motorway System is estimated to be 91 kms with a length of 54 km from Karachi to M-9 Motorway and a length of 37 kms to Port Qasim and City Connections.