Hagler Bailly Pakistan

DIGBY WELLS ENVIRONMENTAL

Appendix E: Traffic Study

Hagler Bailly Pakistan

Environmental and Social Impact Assessment of Reko Diq Mining Project

Traffic Study

Final Report

HBP Ref.: R4TS8RKG

October 1, 2024

Reko Diq Mining Company

Quetta

Executive Summary

Barrick Gold Corporation (hereafter Barrick) through its subsidiary Reko Diq Mining Company (RDMC), in a Joint Venture partnership with the Government of Pakistan and the Government of Balochistan, is completing a feasibility study for the Reko Diq Mining Project (also referred to as the 'Project') in the western part of Balochistan Province of Pakistan. As part of the feasibility study, an Environmental and Social Impact Assessment (ESIA) has been conducted, including specialist studies. The ESIA will be part of the environmental permitting process and will provide a basis for the integration of environmental and social considerations into the Project design. RDMC appointed Digby Wells Environmental (hereafter Digby Wells) and Hagler Bailly Pakistan Pvt. Ltd (hereafter HBP) to carry out the proposed environmental and social studies and permitting process for the Project. This Specialist Report presents baseline traffic levels, potential Project related impacts on traffic and measures that will be implemented to mitigate the impacts and subsequent monitoring to assess the effectiveness of mitigation.

The Project is a Copper-Gold mining operation with an onsite processing plant to produce a high-quality copper-gold concentrate (the Concentrate) that will be exported for final processing into various products. The current Life-of-Mine (LoM) is 38 years in terms of defined resources (resources that have been identified already) with significant exploration upside.

The construction phase is anticipated to take approximately 40 months, including pre-stripping. The mine will be a truck-and-shovel open pit mining operation with processing facilities that include crushing, grinding, and flotation. The final Concentrate will be railed to Port Qasim for final export by ship.

The mine will be developed in two phases, Phase 1 is expected to have a capacity of 45 Mt per annum (Mtpa) and Phase 2 is expected to have a combined processing capacity of 90 Mtpa. Phase 1 operations are anticipated to commence in 2028 and Phase 2 operations in 2030.

Baseline Traffic Levels

Traffic counts were conducted at four locations to assess the baseline traffic levels along the roads which will be used by the Project’s transportation. At each traffic count location, two or three surveyors were stationed during both daytime and nighttime to independently count the daily traffic flow in various directions. The traffic count data was recorded in a pre-designed form. Traffic counts were carried out for a 24-hour period. A summary of the traffic data is provided below:

- T1 (Access Road to the Proposed Mine Site): Traffic peaks between 07:00-08:00 and 17:00-18:00, primarily driven by trucks and buses, making up 25% of total traffic. Daytime traffic is higher, with HTVs dominating (55% daytime, 60% nighttime) due to the N-40’s highway usage for construction traffic.
- T2 (Nok Kundi): Traffic peaks at 09:00-10:00 and 18:00-19:00, with LTVs forming 75% of daytime and 69% of nighttime traffic. The N-40 highway's use

for goods and fuel transport is reflected in the high LTV presence, particularly pickups (67%).

- T3 (Dalbandin): Traffic peaks between 11:00-12:00 and 19:00-20:00, dominated by LTVs (85% daytime, 73% nighttime), driven by the transportation of goods from Taftan. The LTV traffic includes a mix of cars, bikes, and pickups.
- T11 (Port Qasim): Traffic peaks at 08:00-09:00 and 16:00-17:00, with LTVs dominating daytime traffic (65%), mainly due to worker commutes, while HTVs dominate nighttime traffic (77%) for industrial transportation.

Section 5 presents the baseline results in additional detail.

Impact Assessment

An increase in traffic and resulting effects on road safety and congestion was identified as the only significant impact that may arise from the Project and was assessed in accordance with the methodology provided in **Section 4.4**.

The increase in traffic over baseline levels will be minimal. Additional mitigation measures provided in **Section 7** will ensure that there are no impacts on community safety and road conditions. **Section 8** provides a monitoring plan the Project will follow to ensure that all mitigation measures are in place and that all potential traffic related impacts can be proactively addressed and mitigated.

Recommendations

The Project will develop and implement a Traffic Management Strategy throughout its construction, operations and decommissioning phase. The Project's impacts on traffic are not significant given that the mitigations identified are implemented and subsequent monitoring is carried out.

Acronyms

DWE	Digby Wells Environmental
ESIA	Environmental and Social Impact Assessment
HBP	Hagler Bailly Pakistan
HTV	Heavy Transport Vehicle
IFC	International Finance Corporation
LTV	Light Transport Vehicle
PIBT	Pakistan International Bulk Terminal Limited
PCE	Passenger Car Equivalent
PCU	Passenger Car Unit
QC	Quality Control
RDMC	Reko Diq Mining Company
RDMS	Reko Diq Mine Site

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Exhibits

1. Introduction

1.1 Background

Barrick Gold Corporation (hereafter Barrick) through its subsidiary Reko Diq Mining Company (RDMC), in a Joint Venture partnership with the Government of Pakistan and the Government of Balochistan, is completing a feasibility study for the Reko Diq Mining Project (also referred to as the 'Project') in the western part of Balochistan province of Pakistan. As part of the feasibility study, an Environmental and Social Impact Assessment (ESIA) has been conducted, including specialist studies. The ESIA will be part of the environmental permitting process and will provide a basis for the integration of environmental and social considerations into the Project design. RDMC appointed Digby Wells Environmental (hereafter Digby Wells) and Hagler Bailly Pakistan Pvt. Ltd (hereafter HBP) to carry out the proposed environmental and social studies and permitting process for the Project.

This Traffic Study Report presents the baseline traffic levels along the road route which will be used by the Project, the assessment of the potential increase in traffic due to the Project-related transportation, and proposed mitigation and monitoring measures that will be implemented during the life of the Project.

1.2 Objectives

The objectives of this study were to:

- Establish and assess the pre-Project baseline traffic levels along the Road and Rail Transport Routes and at Port Qasim through primary data collection.
- Predict the increase in traffic over the baseline traffic levels due to the Project and impact to the community.
- Develop mitigation measures along with monitoring and reporting requirements for the Project to ensure that the traffic related impacts are mitigated effectively.

2. Project Description

The Project is a Copper-Gold mining operation with an onsite processing plant to produce a high-quality copper-gold concentrate (the Concentrate) that will be exported for final processing into various products. The current Life-of-Mine (LoM) is 38 years in terms of defined resources (resources that have been identified already) with significant exploration upside.

The construction phase is anticipated to take approximately 40 months, including pre-stripping. The mine will be a truck-and-shovel open pit mining operation with processing facilities that include crushing, grinding, and flotation. The final Concentrate will be railed to Port Qasim for final export by ship.

The mine will be developed in two phases, Phase 1 is expected to have a capacity of 45 Mt per annum (Mtpa) and Phase 2 is expected to have a combined processing capacity of 90 Mtpa. Phase 1 operations are anticipated to commence in 2028 and Phase 2 operations in 2030.

2.1 Reko Diq Mine Site and Associated Facilities

Exhibit 2.1 provides an overview of the RDMS and the major proposed infrastructure.

The core infrastructure that will be established at the RDMS includes:

- Two main pits, Western Porphyry and Tanjeel (**Exhibit 2.1**). The mining method of these pits will be a 24-hour open-pit shovel and truck operation;
- Two designated Waste Rock Dumps (WRD) for the waste rock from the Western Porphyries pit. The Tajeel Pit will have a separate WRD in its proximity.
- Tailings storage facility (TSF).
- A processing plant.

2.1.1 Supporting Infrastructure

The proposed supporting infrastructure at the RDMS includes:

- Several sources for power supply will be utilised for the Project. The Project's estimated peak power requirements will be 183 megawatts (MW) in Phase 1 and 348 MW in Phase 2:
  - Diesel generators during the early works and construction phases until the establishment of the Heavy Fuel Oil (HFO) power station;
  - A Solar Photovoltaic (PV) system with an installed capacity of 183 MW in Phase 1 and 384 MW in Phase 2;
  - It is anticipated that the Project's energy requirements will be met through a grid connection from Year 15 (operational phase).
- Diesel, HFO and other sources of fuel will be railed to the site from Port Qasim and stored in bunded contained atmospheric tanks at the designated storage areas.

- Accommodation Facility to provide on-site accommodation for all employees and contractors;
- Security infrastructure;
- Waste management facilities:

2.1.2 Water Supply and Management

Water for the Construction Phase, Phase 1 and Phase 2 of the Project will be sourced from a sedimentary groundwater system located approximately 70 km to the northwest of the mining area referred to as the Northern Groundwater System (**Exhibit 2.1**). The system represents a small and isolated part of a much larger basin and there are no communities or community water sources located within the proposed borefield and its area of influence.

Water in the system is saline and challenging to access, and as such is not suitable for human consumption or most agricultural or industrial uses without significant treatment and abstraction infrastructure. There are currently no planned developments or users of the target groundwater system, and the scope of the Project would not preclude future use of the broader basin by others. Independent international best practice environmental and social impact assessment and hydrogeological studies, using physical surveying and remote sensing techniques, have demonstrated that there are no surface expressions of the groundwater system and no known dependent biodiversity.

This groundwater system is considered capable of enabling development and sustaining operation of the Project, which is expected to add significantly to the socio-economic advancement within the region and country through employment, infrastructure, and services.

2.2 Transport and Marine Port

The Project will use the existing road and rail networks to transport materials during construction and operational phases and utilise the air transportation option for personnel. The main Project transport routes (Road Transport Route and Rail Transport Route) are shown in **Exhibit 2.2**.

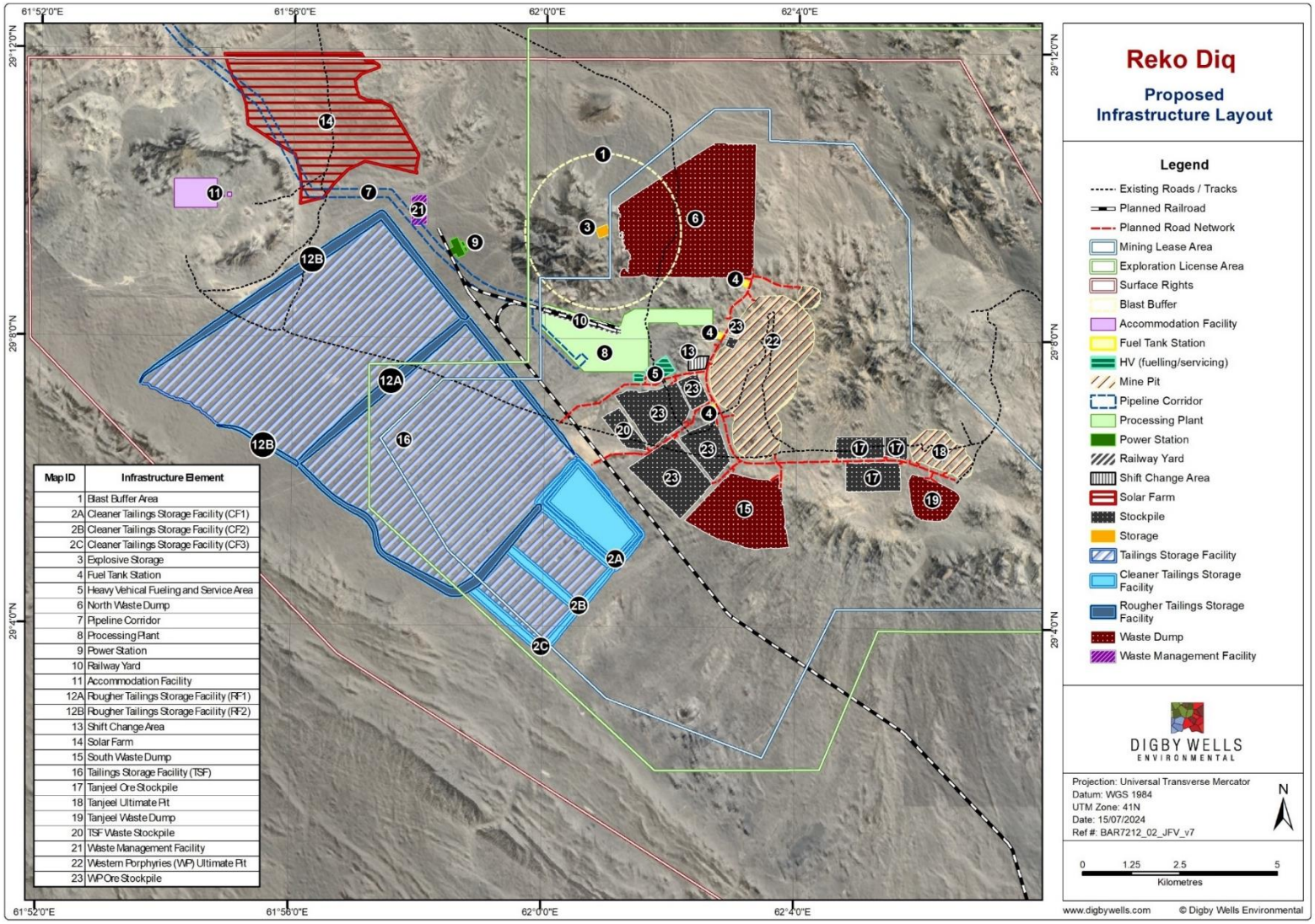
2.2.1 Transport of Concentrate to Port Qasim

The Concentrate will be transported from the RDMS processing plant to Port Qasim via an existing railway line, passing through the Balochistan and Sindh provinces. The existing rail route is approximately 1,350 km in length as outlined in **Exhibit 2.2**.

The Project will make use of the existing PIBT Terminal where all facilities are owned and operated by PIBT. An area will be leased to RDMC for the construction of a Concentrate storage shed.

An extract of the onshore and offshore layout is shown in **Exhibit 2.4**.

Exhibit 2.1: Proposed Reko Diq Mine Site Layout



Map ID	Infrastructure Element
1	Blast Buffer Area
2A	Cleaner Tailings Storage Facility (CF1)
2B	Cleaner Tailings Storage Facility (CF2)
2C	Cleaner Tailings Storage Facility (CF3)
3	Explosive Storage
4	Fuel Tank Station
5	Heavy Vehical Fueling and Service Area
6	North Waste Dump
7	Pipeline Corridor
8	Processing Plant
9	Power Station
10	Railway Yard
11	Accommodation Facility
12A	Rougher Tailings Storage Facility (RF1)
12B	Rougher Tailings Storage Facility (RF2)
13	Shift Change Area
14	Solar Farm
15	South Waste Dump
16	Tailings Storage Facility (TSF)
17	Tanjeel Ore Stockpile
18	Tanjeel Ultimate Pit
19	Tanjeel Waste Dump
20	TSF Waste Stockpile
21	Waste Management Facility
22	Western Porphyries (WP) Ultimate Pit
23	WP Ore Stockpile

Exhibit 2.2: Reko Diq Spatial Extent and Transport Routes (Rail Transport Route and Road Transport Route)

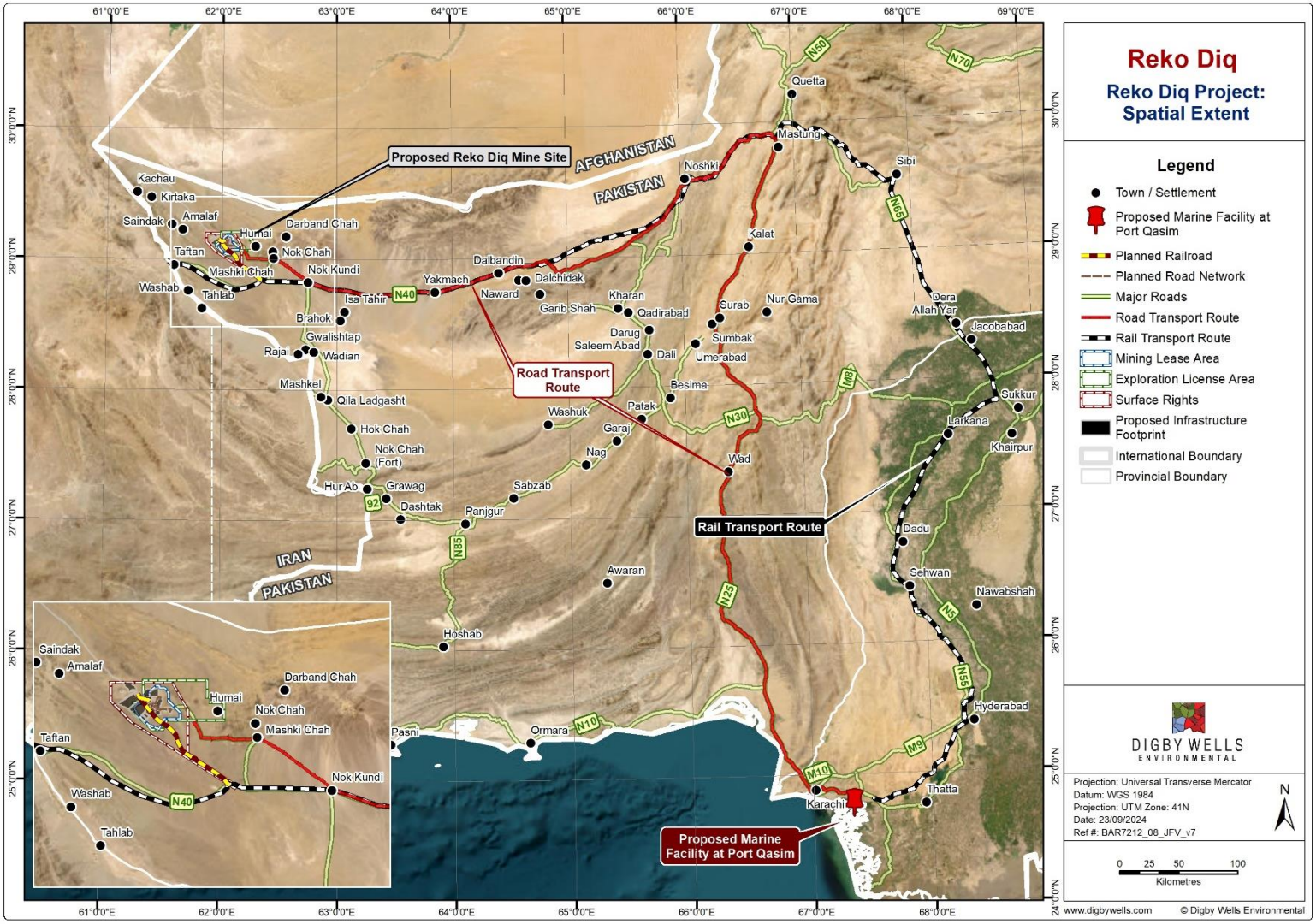


Exhibit 2.3: Proposed Rail Yard Layout at Port Qasim

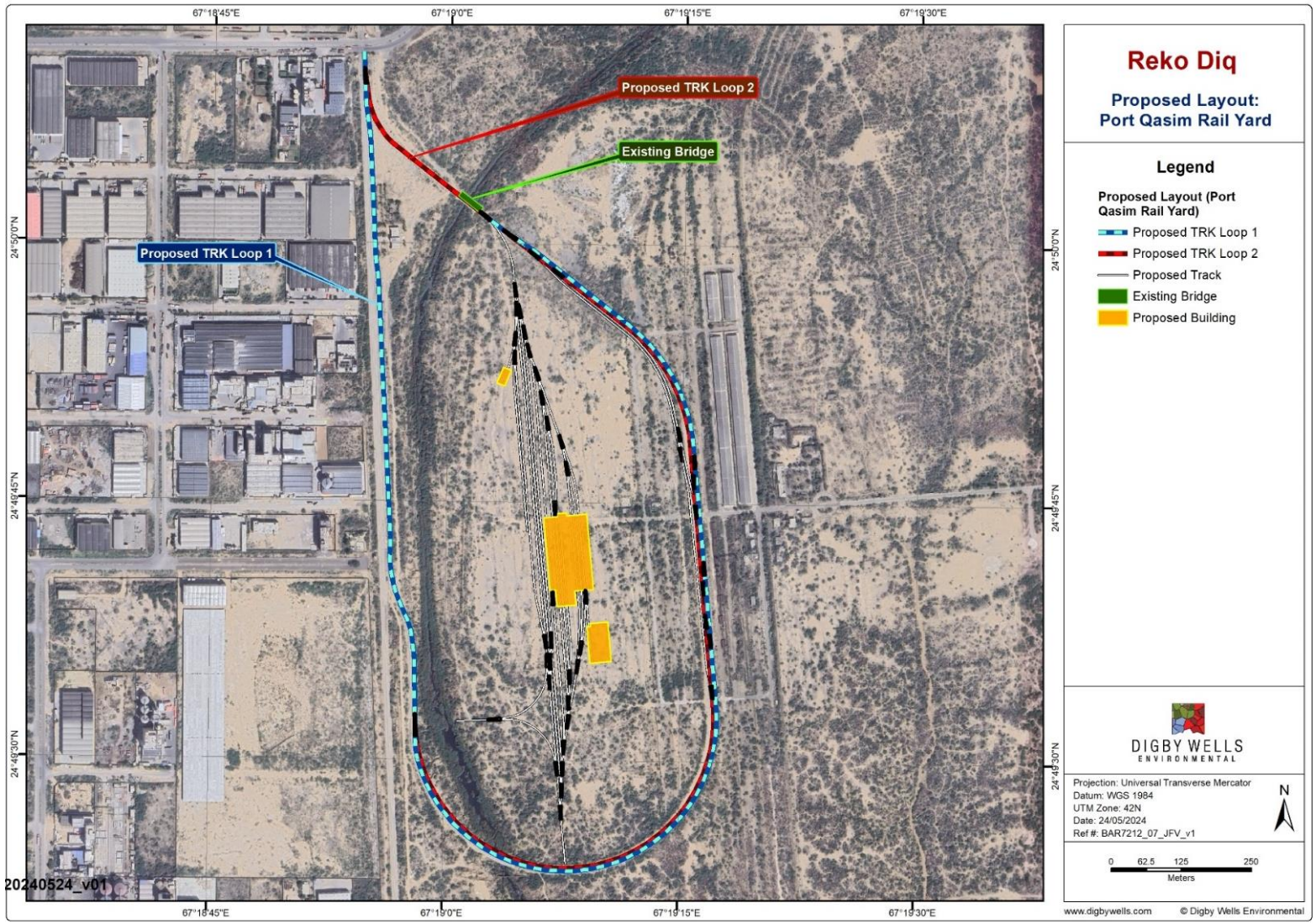
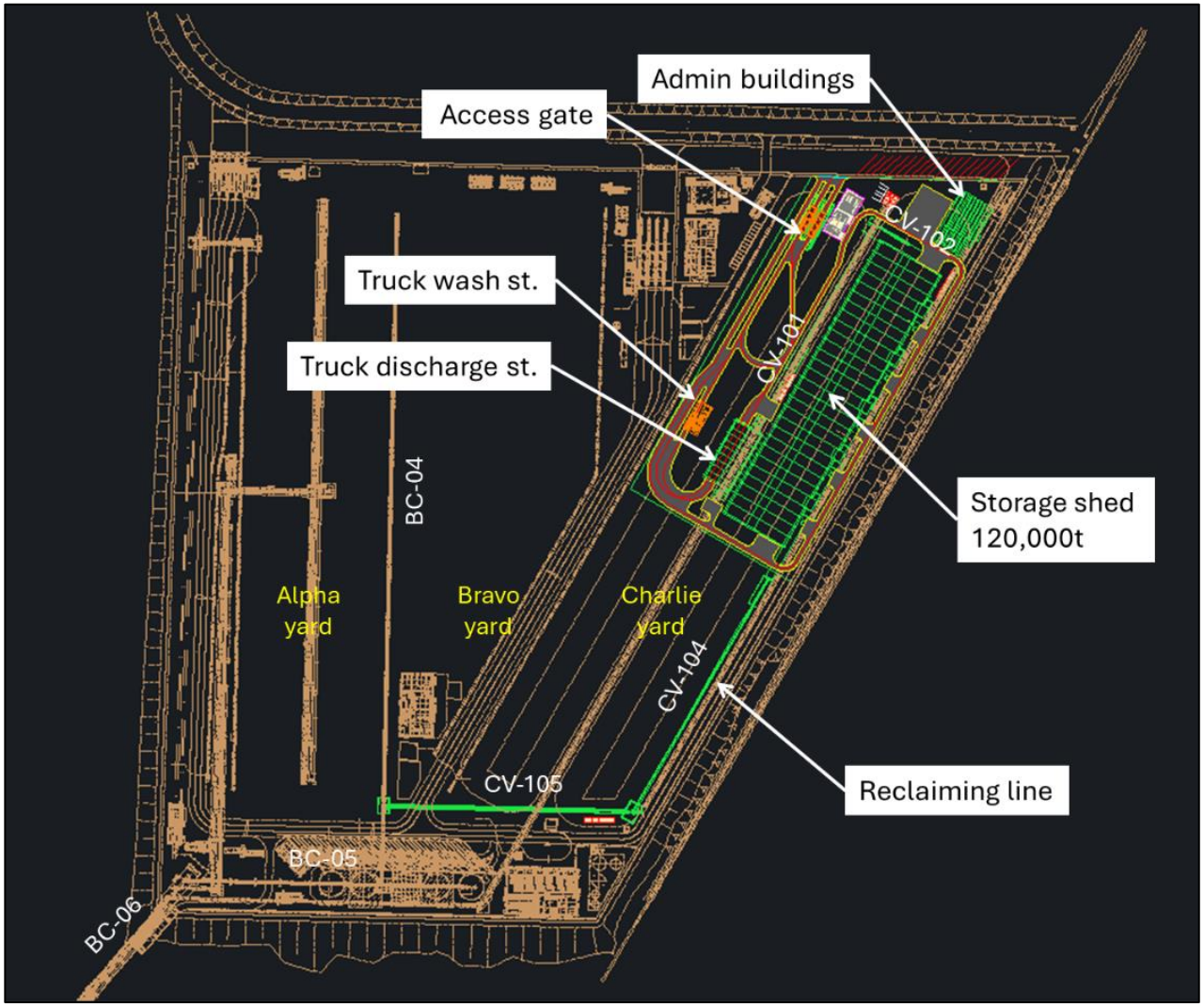


Exhibit 2.4: Layout of Concentrate Facilities at PIBT at Port Qasim



3. Legislative and Regulations Framework

This section is an overview of the applicable Pakistan legislation and international guidelines relevant to this Specialist Study. There is currently no Pakistan legislation that governs limits on traffic volume on roads for projects or other users. The Pakistan legislation that highlights provisions for road safety have been used to guide and develop the appropriate mitigation measures highlighted in this report.

Exhibit 3.1: Applicable Legislation and Guidelines

Applicable Legislation, Policy or Framework	*Description and Relevance*
Pakistan Legislation	
Road Transport Workers Ordinance, 1961	This legislation establishes conditions for vehicle drivers and imposes limits on driving time.
Balochistan Legislation	
The Balochistan Motor Vehicles Ordinance, 1965	This ordinance governs vehicle registration and mandates compliance with specified guidelines. It establishes road safety provisions with corresponding penalties for non-compliance and cautions against using vehicles in unsafe conditions, posing risks to passengers and others.
Balochistan Environmental Protection (Motor Vehicles) Rules, 2020	The Rules state that “A person shall not operate a motor vehicle from which air pollutants or noise are being emitted in an amount, concentration or level which is in excess of the Environmental quality standards or where applicable the standards established under the Act” The rules do not include guidance or restrictions on incremental traffic related impacts.
International Guidelines	
IFC Environmental, Health, and Safety (EHS) Guidelines	Provides guidance for traffic safety and management. The traffic safety is covered under Community Health and Safety component in the IFC EHS General Guidelines.

4. Methodology

4.1 Overview of Study Area

The Study Area, defined as the Road and Rail Transport Routes over which the Project's activities may adversely impact the existing traffic was delineated to determine locations for data collection. Multiple routes which were then combined into the Study Area were delineated based on the Project's components, are identified below.

- Reko Diq Mine Site: Includes the Access Road to the Mine Site.
- Road Transport Route: The Road Transport Route from the Mine Site up to Dalbandin, constituting the N-40 Highway.
- Port Qasim: The segment where the Road Transport Route connects to the Port Qasim terminal.

Exhibit 4.1 provides a map of the Study Area.

4.2 Scheduling of Surveys

The traffic related data was collected through traffic-count surveys to establish the baseline conditions within the Study Area. The data collection was carried out in multiple rounds as follows:

- Round 1: The surveys completed under this round, referred to as '2020 Surveys', were carried out between August 24, 2020, and August 27, 2020. The information collected in this round included collection of the traffic data along the access road to the Reko Diq Mine Site.
- Round 2: The surveys completed under this round as part of the Reko Diq Mining Project ESIA, referred to as '2022 Surveys[1]'. These surveys were carried out between September 12, 2022, and October 14, 2022. The information collected in this round included traffic data along the Road Transport Route from the Mine Site up to Dalbandin at two locations.
- Round 3: The surveys completed under this round as part of the Reko Diq Mining Project ESIA were carried out between October 09, 2023, and November 15, 2023 at one monitoring location at Port Qasim. These surveys are referred to as the '2023 Surveys'.

4.3 Baseline Data Collection

This section outlines the rationale for selecting the traffic survey locations and methods for collecting the data.

[1] HBP (2020) Tanjeel Copper Project Environmental and Social Impact Assessment

4.3.1 Traffic Count Locations

Traffic counts were conducted at four locations to assess the baseline traffic levels along the roads which will be used by the Project's transportation. **Exhibit 4.2** presents a summary of the traffic count locations across the different rounds of surveys and **Exhibit 4.3** provided a map of the traffic count locations. **Exhibit 4.4** provides photographs of the traffic monitoring.

Exhibit 4.1: Study Area for Traffic

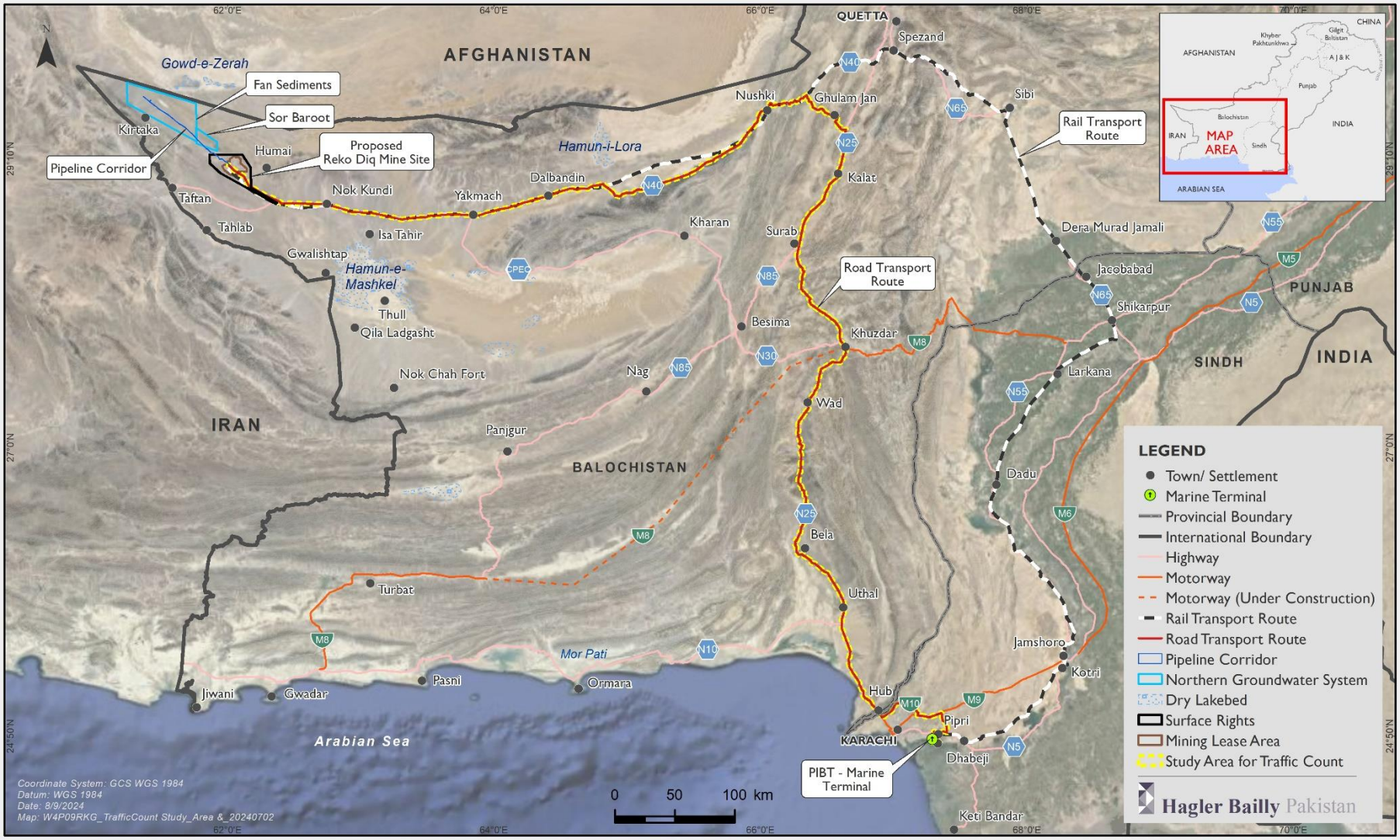


Exhibit 4.2: Summary of Traffic Count Locations for the Reko Diq Mining Project

Sample ID	*Location*	*Project Component*	*Survey Round*	*Coordinates*	*Province*	*Rationale for Selection*
T1	Access Road	Mine Site	Round 1	28°50'35.20" N 62°24'57.90" E	Balochistan	At the access road to Reko Diq from the N-40 to assess the current load of the road. The location will be used to assess the increase in traffic due to Project activities.
T2	Nok Kundi	Road Transport Route	Round 2	28°49'06.32" N 62°46'21.54" E	Balochistan	At National Highway (N–40) near Nok Kundi to assess the current load of the road. The location will be used to assess the increase in existing traffic volume due to Project-related activities.
T3	Dalbandin	Rail Transport Route	Round 2	28°53'59.89" N 64°26'14.43" E	Balochistan	At N–40 highway near Dalbandin to assess the current load of the road. The point will be used to assess the increase in existing traffic volume due to Project-related activities.
T11	Port Qasim	Marine Facility	Round 3	24°49'41.56" N 67°18'24.56" E	Sindh	At North-Western Industrial Zone of Port Qasim to assess the baseline traffic levels before the Project.

Exhibit 4.3: Traffic Count Locations

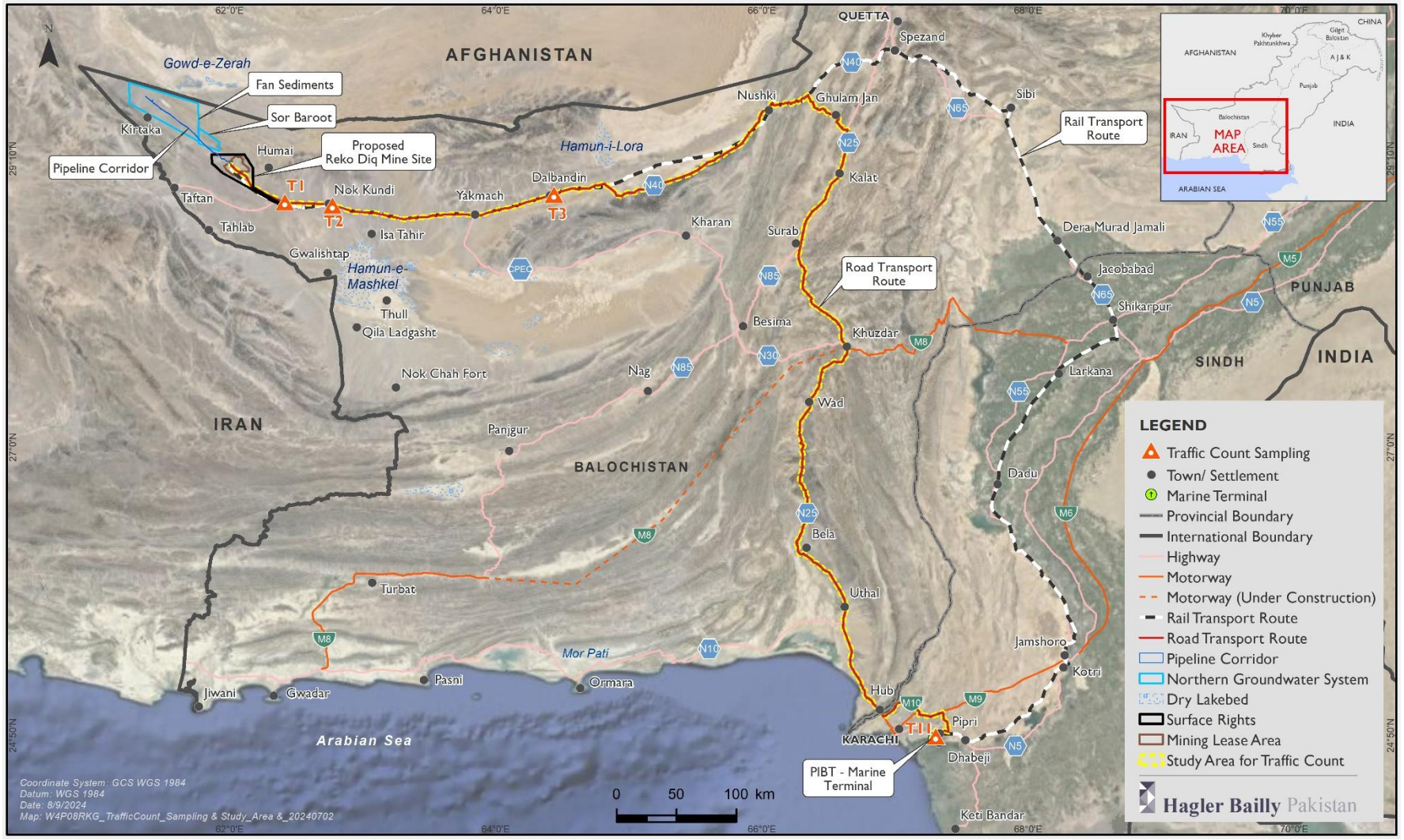


Exhibit 4.4: Traffic Monitoring Photographs

Team monitoring traffic flow at N-40 Highway

Team monitoring traffic flow at N-40 Highway

Team monitoring traffic flow at N–40 Highway

Team monitoring traffic flow at N–65 Highway

4.3.2 Data Collection Methods and Analysis

At each traffic count location, two or three surveyors were stationed during both daytime and nighttime to independently count the daily traffic flow in various directions. The traffic count data was recorded in a pre-designed form. Traffic counts were carried out for a 24-hour period.

Passenger Car Equivalent (PCE) or Passenger Car Unit (PCU) is a metric unit used to assess traffic–flow rates.[2] PCU, is a measure of the relative space requirement of a vehicle compared to that of a passenger car under a specified set of roadways, traffic, and other conditions. The value assigned to each of the classification of the vehicles may depend on several factors such as:

- dimensions, power, speed, acceleration, and braking characteristics of the vehicle.
- road characteristics such as geometrics including gradients, curves, access controls, type of road: rural or urban, presence and the type of intersections.

[2] Adnan, Muhammad; Passenger Car Equivalent Factors in Heterogenous Traffic Environment – are We Using the Right Number? Procedia Engineering, Vol. 77, Pg. 106–113, 2014.

- transverse and longitudinal clearances between vehicles moving on road, which in turn depends upon the speeds, driver characteristics and the classes of other moving vehicles.
- environmental and climatic conditions.
- traffic control methods, speed limits, and barriers.

The PCU for different classes of vehicles are not defined universally, however, the values used here are typical for Pakistani road conditions. The PCUs are calculated based on traffic counts. **Exhibit 4.5** shows PCU factor for each vehicle**.**

Exhibit 4.5: PCU Factor for Vehicles

Vehicle	*PCU Factor*
Light Transport Vehicles (LTV)	1.0
Heavy Transport Vehicles (HTV)	2.0

Traffic data collected during the traffic count surveys is provided in **Appendix A**.

4.4 Impact Assessment Methodology

The impact assessment methodology used for the Project involves two phases, namely impact identification and impact assessment. Impact identification was performed using an input-output model, whereby Project activities are superimposed onto the environmental and social baseline characteristics of the project area to generate assessment outputs in the form of instances of potential positive or negative biophysical and socio-economic changes in the environment.

A numerical assessment of the significance of potential Project-induced impacts was done as follows:

Significance = Consequence x Probability

Whereby

Consequence = Type of Impact x (Intensity + Spatial Scale + Duration)

And

Probability = Likelihood of an Impact Occurring

In addition, the formula for calculating consequence:

***Type of Impact** (Nature) = +**1** (Positive Impact) or -**1** (Negative Impact)*

The weight assigned to the various parameters for positive and negative impacts is provided for in the formula above and ratings presented in **Exhibit 4.6** with the consequence matrix presented in **Exhibit 4.7**. The interpretation of the consequence ratings is presented in **Exhibit 4.8.**

Exhibit 4.6: Impact Assessment Parameter Ratings

Rating	*Intensity*		*Spatial scale*	*Duration (duration of an impact without mitigation)*	*Probability (over the life of the project)*
	Negative Impacts (Type of Impact = -1)	*Positive Impacts (Type of Impact = +1)*			
5	Significant impact on the environment. Irreparable and irreplaceable damage to highly valued species, habitat or ecosystem. Persistent severe damage. Irreparable and irreplaceable damage to highly valued items of great cultural significance or complete breakdown of social order.	Significant improvement to livelihoods and living standards of a large percentage of population, as well as significant increase in the quality of the receiving environment.	Global Contribute to global impact	Inter -Generational >20 years	Certain / Definite There are sound evidence-based reasons to expect that the impact will definitely occur (90-100%)
4	Serious long term environmental effects. Environmental damage can be reversed in less than a year. On-going serious social issues. Significant damage to structures / items of significance.	On-going and widespread positive benefits to local communities which improves livelihoods, as well as a positive improvement to the receiving environment. Average to intense social benefits to some people. Average to intense environmental enhancements.	Regional Will affect the entire province or region. A broad geographical area distinguished by similar features.	Long term 5-20 years	Likely The impact may occur (50-90%)
3	Moderate, short-term effects but not affecting ecosystem function. Rehabilitation requires intervention of external specialists and can be done in less than a month. On-going social issues. Damage to items of significance.	Average, on-going positive benefits, not widespread but felt by some.	Sub-regional Will affect the sub-regional / commune area e.g. district level/ areas within the region with similar features	Medium term 2 to 5 years	Probable Has occurred here or elsewhere and could therefore occur (20-50%)

Rating	*Intensity*		*Spatial scale*	*Duration (duration of an impact without mitigation)*	*Probability (over the life of the project)*
	Negative Impacts (Type of Impact = -1)	*Positive Impacts (Type of Impact = +1)*			
2	Moderate, short-term effects but not affecting ecosystem function. Rehabilitation requires intervention of external specialists and can be done in less than a month. On-going social issues. Damage to items of significance.	Average, on-going positive benefits, not widespread but felt by some.	Local Extending across the site and to nearby settlements. Sub-division of a district.	Short term Up to 2 years	Unlikely Has not happened yet but could happen once in the lifetime of the Project, therefore there is a possibility that the impact will occur (5-20%)
1	Minor effects on biological or physical environment. Environmental damage can be rehabilitated internally with/ without help of external consultants. Minor medium-term social impacts on local population. Mostly repairable. Functions and processes not affected	Low positive impacts experience by very few of population.	Site Specific Limited to the site and its immediate surroundings.	Immediate Hours to weeks but less than 1 month	Rare / improbable Conceivable, but only in extreme circumstances and / or has not happened during lifetime of the Project but has happened elsewhere. The possibility of the impact materialising is very low as a result of design, historic experience or implementation of adequate mitigation measures (1-5%).

Exhibit 4.7: Probability Consequence Matrix

Probability	Significance																									
5	-75	-70	-65	-60	-55	-50	-45	-40	-35	-30	-25	-20	-15	15	20	25	30	35	40	45	50	55	60	65	70	75
4	-60	-56	-52	-48	-44	-40	-36	-32	-28	-24	-20	-16	-12	12	16	20	24	28	32	36	40	44	48	52	56	60
3	-45	-42	-39	-36	-33	-30	-27	-24	-21	-18	-15	-12	-9	9	12	15	18	21	24	27	30	33	36	39	42	45
2	-30	-28	-26	-24	-22	-20	-18	-16	-14	-12	-10	-8	-6	6	8	10	12	14	16	18	20	22	24	26	28	30
1	-15	-14	-13	-12	-11	-10	-9	-8	-7	-6	-5	-4	-3	3	4	5	6	7	8	9	10	11	12	13	14	15
	-15	-14	-13	-12	-11	-10	-9	-8	-7	-6	-5	-4	-3	3	4	5	6	7	8	9	10	11	12	13	14	15
	Consequence																									

Exhibit 4.8: Significance Threshold Limits

Score	*Description*	*Rating*
57 to 75	A very beneficial impact which may be sufficient by itself to justify implementation of the Project. The impact may result in permanent positive change.	Major (positive)
39 to 56	A beneficial impact which may help to justify the implementation of the Project. These impacts would be considered by society as constituting a major and usually a long-term positive change to the (natural and/or social) environment.	Moderate (positive)
20 to 38	An important positive impact. The impact is insufficient by itself to justify the implementation of the Project. These impacts will usually result in positive medium to long-term effect on the social and/or natural environment.	Minor (positive)
3 to 19	A small positive impact. The impact will result in medium to short term effects on the social and/or natural environment.	Negligible (positive)
-3 to -19	An acceptable negative impact for which mitigation is desirable but not essential. The impact by itself is insufficient even in combination with other low impacts to prevent the development being approved. These impacts will result in negative medium to short term effects on the social and/or natural environment. The impacts are reversible and will not result in the loss of irreplaceable aspects.	Negligible (negative)
-20 to -38	An important negative impact which requires mitigation. The impact is insufficient by itself to prevent the implementation of the Project but which in conjunction with other impacts may prevent its implementation. These impacts will usually result in negative medium to long-term effect on the social and/or natural environment.	Minor (negative)
-39 to -56	A serious negative impact which may prevent the implementation of the Project. These impacts would be considered by society as constituting a major and usually a long-term change to the (natural and/or social) environment and result in severe effects. The impacts may result in the irreversible damage to irreplaceable environmental or social aspects should mitigation measures not be implemented.	Moderate (negative)
-57 to -75	A very serious negative impact which may be sufficient by itself to prevent implementation of the Project. The impact may result in permanent change. Very often these impacts are immitigable and usually result in very severe effects. The impacts will be irreplaceable and irreversible should adequate mitigation and management measures not be successfully implemented.	Major (negative)

4.5 Limitations and Assumptions

The following limitations and assumptions are inherent to this Report:

- There is presently no existing national legislation that governs traffic limits or provides guidance for Projects on managing traffic related impacts.

- Assessment of incremental railway traffic was beyond the scope of this Report. An assessment of whether the Rail Transport Route can safely accommodate the Project's increased rail traffic will require a standalone feasibility study. Aspects such as noise and social discontent that will result from the Project's use of the Rail Transport Route are discussed in the Specialist Reports for noise and socioeconomics respectively.
- No traffic surveys were performed in the Road Transport Route within Sindh, except at port Qasim as that portion of the Road Transport Route is extensively used by other existing users and incremental traffic impacts will be minimal.

5. Baseline Description

5.1 Mine Site

A traffic count was conducted at T1 (access road to the proposed mine site). **Exhibit 5.1** provides photographs of the road conditions at the mine site. **Exhibit 5.2** provides a breakdown of traffic volume by direction. **Exhibit 5.3** provides a breakdown of total traffic volume by HTV and LTV and shows that:

- The traffic starts from 6:00 to 7:00 when people travel to work and tends to end around 21:00 to 22:00. At T1, two distinct peaks occur between 07:00 and 08:00, and between 17:00 and 18:00, after which the traffic volume decreases continually with each passing hour. This is due to the traffic generated mainly by trucks and buses which have fixed timings in the mornings and evenings. The traffic at peak hours represents about 25% of the total traffic at this traffic count location. The traffic from Reko Diq to Taftan or vice versa is almost nil, as this route is not used by the local communities.
- The daytime traffic volume is higher compared to nighttime as most of the passengers and local traffic movement takes place during daytime hours.
- LTVs forms about 45% of the daily daytime traffic volume and 40% of nighttime traffic volume in comparison with HTVs forming 55% of daily daytime, and 60% of nighttime traffic volume. LTVs are dominant during daytime due to the movement of a greater number of trucks and passenger buses mainly for transportation of goods from the border area. The two separate peaks for HTVs were observed to be centred around 07:00 to 8:00 and 16:00 to 17:00, which are generated mainly by trucks and buses with fixed timing in the mornings and evenings. On average, the traffic during these hours represents about 25% of the total daily HTV traffic.
- HTVs are dominant in the area as the N-40 highway is mainly used for transportation of goods and fuel from Taftan at the Iranian border, the primary occupation of the residents in the area. With LTV vehicles, 64% of the vehicles were pickups which are either used for transportation of goods/fuel or as public transport. Moreover, there are few residential areas between Nok Kundi and Taftan which also contributes to low LTV traffic counts at this location.

Exhibit 5.1: Photographs of Road Conditions

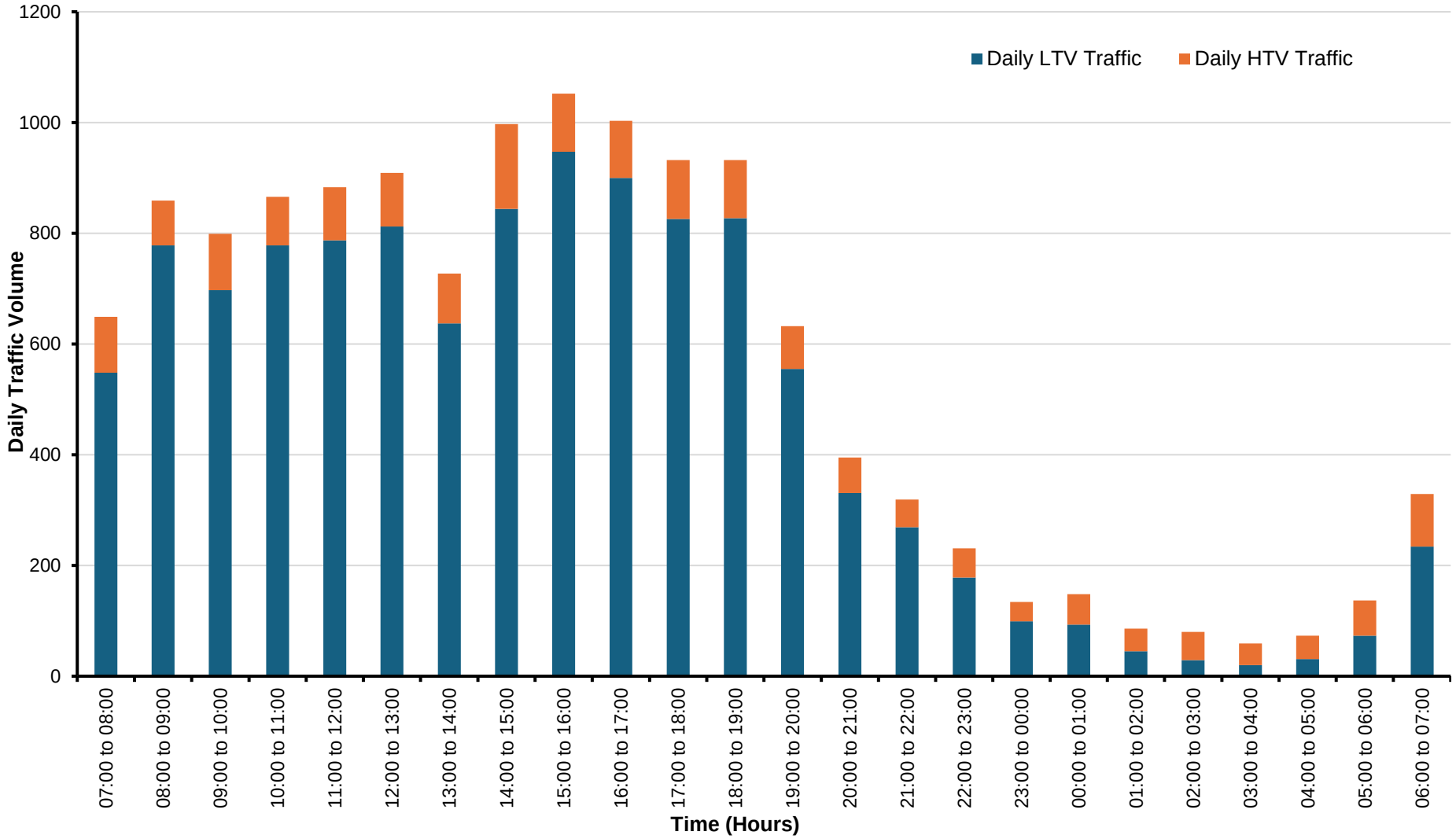
View of the Access Road to the Reko Diq

View of the Access Road to the Reko Diq from N-40 Highway

Exhibit 5.2: Daily Directional Traffic along Access Road to the Reko Diq Mine Site

	T1 at Access Road to the Reko Diq Mine Site		
	Nok Kundi – Taftan	*Reko Diq – Nok Kundi*	*Reko Diq – Taftan*
Cars	71	1	0
Pickup	73	68	1
Bikes	8	0	0
Buses	38	0	0
Trucks – 2 axles	6	0	0
Trucks – 3 axles	40	0	0
Trucks – 4 axles	18	0	0
Trucks – 5 axles	0	0	0
Trucks – 6 axles	0	0	0
Trailer	0	0	0
Tractor	0	0	0
Other*	1	0	0
Total	**435**	**69**	**1**
LTV (cars/pickups/bikes/others)	153	69	1
HTV (buses/trucks/trailer/tractor)	282	0	0
LTV (%)	35%	100%	100%
HTV (%)	65%	0%	0%

Exhibit 5.3: Daily Traffic Volume at T1 (Access Road to the Reko Diq Mine Site)



5.2 Road Transport Route

A total of two traffic counts were carried out at two locations along the Road Transport Route. These locations included Nok Kundi and Dalbandin. b presents the photographs of the traffic monitoring conducted.

Exhibit 5.5 provides an overview of the traffic counts at the locations along the Road Transport Route from the Mine Site to Dalbandin. **Exhibit 5.6** and **Exhibit 5.7** provide the daily traffic volumes at Nok Kundi (T2) and Dalbandin (T3) respectively.

- Daily Traffic Volume
  - The daily traffic volume at traffic location T2 (Nok Kundi), is plotted in **Exhibit 5.6**, indicating that the traffic starts between 6:00 and 7:00 when people commute to work and subsides between 22:00 and 23:00. At T2, two distinct peaks are formed centred between 09:00 and 10:00, and 18:00 and 19:00 after which the traffic volume decreases continually with each passing hour. This is due to the traffic generated mainly by pickups (locally known as *Zamyad* and used for border trade purposes) and trucks. The traffic at peak hours represents about 16% of the total daily traffic. The traffic from Mashkel to Dalbandin or vice versa represents the smallest contribution (3%) to the daily traffic volume at T2. The traffic from Nok Kundi to Dalbandin or vice versa is the highest contributor (86%) to the daily traffic volume at T2.
  - **Exhibit 5.7** shows the daily traffic volume at traffic location T3 (Dalbandin), which shows that the traffic starts from 6:00 to 7:00 when people commute to work and subsides between 21:00 and 22:00. At T3, two distinct peaks are formed centred at 11:00 to 12:00 and 19:00 to 20:00 after which the traffic volume decreases continually. This is due to the traffic generated mainly by pickups, trucks and buses which operate at these specific times only. The traffic at peak hours represents about 18% of total daily traffic.
- Daily Traffic Distribution (LTVs and HTVs) at T2 (Nok Kundi):
  - Hourly traffic was recorded for a period of 24 hours at T2 (Nok Kundi). **Exhibit 5.6** shows the daytime and nighttime traffic volume in terms of LTVs and HTVs. The daytime traffic volume is higher compared to nighttime as passenger and local traffic operates during these daytime hours.
  - LTV traffic forms about 75% of the daily daytime traffic volume and 69% of nighttime traffic volume in comparison with HTV which forms 25% daily daytime traffic volume and 31% of nighttime traffic volume. LTV traffic is dominant during daytime and nighttime due to the movement of greater numbers of pickups mainly for transportation of goods from the border area.
  - LTV related traffic is dominant at T2 as the N–40 highway is mainly used for transportation of goods and fuel from the Taftan, near the Iranian border. The primary occupation of the residents in this area is transportation of goods and fuel. In LTV traffic, 67% of the vehicles were pickups.

- Daily Traffic Distribution (LTV and HTV) at T3 (Dalbandin):
  - Hourly traffic was recorded for a period of 24–hours at T3 (Dalbandin). **Exhibit 5.7** shows the daytime and nighttime traffic volume in terms of LTVs and HTVs. The daytime traffic volume is higher compared to nighttime as passengers and local traffic commutes during daytime hours.
  - LTV traffic forms about 85% of the daily daytime traffic volume and 73% of nighttime traffic volume in comparison with HTV traffic, which forms only 15% of daily daytime traffic volume and 27% of nighttime traffic volume. LTV traffic is dominant during the daytime and nighttime due to the movement of a greater number of cars, bikes, and pickups for transportation of goods from Taftan, near the Iranian border area.
  - LTV traffic is dominant at this location as the N–40 highway is mainly used for transportation of goods and fuel from Taftan, near the Iranian border. The main occupation of the residents in the area is transportation of goods and fuel. In LTV vehicles, 34% of the vehicles were cars, 31% were bikes and 30% were pickups.

Exhibit 5.4: Road Conditions along the Road Transport Route

View of N–40 Highway towards Nok Kundi

View of N-40 Highway towards Taftan

Exhibit 5.5: Daily Directional Traffic along Road Transport Route (N-40 Highway)

	T2 at Nok Kundi						*T3 at Dalbandin*					
	Mashkel–Nok Kundi	*Nok Kundi–Mashkel*	*Mashkel–Dalbandin*	*Dalbandin–Mashkel*	*Nok Kundi–Dalbandin*	*Dalbandin–Nok Kundi*	*Dalbandin–Quetta*	*Quetta–Dalbandin*	*Quetta–Nok Kundi*	*Nok Kundi–Quetta*	*Nok Kundi–Dalbandin*	*Dalbandin–Nok Kundi*
Cars	2	8	1	0	199	153	548	524	248	260	477	593
Pickup	118	44	34	16	320	431	438	479	366	403	367	340
Bikes	9	1	0	0	41	58	502	535	181	167	528	514
Buses	1	0	0	0	61	40	40	38	53	57	25	35
Trucks – 2 axles	4	6	1	3	35	52	70	63	100	133	30	18
Trucks – 3 axles	7	9	1	5	37	28	9	18	44	73	0	3
Trucks – 4 axles	0	0	0	0	2	3	17	7	34	32	0	0
Trucks – 5 axles	0	0	0	0	14	40	12	13	24	12	0	1
Trucks – 6 axles	0	0	0	0	38	82	0	1	18	46	0	0
Trailer	0	0	0	0	3	22	20	10	102	82	0	5
Tractor	0	0	0	0	2	1	58	53	58	52	19	16
Auto rickshaws	0	0	0	0	0	0	137	123	9	17	60	88
Total	**141**	**68**	**37**	**24**	**752**	**910**	**1,851**	**1,864**	**1,237**	**1,334**	**1,506**	**1,613**
LTV (cars/pickups/bikes/others)	129	53	35	16	560	642	1625	1661	804	847	1,432	1,535
HTV (buses/trucks/trailer/tractor)	12	15	2	8	192	268	226	203	433	487	74	78
LTV (%)	91%	78%	95%	67%	74%	71%	88%	89%	65%	63%	95%	95%
HTV (%)	9%	22%	5%	33%	26%	29%	12%	11%	35%	37%	5%	5%

Exhibit 5.6: Daily Traffic Volume at T2 (Nok Kundi)

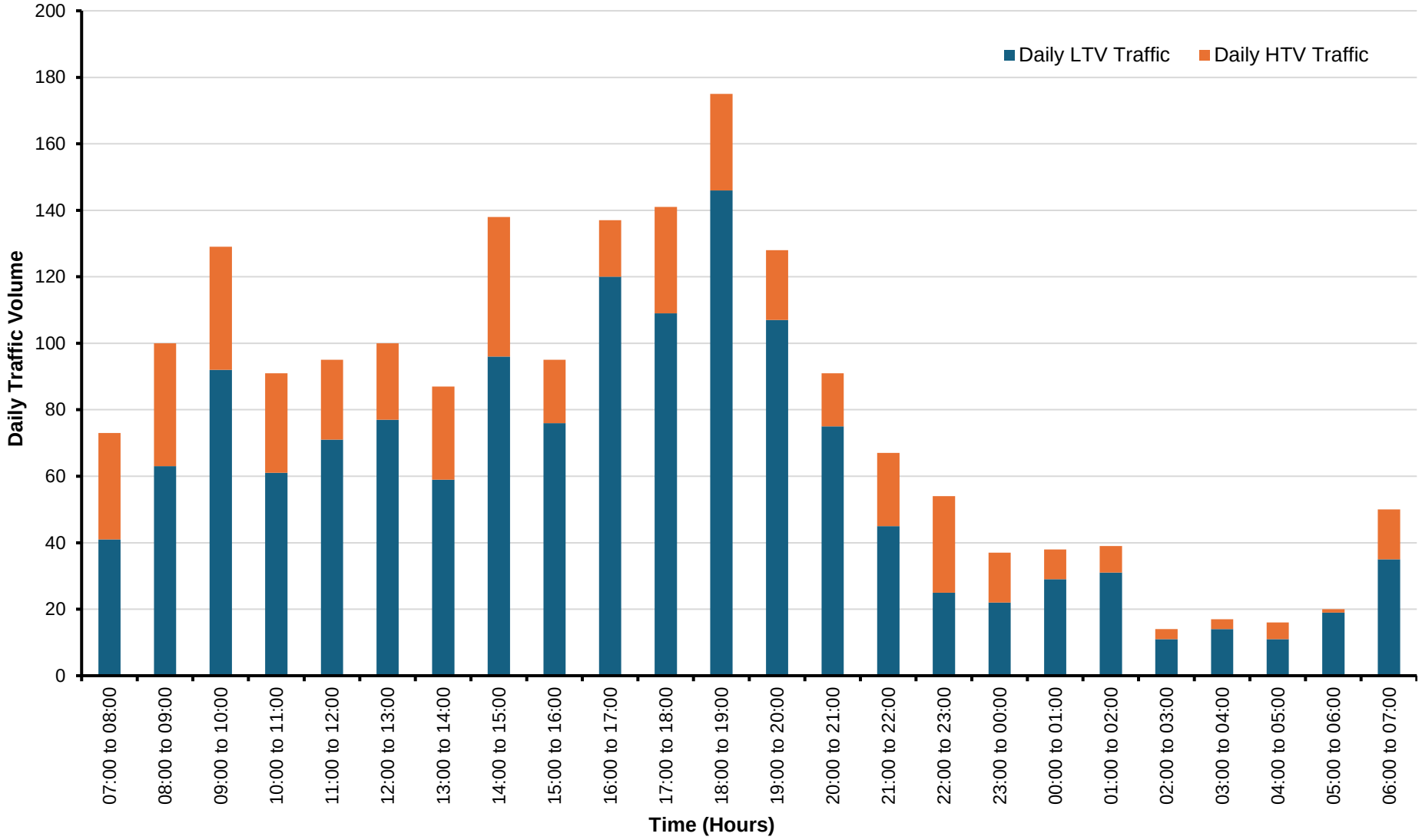
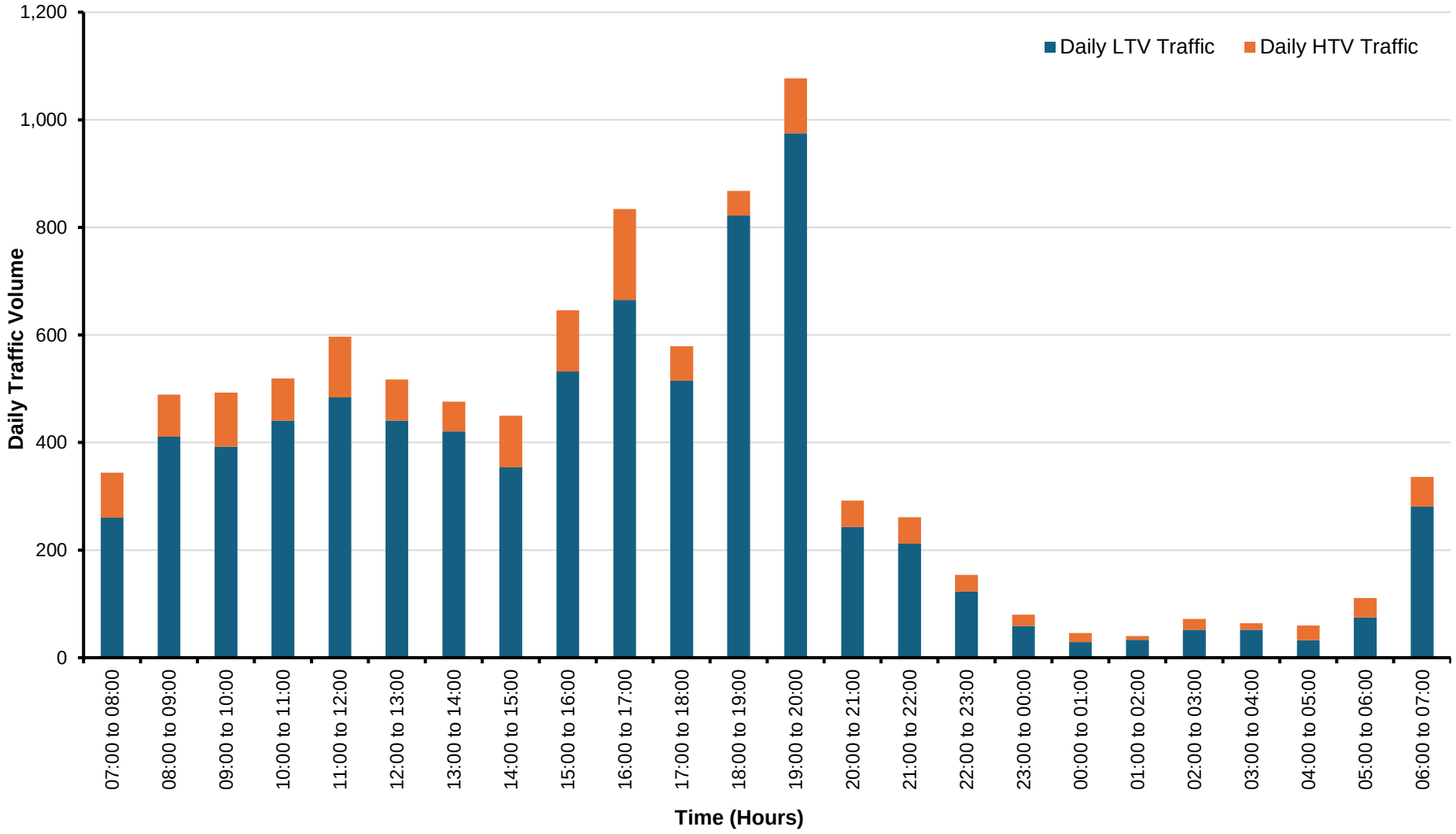


Exhibit 5.7: Daily Traffic Volume at T3 (Dalbandin)



5.3 Port Qasim

A traffic count was conducted at one location in the Northwestern Industrial zone of Port Qasim. **Exhibit 5.8** presents the photographs of the traffic monitoring and **Exhibit 5.9** provides the results at traffic count location T11 (Port Qasim) in each direction.

- Daily Traffic Volume at Port Qasim
  - The daily traffic volume at the traffic location T11 (Port Qasim) is shown in **Exhibit 5.10** which shows that the traffic starts from 6:00 to 7:00 when people commute to work and subsides between 21:00 and 22:00. At T11, two distinct peaks are formed, centred at 08:00 to 09:00 and 16:00 to 17:00 after which the traffic volume decreases continually. The traffic at peak hours represents about 16% of total daily traffic volume.
- Daily Traffic Distribution (LTV and HTV) at T11 (Port Qasim)
  - Hourly traffic was recorded for a period of 24-hours at T11 (Port Qasim). **Exhibit 5.10** shows the daytime and nighttime traffic volume in terms of LTVs and HTVs. The daytime traffic volume was higher compared to nighttime as the passenger and local traffic operates primarily during the daytime hours. LTV traffic forms about 65% of the daily daytime traffic volume and 23% of nighttime traffic volume in comparison with the HTV which forms 35% daily daytime traffic volume and 77% of nighttime traffic volume.
  - LTV traffic was dominant during daytime due to the movement of greater number of passenger traffic, mainly cars and bikes for transportation of workers commuting to work at the Port Qasim Industrial Area. The two separate peaks for LTV are centred at 08:00 to 09:00 and 16:00 to 17:00. On average, the LTV traffic in these hours represented about 20% of the total daily LTV traffic volume.
  - HTV traffic forms about 77% of the daily nighttime traffic in comparison with the LTV traffic which forms 23% of the daily nighttime traffic. HTV traffic was dominant during nighttime due to the movement of trucks for transporting construction materials and industrial supplies to and from industries in Port Qasim Industrial Area. In terms of HTV traffic, the peak hours occur between 11:00 to 12:00 and 16:00 to 17:00 which accounts for 12% of the total daily HTV traffic volume.

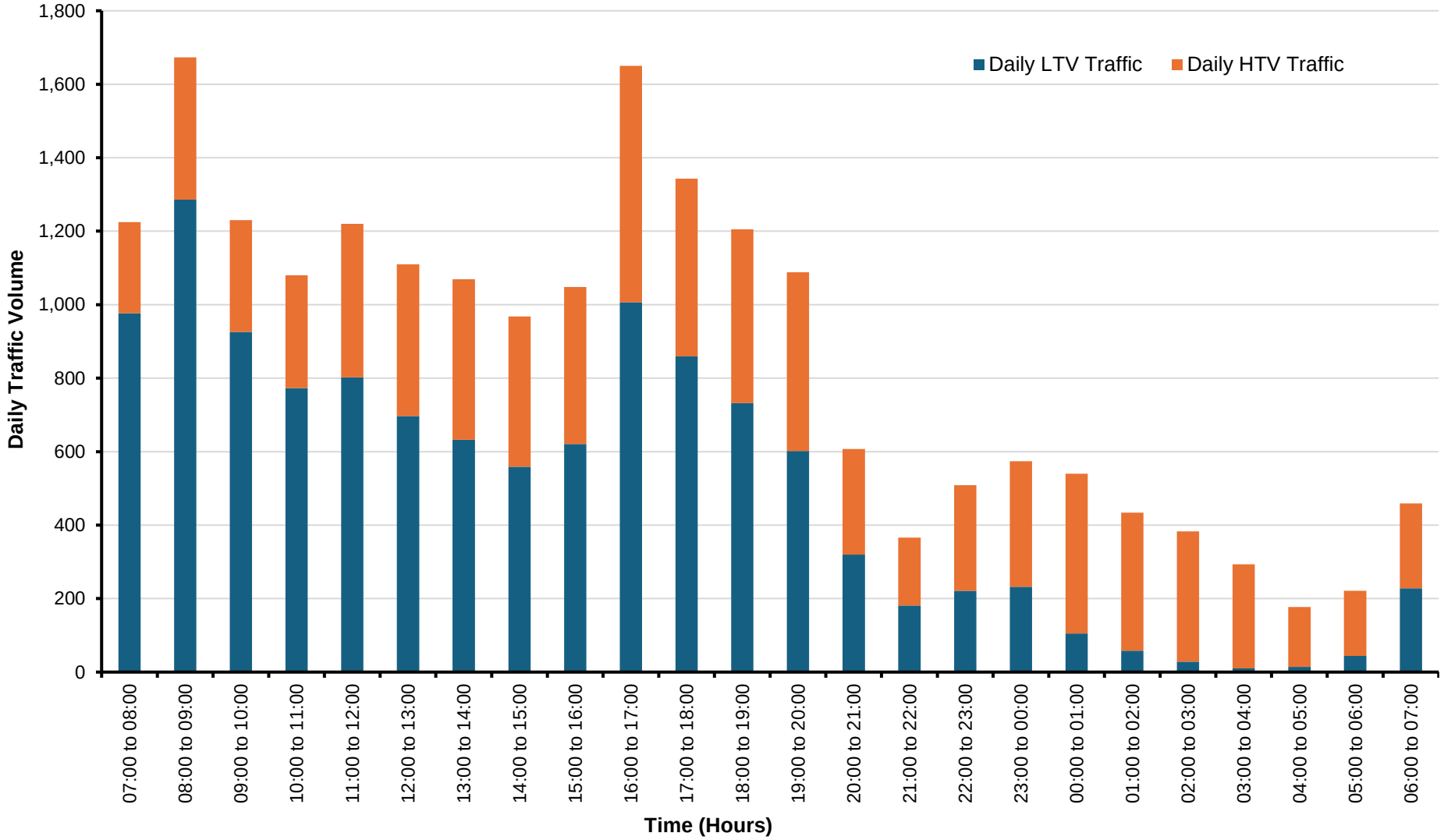
Exhibit 5.8: Traffic Monitoring Photographs – Port Qasim

Port Qasim Road (PIBT direction)

Exhibit 5.9: Daily Traffic in each Direction in at Port Qasim – 2023 Surveys

	T11 at Port Qasim			
	N5 Highway–Port Qasim	*Port Qasim–N5 Highway*	*Port Qasim–PIBT*	*PIBT–Port Qasim*
Cars	1,128	1,379	580	552
Pickup	883	631	459	324
Bikes	1,324	1,458	1,295	1,251
Buses	54	146	41	59
Trucks – 2 axles	406	453	317	318
Trucks – 3 axles	814	854	364	275
Trucks – 4 axles	567	713	363	352
Trucks – 5 axles	131	342	147	111
Trucks – 6 axles	379	502	424	373
Trailer	3	5	9	10
Tractor	8	9	3	6
Other*	205	201	134	110
Total	5,902	6,693	4,136	3,741
LTV (cars/pickups/bikes/others)	3,540	3,669	2,468	2,237
HTV (buses/trucks/trailer/tractor)	2,362	3,024	1,668	1,504
LTV (%)	60%	55%	60%	60%
HTV (%)	40%	45%	40%	40%

Exhibit 5.10: Daily Traffic Volume at T11 (Port Qasim)



6. Impact Assessment

This section discusses the potential impacts that may result from the Project, along with associated mitigation measures. The assessment has been undertaken in accordance with the methodology provided in **Section 4.4**.

A phased approach was undertaken for four phases of the Project's lifecycle. The following impact was considered moderate:

- Impact T1: Increased traffic resulting in increased safety risk to communities during the project construction phase.

Other impacts were screened out on the basis provided below.

6.1 Design Phase Impacts

There will be no design phase impacts pertinent to the Project and its use of the Road Transport Route for movement of material.

6.2 General Impact

The Project will result in increased traffic levels along the existing road network due to the movement of fuel, machinery, materials, and other equipment. A total of 4,900 truck trips per annum over a 5 year period inclusive of Phase 1 and Phase 2 of the construction scheduling, which are expected to last 2 and 3 years respectively is predicted, and whilst Project related road traffic during operations is expected to be less than this, an increase from current the baseline levels is still anticipated.

The baseline traffic information was used to estimate the predicted increase in traffic resulting in at the access road to the Mine Site where the incremental impact of traffic is expected to be highest.

Information on traffic counts along the Road Transport Route was collected as part of the baseline surveys presented in **Section 4.5**. **Exhibit 6.1** provides the predicted traffic when adjusted for Passenger Car Units (PCU).

Exhibit 6.1: Estimation of Traffic Increase due to Project Construction

Time Period	*Baseline Traffic (PCU adjusted)*	*Predicted Traffic*	*% increase*
07:00 to 08:00	105	106	0.5%
08:00 to 09:00	137	138	0.4%
09:00 to 10:00	166	167	0.3%
10:00 to 11:00	121	122	0.5%
11:00 to 12:00	119	120	0.5%
12:00 to 13:00	123	124	0.5%

Time Period	*Baseline Traffic (PCU adjusted)*	*Predicted Traffic*	*% increase*
13:00 to 14:00	115	116	0.5%
14:00 to 15:00	180	181	0.3%
15:00 to 16:00	114	115	0.5%
16:00 to 17:00	154	155	0.4%
17:00 to 18:00	173	174	0.3%
18:00 to 19:00	204	205	0.3%
19:00 to 20:00	149	150	0.4%
20:00 to 21:00	107	108	0.5%
21:00 to 22:00	89	90	0.6%
22:00 to 23:00	83	84	0.7%
23:00 to 00:00	52	53	1.1%
00:00 to 01:00	47	48	1.2%
01:00 to 02:00	47	48	1.2%
02:00 to 03:00	17	18	3.3%
03:00 to 04:00	20	21	2.8%
04:00 to 05:00	21	22	2.7%
05:00 to 06:00	21	22	2.7%
06:00 to 07:00	65	66	0.9%
Total	**2429**	**2442**	**0.6%**

The increased traffic is less than 1% of baseline numbers which is considered negligible. To ensure that other traffic-related impacts such as traffic incidents and degraded quality of roads do not occur, the Project will implement a **Traffic Management Plan** which, at a minimum, will include the following:

- Provisions for the use of alternative routes.
- Timing for HTV movement accounting for rush hour timings (where practicable).
- Speed limits.
- Training programmes for safe driving practices including vehicle maintenance, drug and alcohol use and managing security risks.
- Checklists for vehicle inspection.

Impact T1: Impact on traffic due to Project activity			
Phase: Life of Project			
Impact Description: Impact on traffic and community safety due to construction activity			
Prior to Mitigation/Management			
Dimension	**Rating**	**Interpretation of Rating**	**Significance**
Duration	3	Inter -Generational >20 years	Moderate (negative) -45
Extent	2	Local Extending across the site and to nearby settlements. Sub-division of a district.	
Intensity	2	Minor effects on physical environment or on receptors.	
Probability	5	Certain / Definite There are sound evidence-based reasons to expect that the impact will definitely occur (90-100%)	
Nature	Negative		
Mitigation/Management Actions			
▶ The Project through its contractor will implement a **Traffic Management Strategy** which will include provisions for the following at minimum: ▷ Provisions for the use of alternative routes. ▷ Timing for HTV movement accounting for rush hour timings (where practicable). ▷ Speed limits. ▷ Training programmes for safe driving practices including vehicle maintenance, drug and alcohol use and managing security risks. ▷ Checklists for vehicle inspection.			
Post-Mitigation			
Dimension	**Rating**	**Interpretation of Rating**	**Significance**
Duration	3	Medium term 2 to 5 years	Minor (negative) -30
Extent	2	Local Extending across the site and to nearby settlements. Sub-division of a district.	
Intensity	1	Minor effects on physical environment or on receptors.	
Probability	5	Certain / Definite There are sound evidence-based reasons to expect that the impact will definitely occur (90-100%)	
Nature	Negative		

6.3 Impacts of Climate Change on Traffic

Change in climatic conditions, particularly an increase in the annual precipitation and the increase in the number of flood events can exacerbate impacts on traffic by increasing traffic related disruption, congestion and increasing the likelihood of traffic accidents.

The climate change assessment of the Reko Diq Mine Site (BAR7212 – Climate Change Specialist Assessment of Reko Diq Gap Analysis and Scope of Work for Environmental Studies) estimates a ~27% increase in annual precipitation and a 155% increase in 50-year flood hazard intensity.

The increase in the annual precipitation and flood hazard intensity can adversely impact traffic congestion. As the overall contribution of the Project to the traffic is low, these impacts will not be specific to the Project. The Project shall ensure as part of its feasibility study that alternative routes are accounted for in the event of flooding, and appropriately schedule traffic to account for the rainy season.

7. Environmental and Social Management Plan

The Environmental and Social Management Plan with respect to management of traffic related impacts is presented in **Exhibit 7.1**.

Exhibit 7.1: Environmental and Social Management Plan — Traffic

Impacts	*Activity*	*Mitigation Measures*	*Recommended Action Plans*	*Time period for implementation*
Construction and Operations Phase				
Impact on traffic and community safety due to construction activity	Movement of vehicular traffic	The Project will implement **Traffic Management Strategy** which at a minimum will include the following: ▶ Provisions for the use of alternative routes ▶ Timing for HTV movement accounting for rush hour timings (where practicable) ▶ Speed limits ▶ Training programmes for safe driving practices including vehicle maintenance, drug and alcohol use and managing security risks. ▶ Checklists for vehicle inspection	Traffic Management Strategy with consideration of Community Health and Safety	Continually, during life of Project

8. Monitoring Plan

Aspects that will be monitored with respect to traffic are presented in the Environmental and Social Monitoring Plan for Traffic. **Exhibit 8.1** provides this Plan below.

Exhibit 8.1: Environmental and Social Monitoring Plan — Traffic

Aspect	*Type of Monitoring*	*Monitoring Frequency*
Construction and Operations Phase		
Community Safety	Record and report community perspectives and feedback on road safety. The Project will ensure relevant provision in the Stakeholder Engagement Plan (SEP) to capture this aspect.	Monthly
Vehicle Inspection	Inspection checklists to ensure that vehicles can be driven safely.	Daily
Driver Inspections and audits	Ensure that that all drivers have valid driving licenses for the vehicles they are driving.	Monthly

9. Conclusions and Recommendations

9.1 Specialist Impact Statement

The Project's impact on traffic, considering existing baseline traffic levels, will be minimal. Potential threats to community health and safety due to increased traffic will be effectively mitigated through the implementation of traffic management measures including provisions for safe driving, regular vehicular inspections, and driver training to ensure safety and compliance. Climate change predictions have been considered when assessing the Project’s impacts and determining the mitigation measures.

9.2 Key Findings and Recommendations

The key findings and recommendations of this Specialist Study are summarised below.

- The Projects impacts will be minimal as only a negligible increase over baseline traffic levels is expected.
- The minor increases to community health and safety risks will be mitigated through the implementation of traffic management measures.
- The Project will ensure that adverse rainfall and flood events, exacerbated by climate, are considered to ensure that alternative routes are available.

10. References

Adnan, M. (2014). Passenger car equivalent factors in heterogenous traffic environment-are we using the right numbers? *Procedia engineering*, *77*, 106-113.

Appendix A: Traffic Data

See the following pages.

Start Date	8/25/2020	Start time	20:00
End Date	8/26/2020	End time	19:00
Duration of survey	24 hours	Survey Location	At T1

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
Direction 1: Nok Kundi to Taftan, or vice versa													
07:00 to 08:00	3	1	0	3	0	4	0	9	2	0	0	0	**22**
08:00 to 09:00	4	5	0	3	0	5	0	10	8	0	0	0	**35**
09:00 to 10:00	2	2	0	1	0	7	0	4	14	0	0	0	**30**
10:00 to 11:00	7	6	0	1	1	1	1	5	9	0	0	0	**31**
11:00 to 12:00	6	3	0	2	0	3	0	2	11	0	0	0	**27**
12:00 to 13:00	6	7	0	0	0	1	0	4	12	0	0	0	**30**
13:00 to 14:00	9	2	1	1	0	1	1	6	2	0	0	0	**23**
14:00 to 15:00	2	2		1	0	1	1	1	5	0	0	0	**13**
15:00 to 16:00	4	3	1	1	0	1	1	4	8	0	0	0	**23**
16:00 to 17:00	3	9	6	6	1	2	1	2	3	0	0	0	**33**
17:00 to 18:00	6	3	0	2	0	0	5	2	2	0	0	0	**20**
18:00 to 19:00	3	8	0	3	0	1	3	4	7	0	0	0	**29**
19:00 to 20:00	3	7	0	2	1	0	2	5	3	0	0	0	**23**
20:00 to 21:00	5	2	0	0	1	4	1	1	2	0	0	0	**16**
21:00 to 22:00	2	2	0	6	0	0	0	5	1	0	0	0	**16**
22:00 to 23:00	3	5	0	0	0	5	2	3	2	0	0	0	**20**
23:00 to 00:00	1	2	0	1	0	0	0	1	0	0	0	0	**5**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
00:00 to 01:00	0	2	0	0	1	0	0	0	4	0	0	1	**8**
01:00 to 02:00	1	0	0	3	0	3	0	0	1	0	0	0	**8**
02:00 to 03:00	1	0	0	1	0	1	0	1	2	0	0	0	**6**
03:00 to 04:00	0	0	0	0	0	0	0	2	1	0	0	0	**3**
04:00 to 05:00	0	0	0	0	1	0	0	2	1	0	0	0	**4**
05:00 to 06:00	0	1	0	1		0	0	2	1	0	0	0	**5**
06:00 to 07:00	0	1	0	0	0	0	0	2	2	0	0	0	**5**
Direction 2: Reko Diq to Nok Kundi, or vice versa													
07:00 to 08:00	0	5	0	0	0	0	0	0	0	0	0	0	**5**
08:00 to 09:00	0	2	0	0	0	0	0	0	0	0	0	0	**2**
09:00 to 10:00	0	2	0	0	0	0	0	0	0	0	0	0	**2**
10:00 to 11:00	1	3	0	0	0	0	0	0	0	0	0	0	**4**
11:00 to 12:00	0	5	0	0	0	0	0	0	0	0	0	0	**5**
12:00 to 13:00	0	3	0	0	0	0	0	0	0	0	0	0	**3**
13:00 to 14:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
14:00 to 15:00	0	3	0	0	0	0	0	0	0	0	0	0	**3**
15:00 to 16:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
16:00 to 17:00	0	2	0	0	0	0	0	0	0	0	0	0	**2**
17:00 to 18:00	0	3	0	0	0	0	0	0	0	0	0	0	**3**
18:00 to 19:00	0	9	0	0	0	0	0	0	0	0	0	0	**9**
19:00 to 20:00	0	7	0	0	0	0	0	0	0	0	0	0	**7**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
20:00 to 21:00	0	7	0	0	0	0	0	0	0	0	0	0	**7**
21:00 to 22:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
22:00 to 23:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
23:00 to 00:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:00 to 01:00	0	2	0	0	0	0	0	0	0	0	0	0	**2**
01:00 to 02:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:00 to 03:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 to 04:00	0	2	0	0	0	0	0	0	0	0	0	0	**2**
04:00 to 05:00	0	2	0	0	0	0	0	0	0	0	0	0	**2**
05:00 to 06:00	0	2	0	0	0	0	0	0	0	0	0	0	**2**
06:00 to 07:00	0	5	0	0	0	0	0	0	0	0	0	0	**5**
Direction 3: Reko Diq to Taftan, or vice versa													
07:00 to 08:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
08:00 to 09:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
09:00 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 to 11:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 to 12:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
12:00 to 13:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
13:00 to 14:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
14:00 to 15:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
15:00 to 16:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
16:00 to 17:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
17:00 to 18:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
18:00 to 19:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
19:00 to 20:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
20:00 to 21:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
21:00 to 22:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22:00 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:00 to 00:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:00 to 01:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:00 to 02:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:00 to 03:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 to 04:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 to 05:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:00 to 06:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
06:00 to 07:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Start Date	24/9/2022	Start time	23:00
End Date	25/9/2022	End time	22:00
Duration of survey	24 hours	Survey location	At T2

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
Direction 1: Mashkel to Nokkundi													
07:00 to 08:00	0	1	0	0	1	1	0	0	0	0	0	0	**3**
08:00 to 09:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
09:00 to 10:00	0	5	0	0	0	0	0	0	0	0	0	0	**5**
10:00 to 11:00	0	8	1	0	0	0	0	0	0	0	0	0	**9**
11:00 to 12:00	0	4	0	0	0	0	0	0	0	0	0	0	**4**
12:00 to 13:00	1	1	1	0	0	0	0	0	0	0	0	0	**3**
13:00 to 14:00	0	6	1	0	0	0	0	0	0	0	0	0	**7**
14:00 to 15:00	0	7	2	0	0	1	0	0	0	0	0	0	**10**
15:00 to 16:00	0	6	0	0	0	3	0	0	0	0	0	0	**9**
16:00 to 17:00	0	15	0	0	0	0	0	0	0	0	0	0	**15**
17:00 to 18:00	0	11	0	0	0	0	0	0	0	0	0	0	**11**
18:00 to 19:00	0	12	1	0	1	0	0	0	0	0	0	0	**14**
19:00 to 20:00	0	22	3	1	0	0	0	0	0	0	0	0	**26**
20:00 to 21:00	0	10	0	0	0	1	0	0	0	0	0	0	**11**
21:00 to 22:00	0	2	0	0	0	0	0	0	0	0	0	0	**2**
22:00 to 23:00	0	0	0	0	0	1	0	0	0	0	0	0	**1**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
23:00 to 00:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
00:00 to 01:00	0	2	0	0	0	0	0	0	0	0	0	0	**2**
01:00 to 02:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:00 to 03:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 to 04:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 to 05:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
05:00 to 06:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
06:00 to 07:00	1	3	0	0	2	0	0	0	0	0	0	0	**6**
Direction 2: Nokkundi to Mashkel													
07:00 to 08:00	0	3	0	0	0	2	0	0	0	0	0	0	**5**
08:00 to 09:00	2	2	0	0	6	2	0	0	0	0	0	0	**12**
09:00 to 10:00	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 to 11:00	1	4	0	0	0	0	0	0	0	0	0	0	**5**
11:00 to 12:00	1	1	1	0	0	0	0	0	0	0	0	0	**3**
12:00 to 13:00	0	0	0	0	0	2	0	0	0	0	0	0	**2**
13:00 to 14:00	0	4	0	0	0	0	0	0	0	0	0	0	**4**
14:00 to 15:00	2	4	0	0	0	2	0	0	0	0	0	0	**8**
15:00 to 16:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
16:00 to 17:00	0	10	0	0	0	1	0	0	0	0	0	0	**11**
17:00 to 18:00	1	2	0	0	0	0	0	0	0	0	0	0	**3**
18:00 to 19:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
19:00 to 20:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
20:00 to 21:00	0	4	0	0	0	0	0	0	0	0	0	0	**4**
21:00 to 22:00	0	2	0	0	0	0	0	0	0	0	0	0	**2**
22:00 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:00 to 00:00	0	4	0	0	0	0	0	0	0	0	0	0	**4**
00:00 to 01:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:00 to 02:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:00 to 03:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 to 04:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 to 05:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
05:00 to 06:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
06:00 to 07:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
Direction 3: Mashkel to Dalbandin													
07:00 to 08:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
08:00 to 09:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
09:00 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 to 11:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 to 12:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
12:00 to 13:00	1	1	0	0	0	0	0	0	0	0	0	0	**2**
13:00 to 14:00	0	2	0	0	0	0	0	0	0	0	0	0	**2**
14:00 to 15:00	0	6	0	0	0	0	0	0	0	0	0	0	**6**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
15:00 to 16:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
16:00 to 17:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
17:00 to 18:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
18:00 to 19:00	0	2	0	0	0	0	0	0	0	0	0	0	**2**
19:00 to 20:00	0	7	0	0	1	1	0	0	0	0	0	0	**9**
20:00 to 21:00	0	4	0	0	0	0	0	0	0	0	0	0	**4**
21:00 to 22:00	0	5	0	0	0	0	0	0	0	0	0	0	**5**
22:00 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:00 to 00:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:00 to 01:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:00 to 02:00	0	4	0	0	0	0	0	0	0	0	0	0	**4**
02:00 to 03:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 to 04:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 to 05:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:00 to 06:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
06:00 to 07:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Direction 4: Dalbandin to Mashkel													
07:00 to 08:00	0	0	0	0	0	1	0	0	0	0	0	0	**1**
08:00 to 09:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
09:00 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 to 11:00	0	0	0	0	0	1	0	0	0	0	0	0	**1**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
11:00 to 12:00	0	1	0	0	2	0	0	0	0	0	0	0	**3**
12:00 to 13:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
13:00 to 14:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
14:00 to 15:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
15:00 to 16:00	0	0	0	0	1	2	0	0	0	0	0	0	**3**
16:00 to 17:00	0	2	0	0	0	0	0	0	0	0	0	0	**2**
17:00 to 18:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
18:00 to 19:00	0	3	0	0	0	0	0	0	0	0	0	0	**3**
19:00 to 20:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
20:00 to 21:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
21:00 to 22:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22:00 to 23:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:00 to 00:00	0	1	0	0	0	0	0	0	0	0	0	0	**1**
00:00 to 01:00	0	2	0	0	0	0	0	0	0	0	0	0	**2**
01:00 to 02:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:00 to 03:00	0	0	0	0	0	1	0	0	0	0	0	0	**1**
03:00 to 04:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 to 05:00	0	2	0	0	0	0	0	0	0	0	0	0	**2**
05:00 to 06:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
06:00 to 07:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
Direction 5: Nokkundi to Dalbandin													
07:00 to 08:00	5	12	0	2	3	0	0	0	2	0	0	0	**24**
08:00 to 09:00	6	20	1	3	4	0	0	0	1	0	0	0	**35**
09:00 to 10:00	6	28	0	1	5	0	0	0	5	0	2	0	**47**
10:00 to 11:00	9	24	0	5	2	3	0	0	8	0	0	0	**51**
11:00 to 12:00	33	0	2	4	2	0	0	0	0	0	0	0	**41**
12:00 to 13:00	37	0	5	4	1	1	0	1	5	0	0	0	**54**
13:00 to 14:00	22	0	1	5	0	5	0	0	1	0	0	0	**34**
14:00 to 15:00	23	27	2	4	4	2	1	1	3	0	0	0	**67**
15:00 to 16:00	16	35	3	4	1	0	0	1	1	0	0	0	**61**
16:00 to 17:00	5	40	0	2	1	1	0	1	0	0	0	0	**50**
17:00 to 18:00	8	23	5	6	1	3	0	0	2	0	0	0	**48**
18:00 to 19:00	15	29	15	5	1	6	0	1	4	0	0	0	**76**
19:00 to 20:00	4	24	3	1	3	1	0	0	0	0	0	0	**36**
20:00 to 21:00	4	11	1	2	1	2	0	3	2	0	0	0	**26**
21:00 to 22:00	4	13	2	3	1	2	1	2	0	0	0	0	**28**
22:00 to 23:00	1	5	1	3	0	9	0	4	2	1	0	0	**26**
23:00 to 00:00	0	2	0	2	3	2	0	0	1	1	0	0	**11**
00:00 to 01:00	0	3	0	2	0	0	0	0	0	1	0	0	**6**
01:00 to 02:00	0	1	0	1	0	0	0	0	0	0	0	0	**2**
02:00 to 03:00	1	1	0	0	0	0	0	0	0	0	0	0	**2**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
03:00 to 04:00	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 to 05:00	0	1	0	2	0	0	0	0	0	0	0	0	**3**
05:00 to 06:00	0	5	0	0	0	0	0	0	0	0	0	0	**5**
06:00 to 07:00	0	16	0	0	2	0	0	0	1	0	0	0	**19**
Direction 6: Dalbandin to Nokkundi													
07:00 to 08:00	1	18	1	2	6	3	0	4	5	0	0	0	**40**
08:00 to 09:00	1	27	1	2	1	3	1	7	7	0	0	0	**50**
09:00 to 10:00	3	49	0	2	7	2	0	2	11	0	0	0	**76**
10:00 to 11:00	5	9	0	1	5	0	0	0	5	0	0	0	**25**
11:00 to 12:00	24	0	3	5	1	3	0	5	2	0	0	0	**43**
12:00 to 13:00	22	0	8	0	3	0	0	2	4	0	0	0	**39**
13:00 to 14:00	23	0	0	1	1	7	0	4	4	0	0	0	**40**
14:00 to 15:00	13	7	2	2	7	3	0	1	10	0	1	0	**46**
15:00 to 16:00	3	11	1	0	4	0	0	1	1	0	0	0	**21**
16:00 to 17:00	5	41	2	3	1	1	0	1	5	0	0	0	**59**
17:00 to 18:00	9	43	5	4	2	0	0	1	13	0	0	0	**77**
18:00 to 19:00	21	37	11	3	1	0	0	0	7	0	0	0	**80**
19:00 to 20:00	8	29	6	1	1	0	1	1	2	7	0	0	**56**
20:00 to 21:00	3	34	3	0	1	0	0	0	3	1	0	0	**45**
21:00 to 22:00	4	12	1	2	2	0	0	1	0	8	0	0	**30**
22:00 to 23:00	2	15	1	1	2	0	0	2	0	4	0	0	**27**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
23:00 to 00:00	5	9	0	0	1	2	0	1	0	2	0	0	**20**
00:00 to 01:00	0	21	0	4	0	1	0	1	0	0	0	0	**27**
01:00 to 02:00	0	26	0	1	0	1	0	5	0	0	0	0	**33**
02:00 to 03:00	1	8	0	1	0	0	0	1	0	0	0	0	**11**
03:00 to 04:00	0	14	0	2	0	0	0	0	1	0	0	0	**17**
04:00 to 05:00	0	6	0	2	0	1	0	0	0	0	0	0	**9**
05:00 to 06:00	0	14	0	1	0	0	0	0	0	0	0	0	**15**
06:00 to 07:00	0	1	13	0	6	1	1	0	2	0	0	0	**24**

Start Date	26/9/2022	Start time	14:00
End Date	27/9/2022	End time	15:00
Duration of survey	24 hours	Survey location	At T3

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
Direction 1: Dalbandin to Quetta													
07:00 to 08:00	21	21	6	1	5	0	0	0	0	0	3	3	**60**
08:00 to 09:00	19	16	27	2	5	0	0	0	0	0	6	1	**76**
09:00 to 10:00	28	17	36	1	5	0	0	0	0	0	4	1	**92**
10:00 to 11:00	38	26	44	0	5	0	0	0	0	1	2	3	**119**
11:00 to 12:00	31	37	46	0	3	0	0	0	0	1	6	5	**129**
12:00 to 13:00	37	25	53	0	2	0	0	0	0	0	3	3	**123**
13:00 to 14:00	32	20	50	0	2	0	0	0	0	1	5	3	**113**
14:00 to 15:00	14	19	11	7	4	3	4	9	0	0	0	0	**71**
15:00 to 16:00	37	30	30	3	0	2	12	0	0	12	5	38	**169**
16:00 to 17:00	57	43	32	9	4	4	0	3	0	3	3	26	**184**
17:00 to 18:00	28	22	21	2	0	0	0	0	0	0	3	12	**88**
18:00 to 19:00	50	46	29	2	0	0	0	0	0	0	5	18	**150**
19:00 to 20:00	39	42	46	0	0	0	0	0	0	0	4	17	**148**
20:00 to 21:00	29	19	15	3	23	0	0	0	0	0	1	1	**91**
21:00 to 22:00	27	12	14	4	5	0	0	0	0	0	3	3	**68**
22:00 to 23:00	14	6	4	3	2	0	0	0	0	1	1	2	**33**
23:00 to 00:00	5	0	3	1	0	0	0	0	0	0	0	0	**9**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
00:00 to 01:00	3	5	1	0	0	0	0	0	0	0	0	0	**9**
01:00 to 02:00	3	2	0	0	2	0	0	0	0	0	0	0	**7**
02:00 to 03:00	4	3	1	0	0	0	0	0	0	0	0	0	**8**
03:00 to 04:00	6	1	0	0	0	0	0	0	0	0	0	0	**7**
04:00 to 05:00	1	4	0	0	0	0	0	0	0	0	0	0	**5**
05:00 to 06:00	5	6	1	0	0	0	0	0	0	1	0	0	**13**
06:00 to 07:00	20	16	32	2	3	0	1	0	0	0	4	1	**79**
Direction 2: Quetta to Dalbandin													
07:00 to 08:00	14	16	22	2	2	0	0	0	0	0	4	3	**63**
08:00 to 09:00	24	35	54	1	3	0	0	0	0	0	1	5	**123**
09:00 to 10:00	31	15	42	0	4	0	0	0	0	0	4	0	**96**
10:00 to 11:00	25	27	39	0	6	0	0	0	0	1	4	3	**105**
11:00 to 12:00	20	26	46	0	4	0	0	0	0	0	6	5	**107**
12:00 to 13:00	31	31	44	0	3	0	0	0	0	0	1	1	**111**
13:00 to 14:00	17	27	42	0	2	0	0	0	0	0	3	0	**91**
14:00 to 15:00	26	24	16	6	10	6	0	6	0	0	0	0	**94**
15:00 to 16:00	39	41	33	7	3	5	4	6	0	0	4	30	**172**
16:00 to 17:00	43	49	39	3	3	3	3	1	1	3	7	17	**172**
17:00 to 18:00	30	30	26	2	0	0	0	0	0	0	3	16	**107**
18:00 to 19:00	51	42	26	2	0	0	0	0	0	0	2	25	**148**
19:00 to 20:00	47	53	37	0	0	0	0	0	0	0	2	12	**151**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
20:00 to 21:00	30	7	19	3	1	0	0	0	0	0	1	0	**61**
21:00 to 22:00	30	9	18	5	8	1	0	0	0	3	3	4	**81**
22:00 to 23:00	21	5	9	4	1	0	0	0	0	1	2	0	**43**
23:00 to 00:00	8	4	3	1	1	1	0	0	0	0	1	0	**19**
00:00 to 01:00	2	1	0	0	3	0	0	0	0	0	0	0	**6**
01:00 to 02:00	2	4	1	0	1	0	0	0	0	0	0	0	**8**
02:00 to 03:00	6	4	0	0	2	1	0	0	0	0	0	0	**13**
03:00 to 04:00	5	2	0	0	0	0	0	0	0	0	0	0	**7**
04:00 to 05:00	3	2	0	0	1	0	0	0	0	0	0	0	**6**
05:00 to 06:00	2	6	4	1	2	0	0	0	0	1	0	0	**16**
06:00 to 07:00	17	19	15	1	3	1	0	0	0	1	5	2	**64**
Direction 3: Quetta to Nokkundi													
07:00 to 08:00	9	8	6	1	6	3	4	0	0	5	2	1	**45**
08:00 to 09:00	9	19	15	0	6	4	2	0	0	11	4	1	**71**
09:00 to 10:00	12	15	11	1	8	4	3	1	0	3	11	0	**69**
10:00 to 11:00	6	29	14	0	9	3	3	1	0	12	7	1	**85**
11:00 to 12:00	17	30	24	10	6	1	5	2	0	12	6	0	**113**
12:00 to 13:00	6	23	17	6	5	2	3	3	0	14	8	0	**87**
13:00 to 14:00	7	11	11	2	4	5	0	2	0	8	1	0	**51**
14:00 to 15:00	15	17	9	1	6	1	0	5	4	3	2	1	**64**
15:00 to 16:00	22	25	7	5	3	1	2	4	1	1	6	0	**77**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
16:00 to 17:00	31	35	13	2	18	5	2	1	5	2	1	5	**120**
17:00 to 18:00	20	31	14	3	2	4	3	2	0	0	4	0	**83**
18:00 to 19:00	20	25	18	0	4	1	1	0	0	0	4	0	**73**
19:00 to 20:00	15	30	11	0	8	3	0	2	0	3	0	0	**72**
20:00 to 21:00	10	12	5	5	0	1	0	0	0	1	1	0	**35**
21:00 to 22:00	15	9	4	1	2	0	0	0	0	2	0	0	**33**
22:00 to 23:00	8	8	0	0	1	0	1	0	0	1	0	0	**19**
23:00 to 00:00	4	8	0	2	0	0	0	0	0	2	0	0	**16**
00:00 to 01:00	4	5	0	0	1	1	0	0	0	8	0	0	**19**
01:00 to 02:00	2	0	0	0	0	2	0	0	0	1	0	0	**5**
02:00 to 03:00	3	4	0	0	3	0	0	0	0	1	0	0	**11**
03:00 to 04:00	2	4	0	2	3	0	0	0	0	2	0	0	**13**
04:00 to 05:00	1	3	0	2	1	0	3	0	4	2	0	0	**16**
05:00 to 06:00	5	7	0	5	1	1	0	1	4	3	0	0	**27**
06:00 to 07:00	5	8	2	5	3	2	2	0	0	5	1	0	**33**
Direction 4: Nokkundi to Quetta													
07:00 to 08:00	7	11	9	1	10	3	4	1	0	5	5	0	**56**
08:00 to 09:00	11	17	17	1	4	5	3	1	1	5	6	1	**72**
09:00 to 10:00	5	12	11	3	9	4	4	0	1	12	7	1	**69**
10:00 to 11:00	12	13	5	1	6	3	0	0	0	1	3	1	**45**
11:00 to 12:00	20	12	16	5	7	5	5	0	1	10	6	6	**93**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
12:00 to 13:00	16	17	13	0	12	2	0	0	0	2	5	0	**67**
13:00 to 14:00	22	9	7	2	4	0	2	0	0	5	1	2	**54**
14:00 to 15:00	18	34	15	2	2	5	0	1	0	1	4	0	**82**
15:00 to 16:00	16	44	11	5	8	5	3	0	0	0	3	0	**95**
16:00 to 17:00	24	48	21	4	15	11	5	0	37	1	3	2	**171**
17:00 to 18:00	22	31	15	2	10	5	2	1	1	4	5	3	**101**
18:00 to 19:00	17	33	11	1	5	7	1	0	0	2	2	1	**80**
19:00 to 20:00	13	39	5	6	7	3	1	1	2	5	0	0	**82**
20:00 to 21:00	12	11	3	5	0	3	0	0	0	1	0	0	**35**
21:00 to 22:00	12	14	2	1	7	0	0	0	0	4	0	0	**40**
22:00 to 23:00	0	10	3	2	4	3	0	0	0	4	0	0	**26**
23:00 to 00:00	6	6	1	4	6	0	0	0	0	2	0	0	**25**
00:00 to 01:00	1	4	0	0	3	1	0	0	0	0	0	0	**9**
01:00 to 02:00	1	2	0	0	0	0	0	0	0	1	0	0	**4**
02:00 to 03:00	6	9	0	2	4	2	1	0	1	3	0	0	**28**
03:00 to 04:00	1	5	0	0	3	0	0	0	0	2	0	0	**11**
04:00 to 05:00	2	5	0	3	2	1	0	5	0	4	0	0	**22**
05:00 to 06:00	7	8	0	4	3	1	1	2	0	5	0	0	**31**
06:00 to 07:00	9	9	2	3	2	4	0	0	2	3	2	0	**36**
Direction 5: Nokkundi to Dalbandin													
07:00 to 08:00	19	12	15	14	0	0	0	0	0	0	1	3	**64**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
08:00 to 09:00	22	11	48	0	3	0	0	0	0	0	1	9	**94**
09:00 to 10:00	30	20	35	0	2	0	0	0	0	0	4	5	**96**
10:00 to 11:00	22	11	35	1	1	0	0	0	0	0	4	8	**82**
11:00 to 12:00	22	17	36	0	0	0	0	0	0	0	3	3	**81**
12:00 to 13:00	14	16	29	0	2	0	0	0	0	0	0	2	**63**
13:00 to 14:00	26	13	32	0	3	0	0	0	0	0	3	6	**83**
14:00 to 15:00	29	8	21	0	0	0	0	0	0	0	1	0	**59**
15:00 to 16:00	24	8	38	0	2	0	0	0	0	0	0	1	**73**
16:00 to 17:00	25	27	35	0	0	0	0	0	0	0	0	0	**87**
17:00 to 18:00	47	22	41	0	1	0	0	0	0	0	0	8	**119**
18:00 to 19:00	56	45	64	0	2	0	0	0	0	0	2	6	**175**
19:00 to 20:00	76	89	64	10	14	0	0	0	0	0	0	0	**253**
20:00 to 21:00	16	11	5	0	0	0	0	0	0	0	0	2	**34**
21:00 to 22:00	9	6	4	0	0	0	0	0	0	0	0	2	**21**
22:00 to 23:00	9	4	5	0	0	0	0	0	0	0	0	0	**18**
23:00 to 00:00	1	7	0	0	0	0	0	0	0	0	0	0	**8**
00:00 to 01:00	0	0	2	0	0	0	0	0	0	0	0	0	**2**
01:00 to 02:00	3	6	0	0	0	0	0	0	0	0	0	0	**9**
02:00 to 03:00	2	5	1	0	0	0	0	0	0	0	0	0	**8**
03:00 to 04:00	3	2	4	0	0	0	0	0	0	0	0	0	**9**
04:00 to 05:00	2	3	0	0	0	0	0	0	0	0	0	0	**5**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
05:00 to 06:00	3	4	2	0	0	0	0	0	0	0	0	0	**9**
06:00 to 07:00	17	20	12	0	0	0	0	0	0	0	0	5	**54**
Direction 6: Dalbandin to Nokkundi													
07:00 to 08:00	21	16	14	0	0	0	0	0	0	0	2	3	**56**
08:00 to 09:00	10	4	32	3	0	0	0	0	0	0	0	4	**53**
09:00 to 10:00	20	19	22	0	1	0	0	0	0	0	5	4	**71**
10:00 to 11:00	24	17	31	0	2	0	0	0	0	0	2	7	**83**
11:00 to 12:00	14	19	25	1	4	1	0	0	0	0	3	7	**74**
12:00 to 13:00	20	9	33	0	0	1	0	0	0	0	2	1	**66**
13:00 to 14:00	30	16	30	0	0	0	0	0	0	0	0	8	**84**
14:00 to 15:00	34	4	39	0	1	1	0	0	0	0	1	0	**80**
15:00 to 16:00	19	8	28	0	0	0	0	1	0	1	0	3	**60**
16:00 to 17:00	26	22	30	0	7	0	0	0	0	0	0	15	**100**
17:00 to 18:00	25	23	26	0	1	0	0	0	0	4	0	2	**81**
18:00 to 19:00	86	56	76	0	2	0	0	0	0	0	1	21	**242**
19:00 to 20:00	182	76	82	31	0	0	0	0	0	0	0	0	**371**
20:00 to 21:00	19	4	8	0	0	0	0	0	0	0	0	5	**36**
21:00 to 22:00	8	5	5	0	0	0	0	0	0	0	0	0	**18**
22:00 to 23:00	7	4	4	0	0	0	0	0	0	0	0	0	**15**
23:00 to 00:00	2	0	0	0	0	0	0	0	0	0	0	1	**3**
00:00 to 01:00	1	0	0	0	0	0	0	0	0	0	0	0	**1**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Trailer*	*Tractor*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
01:00 to 02:00	3	4	0	0	0	0	0	0	0	0	0	0	**7**
02:00 to 03:00	2	1	1	0	0	0	0	0	0	0	0	0	**4**
03:00 to 04:00	4	7	6	0	0	0	0	0	0	0	0	0	**17**
04:00 to 05:00	4	2	0	0	0	0	0	0	0	0	0	0	**6**
05:00 to 06:00	5	6	4	0	0	0	0	0	0	0	0	0	**15**
06:00 to 07:00	27	18	18	0	0	0	0	0	0	0	0	7	**70**

Start Date	11-Oct	Start time	10:00
End Date	12-Oct	End time	09:00
Duration of survey	24 hours	Survey location	T11

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Tractor*	*Trailer*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
Direction 1: N5 to Port Qasim (downside)													
07:00 to 08:00	125	238	91	14	25	21	11	2	3	0	0	25	**555**
08:00 to 09:00	179	167	147	6	36	36	30	11	27	0	1	43	**683**
09:00 to 10:00	157	66	198	1	26	35	7	3	4	0	0	27	**524**
10:00 to 11:00	123	32	156	2	27	23	16	3	3	0	1	4	**390**
11:00 to 12:00	109	38	133	0	37	58	15	3	14	1	1	5	**414**
12:00 to 13:00	69	40	108	2	29	37	24	6	12	0	1	10	**338**
13:00 to 14:00	68	28	74	0	27	49	22	6	14	2	0	5	**295**
14:00 to 15:00	42	32	53	2	24	33	27	4	16	0	0	10	**243**
15:00 to 16:00	59	29	40	3	29	38	25	3	11	0	1	8	**246**
16:00 to 17:00	26	27	31	3	33	51	21	1	33	0	2	15	**243**
17:00 to 18:00	22	21	33	2	15	39	18	2	14	0	0	20	**186**
18:00 to 19:00	40	22	58	3	23	39	27	7	13	0	0	13	**245**
19:00 to 20:00	22	28	36	11	12	17	7	2	9	0	0	9	**153**
20:00 to 21:00	11	18	34	5	5	18	13	1	10	0	0	5	**120**
21:00 to 22:00	11	15	20	0	5	16	6	4	9	0	0	1	**87**
22:00 to 23:00	13	33	26	0	5	18	15	5	13	0	0	0	**128**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Tractor*	*Trailer*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
23:00 to 00:00	19	15	19	0	8	18	28	2	7	0	0	0	**116**
00:00 to 01:00	2	2	5	0	3	63	55	12	35	0	0	0	**177**
01:00 to 02:00	4	3	10	0	15	69	51	13	53	0	0	0	**218**
02:00 to 03:00	0	2	6	0	5	62	64	13	25	0	0	0	**177**
03:00 to 04:00	1	0	1	0	5	21	36	8	12	0	0	0	**84**
04:00 to 05:00	1	0	4	0	3	5	20	9	6	0	0	0	**48**
05:00 to 06:00	4	0	6	0	6	9	14	8	16	0	0	2	**65**
06:00 to 07:00	21	27	35	0	3	39	15	3	20	0	1	3	**167**
Direction 2: Port Qasim to N5 (upside)													
07:00 to 08:00	35	27	60	2	1	15	9	10	11	0	0	9	**179**
08:00 to 09:00	50	113	69	0	14	28	30	9	9	0	0	31	**353**
09:00 to 10:00	27	38	75	1	22	41	14	5	9	0	0	14	**246**
10:00 to 11:00	46	22	73	5	24	30	16	8	11	0	2	8	**245**
11:00 to 12:00	54	25	100	0	23	40	21	6	12	3	1	9	**294**
12:00 to 13:00	54	35	92	1	35	43	24	13	11	0	0	9	**317**
13:00 to 14:00	62	25	74	1	41	32	21	6	16	0	1	6	**285**
14:00 to 15:00	61	15	54	0	28	30	16	13	8	0	0	11	**236**
15:00 to 16:00	72	34	64	0	27	33	36	10	19	0	0	8	**303**
16:00 to 17:00	294	69	132	69	30	65	40	23	43	0	2	16	**783**
17:00 to 18:00	180	44	136	35	40	39	31	33	22	0	2	19	**581**
18:00 to 19:00	120	31	125	15	37	73	21	6	27	1	1	21	**478**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Tractor*	*Trailer*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
19:00 to 20:00	134	28	71	8	42	68	28	30	41	0	0	9	**459**
20:00 to 21:00	80	23	50	5	20	25	27	24	24	0	0	9	**287**
21:00 to 22:00	46	11	52	4	16	23	19	21	23	0	0	9	**224**
22:00 to 23:00	15	18	75	0	2	45	41	29	36	0	0	3	**264**
23:00 to 00:00	18	33	59	0	5	39	64	26	34	0	0	2	**280**
00:00 to 01:00	16	8	38	0	4	43	54	13	59	1	0	2	**238**
01:00 to 02:00	3	3	16	0	5	25	39	10	18	0	0	1	**120**
02:00 to 03:00	3	1	8	0	7	14	56	8	6	0	0	0	**103**
03:00 to 04:00	1	0	2	0	6	39	41	11	18	0	0	0	**118**
04:00 to 05:00	2	1	3	0	7	21	21	10	13	0	0	0	**78**
05:00 to 06:00	2	5	0	0	10	23	27	10	16	0	0	0	**93**
06:00 to 07:00	4	22	30	0	7	20	17	8	16	0	0	5	**129**
Direction 3: Port Qasim Road to PIBT (downside)													
07:00 to 08:00	27	51	127	7	11	13	31	8	27	0	0	35	**337**
08:00 to 09:00	72	82	164	5	22	17	21	5	27	2	0	18	**435**
09:00 to 10:00	76	34	120	2	17	15	12	7	18	0	0	4	**305**
10:00 to 11:00	57	29	99	1	23	14	13	4	32	0	0	4	**276**
11:00 to 12:00	33	32	96	0	28	16	19	2	29	1	0	3	**259**
12:00 to 13:00	33	18	75	1	27	23	16	5	25	0	1	4	**228**
13:00 to 14:00	41	25	82	1	19	19	20	12	14	1	0	8	**242**
14:00 to 15:00	44	22	73	3	37	21	16	1	31	4	1	4	**257**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Tractor*	*Trailer*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
15:00 to 16:00	41	16	70	3	31	17	9	7	13	0	0	7	**214**
16:00 to 17:00	51	28	85	7	20	19	24	11	20	1	0	9	**275**
17:00 to 18:00	32	14	71	3	14	24	13	2	15	0	0	10	**198**
18:00 to 19:00	10	18	78	2	9	43	7	20	20	0	1	7	**215**
19:00 to 20:00	33	16	76	5	13	28	18	12	17	0	0	10	**228**
20:00 to 21:00	9	1	27	0	6	6	21	10	16	0	0	10	**106**
21:00 to 22:00	1	4	3	0	2	2	11	4	5	0	0	0	**32**
22:00 to 23:00	2	15	7	0	0	5	24	7	12	0	0	0	**72**
23:00 to 00:00	3	12	15	0	5	14	23	4	14	0	0	1	**91**
00:00 to 01:00	6	6	7	0	1	17	16	3	26	0	0	0	**82**
01:00 to 02:00	2	3	0	0	4	11	6	2	14	0	0	0	**42**
02:00 to 03:00	0	5	0	0	1	6	22	10	17	0	0	0	**61**
03:00 to 04:00	0	1	0	0	6	12	8	3	12	0	0	0	**42**
04:00 to 05:00	0	0	1	0	3	3	4	4	8	0	0	0	**23**
05:00 to 06:00	0	0	0	0	3	2	1	1	4	0	0	0	**11**
06:00 to 07:00	7	27	19	1	15	17	8	3	8	0	0	0	**105**
Direction 4: PIBT to Port Qasim Road (upside)													
07:00 to 08:00	4	31	73	0	5	1	6	3	11	1	0	19	**154**
08:00 to 09:00	20	33	81	2	20	9	13	1	6	0	0	17	**202**
09:00 to 10:00	10	14	62	2	21	14	11	5	12	0	0	4	**155**
10:00 to 11:00	23	12	82	0	21	7	9	6	5	0	1	3	**169**

Time	*Cars*	*Pickup*	*Bikes*	*Buses*	*Trucks*					*Tractor*	*Trailer*	*Other*	***G-Total***
					2 axle	*3 axle*	*4 axle*	*5 axle*	*6 axle*				
11:00 to 12:00	33	24	104	0	31	9	22	4	19	1	2	4	**253**
12:00 to 13:00	39	24	81	0	21	15	13	13	14	0	1	6	**227**
13:00 to 14:00	51	21	58	0	31	22	19	11	29	1	0	4	**247**
14:00 to 15:00	35	15	84	3	30	16	12	11	20	2	0	4	**232**
15:00 to 16:00	48	20	101	4	31	21	21	9	25	1	0	4	**285**
16:00 to 17:00	96	22	98	14	23	25	27	8	27	0	1	8	**349**
17:00 to 18:00	71	21	155	8	13	25	39	5	26	4	1	10	**378**
18:00 to 19:00	48	16	112	2	9	22	24	0	21	0	0	13	**267**
19:00 to 20:00	33	20	71	17	23	19	23	12	24	0	0	6	**248**
20:00 to 21:00	17	8	17	3	12	11	16	0	9	0	0	1	**94**
21:00 to 22:00	0	0	7	0	2	3	4	0	6	0	0	1	**23**
22:00 to 23:00	1	5	7	0	2	3	4	2	20	0	0	1	**45**
23:00 to 00:00	7	11	18	0	5	3	13	5	25	0	0	0	**87**
00:00 to 01:00	2	5	6	0	3	5	7	2	13	0	0	0	**43**
01:00 to 02:00	3	6	4	0	1	6	11	5	18	0	0	0	**54**
02:00 to 03:00	0	1	2	0	0	9	19	1	10	0	0	0	**42**
03:00 to 04:00	1	1	2	0	3	11	14	2	15	0	0	0	**49**
04:00 to 05:00	0	1	1	0	5	6	9	0	6	0	0	0	**28**
05:00 to 06:00	7	9	9	1	6	8	10	0	2	0	0	0	**52**
06:00 to 07:00	3	4	16	3	0	5	6	6	10	0	0	5	**58**