REST AND STAY FACILITIES AT FILLING STATIONS ON GUJRAT-BAHAWALPUR SECTION OF THE NATIONAL HIGHWAY

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A C K N O W L E D G E M E N T

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In the end Tourism Division would welcome any comments or suggestions, aimed at improving further the quality of the Research carried out.

SUMMARY AND CONCLUSION

Summary

On many occasions in the past, the hospitality trade and other concerned agencies have expressed a strong need for providing travellers, facilities for rest and lodging at filling stations along the main highways of the country. Nevertheless, much headway in this direction could not be made because information on the extent of demand for such facilities and their level of present availability was lacking. Consequently, investment both from public and private sectors was not forthcoming in converting some of the filling stations into Travel Services Centres, combining the functions of car service, information centres, restaurants and ultimately lodging facilities as is the practice in many countries of the world.

2. In order to collect this information, a country-wide survey of filling stations along major highways was planned. In the first phase filling stations loging on Peshawar-Gujrat section of National Highway was covered. In the second phase, Gujrat-Bahawalpur Section of the National Highway was selected.

3. In this survey the information collected consisted of :

- Number, type and configuration of filling station lying on this portion of the road.
- Quantification of the existing level of facilities at and around filling stations.

- Assessment of the extent and nature of demand from travellers; and finally.

- Quantification of the reaction of the filling station managements to the proposal of setting up rest houses at their premises.

4. The main findings of the survey are summarised below:

- Over a distance of 550 kilometers from Gujrat to Bahawalpur between K.M. 851.5-1400.5 there were in all 119 filling stations in operation during the survey period.

- Out of these 119 filling stations, 73 were outside urban limits defined as a distance of four kilometers from Gujrat towards Bahawalpur side, four kilometers on both side of Gujranwala Municipal area, ten kilometer of both sides of Lahore, two kilometer on both sides of Okara Municipal limits, four kilometers on either side of Sahiwal Municipal limits, two kilometers on both sides of Chicha Watni and Khaniwal, 8 kilometers on both sides of Multan Municipal limits and four kilometer from Bahawalpur Municipal limits towards Lahore on the National Highway.

- The compilation of facilities on the premises of filling station was done in respect of all the 119 filling stations while their availability in close vicinity (defined to be an area of two kilometer radious of each filling station) was checked in respect of only 73 filling stations outside urban limits. Demand survey was also carried out on these 73 filling stations.

- Out of 119 filling stations, 51 or 43 percent were concentrated in kilometer 1251.5 to 1400.5. This overwhelming concentration of

filling stations was around Lahore and Gujranwala.

- Majority of the filling stations viz 76 sold both diesel and petrol, 2 sold petrol only and remaining 41 diesel only. Those filling stations selling patrol only were located in a distance of 50 kilometers from K.M. 1101.5-1150.5 around Okara and another one was located from K.M. 1301.5 to 1350.5 around Gujranwala.

- The average daily sale level was 6188 litres of fuel out of which diesel sales amounted to 5524 litres or 88 percent while petrol constituted only 12 percent.

- As regards facilities for vehicles , only 37 fillings stations had vulcanizing arrangements, 67 air filling points, 21 vehicle servicing arrangements, 6 had workshop facilities and 113 filling station out of total 119 remained opened for 24 hours. Vehicles facilities consisting of air filling and longer business hours were most prevalent and were mostly concentrated around Lahore and Gujranwala in higher proportion to the total number of filling stations in this reach.

- The most important input from the point of view of expansion programme was considered to be the availability of open space defined to be the difference between total area of a filling station and that already under the existing structures. On overall basis 60 percent of the filling stations could be considered having no problem of space availability.

- The availability of facilities such as cold drink and cigarette shops, tea stalls, restaurants, toilets (without water) and mosques, were quite inadequate. Most of the facilities were available on filling

stations located within 150 kilometers reach of the road of K.M. 1251.5-1400.5. (The availability of these facilities had negative co-relation with the level of sales).

- Longer stay facilities defined to include the availability of night stay and lodging arrangements at filling stations were almost non existant. Only two filling stations had arrangements for night stay facilities and that too in the shape of one beded rooms mostly in the use of truck drivers visiting at odd hours.

- Facilities such as cold drink stalls, tea stalls, etc. around filling stations (defined to be an area of two kilometer radious) were according to 'a-priori' thinking available in large numbers. The survey confirmed it. Nevertheless, facilities lacking were toilets and parking bays obviously those with no commercial advantage.

- Other general facilities including electricity, public call offices, public water tap and open spaces were also surveyed. The data shows that electricity was available in the vicinity of all the filling stations, municipal taps were found within 2 kilometer radious of 16 establishments while 27 public call offices were available as against 73 filling stations surveyed.

- Tourist attractions were almost non-existant in the vicinity of filling stations. There were only 2 picnic spots in the reach of the road from kilometer 1251.5 to 1400.5. No other tourist attraction, viz., scenic beauty historical monuments, archaeological sites, angling, handicraft shops, and others were identified in the vicinity of filling stations.

- Lodging facilities in the vicinity of filling stations were available in the form of only three hotels and three rest houses. Out of three hotels two were located in the portion of the road lying between k.m. 1351.5-1400.5 mostly around Wazirabad. All three rest houses were concentrated around Wazirabad in the stretch of the road from k.m. 1351.5 - 1400.5. The three hotels combined had 4 single rooms and 9 double rooms. Only three units had attached restaurants. Three rest houses had 6 rooms. Utilization rate as evidenced by the occupancy of hotels and rest houses was very poor.

- Travellers demand was checked through survey of travellers response. During the survey period at 73 filling stations 943 vehicles were counted in which 8785 passengers travelled. Interview was conducted of 3567 passengers or a coverage of 40.6 percent. On the basis of daily traffic at filling stations, the number of passengers visiting each filling station during a year was estimated at 43925 and vehicle at 4715.

- Against 3567 interviewed passengers those willing to use lodging facilities on filling stations were 608 or only 17 per cent of the total passengers surveyed. On this basis out of 43925 annual visitors at filling stations about 6427 could be expected to use lodging facilities for overnight stay. If the average length of stay of road passengers of 4.1 nights in hotels as found out in the Domestic Tourism Survey is used, then bed night demand estimated to be generated per annum at each filling station works out to about 26351 bed night.

- The psychic and travelling characteristics of passengers willing to use lodging facilities at filling stations were also examined. Thus, females were 4.1 percent against the overall sex ratio of 17.0 per cent of surveyed passengers. Most of the passengers were in the age groups 16-30 and 31-40 years; 63 percent in both the age brackets combined. Of the total, 54.6 per cent travelled by trucks, 18.7 percent by bus, 13.8 percent by car, 9.7 percent by wagon, 2.0 percent by suzuki and 1.2 percent by jeep. Higher percentage of travellers using cars, bus and trucks were willing to stay overnight as compared with their share in the total surveyed passengers. About 68.9 percent of the passengers willing to stay were travelling alone followed by 22.4 percent in groups and 8.7 percent with families. The share of those travelling alone was relatively higher but their lower percentage was willing to stay at filling stations compared to those travelling in groups or with families. The single most important motivation of visit of those willing to use lodging facilities was business, followed by meeting friend/relatives and recreation.

- Maximum number of travellers 44.6 percent were willing to pay tariff ranging between Rs.16-30 per room per night at filling stations, another 35.5 percent were ready to pay tariff under Rs.15 per room per night, followed by the tariff range of Rs. 31-50. Thus, a large majority, viz., 93 percent were willing to pay under Rs.50 per room per night. In other words, overwhelming preference was indicated for cheap type accommodation with lower tariffs. As the tariff increased the percentage of those travelling alone became lower compared to those travelling in groups or with families.

- Travellers were also asked their own conception of the facilities for short stay. Maximum preference was in respect of toilets; 78.9 percent of the interviewed travellers, followed by tea stall 78.7 percent, cold drink stall 75.7 percent, praying facilities 73.1 percent, rest rooms 56.9 percent and restaurant 67.4 percent, parking bays 56.6 percent. Thus, more than 75 percent of the passengers preferred the provision of toilets, tea stalls and cold drink. 73.1 percent passengers demand was in respect of praying facilities, 56.9 percent wanted development of rest rooms, 67.4 percent of them wanted setting up of restaurants and 56.6 percent wanted parking bays.

- The reaction of the managements of the filling station was also surveyed. Thus, out of 119 only the managements of 73 wanted development of rest houses with restaurant and shopping facilities. Out of these, only eighteen wanted to have these facilities at their premises. Only four out of these 18 were willing to made investment through their own resources. Out of these, three were located in the portion of the roads lying between k.m. 1251.5 - 1400.5. In other words reaction of managements was not favourable; only four out 119.

Conclusions

5. The following conclusions emerge from this study:-

- Out of 119 filling stations located from k.m. 851.5 - 1400.5, 51 establishments were found within 150 k.m. stretch from k.m. 1251.5 - 1400.5 i.e. around Lahore and Gujranwala. Main reason for concentration around Lahore/Gujranwala is that vehicular traffic mainly originated from Lahore in large numbers.

- Facilities for repair, vulcanising and servicing were not found at filling stations because the portion of the road under survey, traversed through important towns and cities having necessary arrangements for vehicle repair and service.

- Both short break and lodging facilities for travellers were not found at filling station. Reasons attributable could be firstly the restrictions placed by the Department of Explosives from fire safety account. Secondly, filling station managements especially those having higher sale levels earned enough money from their main business and, therefore, did not bother for side business consisting of provision of facilities for passengers. Thirdly, and most important reason being that the under survey portion of the road passed through developed urban centers where after short intervals passengers could get all the requisit facilities easily.

- So far as the demand aspect is concerned those short break facilities were in greater demand which were lesser time consuming at filling stations. Thus, items preferred the highest were praying facilities, tea/cold drink stalls, toilets, restaurants, and rest rooms in that order. In other words, travellers did not want to spare longer time at filling stations and wanted to resume their journey after taking only a few minutes rest.

- The demand for lodging facilities was indicated by only 17 percent of the visitors. This indicates a very low preference for overnight staying at these places. The amount of tariff, passenger were willing to pay in overwhelming majority did not exceed Rs.50/-. The main reason for low

preference is because of the fact that travellers in public transport had a fixed travelling schedule, as is indicated by higher preference for overnight stay at filling stations of those using private vehicles viz., truck, cars, jeeps etc. It emerges that if at all, some accommodation has to be arranged at filling stations it should be of cheaper type but neat and clean with tariff ranging below Rs.50/-.

- The reaction of the managements of the filling stations to the idea of developing rest/lodging facilities at their premises with their own investment was not very encouraging either. Out of 119 establishments only the management of four were ready to develop such facilities at their premises. Three out of these were located in the portion of the road lying between kilometers 1251.5-1400.5.

6. To sum up, some of the most essential facilities should be available at all filling stations compulsorily under law. These include praying places, toilets, drinking water and arrangements for making phone calls.

7. Only a few of the filling stations lying between k.m. 901.5-1050.5 (between Multan and Bahawalpur) be picked up for converting them into Travel Service Centres for overnight stay. They could be helped through tackling various constraints being faced by them such as arranging requisite permissions from Department of Explossive, provision of loans on concessional terms and coordination with the PTDC. This could be arranged on experimental basis.

8. On the whole, the survey results do not encourage any large scale public sector investment to be tied down, to this proposal.

Plan of the Report

9. The report is presented in 6 chapters. It starts with outlining the methodology of the survey in chapter I. It presents in Chapter II the configuration of the filling stations, discusses the availability of facilities on filling stations in Chapter III and examins their availability in the vicinity of filling stations in Chapter IV. It attemps at quantification of demand in Chapter V and finally, presents in Chapter VI, reaction of the filling station managements.

CHAPTER - I

Rest and Stay Facilities at Filling Stations on Gujrat-Bahawalpur Section of the National Highway

Introduction:

Last couple of decades have witnessed a very dramatic increase in road transportation in the country. The share of road passenger traffic in 1975 was 82 percent of the overall passenger traffic. In 1982-83 its share further improved to 82.8 percent with 79.51 billion road passengers kilometers out of total 96.02 billion passenger kilometers. During Sixth Plan the share of road passenger traffic is estimated to go up further to 83.6 percent or 106.9 billion road passenger kilometers out of 127.9 billion total passenger kilometers. (1). Alongwith passenger traffic, our road net work carried about 73.9 percent of the total freight traffic during 1982-83. During Sixth Plan the road net work will be asked to handle freight in larger quantities from 21.2 billion tonnes/kilometer in 1982-83 to 29.3 billion tonnes/kilometers in 1987-88 or a growth of 6.7 percent.

2. The consequences of this heavy growth in road traffic are; more travellers on roads, great expansion in road transport fleet and heavy rush and congestion on our highways.

3. This development is, however, not an unmixed blessing. Rapid expansion in vehicular traffic unaccompanied by expansion and widening of country's busy highways has

led to manifold increase in traffic hazards. Experts agree that driving under heavily congested traffic conditions produces severe negative stresses on drivers, travellers and machines alike. To combat these stresses, one of the methods usually suggested by them and followed in some of the advanced countries is, to break the journey and rest for a while. In these countries adequate facilities for rest and lodging are mostly available on important roads at the premises of filling stations. Filling stations in these countries not only sell gasoline and other P.O.L. items but they also serve as Travel Service Centres. These Centres are designed to respond to the basic needs of travellers, combining the functions of car service, information centres, restaurant and lodging facilities. The development of these Centres is usually carried out in stages; starting with a gasoline station, it is extended to include a restaurant, a service garage and eventually lodging facilities. In our country too, on some of the congested highways gasoline stations need to be equipped with basic facilities for travellers.

4. While certain highways are extremely busy, many others in our country traverse for miles together through un-inhabited and barren tracts of land where even a simple glass of water is not available. It is travelling on these highways that an oasis is needed for rest and shelter. Some of these are: the R.C.D. highway, the Karakuram highway and certain inter-provincial routes especially connecting Baluchistan with Punjab, Sind and N.W.F.P. Similarly, some of the motor-ways within the provinces fall in the same category. On these roads, conversion of some of the

filling stations into travel service centres is an absolute necessity for providing bare facilities to the travellers. The provision of facilities becomes especially essential on international cross-country roads passing through towns and cities without any adequate boarding or loading facilities.

Need For The Survey:

5. The Tourism Division recognising the importance of a comfortable drive for travellers took up the matter with the concerned authorities. They were asked to impress upon the management of the filling stations for arranging drinking water and toilet facilities at their premises and making arrangements for other amenities. Nevertheless, much headway could not be achieved towards the idea of converting filling stations into travel service centres because adequate data on various facets of the problem was not available. For a proper investigation of the problem, carrying out of a survey was considered essential. Specifically the need for the survey arose out of the following.

- Instalation of petrol pumps/filling stations etc. is governed by the Petroleum Act, 1964, Petroleum Rules, 1967 and the Explossive Rules 1940. These rules prohibit the presence of artificial light capable of igniting the inflamable material available at filling stations. This prohibition is well meant from fire safety point of view. But it restrains filling station managements from undertaking activities aimed at providing passengers with lodging and restaurant facilities. Some of these rules were relaxed in 1972 and under new arrangements with the prior approval of the Explosives Department, selected filling stations could set up cold

drink facilities at a distance of not less than 20 feet from the filling point and tea stalls at a distance of 50 feet from the filling point. Some of the managements of the filling stations expressed their keenness to start these operations provided constraints were removed. There exists, therefore, a need for analysing this situation in greater depth, viz., the provision of various rules vis-a-vis the scope for setting up of facilities.

- Some of our congested highways pass through well-developed urban centres where after suitable intervals adequate facilities for travellers already exist. The management of filling stations do not consider it a good business preposition to install these facilities at their own premises. There is some scepticism on the economic and business viability of the preposition which can only be resolved through assessment of various options. But scientific data is not available to assess the magnitude of business opportunities.

- Traffic on some of the roads is low especially after developments on our western borders and 'apriori' it appears uneconomical to provide rest and stay facilities at the premises of filling stations, located on these highways e.g. the R.C.D. Highway, Quetta Chamman, etc. This, nevertheless, calls for a scientific assessment of the whole situation.

6. Thus, besides legal constraints, information on supply and demand aspects of the preposition is lacking which further necessitates a thorough and scientific inquiry of the whole issue.

Objectives:

7. In view of complete absence of information on this problem a detailed country-wide survey of filling stations was considered essential.

8. The focal point of the survey was to gather a body of knowledge which could help decision maker, both in public and private sectors, in developing facilities for travellers on filling stations along major motor-ways of the country. In specific term, objective of the survey was to collect information on :-

- The number, type and configuration of filling stations located along the high-ways;
- Quantification of the availability of traveller's facilities at their premises;
- Quantification of facilities in close vicinity of filling stations; and finally;
- Assessment of the nature and extent of demand from travellers visiting the filling stations.

Scope

9. A number of considerations determined the scope of the Survey which were:

- Limited resource availability and novelty of research led in the initial instance to the selection of a few of the main highways.
- Within the selected highways the main decision to be made was whether in the

first instance to survey the congested and busy highways or the ones with very low traffic density. Those with low traffic density were dropped on account of a number of factors. First of these was low traffic density itself, 'A-priori', thinking indicated that low traffic will not generate enough demand to warrant investment for setting up of facilities. Second consideration was the factor of stress which was heavier in congested traffic conditions increasing the frequency of the need for rest during travel.

10. The National Highway from Peshawar to Karachi was the most obvious choice on the basis of traffic it carried. A study (2) shows that on average this highway carried about 35 to 40 percent of the total road passenger traffic or about 142.23 million passengers in 1979-80. It was decided to carry out survey in three phases viz., Peshawar-Gujrat, Gujrat-Bahawalpur and Bahawalpur-Karachi. The first phase was completed in 1981 and second phase has been completed in 1983. This report relates to the findings of the survey in the second phase.

Coverage:

11. Factors influencing coverage of the study were:-

- The configuration of filling station; these operated by different oil companies were found to be located in clusters on both sides of the road in many cases facing each other. Some of them were situated within urban boundaries or in their close proximity.

- The second was the data needs. Three

different types of data was needed; facilities at filling stations; their availability in close proximity and assessment of traveller's demand.

12. In view of the above considerations, availability of facilities on premises of filling stations had to be surveyed in respect of all filling stations located on this section of the National Highway. Selective approach was needed to survey facilities in close vicinity of filling stations as some of them were located within urban boundaries where adequate rest and stay facilities already existed. It was assumed that no traveller would like to rest or stay at a filling station within a city having boarding, lodging and resting facilities. The survey of facilities in close proximity of filling stations was thus confined to all filling stations except those falling within following limits :-

- Four k.m. distance from Gujrat towards Lahore side.
- Four k.m. distance of the Municipal limits of Gujranwala both sides.
- Ten k.m. of Municipal limits of both sides of Lahore.
- Two k.m. either side from Okara.
- Four k.m. of either side of Sahiwal Municipal limits.
- Two k.m. of either side of Chichawatni and Khanewal limits.
- Eight k.m. of the Municipal limits of both sides of Multan.

- Four k.m. of Bahawalpur Municipal limits towards Lahore.

Similarly for assessment of demand side it was considered desirable to carry out the survey on filling stations as identified above.

13. Keeping in view the above, a total of 119 filling stations located between Gujrat and Bahawalpur were surveyed for assessing facilities on their premises. Out of these, 73 filling stations were selected for assessing rest and stay facilities in their close proximity and for estimation of demand.

Methodology

14. The methodology was determined by data needs, nature of expected response, complexity of field operations and availability of resources. Its various elements are given below:

Definitions

15. A number of terms used, needed to be defined specifically, explained hereunder :-

Rest: A short break during a travel with duration not exceeding 12 hours at a filling station.

Stay: A break journey for an overnight lodging at a filling station.

Filling Station: An establishment engaged in the business of selling petrol and P.O.L. products at any fillint station/point as defined under the relevant rules.

Premises: The whole of the area which bound a filling station including all structures thereon.

Restaurant: An establishment engaged in the sale of prepared foods, having seating arrangements within its premises and serving at least 4 dishes at a time including roasted meals.

Hotel: An establishment engaged in providing lodging or both lodging and boarding facilities on hire.

Traveller: A person who was travelling in or driving a motor vehicle and visited the filling station in connection with obtaining gasoline and related products irrespective of the type of vehicle. It exclud daily commuters or those visiting for any other purpose than journey.

Vicinity: An area within 2 k.m. radius around a filling station.

Data Base

16. Since data needs were diverse, no single source could serve the purpose fully. For assessment of facilities on filling station premises, the data base was obviously the filling station management and own observations. For information on availability of similar facilities in their close proximity the source of data was managements of establishments concerned. For assessment of demand the source of information was travellers visiting the filling stations during the survey.

Questionnaire:

17. Three separate questionnaires were designed;

Form A, Form B and Form C. Form A was meant for collecting information from filling station managements, Form B for Survey of facilities in vicinity of filling stations and Form C to collect information on travellers demand and its characteristics.

18. Form A contained five main questions with a few sub-questions, designed to capture the following:-

- Identification: name, location, oil company associated with and distance from the nearest city, etc.
- Business activities: type of fuel with quantities sold, availability of partial or full repair shop and business hours; etc.
- Facilities for travellers: rest facilities and availability of items such as cold drink tea stalls, restaurants, toilets, shops for spare parts of vehicles & shops for travellers, telephone, water, parking space, spare land for additional construction, electricity, and lodging facilities.
- Utilization of existing facilities: indicated by guest stay at filling stations and daily sale level of restaurants, cold drinks, cigarettes/ tea stalls, etc.
- Reaction of filling station management to the proposal, indicated through their positive response or opposition and judgement of seriousness of the response through probing the terms and conditions.

19. In form B five main questions and a few sub-questions were provided to obtain the following data/ information :-

- Identification: name, location, company and distance of the filling station from the nearest town/city.

- Identification of the type of night stay facilities: hotel, rest house, camping site, or any other along with the address of the operator/management. In case of hotel, quality of its structure, nature of cuisine served , availability of in-room facilities, etc. Information on utilization rate of accommodation was also collected.

- Short-stay facilities: These included restaurants, cold-drink stalls, tea-stalls, cigarette shops, toilets, shops for spare part of autos and for travellers, parking bays, etc.

- General Facilities: electricity, telephone, water and open space.

- Tourist Attractions: Natural and scenic beauty, picnic spots/parks, historical monuments, angling, handicrafts, etc.

20. In form C seven questions were provided to ascertain and quantify demand from tourists. These included :-

- Type of transport in which travelling (car, bus, wagon, jeep, suzuki, truck).

- Origin/destination (place of origin, last place of halt, next place of halt, destination).

- Period of stay out of usual place of residence (Nights spent already and number of nights planned to spend after the interview).

- Travel status (alone, in group, with family).
- Purpose of travel (business, recreation, health, education, religion, to meet relatives/friends, conferences/meetings, sports, others).
- Bio-data (sex, age-group and occupation).
- Willingness to stay for night (yes or no) if yes then the amount of tariff willing to pay.
- Break journey at filling stations for short rest and identification of demand for facilities including cold-drink stalls, tea stalls, restaurants, parking bays, rest rooms, mosques, toilets and others.

Sample:

21. For form A, all filling stations situated along the Gujrat-Bahawalpur strech of the National Highway were surveyed. For form B, all establishments attending to the business of rest and stay along the Highway situated within 2 K.M. radius of the filling stations except those falling in the urban areas defined already were surveyed. For survey of travellers viz form C the technique followed was on the lines of Domestic Tourism Survey (2) i.e. a vehicle visiting the filling station was contacted and all passengers in it were interviewed allowing other vehicles to pass un-surveyed during the course of the interview in order to avoid rush and congestion at the filling point.

Field Operation:

22. The field operations were launched by two teams of the Tourism Division from May 10, 1983. The Survey continued upto June 16, 1983. It took 13 days to collect requisite information on forms A and B. The traveller's survey continued over a longer time span because at each filling station the survey teams worked for twelve hours from 6.00 A.M. to 6.00 P.M. The Survey was launched simultaneously from Gujrat towards Bahawalpur.

23. In all 119 form A were filled out of which 51 were located on the Lahore & Gujranwala strech and 68 on Kasur - Bahawalpur.

Limitations

24. A number of limitations arising out of the strategy, questionnaire, sampling technique, field operations and quality of response to some extent limited the usefulness of the findings of the Survey. Nevertheless, the present study adequately provides answers to the issues involved and helps in assembling the requisite information.

CHAPTER - II

Configuration Of Filling Stations

The degree of density and concentration of filling stations is an important factor in developing facilities for passengers. To measure its extent, symmetry of distribution of filling stations was worked out which forms the subject matter of this chapter.

Location

2. Over a distance of 550 Kilometers from Gujrat to Bahawalpur, between K.M. 851.5 to K.M. 1400.5 total filling stations were 119. All the Filling Station were found in operation. Distribution by location is presented below :-

Table II.1

Extent of Concentration of Filling Station

(Numbers)

Distance Intervals (Kilometers)	Filling Station Both Petrol and Diesal	Diesal	Petrol	total
851.5 - 0900.5	5	3	-	8
901.5 - 950.5	4	3	-	7
951.5 - 1000.5	4	2	-	6
1001.5 - 1050.5	7	2	-	9

1051.5 - 1100.5	6	3	-	9
1101.5 - 1150.5	7	4	1	12
1151.5 - 1200.5	3	4	-	7
1201.5 - 1250.5	1	9	-	10
1251.5 - 1300.5	14	9	-	23
1301.5 - 1350.5	16	-	1	17
1351.5 - 1400.5	9	2	-	11
Total	76	41	2	119

3. From the above data, it would be seen that :-

- Out of 119 filling stations 51 or about 43 percent were located within kilometer 1251.5 to 1400.5. This overwhelming concentration of filling stations was around Lahore and Gujranwala. To check the symmetry of location of filling stations various Central values were worked out. These measures of average differed from each other. It proves that filling stations were located asymmetrically and were skewed in location with higher ratio of concentration near Lahore and Gujranwala. The concentration of filling stations selling both diesal and petrol was to the extent of 51 percent within a distance of 150 kilometers from k.m. 1251.5 to 1400.5. The remaining 49 percent were located in the balance portion of the road.

- Only 41 filling stations sold diesal. Out of these 18 establishments were located within a distance of 100 kilometers in the stretch of road from kilometer 1201.5 to 1300.5 around Lahore and Kasur. The distribution of filling stations selling diesel alone was also asymmetrical.

- Only two filling stations sold petrol alone. One filling station was located between

kilometer 1101.5 to 1150.5 around Okara and another one was located from kilometer 1301.5 to 1350.5 around Gujranwala.

4. The location of filling stations indicates that both over-all and fuel type wise they were concentrated in a few reaches of the road. About half of them were located within a distance of 150 kilometers around Lahore and Gujranwala.

Sale Level:

5. The average Sale consisted of 6188 litres of fuel per day out of which the Sale of diesel amounted to 5524 litres and petrol 1142. In other words 12.1 percent of the fuel sold consisted of petrol and the remaining 87.9 percent was diesel. The average sale level in different reaches of the highway is shown below :-

Table II.2

Daily average sale level per filling station

(Litres)

Distance range (Kilometers)	Filling Station (No.)	Both Diesel & Petrol	Diesel	Petrol
851.5 - 900.5	8	6379	6177	324
901.5 - 950.5	7	8429	8250	313
951.5 - 1000.5	6	6958	6450	763
1001.5 - 1050.5	9	5947	5391	714
1051.5 - 1100.5	9	6583	5572	1517
1101.5 - 1150.5	12	3658	3255	1013
1151.5 - 1200.5	7	17100	16800	700

1201.5 - 1250.5	10	3290	3170	1200
1251.5 - 1300.5	23	5355	4677	1114
1301.5 - 1350.5	17	5259	3494	1971
1351.5 - 1400.5	11	5699	4923	949
	119	6188	5524	1142

- The highest average sale level of diesel and petrol combined was located between kilometer 1151.5 - 1200.5 or around Okara. Thus in filling stations located between 1151.5 - 1200.5 kilometer, the average sale level per station per day was better than the overall average.

- In case of diesel the average sale level between 851.5 - 950.5 kilometer was almost on the increase but slipped down reaching the low level of sale in kilometer 951.5 to 1150.5. In the range of kilometer 1151.5 - 1200.5 sale improved and was at the highest level of 16800 litres. The overall average sale slipped down again reaching the low level in kilometer 1201.5-1400.5. As the location approached around Okara, the sales again showed improvement as in case of petrol and diesel combined.

- In case of petrol alone, the average sale level per station per day was almost on the increase in the range of k.m. 1201.5 - 1350.5 and then in k.m. 1051.5-1100.5.

- The average daily sale level drastically came down in kilometer 851.5-1050.5 and then in kilometer 1151.5 to 1200.5 as compared to other ranges.

6. If the sales level can be taken as an indicator of frequency of visit of vehicles at filling stations or

in other words a break in the journey then petrol vehicles stopped more for taking petrol in the range of kilometer 1301.5 - 1350.5. They again stopped after travelling for about 150 kilometers and refilled their tanks sufficient enough for travel upto another 200 kilometers . Similarly diesel run vehicles broke journey after a travel of every 150 kilometer to 200 kilometers.

CHAPTER - III

Facilities Available At Filling Stations

One of the purposes of the survey was to ascertain the extent of facilities available at the filling stations. These facilities were divided into two broad categories mainly related with time and type. Data on time-related facilities was collected for short and long stay as defined earlier. Type-wise, availability of facilities were assessed for passengers and vehicles. The findings are given below :-

Facilities For Vehicles

2. During travel, vehicles have to be kept in proper running condition. In case of any break-down facilities for repair and service, etc., should be available enroute in order to avoid inconveniences. The existence of repair and service facilities for vehicles on filling stations are shown in the following table :-

Table III-1

Repair and service facilities for vehicles on filling station

(Nos)

Distance interval (K.M.)	Filling Station	Vulcanising	Air Filling	Service Stations	Workshops		Business	
					Complete	Partial	24 hours	Others
1	2	3	4	5	6	7	8	9
851.5 - 900.5	8	3	5	1	-	1	8	-
901.5 - 950.5	7	3	4	1	-	-	7	-
951.5 - 1000.5	6	1	4	2	-	-	6	-
1001.5 - 1050.5	9	2	7	4	-	1	8	1
1051.5 - 1100.5	9	2	6	2	-	-	9	-
1101.5 - 1150.5	12	3	4	2	-	-	12	-
1151.5 - 1200.5	7	1	1	-	-	1	7	-
1201.5 - 1250.5	10	2	5	-	-	-	10	-
1251.5 - 1300.5	23	10	14	2	-	1	20	3
1301.5 - 1350.5	17	7	12	3	-	1	16	1
1351.5 - 1400.5	11	3	5	4	-	1	10	1
Total	119	37	67	21	-	6	113	6

3. From the above table following results can be deducted :-

Vulcanizing Arrangements:

4. Only 37 filling stations had vulcanising arrangements out of 119. In other words, 68.9 percent of the filling stations were not equipped with this facility. Most of the vulcanizing facilities were concentrated in about 100 kilometer stretch of the road lying between kilometer 1251.5 to 1350.5 or 45.9 percent of the filling stations on this stretch were equipped with these facilities. The concentration ratio in respect of vulcanizing was higher compared with over-all; 45.9 per cent against 33.6 percent of the total filling stations.

Air Filling:

5. Out of 119 filling stations 67 had arrangements for air filling or about 56.3 percent. The concentration ratio of air filling facilities was higher; 38.8 percent of filling stations equipped with air filling facilities were located in between kilometer 1251.5 to 1350.5 with 33.6 percent overall filling stations on this stretch of the road.

Vehicle Service:

6. Out of 119 filling stations, 21 had vehicle servicing arrangements or 17.6 percent of the total filling stations. Out of these 7 filling stations or 33.3 percent had vehicle service facilities in the portion of road lying between 1301.5 to 1400.5 kilometer as

against 23.5 percent of the filling stations in that reach.

Workshop:

7. Only six filling stations out of 119 had workshop facilities in complete or partial condition. Out of these three or 50 percent were available on fillint stations lying between kilometer 1251.5 to 1400.5.

Business Hours

8. Most of the filling station carried out their business for 24 hours; 113 out of 119 or about 95 percent. Only six filling stations did not operate for 24 hours.

9. From the above analysis, it becomes clear that vehicle facilities consisting of air filling was the highest (56.3 percent). Very few filling stations provided workshop and servicing. Furthermore, vulcanizing, workshop and servicing of vehicles was concentrated mostly around Lahore and Gujranwala. The reason for lack of workshop vulcanizing and service facilities was that the road passed through important urban centres having adequate facilities where vehicles could be repaired or serviced in a much better way.

Short Stay Facilities for Travellers

10. During a long journey, passengers need rest in order to relieve them of stresses of travel. While

breaking journey they require certain facilities. These include; cold drink/cigarettes, tea stalls restaurants, toilets (with water or without water), mosque, shopping facilities, parking space, open land for further development of facilities, electricity, water and telephone.

Availability of Open Space

11. Out of these, the availability of spare land with filling stations was considered most important from the point of view of future planning. If no spare land on the premises of filling station is available then management cannot do any thing even if they want to develop further.

12. In view of the restrictions placed by the department of Explosives regarding fire safety, enough space for additional construction should be available. The open space was defined as the difference between total area of a filling station and the area used already under the existing structures. The size of open space on filling stations was correlated with their locations as follows :-

Table III.2

Size of Open Space and Location

Distance Range (Kilometers)	Filling Stations (Nos)	Average Size of Open Space (Square Meters)
851.5 - 900.5	8	2429
901.5 - 950.5	7	1915

951.5 - 1000.5	6	1475
1001.5 - 1050.5	9	826
1051.5 - 1100.5	9	1057
1101.5 - 1150.5	12	1277
1151.5 - 1200.5	7	929
1201.5 - 1250.5	10	814
1251.5 - 1300.5	23	1418
1301.5 - 1350.5	17	1283
1351.5 - 1400.5	11	1392
Total	119	1331

13. From the above data the following emerges:-

- The average size of open space available in respect of all the filling stations was 1331 square meters.

- Against this, 26 filling stations had a size ranging between 814 to 929 square meters. These filling stations were located in the reach of the road from kilometer 1001.5 - 1050.5 and between 1151.5 - 1250.5 kilometer. The filling stations in the stretch of the road between 851.5 to 950.5 kilometer had high average size of open area, the former having 2429 square meters and remaining filling stations had open area above than 1000 square meters. These filling stations could possibly be considered for addition of facilities from the point of view of availability of open space within their premises.

14. The analysis of the availability of open space shows that in the case of 78.1 percent of the filling stations, additions could be made with no problem of space availability while in first phase viz only 60 percent had surplus space availability.

Other Facilities

15. Data on short stay facilities such as cold drink and cigarettes shops, tea stalls restaurants, toilets with and without water, mosques, parking space, electricity, water for travellers, telephone and shopping facilities etc., is compiled in the following table :-

Table No. III.3

Short Stay Facilities At Filling Station

Distance (Kilometers)	Filling Station	Short Stay Facilities										
		Cold drinks and cigarettes shop	Tea stall	Restaurant	Toilet: Water	Toilet: Without Water	Masque	Parking space	Electricity	Water	Telephone	Shopping arrangements
851.5 - 900.5	8	1	-	1	3	3	4	8	8	8	2	4
901.5 - 950.5	7	2	-	-	4	-	-	7	7	7	2	4
951.5 - 1000.5	6	-	-	-	4	-	6	6	6	6	-	3
1001.5 - 1050.5	9	-	-	-	5	3	2	3	9	9	4	8
1051.5 - 1100.5	9	-	-	-	4	-	1	2	9	9	4	8
1101.5 - 1150.5	12	-	-	-	6	1	1	11	12	11	8	9
1151.5 - 1200.5	7	1	1	1	1	-	1	6	7	6	3	3
1201.5 - 1250.5	10	2	1	-	6	1	-	9	10	10	4	2
1251.5 - 1300.5	23	9	4	3	21	1	1	19	23	23	19	7
1301.5 - 1350.5	17	8	1	-	14	-	1	12	17	16	9	7
1351.5 - 1400.5	11	5	2	-	10	-	2	9	11	11	6	4
Total	119	28	9	5	78	9	19	92	119	116	61	59

16. From the above table following picture emerges.

Cold Drink/Cigarette Shop:

17. Against 119 filling stations surveyed, only on 28 establishment, cold drink and cigarette shops were available. Most of these shops were located in the stretch of the road from kilometer 1251.5 to 1400.5 kilometer. These facilities were mostly around Lahore and Gujranwala. Between 951.5 to 1150.5 kilometers on 36 filling stations enroute, none had the facility for either cold drinks or cigarettes.

Tea Stalls

18. Only 9 filling stations out of a total of 119 filling stations had arrangements of tea stalls at their premises. These were mostly available in the stretch of the road from 1251.5 to 1400.5 kilometer viz area around Lahore and Gujranwala. From 1151.5 to 1250.5 kilometer, only 2 filling stations had tea stall facility. Rest of the filling stations had no tea stall arrangements.

Restaurants:

19. Out of 119 surveyed filling stations, only five had restaurant facilities. Three filling station were located in the reach of road from kilometer 1251.5 - 1300.5 or area around Lahore. One filling station from kilometer 1151.5 - 1200.5 and another one from 851.5 -

900.5 kilometer. In other words excluding Lahore area, none of the filling stations had restaurant facilities.

Toilet:

20. Out of 119 filling stations, 78 had arrangements for toilets with water. Out of these 45 were located in the portion of the road between Kilometer 1251.5 to 1400.5 or area around Lahore and Gujranwala. Another 15 were located in the reach between Kilometer 1001.5 to 1150.5. Only 9 filling stations had dry toilet facilities of which 6 were available in the reach of the road from kilometer 851.5 - 900.5 and then from kilometer 1001.5 - 1050.5 or around Multan and then near Sahiwal.

Mosque:

21. Only 19 filling stations had arrangements for offering prayers. Out of these 6 were located in the reach of road from kilometer 951.5 - 1000.5 and another 4 were from kilometer 851.5 - 900.5. In other words these 10 filling station out of 19 were located around the area near Multan. No filling station in the reach of the road from K.M. 901.5 to 950.5 and from K.M. 1201.5 to 1250.5 had mosque facilities.

Parking Space:

22. Out of 119 filling stations 92 had arrangements for parking of vehicles or 77.3 percent of total surveyed filling stations. Out of those , 40 were located

in the reach of the road from kilometer 1251.5 to 1400.5. In the first phase of filling station survey parking facilities were available only on 22 filling stations or 25 percent against 77.3 percent in the second phase.

Electricity:

23. An overwhelming majority, viz 80 filling stations out of 87 surveyed had electricity on their premises. The findings of second phase in this respect were similar to that of phase - I.

Water:

24. Out of 119 filling stations 116 had some sort of arrangements for drinking water for travellers.

Telephone:

25. Out of 119 filling stations 61 had telephone connections but none of them had public call office or arrangements for making phone calls by the travellers. Telephone facilities were mainly available for the use of management of the filling stations.

Shops:

26. Against 119 filling stations surveyed, only 59 had shops on their premises mostly to sell greece, spare parts and other similar items. Out of these 25 filling stations with shoping facilities were located

in the portion of the road between k.m. 1001.5 to 1150.5.

27. From the above analysis, it would be seen that the filling station were not properly equipped with facilities such as restaurants, tea stalls, cold drink and cigarette shops, mosques, etc. The facilities of parking space, toilet and shopping were more better. A majority of filling stations had electricity and water. The telephone facility was not available for public use. Most of the facilities were available on filling stations located within a 150 kilometer in the portion of the road between k.m. 1251.5 to 1400.5. This portion of the national highway passes through Lahore and then Gujranwala.

28. Generally, the short stay facilities in this portion of the road were better as compared with the portion Peshawar - Gujrat.

Business Turn-Over and Facilities

29. The rest facilities available at filling stations were related with the level of sales in order to find out any correlation between the two. This is presented in the following compilation :-

Table No. III.4

Sale Level And Facilities Available

Average Sale Per Day (In Litres)	No. of Filling Station	No. of Filling Stations With Facilities									
		Cold Drink and Cigarettes	Tea Stall	Toilet		Shopping Facilities	Parking Place	Electricity	Water	Telephone	Mosque
				With Water	Without Water						
0 - 1000	6	1	1	3	1	2	4	6	5	2	1
1001 - 2000	13	3	-	11	1	6	11	13	13	10	-
2001 - 3000	20	2	2	15	2	8	15	20	20	10	4
3001 - 4000	17	3	2	10	1	9	12	17	16	6	-
4001 - 5000	14	2	-	5	1	8	12	14	14	6	1
5001 - 6000	9	2	1	7	-	2	8	9	9	3	-
6001 - 7000	5	1	1	4	-	3	4	5	4	3	2
7001 - 8000	5	1	-	4	-	4	4	5	5	5	3
8001 - 9000	4	2	1	2	1	3	3	4	4	1	-
9001 - 10000	11	4	1	6	1	7	6	11	11	7	3
10001 - 11000	3	3	1	1	-	1	2	3	3	3	1
11001 - 12000	2	-	-	1	1	-	2	2	2	1	1
12001 - 13000	1	1	-	1	-	-	1	1	1	-	-
13001 - 14000	3	2	-	3	-	2	3	3	3	1	1
14001 - 15000	1	-	-	1	-	1	1	1	1	-	1
15001 & above	5	1	-	4	-	3	4	5	5	3	1
Total	119	28	9	78	9	59	92	119	116	61	19

30. It would be seen from the above data that there was a negative correlation in the level of sales and the existance of facilities. Thus, out of 28 filling stations having cold drink facilities, 13 had average sale level ranging upto 6000 litre. In this range, the number of filling stations was 79. In other words 66.4 percent of the filling stations had these facilities in this range up to 6000 litres per day 6 filling stations had tea stall facilities. Similarly toilet with water was available in 78 filling stations and 51 of these had sales upto 6000 litres per day. Toilet without water was not available in any of the filling stations having sale level beyond 12000 litres daily.

31. Shopping facilities for vehicles such as grease spare parts etc., were also limited mostly to those filling stations which had lower sale levels; out of 59 filling stations having this facility, 35 had the sale level ranging upto 6000 litres per day. Parking place was available on 92 filling stations, out of these 62 had sale level up to 6000 litres daily. Electricity, water and telephone was mostly available in all ranges of business turn-over with a few minor exceptions. Praying place was available in 19 filling stations throughout the reach. None of these was available in establishments having sale level upto 3000 litres and then 13000 litres per day. The main reason for this negative correlation was that establishments selling fuel in larger quantities viz above 6000 litres daily did not care much for supplementary sources of income. Filling stations with lower

turn-over supplemented their incomes through activities such as the sale of cold drinks, cigarettes, tea stalls and items for vehicles.

Utilization:

32. The utilization of facilities was judged through average sale level given in table III.5.

Table No. III.5

Utilization of Existing Facilities

Distance (K.M.)	Cold Drink			Tea Stall			Restaurant		
	Total	Reporting	Average Sale Per Day (Rs.)	Total	Reporting	Average Sale Per Day (Rs.)	Total	Reporting	Average Sale Per Day (Rs.)
851.5 - 900.5	1	-	-	-	-	-	1	-	-
901.5 - 950.5	2	2	175	-	-	-	-	-	-
951.5 - 1000.5	-	-	-	-	-	-	-	-	-
1001.5 - 1050.5	-	-	-	-	-	-	-	-	-
1051.5 - 1100.5	-	-	-	-	-	-	-	-	-
1101.5 - 1150.5	-	-	-	-	-	-	-	-	-
1151.5 - 1200.5	1	1	100	1	1	75	1	-	-
1201.5 - 1250.5	2	2	225	1	-	-	-	-	-
1251.5 - 1300.5	9	9	183	4	2	400	3	-	-
1301.5 - 1350.5	8	8	209	1	-	-	-	-	-
1351.5 - 1400.5	5	4	238	2	1	200	-	-	-
Total	28	26	188	9	4	225	5	-	-

33. The data in table III.5 shows that :-

- In case of cold drinks out of 28 establishments only 26 provided information. The average daily per unit sale level was Rs.188. The highest sales were grossed by establishments located in the portion of the road between 1251.5 to 1400.5 viz., near Lahore and Gujranwala.

- Out of 9 tea stalls only four provided information. The average daily per unit sales was Rs.255. These tea stalls were located in the reach of the road between k.m. 1251.5 to 1300.5. Their sale level amounted to Rs.400 per day.

- There was 5 restaurants but information was not made available by any one of these restaurants.

34. From this analysis it would be seen that against the 'apriori' expectations units having better sales than the average were located closer to bigger cities.

Long Stay Facilities:

35. Long stay facilities were defined to include the availability of night stay or lodging arrangements. Throughout the stretch of the road none of the filling station had arrangements for lodging. The main reason were; firstly this part of road passed through urban centres where hotel accommodation of good quality was available and secondly under the Explosive Act, filling stations could not make arrangements for such facilities. Thus, between Gujrat to Bahawalpur Particularly none of the filling stations offered boarding or lodging facilities.

CHAPTER - IV

Facilities in Vicinity of Filling Stations

One of the determining factors for providing facilities at filling stations is the extent of availability of allied facilities in their close vicinity. In connection with this survey, close vicinity was defined as an area of two kilometers around filling stations. Within this area a survey of short stay, other general facilities, tourist attractions and lodging facilities was carried out.

Short Stay Facilities

2. It was 'apriori' thinking that facilities for short break, cold drink stalls, tea stalls, pan/ cigarette shops, toilets, shopping facilities, parking bays etc. were already available in large numbers in the vicinity of filling stations. The survey has helped prepare an inventory of these facilities which confirms 'apriori' thinking as evidenced by the data presented in the following table:-

Table No.IV.1

Short Stay Facilities in the Vicinity of Filling Stations

NOS.

Distance (Kilometer)	Filling Station Surveyed	Restaurant	Cold Drink Stalls	Tea Stalls	Pan/ Cigarettes Shops	Toilet	Shopping Facilities Related		Parking Bays
							Vehicles	Passengers	
851.5 - 900.5	8	131	129	161	87	-	46	480	-
901.5 - 950.5	2	20	30	20	22	-	24	100	-
951.5 - 1000.5	5	45	43	25	39	-	39	83	-
1001.5 - 1050.5	9	155	182	119	76	-	145	1290	-
1051.5 - 1100.5	2	4	8	5	6	-	-	20	-
1101.5 - 1150.5	2	4	5	2	5	-	-	-	-
1151.5 - 1200.5	7	38	63	24	33	-	30	70	-
1201.5 - 1250.5	10	49	55	51	29	-	15	102	-
1251.5 - 1300.5	12	88	127	115	48	-	13	410	-
1301.5 - 1350.5	8	48	34	38	37	-	8	65	3
1351.5 - 1400.5									
Total	73	800 (8.2)	714 (9.9)	578 (8.0)	405 (5.6)	2 (0.03)	332 (4.6)	2675 (37.2)	3 (0.04)

Note:- (Figures in parenthesis are average number of establishments per filling station).

3. The following picture emerges from table IV.

Restaurants:

4. There were in all 600 restaurants in the vicinity of filling stations. The number of filling stations surveyed was 73. In other words, on the average for each filling stations there were about eight restaurants. The heaviest concentration of the restaurants was, 155 in the stretch lying between kilometer 1001.5 - 1050.5.

Cold Drink Stalls:

5. In all the survey identified 714 cold drink stalls in 2 kilometers radious of 73 filling stations. On the average for each filling station surveyed there were about ten cold drink stalls. The highest number of cold drink stalls was in the stretch of the road lying between kilometer 1001.5 - 1050.5.

Tea Stalls:

6. In all 578 tea stalls were found in 2 kilometer radious of 73 filling stations. On an average for each filling station there existed eight tea stalls. Majority of the tea stalls were in the stretch of the road lying between k.m. 851.5 - 900.5.

Pan/Cigarette Shops:

7. About 405 Pan/Cigarette Shops were located in

2 kilometer radious of 73 filling stations selected for the survey. The highest number of such shops were in the stretch of the road k.m. 851.5 - 900.5.

Toilets:

8. Only 2 toilets were available in the vicinity of filling stations in the reach of the road between k.m. 1351.5 - 1400.5.

Shopping Facilities:

9. Shopping facilities were of two types; those selling items related to vehicles and those meant for passengers. In the vicinity of 73 selected filling stations 332 shops sold items related to vehicles while 2675 shops sold other merchandise to the passengers. The highest number of shops were in the stretch of the road lying between k.m. 1001.5 - 1050.5.

Parking Bays:

10. Out of 73 surveyed filling stations, only three parking places were available within 2 K.M. radious of filling stations and these were in the stretch of the road lying between k.m. 1351.5 - 1400.5.

11. From the above analysis it can be seen that quite a large number of restaurants, cold drink stalls, tea stalls, pan/cigarette shops, shops selling goods for vehicles and other merchandise for passengers were

available within 2 kilometer radious of 73 selected filling stations lying outside the urban limits of Gujrat to Bahawalpur. This large availability in part explains non existance of these facilities at the premises of filling stations. Facilities lacking were toilets and parking bays obviously having no commercial advantages for the private sector.

General Facilities:

12. General facilities include ; electricity, public call offices, public watertap and open spaces. The results of the survey shows that electricity was available in the vicinity of all the filling stations, municipal taps were found in the vicinity of 16 filling stations while public call offices were found within 2 k.m. radious of 27 filling stations.

Tourist Attractions

13. There was lack of tourist attractions in the vicinity of filling stations as is shown in table IV.2.

Table No. IV.2

Tourist Attractions in the Vicinity of Filling Stations

Distance (Kilometer)	Filling Station (No.	Scenic Beauty	Picnic Spot	Historical Monument	Archaeological Sites	Angling	Handicrafts	Others
850.5 - 900.5	8	-	-	-	-	-	-	-
901.5 - 950.5	2	-	-	-	-	-	-	-
951.5 - 1000.5	5	-	-	-	-	-	-	-
1001.5 - 1050.5	9	-	-	-	-	-	-	-
1051.5 - 1100.5	2	-	-	-	-	-	-	-
1101.5 - 1150.5	2	-	-	-	-	-	-	-
1151.5 - 1200.5	7	-	-	-	-	-	-	-
1201.5 - 1250.5	10	-	-	-	-	-	-	-
1251.5 - 1300.5	12	-	1	-	-	-	-	-
1301.5 - 1350.5	8	-	-	-	-	-	-	-
1351.5 - 1400.5	8	-	1	-	-	-	-	-
Total	73	-	2	-	-	-	-	-

14. As against 73 filling stations selected for the survey, only in case of two picnic spots in the reach of the road from 1251.5 to 1400.5 kilometer were found. No other tourist attractions viz, scenic beauty, historical monument, archaeological sites, angling and handicrafts etc. were available.

15. It can be stated that the tourist attractions were better on the road covered in phase-I as compared with phase-II.

Night Stay Facilities

16. For determining the extent of night stay facilities, hotels, rest houses, hostels, camping sites and other lodging places in the two kilometer radious of filling stations were surveyed. In case of hotels an examination of structural characteristics of buildings, cusine served, capacity in their restaurants, parking space, availability of in-room services was carried out. Information was also collected on utilization of these services.

Extent:

17. The extent of lodging facilities within two kilometer radious of filling stations surveyed is shown in the following compilation at IV.3.

Table No. IV.3

Night Stay Facility

NOS.

Distance (Kilometers)	Filling Station	Hotels		Rest Houses	Hostels	Camping Sites	Others
		With Restaurants	Without Restaurant				
850.5 - 900.5	8	-	-	-	-	-	-
901.5 - 950.5	2	-	-	-	-	-	-
951.5 - 1000.5	5	-	-	-	-	-	-
1001.5 - 1050.5		-	-	-	-	-	-
1051.5 - 1100.5	2	-	-	-	-	-	-
1101.5 - 1150.5	2	-	-	-	-	-	-
1151.5 - 1200.5	7	-	-	-	-	-	-
1201.5 - 1250.5	10	-	-	-	-	-	-
1251.5 - 1300.5	12	-	-	-	-	-	-
1301.5 - 1350.5	8	1	-	-	-	-	-
1351.5 - 1400.5	8	2	-	3	-	-	-
Total	73	3	-	3	-	-	-

18. From IV.3 - table it would be seen that:-

- Out of 119 filling stations surveyed, only 73 fell within the purview of the defination for assessing the availability of lodging facilities. These filling stations were located outside the limits of large urban centres.
- Compared to 73 filling stations only 3 hotels were located within 2 kilometer radious of various filling stations. Out of these three hotels two were located in the portion of the road lying between k.m. 1351.5 - 1400.5 and one in stretch of the road from kilometer 1301.5 - 1350.5 around Gujranwala area. Total filling stations surveyed were sixteen in this part of the road.
- Only 3 rest houses were found which were concentrated in the stretch of the road from k.m. 1351.5 - 1400.5 k.m.
- As regards other lodging facilities like hotels, camping sites etc, none was reported on this portion of the Highway.

19. It can be seen from the above analysis that only three hotels and three rest houses were available in this stretch of the road in the vicinity of the surveyed part of the filling stations.

Quality:

20. The quality of these lodging facilities was judged in terms of rooms availability, in-room facilities, standard of rest houses, etc.

Hotels: Romm available and in-room facilities are shown in the table IV.4.

Table No. IV.4

Hotel Accommodation in Terms of Rooms

Filling Station		Name	Address	Telephone No.	No. of Rooms			In Room Facilities
Name	Location				Single	Double	Suite	
Blue Star	Amin Abad	Shamriz	Ottawa District Gujranwala	-	-	3	-	Fan, Call bell, Electricity, Water.
Mirza Ahmad Hussain & Sons	G.T. Road Wazirabad	Sangam	Railway Station Wazirabad	936	-	-	-	Fan
Mirza Ahmad Hussain & Sons	G.T. Road Wazirabad	Madina Hotel	Railway Road Wazirabad	931	2	4	-	Fan, Running hot water, Call bell, Electricity.
Total				2	4	9		

22. The above table shows that in all the three hotels there were only 4 single rooms and 9 double rooms. Most of the hotel accommodation was located around Wazirabad. These hotels provided fan, call bell and hot water in the farm of room facilities.

23. The type of building structure, cusine served and capacity is reflected **in table IV.5.**

Table No. IV.5

Hotels by Facilities

(Number)

Filling Station		No. of Hotel	Building Structure																
			Katcha	Semi Pacca	Pacca								Cuisine Served			Capacity		
					Floor			Wall		Roof								
Name	Location				Mosiac	Tiles	Mortar	Plaster	Unplaster	Lintel	Others		Pakistani	Others	Not Served	Restaurant	Parking Bays Vehicles	Others
Blue Star	Aminabad	1	-	-	1	-	-	1	-	1	-		1	-	-	48	-	-
Mirza Ahmad Hussain & Sons	G.T.Road Wazir-abad	1	-	-	-	-	1	1	-	1	-		1	-	-	12	-	-
Mirza Ahmad Hussain & Sons	G.T.Road Wazir-abad	1	-	-	-	-	-	1	-	1	-		1	-	-	15	-	-
Total		3	-	-	1	-	1	3	-	3	-		3	-	-	75	-	-

24. The above table shows that all the three units had pacca structure. One of them had mosiac flooring and the other one mortar. All the three hotels had plastered walls and R.C.C. roofing.

25. All the three units had attached restaurants. Those having restaurant arrangements served only Pakistani cuisine. There were 75 seats in these restaurants or average of 25 seats per establishments. All the three establishments had no parking bays for vehicles.

26. The utilization of these hotel facilities is reflected in table IV.6.

Table No. IV.6

Occupancy Rates of Hotels

Filling Station		No. of Hotels	No. of Rooms Available				Rooms Occupied				Room Occupancy %			
Name	Location		Single	Double	Suite	Total	Single	Double	Suite	Total	Single	Double	Suite	Total
Blue Star	Amin Abad District Gujranwala	1	-	90	-	90	-	20	-	20	-	22	-	22
Mirza Ahmad Hussain & Sons	G.T.Road Wazirabad	1	60	60	-	120	10	5	-	15	17	8	-	13
Mirza Ahmad Hussain & Sons	G.T.Road Wazirabad	1	60	120	-	180	20	12	-	32	33	10	-	18
Total		3	120	270	-	390	30	37	-	67	25	14	-	17

27. The data in table IV.7 shows that total occupancy reported in the month preceding the survey month was 17 percent. Single rooms remained occupied to the extent of 25 percent while the occupancy rate of double rooms was only 14 percent.

Rest Houses:

28. Rest houses lying in the vicinity of filling stations were operated by Railway and Highway Departments. Number of rooms and facilities in these rest houses is tabulated below.

Table No.IV.7

Rest Houses and Facilities

Filling Station		Rest House/Hostels				
Name	Location	Name	Address	Operated by	No.of rooms	Facilities
Mirza Ahmad Hussain & Sons	G.T. Road Wazir abad	Railway Rest House (Officers)	G.T. Road Wazir abad	Pakistan Railway	2	Electricity, Water.
Mirza Ahmad Hussain & Sons	G.T. Road Wazir abad	Highway Rest House	G.T. Road Wazir abad	National Highway Department	2	Electricity, Telephone, Water.
Mirza Ahmad Hussain & Sons	G.T. Road Wazir abad	Railway Rest House (Inspection)	G.T. Road Wazir abad	Pakistan Railways	2	Electricity.

29. All these three rest houses were located in the vicinity of Mirza Ahmad Hussain & Sons near Wazirabad. These rest houses had twin room structure. Only one of these had telephone facility. All these three rest houses had electricity and water facilities available in them.

30. The occupancy rate of rest houses is shown in the following table:-

Table No. IV.8

Occupancy Rate of Rest Houses

Filling Station		No. of Rest Houses	Rooms		Occupancy (Percentage)
Name	Location		Available	Occupied	
Mirza Ahmad Hussain and Sons	G.T.Road Wazirabad	1	60	21	35
-do-	-do-	1	60	-	-
-do-	-do-	1	60	-	-
		3	180	21	12

31. It would be clear from the above data that rooms available in three rest houses during the month under - review - were 180. Occupied rooms were only 21 or an overall occupancy rate of 12 percent. Higher occupancy, was found 35% in the case of rest house run by Railway near Wazir Abad. The occupancy mostly originated from official visiting these places.

32. It can be concluded from the above analysis that both hotel and rest house accommodation available in the vicinity of filling stations was inadequate and of sub standard quality. Another conclusion which can be drawn is that utilization rate as reflected by the occupancy of hotels and rest houses was also very poor.

33. To sum up, from Gujrat to Bahawalpur, in the filling stations vicinity of all the restaurants, tea stalls, pan/cigarette shops and shopping facilities were available in abundance. Only public facilities such as toilets and parking spaces were inadequate. Similarly, electricity and municipal water arrangements were available while telephone (public call office) was inadequate. This portion of the road passed through area where picnic point could be developed for short break. It also passed through historical places and archaeological sites.

34. In the vicinity of 73 filling stations, lodging facilities were inadequate. There were only three hotels and three rest houses. These facilities remained mostly under utilized.

Chapter - V

Travellers Response

An important aspect of the present research effort was the response of travellers to the idea of providing - lodging and short stay facilities at filling stations. The questionnaire for this purpose contained seven main questions for determining travelling and bio-psychic characteristics and the response of the travells to the idea of staying over-night at Filling Stations. The last question consisted of four parts for deeper probing into the amount of tariffs they would pay if they needed lodging facilities at the filling stations as response un-related with the money to be paid could not be considered serious demand. Finally, travellers were asked to indicate their own thinking about the most important short stay facilities which they would like to be provided to them during travel including restaurants, cold drink stalls, tea stalls, parking bays, rest rooms, mosques, toilets, others etc. The position is presented in the following paragraphs.

Response and Coverage:

2. The traveller's survey was conducted on 73 filling stations located outside of urban centres defined earlier. On each filling station, passengers visiting

for P.O.L. items were interviewed for 12 hours from 7 A.M. to 7 P.M. and all vehicles and passengers in them were counted. The coverage etc., is in the table shown as follows :-

Table No.V.1

Response & Coverage

'Nos'

Vehicles	Vehicles Covered	Passengers	Passengers Covered	Percentage Coverage
Car	99	396	303	76.5
Bus	157	5809	917	15.8
Wagon	64	640	549	85.8
Jeep	12	72	23	31.9
Suzuki	7	56	32	57.1
Truck	604	1812	1743	96.2
Others	-	-	-	-
Total	943	8785	3567	40.6

3. It would be seen from the above table that :-

- On 73 filling stations in all 99 cars, 157 buses, 64 wagons, 12 jeeps, 7 suzuki vans, and 604 trucks, visited during the survey.

- Total passengers in these vehicles were 8785. Out of these bus travellers were 5809 followed by 1812 truck passengers, 640 travelling in wagons, 396 in cars, 72 in jeeps and 56 in suzuki vans.

- The interview was conducted of 3567 passengers. Thus, the average ratio of passengers come to about 40.6 percent. The highest percentage of interviews was of those travelling in trucks, followed by wagons, cars, suzukis, jeeps, buses etc. The reason for better coverage of wagons, cars, and trucks is that they had relatively lesser passengers per vehicle and were covered easily in the short time available. In case of buses the coverage of passengers was 15.8 percent. It remained low due to the fact that average number of passengers in buses was much higher and buses did not stay longer at filling stations to allow sufficient time for contacting all passengers. Nevertheless, response of 15.8 per cent adequately portrays the general idea concerning the setting up of facilities.

Dimensions

Passengers:

4. One of the problem with respect to estimation of requirements was to assess total passengers visiting filling stations and estimate total bed-night demand generated by them. To assess this, one day data on total passengers was blown up on annual basis and was divided by the number of filling stations in order to arrive at average traffic for each filling station during the year as shown in the following table.

Table No.V.2

Dimension of Annual Requirements

Vehicles	Vehicles Covered (Nos)	Passengers (Nos)	Percentage of total passengers	Average passengers per vehicles
Car	495	1980	4.5	4
Bus	785	29045	66.1	37
Wagon	320	3200	7.3	10
Jeep	60	360	0.8	6
Suzuki	35	280	0.7	8
Truck	3020	9060	20.6	3
Total	4715	43925	100	9

5. From the above table it would be seen that :-

- The number of passengers visiting each filling station during a year was 43925 and vehicles 4715. The highest number of passenger travelled by buses being 66.1 percent of the total followed by truck travellers 20.6 percent, wagons 7.3 per cent and cars 4.5 percent.

6. Interesting conclusions emerge regarding passengers per vehicles. Average passengers per bus were 37, wagon 10, suzuki 8, jeep 8, car 4, and truck 3. For all types of vehicles combined, the average load factor was 9 passengers per vehicle.

7. It would, thus, be seen that traffic at filling stations was fairly large, about forty four thousand travellers visiting each filling station on annual basis.

Willing to Stay at Night

8. Not all - the passengers were willing to avail lodging facilities at filling stations. The survey shows that against 3567 interviewed those willing to use lodging facilities at filling stations were 608. They, thus, formed 17.0 percent of the total surveyed passengers. The highest positive response was noticed in respect of those travelling by suzuki 37.5 percent, followed by jeep travellers 30.4 percent, car travellers 27.7 percent, truck travellers 19.0 percent, Bus travellers 12.4 percent, and wagon 10.7 percent. The data is presented in the following table .

Table No.V.3

Willingness to use Lodging Facilities at Filling Stations

Vehicles Used	Total Passengers Surveyed	Willing to Stay at Night	Percentage of Column 3 with respect to Column 2
1	2	3	4
Car	303 (8.5)	84 (13.8)	27.7
Bus	917 (25.7)	114 (18.7)	12.4

1	2	3	4
Wagon	549 (15.4)	59 (9.7)	10.7
Jeep	23 (0.6)	7 (1.2)	30.4
Suzuki	32 (0.9)	12 (2.0)	37.5
Truck	1743 (48.9)	332 (54.6)	19.0
Total	3567	608	17.0

Note:- Figures in parentheses are percentage with respect to column totals.

9. On the basis of above findings out of 43925 annual visitors only 6427 were willing to use lodging facilities for overnight stay.

10. The break up of passengers willing to stay overnight, on annual basis, by type of vehicle used is shown below :-

Vehicle	Total
Car	548
Bus	3602
Wagon	342
Jeep	109
Suzuki	105
Truck	1721
Total	6427

11. It would be seen that 3602 bus passengers were willing to stay overnight, followed by these travelling in truck 1721, car 548, wagon 342, jeep 109, and suzuki 105.

Bed Night Demand

12. The Domestic Tourism Survey [1] carried out by the Tourism Division shows that on an average, lenth of stay of road tourists in hotels was 4.1 night. If we assume that average night stay per traveller willing to use lodging facilities at filling station was the same as those found out in Domestic Tourism Survey then the bed night demand likely to be generated per annum works out to 26351 per filling station.

Profiles

13. It would be interesting to analyse the biopsychic and travelling characteristic of travellers willing to use lodging facilities at filling stations.

Age and Sex

14. The age and sex distribution is given in the table below:-

Table No.V.4

Age & Sex Distribution of Passengers Willing to Stay Overnight.

(Nos)

Age Group	Male	Female	Total
1.	2.	3.	4.
Under 15	36 (6.2)	1 (4.0)	37 (6.1)

1	2	3	4
16 - 30	179 (30.7)	10 (40.0)	189 (31.1)
31 - 40	187 (32.1)	9 (36.0)	196 (32.2)
41 - 50	132 (22.6)	4 (16.0)	136 (22.4)
51 & above	49 (8.4)	1 (4.0)	50 (8.2)
Total	583 (100.0)	25 (100.0)	608 (100.0)

Note: Figures in parentheses are percentages with respect to column totals.

15. It would be seen from the above table that :-

- There were only 25 females out of 608 overall passengers willing to stay overnight at filling stations or only 4.1 per cent. In other words, lesser percentage of females was ready to stay at filling stations.

- Most of the passengers willing to stay overnight were in the age group 16-30 and 31-40 years; 63.3 percent in both the age brackets combined. In lower and upper age brackets, relatively fewer passengers were willing to stay overnight, only 6.1 percent under 15 year and only 8.2 percent in age group 51 years and above.

Travel Status

16. Travel status of passengers willing to stay over night at filling stations is shown in the following table.

Table No.V.5

Travel Status of Passengers Willing to Stay Overnight

(Nos)

Travelling Status	Travellers Willing to Stay (Nos)	Percentage of Willing to Stay	Percentage of Total Surveyed
Alone	419	68.9	62.4
In Group	136	22.4	19.9
With Family	53	8.7	17.7
Total	608	100.0	100.0

17. It would be seen from the above data that :-

- 68.9 percent of the passengers willing to stay at filling stations were travelling alone. They formed 18.8 percent of the surveyed passengers. Another 136 or 22.4 percent were travelling in group. Their share in total was 19.2 percent, only 8.7 percent willing to stay travelled with their families. They formed 8.4 percent of the total surveyed passengers travelling with families.

- Out of the total surveyed passengers travelling alone were 62.4 percent while willing to stay overnight were 68.9 percent. Those travelling in group were 19.9 percent while willing to stay over-night were 22.4 percent. Those travelling with families and willing to stay were 8.7 percent while in total surveyed passengers they were 17.7 percent.

18. From the above it is evident that persons travelling alone were mostly interested in breaking their journey for overnight stay.

Purpose of Visit

19. Purpose of visit of travellers willing to stay overnight at filling stations is shown in the table below.

Table No.V.6

Purpose of Visit and Willingness to stay Overnight

Purpose	Willingness to stay (Nos)	Percentage of Willing to stay	Total Surveyed	Percentage of Total Surveyed	Willingness to stay as a percentage of total surveyed
1	2	3	4	5	6
Business	408	67.1	2185	61.3	18.7
Recreation	54	8.9	221	6.2	24.4
Health	4	0.7	55	1.5	7.3
Education	6	1.0	22	0.6	27.3
Religion	19	3.1	79	2.2	24.1
To meet friends/ relatives	86	14.1	898	25.2	9.6
Conference/ Meetings	1	0.2	2	0.1	50.0
Sports	-	-	-	-	-
Others	30	4.9	105	2.9	28.6
Total	608	100	3567	100	17.0

20. It would be seen from the above table that :-

- The single most important motivation of visit of travellers willing to stay at filling stations overnight was business, 67.1 percent against 61.3 percent of the surveyed. They formed 18.7 percent of the total surveyed passengers travelling for business purposes.

- The second important motive for willing to stay overnight was meeting friends and relatives, 86 out of 898 which forms 14.1 percent. Their percentage in the total surveyed formed 25.2 percent and as a percentage of total passengers in this motivation group they were 9.6 percent.

- Another 8.9 percent willing to stay overnight travelled for recreation.

21. It would, thus, be seen that although for recreation purpose 6.2 percent of the total passengers travelled, a higher percentage of these, 8.9 percent expressed their willingness to stay overnight. Compared to this both in case of business and meeting friends/ relatives against higher percentage of travellers a lower percentage were willing to stay overnight at filling stations.

Tariff

22. Passengers willing to stay overnight at filling stations were asked to indicate the amount of tariff which they could pay for utilizing these facilities.

23. The information is presented in the table given below :-

Table No.V.7

Tariff Range Per Night Per Room

Tariff Range (Rs.)	Willing to Pay (Nos)	Percentage of the Total
1	2	3
1 - 15	216	35.5
16 - 30	271	44.6
31 - 50	79	13.0
51 - 75	17	2.8
76 - 100	11	1.8
101 & above	14	2.3
Total	608	100.0

24. It would be seen from the above table that maximum number of people were willing to pay tariff ranging between Rs.16 - 30 per room per night. Another 35.5 percent indicated their willingness to pay tariff under Rs. 15 per room per night. It was followed by the tariff range of Rs. 31 - 50. A large majority of 93.1% was, - willing to pay under Rs.50 per room per night. Between Rs. 51 - 75 only 2.8 percent of the passengers and beyond Rs.75 only 4.1 percent were willing to pay.

25. In other words overwhelming preference was indicated for cheaper type accommodation with lower tariffs.

26. The travelling status of the passengers willing to stay overnight at filling stations influenced their ability to pay tariff as is explained in the following table :-

Table No.V.8

Travelling Status and Tariff Per Night Per Room

(Percentage)

Travel Status	Tariff range in Rupees					
	Under 15	16-30	31-50	51-75	76-100	101 and above
Alone	42.0	43.0	10.5	2.1	1.2	1.0
In Group	22.1	54.4	13.2	2.2	0.7	7.4
With Family	17.0	32.1	32.1	9.4	9.4	-
Overall	35.5	44.6	13.0	2.8	1.8	2.3

27. It would be seen that against the average of 35.5 percent higher percentage of travellers travelling alone viz 42.0 percent were willing to pay tariff under Rs.15 as compared to those travelling in group and with families. As the tariff increased, the percentage of those travelling alone became lower compared to those travelling in group or with families.

28. The amount of tariff which the passengers were willing to pay had relationship with the purpose of their visit. Thus, if the purpose of visit was business then percentage of travellers willing to pay under Rs.15 was 44.1 percent. For recreational purposes, the highest

percentage of travellers were 74.0 percent and were willing to pay tariff between Rs.16-30 followed by 14.8 percent in the tariff range of under Rs.15 and 14.8 percent in the tariff range of under Rs.15 and 5.6 percent in the tariff range of Rs.31-50. Those who travelled for health and conferences/meetings were willing to pay under Rs.16-30 only. Those undertaking the trip for religious purposes 42.1 percent were willing to pay tariff between Rs.16-30 and Rs.101 - above while 15.8 percent were ready to pay between the range of Rs.31-50. Those going to meet their relatives to the extent of 45.4 percent were willing to pay tariff between Rs.16-30, followed by another 27.9 percent in the range of Rs.31-50 and 18.6 percent upto Rs.15. About 50 percent travelling for the purpose of education were willing to pay Rs.16-30 and 50 percent were ready to pay tariff between Rs.31-50. The details are shown in the following table:-

Table No.V.9.

Motivation and Tariff Range

(Percentage)

Purpose	Tariff Range in Rs.					
	Under 15	16-30	31-50	51-75	76-100	101 and above
1.	2.	3.	4.	5.	6.	7.
Business	44.1	40.7	10.0	2.7	1.0	1.5
Recreation	14.8	74.0	4.6	-	5.6	-
Health	-	100.0	-	-	-	-
Religion	-	42.1	15.8	-	-	42.1
Relatives/ Friends	18.6	45.4	27.9	5.8	2.3	-
Conferences/ Meetings	-	100.0	-	-	-	-

1	2	3	4	5	6	7
Other	40.0	33.3	16.7	3.3	6.7	-
Education	-	50.0	50.0	-	-	-
Overall	35.5	44.6	13.0	2.8	1.8	2.3

29. It would be seen from the above table that travellers willing to pay the least tariff under Rs.15 were travelling for the purpose of business. In the second category, of Rs.16-30 the highest motivation was health and conferences/meetings. In the tariff range of Rs.31-50 the highest motivation was education. In the tariff range of Rs. 51-75 the highest motivation was meeting friends and relatives. In the tariff range of Rs. 76-100 the highest motivation was recreation and above Rs.100 were those who under-took the trip for religious purpose.

30. The occupation of passengers willing to stay overnight at filling stations was related with the amount of tariffs they were ready to pay as is shown in the following table.

Table No.V.10

Occupation and Tariff Range Per Room Per Night

(Percentage)

Occupation	Tariff range in Rs.					
	Under 15	16-30	31-50	51-75	76-100	101 & above
1	2	3	4	5	6	7
Professional and related	-	1.5	3.8	-	9.1	7.1
Administrative	-	0.7	-	-	-	-
Clerical Worker (Private)	0.9	1.1	7.6	5.9	9.1	-
Sales Worker	-	-	-	-	-	-
Farmer, Fisherman & related	5.1	14.4	6.3	11.8	9.1	-
Worker in transport	63.0	35.8	19.0	41.2	-	14.3
Craftman and unskilled	0.9	-	-	-	-	-
Sports and recreation	-	-	-	-	-	-
Student	3.7	10.0	5.1	11.8	9.1	-
Govt. Official	2.8	3.3	3.8	-	9.1	14.3
Business	20.4	28.4	39.2	17.6	36.4	42.9
Teacher and educationist	0.9	0.7	2.5	-	-	-
House-wives	1.4	3.0	8.9	11.8	9.1	21.4
Retired	-	-	-	-	-	-
Diplomate	-	-	-	-	9.1	-
Commercial employee	-	0.4	2.5	-	-	-
Unclassified	0.9	0.7	1.3	-	-	-
Overall	35.5	44.6	13.0	2.8	1.8	2.3

31. From the above table it would be seen that among all occupations, the highest percentage of those willing to pay under Rs. 15 were transport workers followed by businessman, farmers and fisherman, government official etc. In the tariff range of Rs. 16-30 the highest percentage was also of transport workers, followed by businessmen 28.4 percent, farmers and fishermen and related 14.4 percent, students 10.0 percent, government officials 3.3 percent. In the tariff range of Rs.31-50, the highest percentage was those of businessmen 39.2 percent followed by workers in transport 19.0 percent, house-wives 8.9 percent, clerical workers 7.6 percent. In the tariff range of Rs.51-75 the highest percentage was those of workers in transport 41.2 percent, followed by businessmen 17.6 percent, students, farmers and house-wives each 11.8 percent. In the tariff range of Rs.76-100 businessmen were 36.4 percent. Professional and related workers, clerical workers, farmers, fishermen and related, students, house-wives and diplomate each were 9.1 percent. In the tariff range Rs. 101 & above the highest percentage was those of businessmen 42.9 percent followed by house-wives 21.4 percent, government officials and workers in transport each were 14.3 percent.

32. In other words businessmen, transport workers, government officials and house-wives were willing to pay higher tariffs compared with clerical workers, teachers and commercial employees etc.

33. The analysis shows that majority of travellers desirious to stay overnight at filling stations were

willing to pay tariff under Rs.50 while a few of them were ready to pay above it. Mostly businessmen, transport workers and those travelling in groups and with families showed inclination to pay higher tariffs.

Demand for Short Stay Facilities

34. Travellers were asked to indicate their own conception of the facilities to be provided to them in case of break journey for sh ort stay. The facilities required included cold drink stalls, tea stalls, restaurants, parking bays, rest rooms, mosques, toilets and other. Passengers had to indicate their preference for any one or more of these facilities. As a consequence of this, against the total surveyed passengers of 3567 response consisted of 18076 replies. The replies of the passengers were related with the number of interviews shown in the following table.

Vehicle Type

35. The vehicle used by those willing to have rest/break journey is shown in the table given follows.

Table No.V.11

Vehicles Used and Willing to have Rest/Break Journey

(Nos)

Vehicles Used	Willing to have Rest/Break Journey	Total Passengers Surveyed
Car	212 (7.4)	303 (8.5)
Wagon	408 (14.3)	549 (15.4)
Bus	802 (28.0)	917 (25.7)
Jeep	15 (0.5)	23 (0.6)
Suzuki	20 (0.7)	32 (0.9)
Truck	1406 (49.1)	1743 (48.9)
Total	2863 (100)	3567 (100)

Note:- Figures in parentheses are percentage with respect to column total.

36. The above table indicates that :-

- Of the passengers willing to have rest/break journey, 49.1 percent travelled by trucks, 28.0 percent travelled by buses, 14.3 percent by wagons, 7.4 percent by cars and fewer passengers were willing to have rest/break journey, 0.7 percent by suzukis and 0.5 percent by jeeps.

- Higher percentage of travellers using buses and trucks were willing to have rest/break journey as compared with their share in the total surveyed passengers; 49.1 percent against 48.9 percent in trucks, 28.0 percent against 25.7 percent in buses. In other type of vehicles like wagons, cars and suzukis the situation was just the opposite.

Table No.V.12

Short Stay Facilities Preferred by Vehicles Users.

(Nos)

Transport Used	Cold Drink Stalls	Tea Stalls	Restaurants	Parking Bays	Rest rooms	Mosques	Toilets	Others	Total
1	2	3	4	5	6	7	8	9	10
Car	200	201	167	128	128	175	191	6	1196
Bus	780	812	628	379	568	732	832	9	4740
Wagonm	358	358	284	256	282	326	343	4	2211
Jeep	36	38	26	23	22	30	33	2	210
Suzuki	20	20	16	16	14	20	20	-	126
Truck	1300	1378	1282	1215	1117	1325	1396	679	9692
Others	-	-	-	-	-	-	-	-	-
Total	2694	2807	2403	2017	2031	2608	2815	700	18075
Percentage of total respondents	75.7	78.7	67.4	56.6	56.9	73.1	78.9	19.6	

37. It would be seen from the above data that :-

- Total replies from 3567 passengers interviewed were 18076 or an average of 5.07 replies per passenger. Out of this, maximum demand was in respect of toilets; 2815 against 3567 interviews or 78.9 per cent. It was followed by demand for tea stall facilities; 2807 passengers out of 3567 or 78.7 percent. Cold drink stalls were demanded by 2694 passengers or 75.7 percent of the total passengers interviewed. Praying facilities were asked by 2608 passengers out of 3567 or 73.1 percent. Availability of restaurants at filling stations was suggested by 2403 persons out of 3567 surveyed or 67.4 percent. Rest rooms were preferred by 2031 passengers out of 3567 or 56.9 percent. An equally strong demand was for parking bays at filling stations, about 2018 replies or 56.6 per cent.

- Cold drink stalls were demanded highest by those travelling in trucks, followed by travellers in buses, wagons, and cars. Same was the pattern of demand in respect of tea stalls. In respect of restaurants, rest rooms, mosques, parking bays and toilets t toilets the demand was the highest from truck passengers followed by those travelling in wagons, buses and cars.

38. The above analysis, clearly shows that more than 75 percent of the passengers surveyed opined in favour of provision of toilets, cold drink stalls and tea stalls. About 57 percent to 73 percent of the passengers showed preference for setting up of prayer place, restaurants, rest rooms and parking bays. Most of the preference for these facilities were from those travelling by trucks followed by wagons, buses and cars.

CHAPTER-VI

REACTION OF FILLING STATION MANAGEMENT.

In order to ascertain the reaction of the managements of the filling stations to the idea of developing rest houses with restaurant and shopping facilities on their premises, they were asked to give their own opinion regarding the feasibility of the proposal. The seriousness of the reaction was further judged by asking them as to whether they were willing to develop these facilities at their premises through provision of land owned by them or whether these developments should take place in their vicinity. Their interest in making investment on setting up of these facilites was quantified through ascertaining as to wether they would prefer to invest wholly from their own sources or would like the government or other private parties to make investment, if they preferred partnership arrangements with the Government or with other private investors. In case of negative response the opinion of the managements on the facilities considered to be adequate by them was asked. The details of managements response is given in the table No. VI.1.

Table No.VI.1.

Management Response

No.

Distance in K.M.	Nos. of F/S	Average sales per day	Desired to Develop Rest House	If Desired Then					Partnership	
				At the Filling Station	In Close Vicinity	Investment By Self	Govt.	Oth-Private	With Govt.	With Private Parties
851.5 - 900.5	8	6379	5	-	5	-	5	-	-	-
901.5 - 950.5	7	8429	4	2	2	-	4	-	-	-
951.5 - 1000.5	6	6958	5	-	5	-	5	-	-	-
1001.5 - 1050.5	9	5947	3	3	-	-	3	-	-	-
1051.5 - 1100.5	9	6583	9	1	8	-	9	-	-	-
1101.5 - 1150.5	12	3658	7	6	1	-	7	-	-	-
1151.5 - 1200.5	7	17100	6	1	5	1	5	-	-	-
1201.5 - 1250.5	10	3290	7	-	7	-	7	-	-	-
1251.5 - 1300.5	23	5355	11	-	11	1	10	-	-	-
1301.5 - 1350.5	17	5259	8	3	4	1	6	-	-	-
1351.5 - 1400.5	11	5699	8	2	6	1	7	-	-	-
Total	119	6188	73	18	54	4	68	-	-	-

2. The analysis of the data in table VI.1 shows:-

- Out of 119 filling stations the management of 73 establishments - indicated a positive response on developing rest houses with restaurants and shopping facilities.

- Out of 73 only 18 wanted to have these facilities at their premises while 54 establishments wanted the development of facilities in their vicinity. In other words only 15.1 percent of the establishment out of 119 showed interest in the setting up of facilities at their premises. While 54.4 percent wanted these in their vicinity.

- Out of the 73 positive responses only four were willing to make investment through their own sources.In another words only 3.4 percent out of the total 119 were serious enough to have the facilities at their premises with their own investment.

- It would be interesting to observe that four out of eighteen filling stations desired the creation of such facilities at the premises of their establishments and expressed readiness to invest from their own resources. Three of these were located in the portion of the road lying between K.M. 1251.5 - 1400.5 and onlv one in the reach 1151.5 - 1200.5.

- It would be observed that most of the filling stations giving positive response were located on the portion of the road lying between kilometers 1251.5 - 1400.5. In other words around Lahore and Gujranwala. Those filling stations whose managements were willing to invest themselves had the average sale level ranging between 5355 to

5699 litres per day. The average sale level of all filling stations on this stretch of the road was 6188 litres of fuel per day.

- Out of 119 filling stations 46 did not show their interest in providing such facilities. They had no ideas concerning the types of facilities considered essentional for travellers. Thus out of 46 such establishments none were of the opinion to consider the provision of toilet, cold drink stall, water, telephone and service station as a feasible options.

List of Existing Rest Houses on National Highway

Sl. No.	Name of Rest House	Location	Room Facilities				No. of Rooms	No. of Beds
			Water	Toilet	Telephone	Electricity		
1.	Railway Rest House	Railway Department, G.T.Road, Wazirabad.	Yes	Yes	--	Yes	2	4
2.	Highway Rest House	G.T. Road, Wazirabad.	Yes	Yes	833	Yes	1	2

List of Existing Hotels on National Highway

Sl. No.	Name of Hotel	Location	Room Facilities			
			Water	Toilet	Telephone	Electricity
1.	Mujahid Hotel	Murid-ke-Chowk Bus-Stand, Gujranwala.	Yes	Yes	----	Yes
2.	Lahore Hazara Hotel	Ottawa, Distt. Gujranwala.	Yes	Yes	----	Yes
3.	Sangham Hotel	Railway-station, Gujrat.	Yes	Yes	936	Yes
4.	Madinathul	Railway Road, Gujrat.	Yes	Yes	931	Yes

Filling Station at National Highway

Sl. No.	Name of Petrol Pump	Location	Facilities								Tele-phone	Electricity	Water
			Petrol			Air Filling	Service Station	Work Shop	Toilet				
			Diesel	Regular	Super				Wet	Dry			
1.	Chenab Filling and Service Station	Gujrat	Yes	Yes	Yes	--	Yes	--	Yes	--	--	Yes	Yes
2.	Malik and Son's Filling Station	Kalrah Khasa, Distt. Gujrat.	Yes	--	Yes	Yes	Yes	--	Yes	--	Yes	Yes	Yes
3.	Asgher & Co.	Kalrah Khasa, Distt. Gujrat.	Yes	--	--	--	--	--	Yes	--	Yes	Yes	Yes
4.	Chenab Filling Station	Kalrah Khasa, Distt. Gujrat.	Yes	--	Yes	--	--	--	Yes	--	--	Yes	Yes
5.	Mirza Ahmed Hussain & Sons	G. T. Road, Wazirabad, Distt. Gujranwala.	Yes	Yes	--	--	--	--	Yes	--	Yes	Yes	Yes
6.	Mirza Qurban Ali Filling Station	G. T. Road, Wazirabad, Distt. Gujranwala.	Yes	Yes	--	Yes	--	--	--	--	--	Yes	Yes
7.	Mohd Shafi and M. Bashir Filling Station	Wazirabad, Distt. Gujranwala.	Yes	--	Yes	Yes	Yes	Yes	Yes	--	Yes	Yes	Yes
8.	Ghulam Mohd. and Mohd. Idrees Filling Station	Wazirabad, Distt. Gujranwala.	Yes	Yes	--	--	--	--	Yes	--	Yes	Yes	Yes
9.	Javed Brother's Filling Station	Wazirabad, Distt. Gujranwala.	Yes	Yes	--	--	--	--	Yes	--	Yes	Yes	Yes
10.	Dhaunkal Petrol & Service Station	G.T.Road,Kot Khazri Distt. Gujranwala.	Yes	--	Yes	Yes	Yes	--	Yes	--	--	Yes	Yes

Sl. No.	Name of Petrol Pump	Location	Facilities								Tele-phone	Electricity	Water
			Petrol			Air Filling	Service Station	Work Shop	Toilet				
			Diesel	Regular	Super				Wet	Dry			
11.	Cheema Filling Station	Dhaunkal, Distt. Gujranwala.	Yes	--	--	Yes	--	--	Yes	--	--	Yes	Yes
12.	Kehkashan Service Station	Rahwali, Distt. Gujranwala.	Yes	Yes	Yes	Yes	Yes	--	Yes	--	--	Yes	Yes
13.	Co-operative Farm Services	Gujranwala Cantt.	Yes	--	Yes	Yes	--	--	Yes	--	--	Yes	Yes
14.	Saeed Brother's Filling Station	Shaheen abad, Distt. Gujranwala.	Yes	Yes	--	--	--	--	Yes	--	--	Yes	Yes
15.	Rashid Brother's Filling Station	Shama Colony, Distt. Gujranwala.	Yes	--	Yes	Yes	--	--	--	--	--	Yes	--
16.	Anwar & Co.	G.T. Road, Gujranwala.	Yes	Yes	Yes	Yes	--	--	Yes	--	Yes	Yes	Yes
17.	Rehman & Co.	G.T. Road, Gujranwala.	Yes	Yes	Yes	Yes	--	--	Yes	--	Yes	Yes	Yes
18.	Gujranwala Service Station	G. T. Road, Gujranwala.	Yes	Yes	--	--	--	--	--	--	Yes	Yes	Yes
19.	S. M. Yousaf Filling Station	G. T. Road, Gujranwala	Yes	Yes	Yes	Yes	Yes	--	--	--	Yes	Yes	Yes
20.	Ghulam Dastageer, & Brother's Filling Station.	Gujranwala City.	Yes	Yes	Yes	--	--	--	Yes	--	Yes	Yes	Yes
21.	Younas & Co.	G.T. Road, Gujranwala Cantt.	Yes	Yes	Yes	Yes	--	--	Yes	--	Yes	Yes	Yes
22.	M. Ferozdin & Co.	G. T. Road, Gujranwala	--	Yes	Yes	Yes	--	--	Yes	--	--	Yes	Yes
23.	Shalimar Filling Station	G. T. Road, Gujranwala.	Yes	Yes	Yes	Yes	--	--	Yes	--	Yes	Yes	Yes
24.	Jalil Filling Station	Chanda Qila, By Pass, G.T. Road, Gujranwala.	Yes	--	Yes	Yes	Yes	Yes	Yes	--	Yes	Yes	Yes

Sl. No.	Name of Petrol Pump	Location	Facilities								Tele-phone	Electricity	Water
			Petrol			Air Filling	Service Station	Work Shop	Toilet				
			Diesel	Regular	Super				Wet	Dry			
25.	Blue Star Filling Station	Aminabad, Distt. Gujranwala.	Yes	--	Yes	--	--	--	Yes	--	--	Yes	Yes
26.	Aziz Filling Station	G.T. Road, Chianwali, Distt. Gujranwala.	Yes	--	Yes	--	--	--	Yes	--	--	Yes	Yes
27.	Saddat Nawaz Corporation	Kamoke,Distt. Gujranwala.	Yes	--	Yes	Yes	--	--	Yes	--	Yes	Yes	Yes
28.	Punjab Frontier Filling Station	Kamoke ,Distt. Gujranwala.	Yes	Yes	--	Yes	--	--	Yes	--	--	Yes	Yes
29.	Karmanwala Filling Station	Muridke, Distt. Sheikhupura.	Yes	--	--	--	--	--	Yes	--	--	Yes	Yes
30.	Sheikh Mohd. Ismail, & Maqsood Ahmed Filling Station	G. T. Road,near Muridke, Distt. Sheikhupura.	Yes	Yes	--	--	--	--	Yes	--	Yes	Yes	Yes
31.	Rawal Filling Station	Manooabad, Distt. Sheikhupura.	Yes	Yes	--	--	--	--	Yes	--	Yes	Yes	Yes
32.	Kohinoor Service Station	Kalashahkaku, Distt. Sheikhupura.	Yes	--	Yes	Yes	Yes	--	Yes	--	Yes	Yes	Yes
33.	Saeed Waheed & Brothers	Kalashahkaku, Distt. Sheikhupura.	Yes	--	--	--	--	--	Yes	--	Yes	Yes	Yes
34.	Omair & Co.	Kalashahkaku, Distt. Sheikhupura.	Yes	--	--	Yes	--	--	Yes	--	Yes	Yes	Yes
35.	Ravi Autos	Rachna Town, Distt. Sheikhupura.	Yes	--	Yes	Yes	--	Yes	Yes	--	Yes	Yes	Yes

Sl. No.	Name of Petrol Pump	Location	Facilities								Tele-phone	Electricity	Water
			Petrol			Air Filling	Service Station	Work Shop	Toilet				
			Diesel	Regular	Super				Wet	Dry			
36.	Highway Petroleum	Mamian Colony, Lahore.	Yes	–	Yes	Yes	Yes	–	Yes	–	Yes	Yes	Yes
37.	Latif Filling Station	Shahdara, Lahore	Yes	Yes	Yes	Yes	–	–	Yes	–	Yes	Yes	Yes
38.	Highway Traders	Bund Road, Lahore.	Yes	–	–	Yes	–	–	Yes	–	–	Yes	Yes
39.	Tariq Ismail & Co	Sherakot Bund Road, Lahore	Yes	Yes	–	Yes	–	–	Yes	–	Yes	Yes	Yes
40.	Mian Brothers	Bund Road, Lahore.	Yes	Yes	Yes	–	–	–	Yes	–	–	Yes	Yes
41.	Awami Service Station	Chowk Yateem Khana, Multan Road, Lahore.	Yes	Yes	–	–	–	–	Yes	–	Yes	Yes	Yes
42.	M.N. Anwar & Brothers Filling Station.	Multan Road, Lahore.	Yes	Yes	Yes	Yes	–	–	Yes	–	Yes	Yes	Yes
43.	Data Gang Bux Filling Station.	Multan Road, Lahore.	Yes	Yes	Yes	Yes	–	–	Yes	–	Yes	Yes	Yes
44.	Shahnoor Filling Station	Multan Road, Lahore.	Yes	Yes	–	Yes	–	–	Yes	–	Yes	Yes	Yes
45.	Ayub Filling Station	Multan Road, Lahore.	Yes	–	–	Yes	–	–	–		Yes	Yes	Yes
46.	Malik & Son's Filling Station	Near Benz Factory, Multan Road, Lahore.	Yes	Yes	Yes	Yes	–	–	Yes	–	Yes	Yes	Yes
47.	Al-Farooq Service Station	Octric Check-post, Multan Road, Lahore.	Yes	–	–	–	–	–	–	–	Yes	Yes	Yes
48.	Fazal Filling Station	Mansora, Lahore.	Yes	–	–	Yes	–	–	Yes	–	Yes	Yes	Yes
49.	Talib Sahib & Co.	Mansora, Lahore.	Yes	–	–	–	–	–	Yes	–	–	Yes	Yes
50.	Babar Service Station	Hanjarwal, Lahore.	Yes	–	–	–	–	–	Yes	–	Yes	Yes	Yes

Sl. No.	Name of Petrol Pump	Location	Facilities								Tele-phone	Electricity	Water
			Petrol			Air Filling	Service Station	Work Shop	Toilet				
			Diesel	Regular	Super				Wet	Dry			
51.	Niaz Baig Filling Station	Niaz Baig Tokhar, Lahore.	Yes	--	Yes	Yes	--	--	Yes	--	Yes	Yes	Yes
52.	Manzoor & Co.	Chung, Lahore.	Yes	--	--	--	--	--	--	--	--	Yes	Yes
53.	A. Rehman & Son's Filling Station	Maraka, Lahore.	Yes	--	--	Yes	--	--	Yes	--	--	Yes	Yes
54.	Bhatti Form Service	Shamke-Bhattian, Lahore.	Yes	--	--	Yes	--	--	--	--	--	--	Yes
55.	Umer Traders Service Station	Manga Mondi, Lahore.	Yes	--	--	--	--	--	Yes	--	Yes	Yes	Yes
56.	Mookal Service Station	Manga Mondi, Lahore.	Yes	--	--	--	--	--	Yes	--	--	Yes	Yes
57.	Ali Hassan Filling Station	Ali Ahmed abad, Distt. Kasur.	Yes	--	--	--	--	--	Yes	--	--	Yes	Yes
58.	Jehanzeb Filling Station	Bhai Phero, Distt. Kasur	Yes	--	--	Yes	--	--	--	Yes	Yes	Yes	Yes
59.	Syed Shamshad Ali & Son	Bhai Phero, Distt. Kasur	Yes	--	--	Yes	--	--	Yes	--	Yes	Yes	Yes
60.	Aqeel & Co.	Bhai Phero, Distt. Kasur.	Yes	--	--	--	--	--	Yes	--	--	Yes	Yes
61.	Mirza Abdul Haq & Sons	Bhai Phero, Distt. Kasur.	Yes	--	Yes	Yes	--	--	--	--	Yes	Yes	Yes
62.	Sadat Filling Station	Pattoki, Distt. Kasur	Yes	--	--	--	--	--	--	--	--	Yes	Yes

Sl. No.	Name of Petrol Pump	Location	Facilities								Tele-phone	Electricity	Water
			Petrol			Air Filling	Service Station	Work Shop	Toilet				
			Diesel	Regular	Super				Wet	Dry			
63.	Malik Standard Service	Pattoki, Distt. Kasur.	Yes	--	Yes	--	--	--	Yes	--	Yes	Yes	Yes
64.	Ahmed Filling Station	Pattoki, Distt. Kasur.	Yes	--	Yes	--	--	--	--	--	Yes	Yes	Yes
65.	Khokhar Filling Station	Wan Radha Ram, Distt. Kasur.	Yes	--	Yes	Yes	--	Yes	--	--	Yes	Yes	Yes
66.	Al Afzal Petroleum Service	Renala Khurd, Distt. Okara.	Yes	--	--	--	--	--	--	--	--	Yes	Yes
67.	Karmani Pump Station	Renala Khurd, Distt. Okara.	Yes	--	--	--	--	--	--	--	--	Yes	--
68.	Habib Filling Station	Kissan, Distt. Okara.	Yes	--	--	--	--	--	--	--	--	Yes	Yes
69.	Shahid Filling Station	Okara	Yes	--	Yes	Yes	--	--	--	--	Yes	Yes	Yes
70.	Ali Filling Station	Okara	Yes	--	--	--	--	--	Yes	--	--	Yes	Yes
71.	Unique Filling Station	Okara	Yes	--	--	--	--	--	Yes	--	Yes	Yes	Yes
72.	Ravi Filling Station	Okara	Yes	--	Yes	Yes	--	--	Yes	--	Yes	Yes	Yes
73.	Bajwa Brother	Okara	--	Yes	Yes	--	--	--	--	--	--	Yes	--
74.	Mirza Bashir Ahmed & Son	Okara	Yes	Yes	Yes	--	Yes	--	--	--	Yes	Yes	Yes
75.	Okara Bus Service	Okara	Yes	--	--	--	--	--	--	Yes	Yes	Yes	Yes
76.	Parviz & Co.	Sahiwal	Yes	--	Yes	Yes	Yes	--	Yes	--	Yes	Yes	Yes
77.	Saleem & Co.	Yousaf wala, Distt. Sahiwal	Yes	--	--	--	--	--	--	--	--	Yes	Yes

Sl. No.	Name of Petrol Pump	Location	Facilities								Tele-phone	Electricity	Water
			Petrol			Air Filling	Service Station	Work Shop	Toilet				
			Diesel	Regular	Super				Wet	Dry			
78.	Evergreen Service Station	Sahiwal	Yes	--	Yes	--	--	--	Yes	--	Yes	Yes	Yes
79.	Highway Petroleum Service	Sahiwal	Yes	--	Yes	Yes	--	--	Yes	--	Yes	Yes	Yes
80.	Majeed Petroleum Service	Sahiwal	Yes	--	Yes	--	--	--	--	--	--	Yes	Yes
81.	Montgomery Filling Station	Sahiwal	Yes	Yes	Yes	--	--	--	Yes	--	Yes	Yes	Yes
82.	Friends Corporation	Sahiwal	Yes	Yes	--	Yes	Yes	--	--	--	--	Yes	Yes
83.	Masood Brothers	Sahiwal	Yes	Yes	Yes	Yes	Yes	--	Yes	--	Yes	Yes	Yes
84.	Burhan Sons	Sahiwal	Yes	--	--	Yes	--	--	--	--	--	Yes	Yes
85.	Haryana Filling Station	Harappa, Distt. Sahiwal	Yes	--	--	--	--	--	Yes	--	--	Yes	Yes
86.	Alamgir Petroleum Service	Harappa, Distt. Sahiwal	Yes	--	--	--	--	--	--	--	--	Yes	Yes
87.	Malik Brother Filling Station	Chicha watni, Distt. Sahiwal	Yes	Yes	--	Yes	--	--	--	--	Yes	Yes	Yes
88.	Chicha Watni Petroleum Service	Chicha watni, Distt. Sahiwal	Yes	--	Yes	Yes	--	--	--	--	Yes	Yes	Yes
89.	Amin Petroleum Service	Chichawatni, Distt. Sahiwal	Yes	Yes	--	Yes	--	--	Yes	--	--	Yes	Yes
90.	Ahmed Hussain & Co	Kasuwal, Distt. Sahiwal	Yes	--	--	--	--	--	Yes	--	--	Yes	Yes
91.	Green Acres Petroleum Service	Iqbal Nagar, Distt. Multan	Yes	--	--	Yes	--	--	Yes	--	Yes	Yes	Yes
92.	Hamid Rashid Filling Station	Mian Channu, Distt. Multan	Yes	--	Yes	Yes	--	--	--	--	--	Yes	Yes

Sl. No.	Name of Petrol Pump	Location	Facilities								Tele-phone	Electricity	Water
			Petrol			Air Filling	Service Station	Work Shop	Toilet				
			Diesel	Regular	Super				Wet	Dry			
93.	Sadiq Ahmed Ataullah Filling Station	Mian Channu, Distt. Multan	Yes	Yes	Yes	Yes	Yes	Yes	Yes	--	Yes	Yes	Yes
94.	Latif Petroleum Service	Mian Channu, Distt. Multan.	Yes	--	Yes	Yes	Yes	--	--	Yes	Yes	Yes	Yes
95.	Mian Channu Petroleum Service	Mian Channu, Distt. Multan.	Yes	Yes	--	Yes	Yes	--	Yes	--	Yes	Yes	Yes
96.	Sagher Petroleum Service	Kacha Khoh, Distt. Multan.	Yes	Yes	--	Yes	Yes	--	Yes	--	--	Yes	Yes
97.	Pak Petroleum Service	Kacha Khoh, Distt. Multan.	Yes	Yes	--	Yes	--	--	Yes	--	--	Yes	Yes
98.	Kacha Khoh Filling Station	Kacha Khoh, Distt. Multan.	Yes	Yes	--	--	--	--	Yes	--	--	Yes	Yes
99.	Qaiser Filling Station	Jahanian, Distt. Multan.	Yes	--	Yes	Yes	Yes	--	Yes	--	--	Yes	Yes
100.	Masood & Co.	Chak-84/10-R, Distt. Multan.	Yes	--	Yes	Yes	Yes	--	Yes	--	Yes	Yes	Yes
101.	Shaheen Petroleum Service	Octrai Check-post No.(7), Distt. Multan.	Yes	--	Yes	Yes	--	--	--	--	--	Yes	Yes
102.	Kashtkar Petroleum Service	Qadirpur, Rawan, Distt. Multan.	Yes	--	--	--	--	--	Yes	--	--	Yes	Yes
103.	Rawan Petroleum Service	Qadirpur Rawan, Distt. Multan.	Yes	--	Yes	Yes	--	--	Yes	--	--	Yes	Yes
104.	Driver Petroleum Service	Qadirpur Rawan, Distt. Multan.	Yes	--	--	--	--	--	--	--	--	Yes	Yes
105.	Al-Noor Petroleum Service	Sujanpur, Distt. Multan.	Yes	--	--	--	--	--	--	--	--	Yes	Yes
106.	Tariq Amer & Bros Filling Station	Sujhanpur, Distt. Multan.	Yes	--	Yes	Yes	--	--	Yes	--	Yes	Yes	Yes

Sl. No.	Name of Petrol Pump	Location	Facilities								Tele-phone	Electricity	Water
			Petrol			Air Filling	Service Station	Work Shop	Toilet				
			Diesel	Regular	Super				Wet	Dry			
107.	Aslam & Co.	Chowk Kabir-wala, Distt. Multan.	Yes	--	--	Yes	--	--	Yes	--	Yes	Yes	Yes
108.	Tariq Brothers	Ramkali, Distt. Multan.	Yes	--	Yes	Yes	--	--	Yes	--	--	Yes	Yes
109.	Chishty Petroleum Service	Nasirabad Distt. Multan.	Yes	--	--	--	--	--	--	--	--	Yes	Yes
110.	Sheikh Brothers Oil & Co.	Bahawalpur Road, Lar, Distt. Multan.	Yes	--	Yes	--	--	--	--	--	--	Yes	Yes
111.	Lar Filling Station	Lar, Distt. Multan.	Yes	--	Yes	Yes	Yes	--	Yes	--	--	Yes	Yes
112.	Shaheen Petroleum Service	Basti Maluk, Distt. Multan.	Yes	--	Yes	--	--	--	--	Yes	--	Yes	Yes
113.	Abdul Karim & Co.	Basti Maluk, Distt. Multan.	Yes	--	Yes	Yes	--	--	--	--	--	Yes	Yes
114.	Rafiqui Petroleum Service	Ludhran, Distt. Multan.	Yes	--	--	--	--	--	Yes	--	Yes	Yes	Yes
115.	Ludhran Petroleum Service	Ludhran City, Distt. Multan.	Yes	--	Yes	--	--	--	--	Yes	Yes	Yes	Yes
116.	Hamsafar Filling Station	Ludhran City, Distt. Multan.	Yes	Yes	--	Yes	Yes	--	Yes	--	--	Yes	Yes
117.	Station	100/N-Chak, Ludhran, Distt. Multan.	Yes	--	--	Yes	--	--	--	Yes	--	Yes	Yes
118.	Data Petroleum Service	Adam Wahan, Distt. Multan.	Yes	--	--	Yes	--	--	--	--	--	Yes	Yes
119.	Sutlaj Petroleum Service	Bhawalpur	Yes	--	Yes	Yes	--	--	Yes	--	--	Yes	Yes

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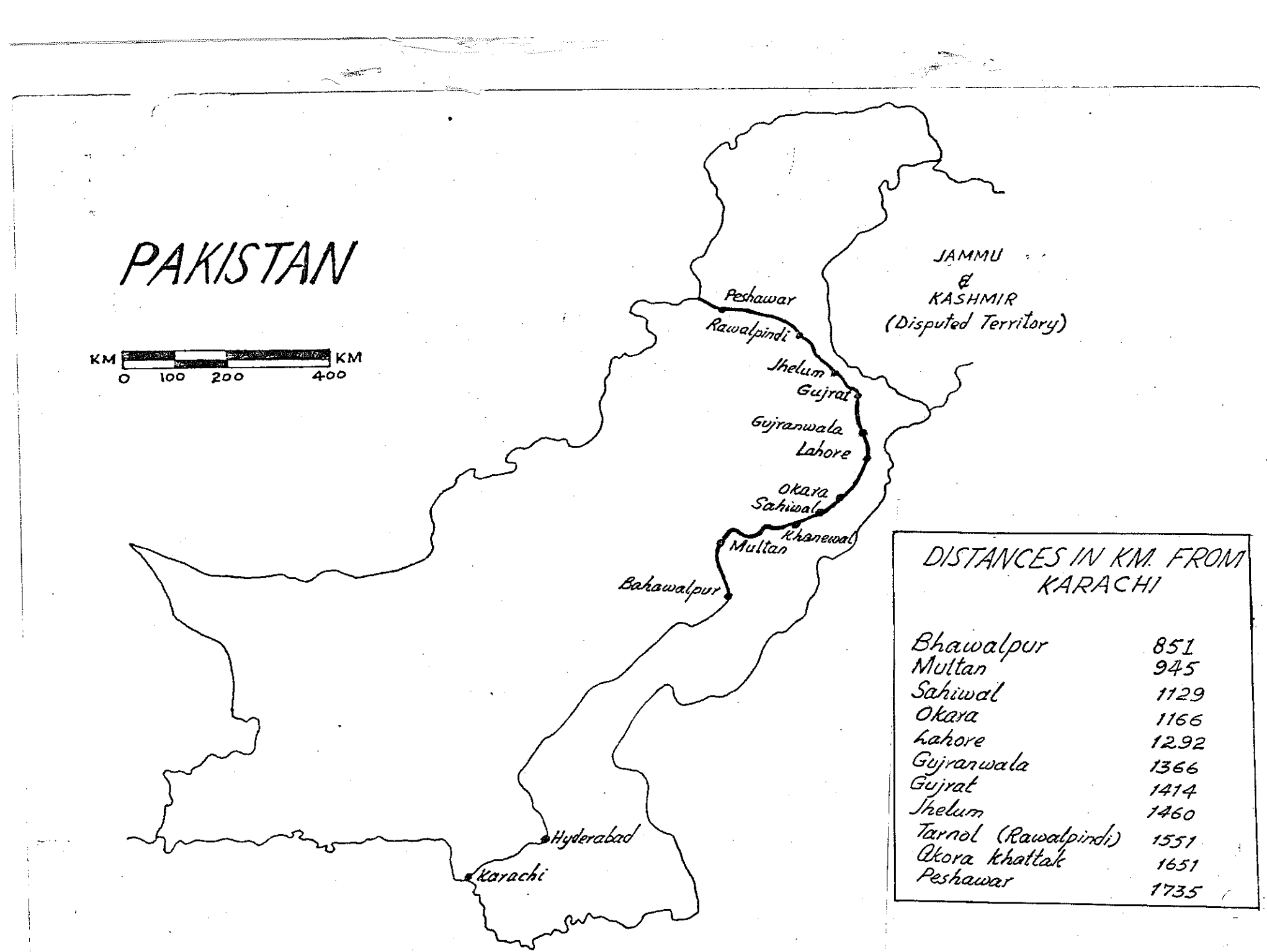

DISTANCES IN KM. FROM KARACHI

Bhawalpur	851
Multan	945
Sahiwal	1129
Okara	1166
Lahore	1292
Gujranwala	1366
Gujrat	1414
Jhelum	1460
Tarnol (Rawalpindi)	1551
Okora khattak	1651
Peshawar	1735