Chapter 13

Transport and Communication

Introduction

Transport and communication sector is vital part of a country's infrastructure and economy, enabling the movement of people, goods and information. It is crucial for any state's development and prosperity, playing a vital role in economic growth, facilitating trade, commerce & business operations, job creation, social connectivity, excess to education and health care, emergency services, environmental sustainability and national security. The modernization of infrastructure and regional connectivity has been priority area of the government as envisaged in the Pakistan Vision 2025. The government has not only focused on increasing bilateral and multi-lateral cooperation in this area but also a significant part of development portfolio is earmarked every year for investment in the sector.

Pakistan has been excluded from the World Bank's Logistics Performance Index (LPI)'s latest edition in 2023, due to inadequate assessments by logistics providers, which ranks only 139 countries. However, as per World Bank's LPI 2018, a measure of country's ease to move goods with speed and reliability ranks Pakistan at 122nd position amongst 160 countries with other regional countries. This shows that the country needs to upgrade its efforts to improve its logistics services, transport and trade related infrastructure.

Transport and communication sector in Pakistan contributed accounting for 20.51 percent of its GDP in FY 2024 and the share in services sector comes to 23 percent. The government of Pakistan has been investing in this sector, with the aim of developing a modern and well integrated transportation and communication system. The development funds amounting to Rs 264.8 billion has been earmarked to the sector for the financial year 2024.

Focus on the significance of developing an efficient transport and communication systems is inevitable in the context of economic growth and prosperity of any country. This chapter covers the dynamics of transport and communication sector by elaborating an overview of country's air, road, rail, maritime, postal, and broadcasting networks along with government's interventions/measures in this regard. The section also highlighted the outcomes and progress of the development funds allocated to the infrastructure projects executed by National Highway Authority (NHA).

13.1 Transport sector

13.1-a Road Transportation

Transport sector and road infrastructure have an enduring effect on a country's economic prosperity. NHA, through its dedicated efforts took a lead in the road infrastructure development of Pakistan. The present NHA network comprises of 48 National Highways, Motorways and Strategic Roads. Current length of this network is 14,480 Km. In PSDP 2023-24, NHA has total budget of Rs 156.50 billion for 123 projects in total, out of which, 68 are on-going projects with an allocation of Rs 99.36 billion and 52 new schemes with an allocation of Rs 48.12 billion. Three Build Operate Transfer (BOT) Schemes are also included in PSDP 2023-24 with an allocation of Rs 9.02 billion.

Achievements/Performance:

The category-wise infrastructure development schemes are given as under:

a. Asian Development Bank Assistance:

- CAREC Corridor Development Investment Programme (Tranche-II): Construction of 4-lane Highway form Shikarpur-Rajanpur (221.5km) (PC-I has been approved by ECNEC, under procurement).
- CAREC Corridor Development Investment Programme (Tranche-III): Construction of 4-lane Highway form Rajanpur-D.G. Khan (121.50 Km) (PC-I has been approved by ECNEC, Tender Documents sent to ADB for concurrence. Design revision due to Hydraulic changes is underway).
- CAREC Corridor Development Investment Programme (Tranche-III): Construction of Additional Carriageway Dera Ghazi Khan Dera Ismail Khan Section of N-55 (208.19 km) (PC-1 has been approved by ECNEC, Tender Documents sent to ADB for concurrence. Design revision due to Hydraulic changes is underway).

b. Korean Exim Bank Assistance:

Improvement and widening of Chakdara-Chitral Section (130.22 km) of N-45:

- Section-I (Chakdara-Timergara): Procurement of Detailed Design, Procurement Assistance & Construction Supervision Consultant is in advance stage.
- Section-II (Dir-Akhagaram): Loan Agreement is in final stages of finalization.
- Section-III (Kalkatak-Chitral): Feasibility Study & Detailed Design completed. PC-I submitted for approval of CDWP/ECNEC.
- Malakand Tunnel (Matter of pledge of additional sum of US $ 69 million will be taken up with EDCF/Korean Exim Bank after updation of traffic study through Economic Affairs Division (EAD).

c. World Bank:

The Khyber Pass Economic Corridor (KPEC) consists of two components as follows:

Component-I (102.55 Km)**:** Construction of Peshawar-Torkham Motorway Project having length of 47.55 Km and Link road connecting Motorway to Badabher (N-55) intersecting N-5 between Chamkani and Jhagra (approx. 55 Km) in length. (Under Procurement)

Component-II**:** Economic Development and Uplift of areas adjacent to Motorways:

d. Saudi Funds for Development (SFD)

Construction of Two Tunnels at Kohri/Kamsar (3.7 Km Approx.) & Chalpani (0.6 Km Approx.) section of Neelum Valley road, AJ&K. (Procurement Assistant to Employer's Representative (AER) consultant is in advance stages).

e. China Aided Projects:

China Aided Projects of Pakistan National Highway N-5 Sectional Rehabilitation, Hala-Moro, 66 Km (The draft Contract Agreement has been sent to Chinese Project Management Consultant for Concurrence. Concurrence is still awaited).

f. BOT/PPP Projects:

- Construction of Kharian–Rawalpindi Motorway Land + Utilities + Upfront VGF-115 Km (Under Construction)
- Hyderabad–Sukkur Motorway (M-6)-306 Km (Concession Agreement terminated due to default of Contractor; Future avenues for implementation are being explored).
- Sialkot (Sambrial)–Kharian Motorway-69 Km (Concession Agreement terminated due to default of Contractor; Future avenues for implementation are being explored).

During Monsoon 2022, Pakistan received higher rainfall than the National 30-year average records leading to flash floods and widespread inundation in various districts along the Indus River. The devastating floods resulted in substantial human and material losses, wreaking havoc on communication infrastructure, particularly roads and bridges throughout Pakistan. Various sections of NHA network including 32x Nos. of bridges located all across the country in Balochistan, Khyber Pakhtunkhwa and Sindh Province also got severely damaged due to Floods resulting in traffic disruption between various parts of the Country. However, NHA mobilized all necessary resources on operational emergency basis to restore the traffic within minimum possible time.

Transport Infrastructure under China Pakistan Economic Corridor

China-Pakistan Economic Corridor (CPEC) has transitioned into its second phase which is focused on deeper economic cooperation between China and Pakistan, expanding beyond infrastructure development to areas such as industrial cooperation, agriculture, science & information technologies, and social sector development. This phase aims to enhance the economic benefits and promote sustainable development. The CPEC prioritizes connectivity of infrastructure. Based on a framework comprising "three corridors (Eastern, Western & Central)", multitiered and multidimensional infrastructure network is taking shape. Basic connectivity over land, air, optical fiber and maritime is in place and laying foundation for deeper corporation for CPEC Phase-II.

In the Transport Infrastructure sector, remarkable progress has been made with completion of Eastbay Expressway (19 km) in Gwadar and Khuzdar-Basima (106 km) road in Balochistan. These projects have improved inter-land connectivity of Gwadar port. Moreover, On the Western alignment, construction work on 298 km Zhob to Kuchlak, Nokundi-Mashkel (103 km), Hoshab-Awaran M8 (146 km) and Awaran-Naal (168 km) is under implementation and expected to be completed as per timelines.

Due to the construction of Dasu and Basha Dams, the existing Karakoram Highway (KKH) alignment will be submerged and it necessitates realignment of Thakot-Raikot Section of KKH. The feasibility for Realignment of Thakot-Raikot Section of KKH has been conducted and PC-1 for the project is under process.

Moreover, the Concessional Financing Agreement for landmark ML-1 project is expected to be finalized soon, and subsequently, arrangement will be made for ground-breaking of the project. The Framework Agreement of Karachi Circular Railway (KCR) has been shared with the Chinese side to take up the project under CPEC framework. In addition to the road projects, construction work on New Gwadar International Airport is well underway and likely to be achieved by June 2024.

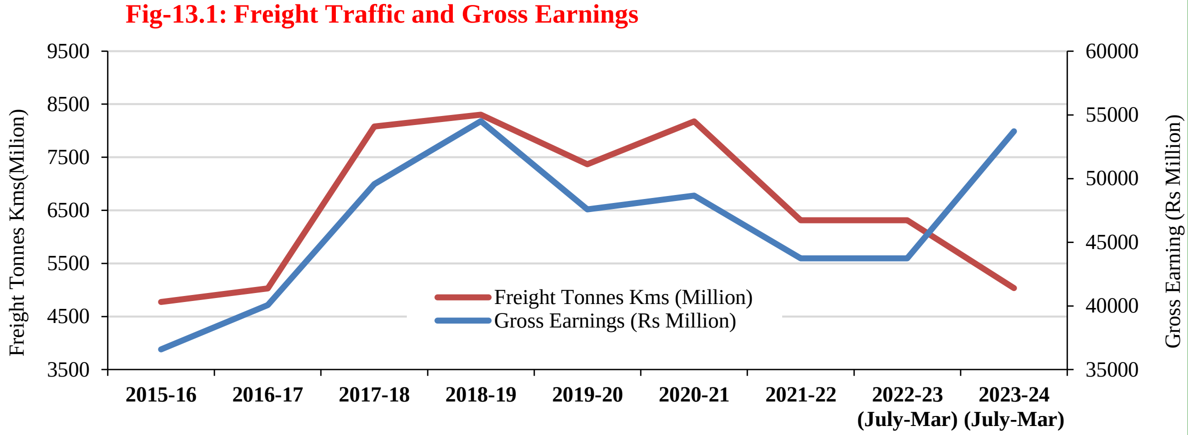
MoUs to conduct feasibility studies of the following projects have been proposed to the Chinese side for consideration:

- D.I. Khan-Zhob
- Mirpur-Muzaffarabad-Mansehra (MMM)
- M-9 Motorway
- Babusar Tunnel

13.1-b Rail Transportation

The freight and passenger traffic through rail network is provided by Pakistan Railways. The rail transport network of Pakistan Railways with 451 locomotives has a route length of 7,791 km and plays an important role in national integration and economic growth. During July-March of the ongoing fiscal year, passenger and freight traffic was 29.36 million and 5,037 million km respectively. The gross earnings recorded at Rs 53,703.78 million as compared to Rs 39,950.00 million during corresponding period of previous fiscal year showing an increase of 34.4 percent. The trend of freight traffic and gross earnings during past eight years is evident from the Figure 13.1.

Fig-13.1: Freight Traffic and Gross Earnings



Source: M/o Railways

13.1-c Air Transportation

The public sector passenger and freight transport service via air route is delivered by Pakistan International Airlines Corporation Limited (PIACL). The national flag carrier, with a total fleet of 32 air planes, earned an operating revenue of Rs 238,505 million during calendar year 2023, as compared to previous calendar year, witnessed an increase by 38.6 percent. On the other hand, operating expenditure during the calendar year 2023 increased by 28.5 percent, recorded an increase in loss by Rs 51,972 million i.e. operating expenses increased from Rs 183,345 million to Rs 235,317 million. The following table summarizes performance of the PIA during last five years:

Table 13.1: PIAC Performance

Indicators	2019	2020	2021	2022	2023
PIAC Fleet (No. of Planes)	32	30	30	35	32
Route (Km)	389,725	778,609	374,054	341,821	301,832
Available Seat (Million Km)	18,372	8,902	7,682	13,075	13,768
Passenger Load Factor (Percent)	81.3	74.5	66.9	80.3	83.3
Revenue Flown (000 Km)	70,515	38,114	34,544	53,811	57,122
Revenue Hours Flown (Hours)	110,640	58,519	55,710	84,742	90,067
Revenue Passengers Carried (000 nos.)	5,290	2,541	2,657	4,281	4,496
Revenue Passengers (Million Km)	14,938	6,629	5,138	10,497	11,468
Revenue Load Factor (Percent)	58.6	51.3	53.7	58.0	60.9
Operating Revenue (Rs millions)	146,097	94,683	86,185	172,038	238,505
Operating Expenses (Rs million–unaudited)	160,037	102,912	101,212	183,345	235,317

* PIAC's financial year is based on calendar year

Source: Pakistan International Airlines

PIACL has not recruited any new staff since March 2018, as per the orders of the Honorable Supreme Court of Pakistan. Furthermore, PIACL is in the process of privatization, and therefore, all recruitment activities have been halted by the Privatization Commission. Privatization process is underway as per the direction of Government of Pakistan. Expression of Interest was published in the press and last date for submission of EOI is 18th May, 2024. As for the timelines on the completion of process, input was sought from Privatization Commission for being the parent Ministry.

After segregation of Core and non-core functions, airline will bring improvement in performance and operational efficiency by maximizing sales proceeds from the divestment of PIACL and enhance residual value. Non-core functions will be offered to strategic investor which would help in rapid development and modernization of PIACL besides bringing improvement in performance and operational efficiency of various business segments of PIACL. Following Initiatives have been taken for sustainability and environment safety:

- International Civil Aviation Organization (ICAO) standard and recommended practices are being followed to ensure fuel efficiency to reduce carbon emission from aviation fuel burn-off. This is being done through operational efficiency, optimizing flight routes, using variable cost index, maintaining optimal flight levels, using single engine taxi after landing, subject to serviceability of Auxiliary Power Unit (APU). Due to aging fleet, reduction in emission to the maximum level cannot be achieved.
- The quantifiable figures cannot be ascertained in aforementioned as multiple factors contribute to fuel burn and emissions.
- Due to high prices of sustainable aviation fuel globally as compared to conventional fuel and the non-availability of sustainable aviation fuel in Pakistan, it is not yet utilized on PIA flights.
- For carbon offset programmes and environmental certifications, PIA planned to

participate in carbon offset programs Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) & European Union Emissions Trading System (EU ETS).

- PIA has completed verification audit for carbon emissions (CORSIA) for current period, 2023. A total of 18,688 international flights. 1,070,144.59 tonnes of CO2 emissions are reported, out of which 3,120.9 tonnes are subject to offsetting requirements.

13.2 Maritime Transportation

The public sector agencies responsible for freight traffic via seaways or maritime routes include Pakistan National Shipping Corporation (PNSC), Karachi Port Trust (KPT), Port Qasim Authority (PQA), and Gwadar Port Authority (GPA).

13.2-a Pakistan National Shipping Corporation (PNSC)

The PNSC has a fleet comprising of 12 vessels of various type / size (05 Bulk carriers, 05 Aframax tankers and 02 LR-1 Clean Product tankers) with a total deadweight capacity (cargo carrying capacity) of 938,876 metric tonnes. The commercial performance of the PNSC from July-March FY 2024 is summarized in Table 13.2.

Table 13.2: Commercial Performance of PNSC

FY 2024 (July-March)	Tanker	Chartering	SLOT Consolidated	
	Liquid Cargo (MT)	Dry Cargo (MT)	TEU*s	Slot BB/LCL
	6,673,679	903,583	956	22,811

* Twenty Equipment Unit i.e. a 20-foot container

Source: Pakistan National Shipping Corporation

The financial performance of the PNSC group from July-March FY 2024, based on un-audited financial statements, is given in Table 13.3.

Table 13.3: Financial Performance of PNSC (Amount in Rs '000)

S.No.	Financial Results	July-March FY2023	July-March FY2024
1	Revenue	42,475,211	35,009,292
2	Expenses	21,921,438	20,562,934
3	Gross Profit/Loss	20,553,773	14,446,358
4	Administrative, Impairment & Other Expenses	2,314,497	2,102,339
5	Other Income	7,363,085	5,204,403
6	Operating Profit	25,602,361	17,548,422
7	Finance Cost	1,005,429	758,863
8	Profit before Taxation	24,596,932	16,789,559

Source: Pakistan National Shipping Corporation

Some of the highlights of the FY 2024 are as under:

- PNSC witnessed profit after tax to amount Rs 14.69 billion as against amount Rs 23.96 billion with decline in group net profit margin from 56 percent to 42 percent in same nine months period last year.
- The corresponding period last year profitability includes Rs 3.3 billion on account of gain on sale of M.T. Karachi and Rs 2.4 billion on account of exchange gain earned due to upward movement in exchange rate fluctuations, which are not considered as normal course of business activities.
- The Group earnings per share were Rs 111.20 as against Rs 181.40 in the corresponding period last year.
- Cumulatively, PNSC achieved turnover of Rs 35 billion as compared to Rs 42.48 billion for the corresponding period last year. The main factors leading to decline in Group

turnover is decrease in average AFRA rate from 222 to 167 (25 percent) and no refine petroleum and dry cargo charter-in income generated. The charter out rates for both segments liquid cargo (Aframax and LR-1 tankers) and dry cargo (bulk carriers) were declined by 17 percent, 36 percent and 45 percent respectively.

- The main reason for decline in liquid and dry cargo charter rates was due to the conflict between Ukraine and Russia, which had negatively impacted global economy and completely disturbed the demand and supply. The aftershock effects observed in last year as average freight rates were significantly on higher side, which are currently coming towards the normal slope in post recovery period.
- Additionally, the fact that the Group has an ageing fleet necessitated major dry-docking and repair and maintenance activity. Resultantly, the operational days are decreased by 17 percent as compared to the corresponding period last year. However, upward trend in the average exchange rate against USD from Rs 241 as compared to Rs 285 (18 percent), average world scale from 5.72 to 6.57 (15 percent) negated the negative financial impact.
- The main reason of decline in PNSC (Group) profit is decrease in dry cargo segment revenue (including slot charter) by Rs 5.89 billion (56 percent), and liquid cargo segment revenue by Rs 2.67 billion (9 percent). However, during the reported period, foreign chartering segment contributed incremental revenue of Rs 1.04 billion (42 percent).
- PNSC standalone results reflect a profit after tax of Rs 3.07 billion as compared to profit after tax of Rs 3.97 billion in the corresponding period of the last year. PNSC was able to effectively utilize the funds available during the period, supported with obtained higher rates on investment in TDR and mutual funds after negotiation with banks and financial institutions. Thus, was able to derive income from its investments amounting to Rs 4.96 billion as compared to Rs 1.30 billion is the corresponding period last year.
- During the current period, PNSC was able to pay in full the loans obtained for M.T. Bolan and M.T. Khairpur in September 2023. Thus, resulting in saving of Finance Cost, and improved the debt to equity ratio of the Group.

13.2-b Karachi Port Trust

The Karachi Port Trust (KPT) has been another key player in maritime traffic and cargo handling at the seaport. The cargo and container handling at the Karachi Port during July-March FY 2024 was 64.15 million tonnes as compared to 31.79 million tonnes during same period of FY 2023, recording an increase of 50 percent showing a positive growth. However, the percentage change in imports and exports of cargo and container handling during the last four years as reflected in Table 13.4 exhibits mixed trends.

Table 13.4: Cargo & Container Handling at Karachi Port 000 tonnes

Fiscal Year	Imports	Exports	Total	%Change		
				Imports	Exports	Total
2019-20	27,206	14,634	41,840	-17	1	-12
2020-21	36,469	15,810	52,279	34	2	19
2021-22	35,540	16,169	51,709	-2	0.6	-1
2022-23	29,075	12,776	41,851	-18	-6	-23
(July-March)						
2022-23	22,667	9,114	31,791	-16	-28	-19
2023-24	40,844	23,301	64,145	80	155	101

Source: Karachi Port Trust

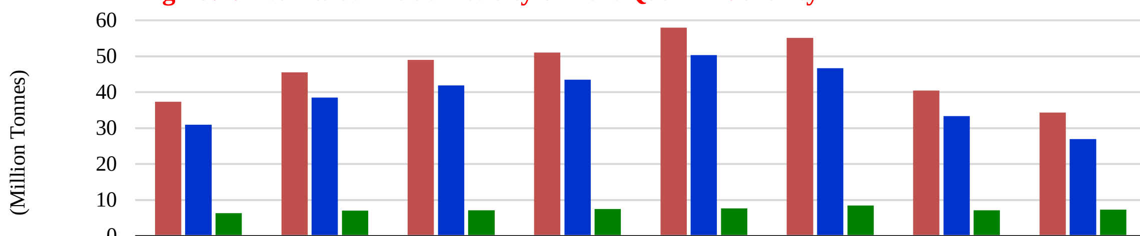
13.2-c Port Qasim Authority (PQA)

During the first 09 month July-March FY 2024, PQA handled 10 percent more cargo as compared to the same period of the last FY 2023. The total cargo comprising bulk, liquid bulk and general, handled at the close of March this fiscal year was 34.337 million tonnes as compared to 31.138 million tonnes of the corresponding period of the last fiscal year. In terms of imports and exports, imports accounted for 78.6 percent and exports 21.4 percent of the total trade. Out of 34.337 million tonnes, the liquid/gas cargo was 13.068 million tonnes (38.1 percent), general cargo 11.123 million tonnes (32.4 percent) and dry bulk cargo was 10.146 million tonnes (29.5 percent).

The cargo throughput of exports achieved a remarkable growth of over 36 percent during the reporting period of 09 months of FY 2024 wherein volume of exports handled was 7.352 million tonnes as compared to 4.658 million tonnes handled during corresponding period of 2022-23. Export cargo comprised 4.840 million tonnes (66 percent) containerized traffic and 2.512 million tonnes (34 percent) non-containerized cargo. The main non-containerized export commodities were Cement, Rice, iron ore, clinker, condensate and Furnace oil. Cargo throughput of imports during the 09 months July - March 2023-24 stood at 26.985 million tonnes, as against the 25.749 million tonnes handled during same period of last year 2022-23, showing an increase of 5 percent. The major non-containerized imports were Coal, LNG, POL, Chemicals, Palm oil and Grain.

Figure 13.2 gives a summary position of last eight years' cargo handling and trade activity by the PQA.

Fig-13.2: Year-wise Trade Activity of Port Qasim Authority



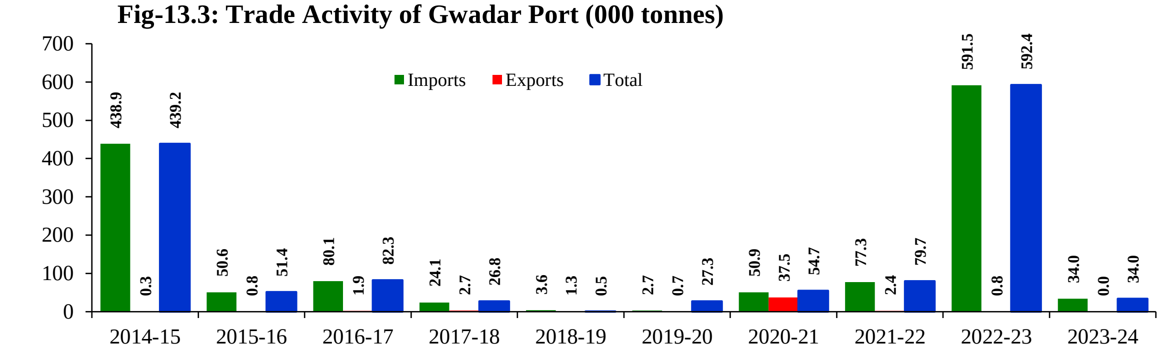
	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (Jul-Mar)
Total	37.358	45.555	49.031	51.017	57.993	55.150	40.439	34.337
Import	30.995	38.471	41.878	43.509	50.339	46.665	33.382	26.985
Export	6.363	7.084	7.153	7.508	7.654	8.485	7.118	7.352

Source: M/o Maritime Affairs (Port Qasim Authority)

13.2-d Gwadar Port Authority (GPA)

Gwadar Port is located on the shores of the Arabian Sea in the Western province of Balochistan. It is about 630 km away from Karachi and 120 km from the Iranian border. Gwadar Port is located at the mouth of the Persian Gulf, just outside the Strait of Hormuz, near the key shipping routes in an out of the Persian Gulf. The development of both Gwadar City and Gwadar Port is critical for the socio-economic development of the country. Figure 13.3 exhibits port operations and cargo activity at Gwadar Port during last 10 years.

Fig-13.3: Trade Activity of Gwadar Port (000 tonnes)



Source: M/o Maritime Affairs (Gwadar Port Authority)

Progress on the Development of Gwadar Port and Business Promotion

Since May 2013, the port's Concessional Rights were transferred to the new operator, viz. China Overseas Ports Holding Company Limited (COPHCL). Since the concessions were handed-over to COPHCL, it has been working on improving port facilities, surrounding environment and port businesses. The port operator has invested more than US $ 50 million for port facilities up-gradation and the port is now fully operational and receiving commercial vessels on regular basis.

The China Overseas Ports Holding Company Limited (COPHCL) has completed work on internal development of the Pilot Zone of Gwadar Free Zone on an area of 60 acres and initiated marketing. The construction of FZ Phase-I has been completed with all infrastructures, including power, water, road, telecommunication, waste treatment, drainage systems are now in operation. The Enterprises involving the fields of banks, insurance, financial leasing, hotels, oversea warehouses, fishery products processing, edible oil processing, pipe, furniture manufacturing, trade and logistics, supply and export of petroleum and petrochemicals, have already been registered in FZ. The total investment of company is US $ 250 million for Gwadar Port Free Zone.

Gwadar Port Authority, through the Government, has arranged various incentives and facilities to local and foreign investors in Gwadar Free Zone in addition to standard facilities:

- 23 years complete tax holiday from all Federal, Provincial and local taxes.
- Upto 99 years lease for sub-lessee/investors.
- 100 percent exemption from import duties and sales tax been on material machinery and equipment.
- One Window Facility Service.
- 100 percent foreign ownership for foreign investors.
- Ready to use offices, light industrial units, warehouses.
- Required infrastructure and security arrangements.
- Fast track startup and licensing procedure.
- China Port Holding Company (COPHC) has completed the master planning and feasibility work on the main Free Zone on 2,281 acres of land and some industrial units have started their construction works.

The Governments of Islamic Republic of Pakistan & People's Republic of China have agreed on a long-term bilateral trade and economic corridor programme, i.e. China Pakistan Economic Corridor (CPEC), since 2013-14. Following projects related to Gwadar Port & Port City of Gwadar have been agreed, which are in different stages of project implementation and approval.

a. Construction of Eastbay Expressway (Completed)

b. Pak-China Technical & Vocational Institute .... (Completed)

c. 1.2 MGD R.O.D Plant at Gwadar (Chinese Grant)................................. (Completed)

d. Construction of Break water ....(Initial Stage)

e. Capital Dredging of Additional Berth ....(Initial stage)

There is acute shortage of water in Gwadar due to non-availability of ground water. The ultimate solution of water supply is purification of sea water through Reverse Osmosis Desalination (ROD) Plant. 1.2 MGD RO Plant is a part of socioeconomic assistance by the Chinese Government for the people of Gwadar. Due to Shortage of water in Gwadar 1.2 MGD desalination project has been started by GPA a ground project by Chinese government from its socioeconomic assistance program for Pakistan. The project has been completed on June 2023. It will fulfill the water requirements of the surrounding population of Gwadar Port as well as needs of Gwadar Port Free Zone Part-I.

Lastly, different projects under Federal PSDP 2022-23 are also at various stages of implantation. The financial outlay of these PSDP funded projects is given in Table 13.5.

Table 13.5: List of PSDP Projects Aimed at Gwadar Port Development Rs millions

S.No.	Name of the Project	Total Project Cost
1	Perimetric Security System for Gwadar Port Authority	252.35
2	Sewerage Treatment Plant for Housing Complex Gwadar	103.79
3	Maintenance of Dredging of Gwadar Port Authority	4669.7
4	Water supply line for Gwadar Free Zone from 1.2 MGD Desalination Plant	140.558
5	Water supply line for North Free Zone Gwadar from Airport water works	131.704
	Total	5298.102

Source: M/o Maritime Affairs

13.3 Communication sector

The communication sector, another important component of services sector in GDP share, comprises various postal, electronic and broadcasting networks aimed at providing services to ensure free flow of goods and information.

13.3-a Pakistan Post Office

Pakistan Post Office is one of the oldest government departments to provide Postal Services in the country as an attached department under the administrative control of Ministry of Communications. Pakistan Post is the largest postal operator in the country for providing diverse services meant for transmission of money and messages at the doorsteps of customers. In 2002 a Postal Services Management Board was established which aimed to provide the management some autonomy to improve service delivery.

It is playing a vital role in the economic and social development of Pakistan through providing postal services broadly categorized as domestic and International Postal Services, Financial Services, disbursement of military pension and Foreign Remittances Payment. Pakistan Post is the largest operator in Pakistan providing shipping, delivery and courier services with postal communication network of 10,371 post offices of various categories. In 2022, Pakistan Post has achieved 55th position out of 162 countries in the Postal Ranking Index issued by Universal Postal Union (UPU). International Ranking of Postal Sector is based on four pillars i.e. Reliability, Reach, Relevance and Resilience. Pakistan Post received an amount of Rs 582.426 million during the FY2023 on account of delivery of inbound international mail.

Recent Initiatives:

Pakistan Post has recently taken important initiatives to provide the most efficient postal services to the people of Pakistan. The details are as under:

- Pakistan Post has launched its own Mobile App. The App features postal services' tariffs, postal codes, Post office locator, complaint registration, Track and Trace & Pick up facilities.
- Pakistan Post provides fast delivery service of postal articles to 260 destinations worldwide. EMS Plus offers competitive rates, track and trace facility, and worldwide within 2 to 5 days.
- Pakistan Post and NADRA signed an agreement for "Renewal / Modification of CNIC through Post Offices" on 20th June, 2017. During July-March FY 2024, 31,467 number of CNIC's processed at Post Offices with commission earned amounting to Rs 2,360,700.
- The department has initiated a process to upgrade and re-engineer its express and mail portfolio in consultation with Public Private Partnership Authority.
- The automation of Pakistan Post Office through Exim Bank of Korea's Loan Project was initiated in the year 2015. The project started with two objectives; (i) To improve access to financial and public services by expanding the geographic reach of ICT infrastructure across the nation, including

rural regions. (ii) To increase efficiency and the quality of financial and public services by computerizing and modernizing Post Offices. The loan agreement for "Automation of Post Office Project" has been signed between Economic Affairs Division and Exim Bank on 30-06-2022. A letter regarding effectiveness of Loan Agreement of Post Offices Project received from Exim Bank. The Exim Bank of Korea will finance an amount of US $ 20.635 million for the project at an interest rate of 0.1 percent paid over a period of 40 years with grace period of ten years.

- To timely address public complaints the department has converted from manual handling of the same to IT based Complaint Management System (CMS), connecting all controlling and field offices across the country. These are dealt through Pakistan Citizen Portal (PCP) which is integrated with Prime Minister's public grievances management system. This way, complaint management is decentralized which has increased efficiency in their disposal.
- Pakistan Post is maintaining a facebook page to receive feedback and suggestions for improvement in postal operations from general public and takes immediate and appropriate remedial steps for further improvements.
- Pakistan Post, under an Agency Agreement with Western Union, provides an international money remittance service through 2,094 post offices across the country. Details of remittances paid through Pakistan Post Office Department during July- February FY 2024, earned revenue of Rs 27.477 million.
- Pakistan Post sends mail (Letter, Parcel, EMS) to all countries of the world except Israel. Exchange of mail is carried out under rules and regulations of the Universal Postal Union. Pakistan Post sends mail directly to 89 countries. Mail with other destinations of the world is exchanged by utilizing the transit facilities provided by various postal administrations.

13.3-b Pakistan Electronic Media Regulatory Authority

Pakistan Electronic Media Regulatory Authority (PEMRA) is responsible for regulation and facilitation of establishment and operations of broadcast media (satellite TV & FM radio) and distribution services (Cable TV, DTH, IPTV, Mobile TV, MMDS, etc.) in Pakistan. The authority plays a critical role in regulating private electronic media with an objective to improve the standards of information and entertainment and optimization of free flow of information. Currently, there are over 140 Pakistani satellite TV stations and 35 channels with Landing Rights permission to broadcast in Pakistan.

The media industry in Pakistan has expanded quickly over the last decade, and it is now making a significant contribution to the development of broadcasting, infrastructure in the country's major cities and the creation of numerous job opportunities for young people interested in a career in electronic media. A total of between US $ 4 and US $ 5 billion in US dollars have reportedly been invested in Pakistan's electronic media sector throughout the course of the years.

More than 300,000 individuals in Pakistan are employed in journalism, management, and technical fields by the media industry. In order to accommodate youth in various professions, new licensing of Direct-to-Home (DTH), satellite TV channels, FM radios, and teleport services would be helpful. In this context, PEMRA issued 3 licenses for the introduction of DTH in Pakistan. This enormous undertaking would assist Pakistani media gain momentum in terms of technology and jobs. Additionally, new licenses would bring between 2 to 3 billion dollars investment in Pakistan.

This increase in investment would have a multiplier Impact on growing the work of media production companies, advertising agencies, and performing arts, as well as creating job prospects for trained media personnel and journalists.

The glimpse of Pakistan's electronic media landscape and distribution network can be taken from Table 13.6.

Table 13.6: Licensing Status Nos.

Category	Till 31st March, 2024	July-March 2023-24
Satellite TV Licenses Issued:	140	6
i. News & Current Affairs	37	1
ii. Entertainment	52	2
iii. Regional Languages	24	1
iv. Health	05	-
v. Sports	05	-
vi. Education	09	1
vii. Specialized subject Channel (Non-Commercial/ Education)	06	1
viii. Agriculture	02	-
FM Radio Licenses Issued:	239	1
i. Commercial	170	1
ii. Non Commercial	69	-
Cable TV Licenses Issued	3,775	39
Landing Rights Permissions Issued	35	-
Mobile TV (Video & Audio Content Provision) Service Licensing	04	-
Internet Protocol TV (IPTV) Licences Issued	26	-
Direct-to-Home (DTH)	01	-
Teleport (Broadcast) License	01	-
Provisionally Registered Television Audience	-	-
Measurement (TAM) / Television Rating Point (TRP) Companies in Pakistan	03	-

Source: PEMRA

The PEMRA's main source of income comprises of collection of advance tax from the licensees at the time of issuance of licenses and their renewal and fee or penalty collections. During July-March of FY2024, the PEMRA deposited Rs 2,750,000 to the national exchequer against a contribution of Rs 1,963,000 in FY2023, showing 40 percent increase of deposit in Federal Consolidated Fund.

13.3-c Pakistan Television Corporation Limited

Pakistan Television Corporation Limited (PTV) is the only public sector broadcasting channel which telecast national & International programs in metro cities and also economically backward areas of the country in order to keep the masses aware of current affairs of the country as well as the whole world. It also provides different programs regarding entertainment, education, information and sports to the people enabling them to aware and uplift with their socio-economic conditions, to eliminate the existing disparity. At present PTV is operating 7 multiple channels like PTV Home, PTV News, PTV Sports, PTV Global, PTV National, PTV Bolan and PTV World. Only PTV English News Channel in Pakistan telecasting the information about Pakistan domestically as well as internationally. Pakistan Television covers 100 percent area of population on terrestrial network. The number of registered TV set holders in the country was 25,184,719 as on 31st March, 2024.

During FY 2024, Rs 204.650 million were allocated for two PSDP projects of the PTV i.e. 'Establishment of National Film Production Institute at the PTC Academy' and 'A Pilot Project of Terrestrial Digitalization of DTMB-A (Digital Terrestrial Multimedia Broadcast)'-financed through Chinese grant-in-aid. The second project was commissioned to improve signal quality of the terrestrial network in the less developed areas of Pakistan. Also, the work on RBS (Rebroadcast Station)-Murree, Cherat and Kala Shah Kaku is under process for the up-gradation of transformers and new power connections.

13.3-d Pakistan Broadcasting Corporation

Pakistan Broadcasting Corporation (PBC) is one of the most important and effective electronic media, for the projection of Government policies and aspirations of the people of Pakistan within the country and abroad. It aims to provide information, education and entertainment to the masses through radio news and programmes of high standard. It also counters adverse foreign propaganda and negative perceptions. Radio is playing significant role in promoting Islamic Ideology and national unity with the principles of democracy, freedom, equality, tolerance and social justice. It promotes national and local languages, culture and value. It also helps in discouraging sectarianism, provincialism and terrorism. PBC known as Radio Pakistan, is the largest state media network of Pakistan with a broadcasting network of about 80 units housed in 32 broadcasting houses across the country. The PBC has various broadcasting platforms such as FM, Medium wave, Short wave and satellite broadcasts.

During ongoing fiscal year, the PBC aired various religious programmes such as special programmes in *Ramadan-ul-Mubarak*, such as Rooh-e-Ramzan, Ramzan Mah-e-Quran, Ghazwa-e-Badr, and special programmes on blasphemy laws, and awareness campaign regarding sanctity of the Holy Quran. The PBC further carried out wide-spread publicity and coverage of different government relief packages such as Anti-Power theft Campaign, Breast Cancer Awareness Campaign, Student Scholarship Schemes, Benazir Income Support Scheme, government's initiatives for minimizing the impact of price hike and inflation and special campaign on return of illegal foreigners.

In order to highlight Kashmir issue and atrocities of Indian occupied forces, a discussion programme and a radio report were broadcasted on Kashmiris Right of Self-Determination Day on Radio Pakistan's Network along with other special programmes on India's *Youm-e-Jamhuria* and Kashmir Solidarity day. To promote interfaith harmony and minorities' rights, Radio Pakistan produced special promos and programmes in Urdu and regional languages. Throughout the period spanning July 2023 to March 2024, Radio Pakistan's News and Current Affairs Channel covered key governmental initiatives across various sectors, with a focus on economy. Being the national broadcaster, Radio Pakistan ensured comprehensive coverage of the 2024 general elections, deploying reporting teams on the ground and collaborating closely with the Election Commission of Pakistan.

During FY 2024, an amount of Rs 5.81 billion was allocated to the PBC to meet its operational and employees related expenditures, out of which Rs 5.06 billion has been released during first three quarters upto March, 2024. The development work under approved PSDP projects of the PBC is at various stages as highlighted below:

- PSDP project titled "Establishment of Saut ul Quran FM Network Phase-II" was approved at a capital cost of Rs 212.777 million. The execution on the project was in progress during given period.
- PSDP project titled "Rehabilitation of Medium Wave Services from Khairpur" (Replacement of 100 KW Medium Wave Transmitter) at a capital cost of Rs 444.069 million. The major part of renovation work of building at Broadcasting House (BH) completed and remaining will be completed during stipulated time period.
- PSDP project Up–gradation of Studios and Master Control Rooms" was approved at a capital cost of Rs 254.945 million. The up-gradation of 15 studios and MCRs out of total 17 completed during the given period.
- PSDP project titled "Up-gradation of HPT Rawat Transmitting Station by Installing a 1000 KW DRM-enabled Medium Wave Transmitter" was approved at a capital cost of Rs 3850 million. The initial paper work and tendering process for carrying out civil works at site completed during the given period.

Concluding Remarks

The government is committed to upgrade and to develop an efficient and well-integrated transport and communications system by connecting remote regions of the country in to one road (CPEC). The enhancement of railways infrastructure will integrate the country with regional connectivity. This will result in generating an economic boom by integrating Pakistani market with Central Asia, Middle East and other parts of the world. One of the objectives are to set to reduce transport cost, increase safety, make effective connectivity between rural and urban areas, markets required interprovincial high-speed connectivity, integrated roads networks and transportation corridor connectivity with major regional trade partners countries through increasing infrastructure facilities. Its realization is very important for any society.

To amplify the services sector's impact on Pakistan's economy, a comprehensive strategy is imperative. This involves creating a business-friendly environment, investing in digital infrastructure, latest digital technology in logistics, shipping and communication, end-to-end supply chain digitization/cost-effective supply chain connections, and energy-efficient freight modes, fostering skill development, promoting innovation, and seeking international collaborations. In this context, streamlined regulations and reduced bureaucratic barriers will attract investments, while technological advancements will modernize service delivery.

TABLE 13.1 A

TRANSPORT (Roads)

(in kilometers)

Years	Expressway	Highway	Local Road	Metro Road	Motorway	National Highway	Primary Road	Secondary Road	Total
2019-20	460	20,089	373,423	86	3,210	12,122	4,387	87,647	501,424
2020-21	428	32,097	373,525	76	2,471	-	4,388	87,765	500,749
2021-22	428	32,097	373,525	146	2,816	-	4,388	87,765	501,165
2022-23	428	32,097	373,525	146	2,816	-	4,388	87,765	501,165
2023-24 (Jul-Mar)	428	32,097	373,525	150	2,816	-	4,388	87,765	501,169

Source: National Transport Research Center

TABLE 13.1 B

RAILWAYS

Fiscal Year	Locomotives (Nos.)	Freight Wagons (Nos.)	Route (Km)	Number of Passengers carried (Million)	Freight carried (Million Tonnes)	Freight Tonne (Million Km)	Gross Earnings (Rs. Million)
2010-11	528	18,468	7,791	64.90	2.61	1,757	18,612
2011-12	522	17,611	7,791	41.10	1.30	403	15,444
2012-13	493	16,635	7,791	41.90	1.00	419	18,070
2013-14	421	16,179	7,791	47.70	1.60	1,090	22,800
2014-15	458	15,452	7,791	52.90	3.60	3,301	31,924
2015-16	460	15,164	7,791	52.20	5.00	4,773	36,582
2016-17	455	16,085	7,791	52.40	5.63	5,031	40,065
2017-18	478	16,159	7,791	54.90	8.40	8,080	49,570
2018-19	472	14,327	7,791	60.40	8.30	8,304	54,508
2019-20	473	14,448	7,791	44.30	7.41	7,369	47,584
2020-21	467	14,448	7,791	28.40	8.20	8,179	48,649
2021-22	466	13,900	7,791	35.70	8.00	8,070	60,257
2022-23	461	13,448	7,791	22.55	4.29	4,270	39,950
2023-24 (Jul-Mar) P	451	11,973	7,791	29.36	5.10	5,037	53,703

P: Provisional

Source: Ministry of Railways

TABLE 13.1 C

PAKISTAN NATIONAL SHIPPING CORPORATION (PNSC)

Fiscal Year	No. of Vessels	Dead Wt. Tonnes	Gross Earnings (Rs. Million)
2010-11	11	646,666	9,293.0
2011-12	9	610,167	8,875.3
2012-13	9	642,207	12,252.9
2013-14	9	642,207	15,726.5
2014-15	9	681,806	15,536.3
2015-16	9	681,806	12,543.0
2016-17	9	681,806	12,477.0
2017-18	9	681,806	10,070.0
2018-19	11	831,711	10,862.5
2019-20	11	831,711	13,803.0
2020-21	11	831,711	12,788.5
2021-22	13	1,045,957	27,714.1
2022-23	12	938,876	42,378.7
2023-24 (Jul- Mar) P	12	938,876	42,475.2

P: Provisional

Source: Pakistan National Shipping Corporation

TABLE 13.1 D

PORTS-Cargo Handled

Fiscal	Karachi Port (000 tonnes)			Port Qasim (000 tonnes)			Gwadar Port (000 tonnes)		
Year	Total	Imports	Exports	Total	Imports	Exports	Total	Imports	Exports
2010-11	41,431	28,589	12,842	26,168	19,511	6,657	476.0	476.0	-
2011-12	37,875	26,201	11,674	24,025	18,075	5,950	1,426.0	1,426.0	-
2012-13	38,850	26,700	21,150	24,801	17,754	7,047	507.6	507.6	-
2013-14	41,350	30,343	11,007	25,775	18,076	7,699	649.0	649.0	-
2014-15	43,422	29,672	13,750	30,014	21,608	8,405	439.2	438.9	0.3
2015-16	50,045	34,594	15,451	33,321	25,857	7,464	51.4	50.6	0.8
2016-17	52,493	42,638	9,855	37,358	30,995	6,363	82.3	80.4	1.9
2017-18	54,685	41,669	13,016	45,555	38,471	7,084	26.8	24.1	2.7
2018-19	46,893	32,863	14,031	49,031	41,878	7,153	5.0	3.6	1.3
2019-20	41,840	27,206	14,634	51,017	43,509	7,508	27.3	26.6	0.7
2020-21	52,279	36,469	15,810	57,993	50,339	7,654	54.7	50.9	3.8
2021-22	51,709	35,540	16,169	55,150	46,665	8,485	79.7	77.3	2.4
2022-23	41,851	29,075	12,776	40,500	33,382	7,118	592.4	591.5	843.0
2023-24	64,145	40,844	23,301	34,337	26,985	7,352	34.0	34.0	-
(Jul-March)									

P : Provisional **- : Not available**

*** : July-April**

Source: Karachi Port Trust
Port Qasim Authority
Gwadar Port Authority

TABLE 13.2

PAKISTAN INTERNATIONAL AIRLINES CORPORATION-Operational

Year	PIA Fleet No. of Planes	Available Seat (Million Km)	Route Km	Passenger Load Factor%	Available Tonne (Million Km)	Operating Expenses (Million Rs.)
2011	40	21,726	460,719	72.0	2,972	135,023
2012	38	19,850	448,120	70.0	2,859	133,930
2013	38	17,412	411,936	70.0	2,471	129,588
2014	34	16,537	389,455	72.0	2,396	114,944
2015	34	16,666	367,251	70.0	2,436	108,478
2016	37	19,201	382,057	72.0	2,798	121,863
2017	36	19,108	360,937	73.2	2,659	122,193
2018	32	18,081	332,303	77.3	2,521	170,447
2019	31	18,372	389,725	81.3	2,610	166,917
2020	30	8,902	705,820	74.5	1,327	95,670
2021	30	7,682	374,054	66.9	1,020	101,212
2022	35	13,075	341,821	80.3	1,806	183,345
2023	32	13,768	301,832	83.3	1,884	235,317

(Contd.)

TABLE 13.2

PAKISTAN INTERNATIONAL AIRLINES CORPORATION-Revenue

Year	Revenue Passengers (Million Km)	Revenue Passengers Carried (000)	Revenue Load Factor (%)	Revenue Kilometers Flown (000)	Revenue Tonne (Million Km)	Revenue Hours Flown	Operating Revenue (Million Rs.)
2011	15,664	5,953	56.0	84,898	1,678	141,727	116,551
2012	13,874	5,236	53.0	75,750	1,513	127,268	112,130
2013	12,237	4,449	55.0	63,144	1,351	106,476	95,771
2014	11,903	4,202	52.0	61,389	1,242	101,556	99,519
2015	11,711	4,394	49.0	67,630	1,191	111,455	91,269
2016	13,751	5,486	49.0	79,842	1,375	131,838	88,998
2017	13,988	5,342	55.2	75,207	1,469	122,081	90,288
2018	13,975	5,203	58.4	70,089	1,472	110,050	100,051
2019	14,938	5,290	59.0	70,515	1,539	110,640	147,500
2020	6,629	2,541	52.4	37,403	695	57,370	94,989
2021	5,138	2,657	53.7	34,544	547	55,710	86,185
2022	10,497	4,281	58.0	53,811	1,048	84,742	172,038
2023	11,468	4,496	60.9	57,122	1,149	90,067	238,505

Source: Pakistan International Airlines Corporation

Note: PIA Financial Year has changed to Calendar Year

TABLE 13.3

NUMBER OF MOTOR VEHICLES REGISTERED

(Nos.)

Calendar Year	Motor Cycle (2 Wheels)	Motor Cycle (3 Wheels)	Motor Cars Jeeps & Station Wagons	Motor Cabs/ Taxis	Buses	Trucks	Others	Total
2011	5,781,953	266,390	1,881,560	124,651	202,476	225,075	1,178,890	9,660,995
2012	7,500,182	323,189	2,094,289	143,859	215,374	240,888	1,270,788	11,788,569
2013	9,169,528	380,579	2,281,083	145,234	220,347	247,197	1,340,963	13,784,931
2014	11,006,421	466,185	2,437,735	145,424	224,403	253,574	1,406,819	15,940,561
2015	13,081,400	559,114	2,715,322	167,678	229,290	261,845	1,487,460	18,502,109
2016	15,223,925	670,507	2,932,619	170,759	235,521	269,302	1,555,279	21,057,912
2017	17,507,747	761,420	3,195,405	170,890	242,076	277,930	1,642,682	23,798,150
2018	19,783,957	841,445	3,494,007	171,117	249,047	284,683	1,724,426	26,548,682
2019	22,001,277	919,020	3,703,649	171,179	253,996	288,652	1,799,789	29,137,562
2020	23,407,865	951,425	3,833,616	171,462	255,409	293,460	1,844,302	30,757,539
2021	25,119,891	980,500	4,065,482	171,679	257,223	295,909	1,902,181	32,792,865
2022	26,884,786	1,001,860	4,327,539	171,884	259,043	298,760	1,963,577	34,907,449
2023	27,845,062	811,273	4,567,275	116,846	168,505	320,392	287,617	34,116,970
2024 P	28,782,990	829,671	4,997,143	117,304	169,734	321,999	287,730	35,506,571

P: Provisional

Source: Pakistan Bureau of Statistics

TABLE 13.4

MOTOR VEHICLES ON ROAD-LCV

(In 000 Nos.)

Year	Mcy/ Scooter	Motor Car	M. Cab/ Taxi	Motor Rickshaw	D.Van	Pickup	Jeep	Station Wagon
2010-11	5,468.8	2,822.2	154.6	89.8	173.6	135.3	78.5	175.2
2011-12	6,015.7	3,104.4	170.0	98.8	191.0	148.8	86.4	192.7
2012-13	5,550.0	3,600.0	160.7	120.5	180.0	150.2	78.7	180.1
2013-14	6,100.0	4,600.0	168.8	108.0	181.0	150.0	60.0	185.0
2014-15	6,405.0	4,820.0	178.0	112.0	190.0	158.0	64.0	191.0
2015-16	6,669.3	6,131.7	186.5	118.1	191.4	166.3	54.2	192.0
2016-17	11,975.3	6,954.0	197.4	122.0	204.2	176.4	69.6	201.9
2017-18	14,060.9	7,183.5	197.7	128.1	210.1	187.2	80.0	206.6
	Base Year 2018-19							
2018-19	14,623.3	7,470.8	205.6	133.2	218.5	194.7	83.2	214.9
2019-20	22,808.8	3,960.2	116.1	721.3	139.9	513.5	150.9	903.4
2020-21	24,722.3	4,141.9	116.5	759.5	151.7	527.4	175.7	90.5
2021-22	26,505.2	4,400.5	116.6	788.1	168.7	543.1	214.9	90.7
2022-23	27,845.1	4,567.3	116.8	811.3	181.2	550.7	240.6	90.9
2023-24 (Jul-Mar)	28,782.9	4,652.2	117.3	829.7	187.2	554.4	253.3	91.7

(Contd.)

TABLE 13.4

MOTOR VEHICLES ON ROAD-HCV

(In 000 Nos.)

Year	Ambu-lance	Buses	Trucks	Tractor	Tankers (Oil & Water)	Others	Total
2010-11	4.5	125.6	209.5	970.9	11.4	24.0	10,443.8
2011-12	5.0	138.2	230.5	1,068.0	12.5	26.4	11,488.2
2012-13	3.7	130.2	220.5	1,128.7	12.3	60.5	11,576.1
2013-14	4.0	140.0	240.0	1,228.0	12.6	65.0	13,242.4
2014-15	4.0	148.0	252.0	1,283.0	12.6	68.0	13,885.6
2015-16	3.8	150.6	263.8	1,351.6	14.0	75.5	15,568.8
2016-17	5.7	156.3	276.2	1,430.1	14.8	74.7	21,858.6
2017-18	6.9	159.2	280.0	1,460.2	15.2	92.4	24,268.0
	Base Year 2018-19						
2018-19	7.2	165.6	291.2	1,518.6	15.8	96.1	25,238.7
2019-20	8.8	193.7	325.6	628.0	24.3	287.1	29,968.8
2020-21	9.1	164.7	313.2	648.1	21.1	287.3	32,129.0
2021-22	9.7	166.7	317.0	670.3	21.3	287.5	34,300.2
2022-23	10.3	168.5	320.4	689.3	21.5	287.6	35,901.5
2023-24 (Jul-Mar)	10.7	169.7	321.9	710.2	21.5	287.7	36,990.4

Source: Ministry of Communication (NTRC)

TABLE 13.5

MOTOR VEHICLES-PRODUCTION

(In Nos.)

Fiscal Year	Motor Cycle/ Rickshaw	Cars & Jeeps	L.C.Vs	Buses	Trucks	Tractors
2010-11	1,638,457	134,855	19,142	490	2,810	70,855
2011-12	1,649,532	154,706	20,929	568	2,597	48,152
2012-13	1,675,071	121,807	14,517	522	1,923	50,871
2013-14	1,728,137	117,498	17,477	559	2,674	34,524
2014-15	1,777,251	153,633	28,189	575	4,039	48,883
2015-16	2,071,123	180,717	38,418	1,394	6,937	34,914
2016-17	2,500,650	193,996	27,272	1,437	9,111	53,975
2017-18	2,825,071	231,738	31,337	1,076	12,349	71,894
2018-19	2,459,849	218,845	26,068	1,135	8,549	49,902
2019-20	1,813,448	106,764	15,074	623	4,225	32,608
2020-21	2,475,894	182,389	35,912	631	5,346	50,700
2021-22	2,190,344	271,923	50,831	712	7,222	58,922
2022-23	1,288,886	131,978	22,655	748	4,091	31,752
Jul-Mar						
2022-23	1,101,766	112,406	19,031	628	3,310	22,697
2023-24 P	907,590	71,173	7,521	377	1,840	36,411

Source: Pakistan Bureau of Statistics

TABLE 13.6

MOTOR VEHICLES-IMPORTS

in Nos.

Fiscal Year	Bicycle	Motorised Cycles	Motor Cycles	Motor Rickshaw	Rickshaw chassis with Engine	Cars	Passengers M. Cars (NES)	Car Chassis with Engine	Pickup	Jeeps
2010-11	184,023	103,694	216,080	14,746		675,810	344	163	35,462	27
2011-12	199,876	29,645	246,332	51,142		874,386	137	2	63,786	35
2012-13	211,535	36,839	275,931	19,043		671,531	923		35,101	29
2013-14	260,532	42,840	213,466	32,745		778,073	54		29,459	14
2014-15	386,981	58,270	291,882	97,591		1,854,622	10	2	65,751	21
2015-16	541,381	102,593	327,001	44,911	1	1,384,775	5		69,146	13
2016-17	715,496	106,046	323,290	30,811	192	1,568,723	-		110,247	3
2017-18	1,351,813	140,778	393,790	33,489	161	1,855,468	-	2	251,019	76
2018-19	692,174	124,283	290,091	30,823	-	2,119,541	-	-	88,945	38
2019-20	262,867	108,502	302,046	28,089	-	1,212,456	-	-	87,340	1
2020-21	377,087	69,457	398,502	35,155	-	1,493,580	-	4	84,911	4
2021-22	247,196	91,175	453,910	40,089	-	1,550,946	-	-	90,244	31
2022-23	130,662	56,856	256,226	349	-	1,328,668	-	-	207,986	64
2023-24 P (Jul-Mar)	124,484	68,791	296,059	19,056	-	836,774	-	-	105,176	-

(Contd.)

Fiscal Year	Station Wagon	Delivery Van	Lorries Trucks Ambulance	Passenger Vehicles Public	Special Lorries Trucks & Vans	Bus etc. Chassis	Buses, Trolly Buses	Motor Vehicles for Goods	Spl. Truck etc. Chassis	Road Tractors for Trailers
2010-11	29	4	24,728	225	3,371	1,553	861	5	233	1,345
2011-12	73	1	11,942	441	563	1,828	1,555	2	16	1,598
2012-13	42	735	31,027	16,947	2,832	1,586	668		9	1,252
2013-14	8	2,732	23,946	1,282	1,406	3,997	425	7	17	1,309
2014-15	18	5,477	33,489	2,810	927	4,818	847		3,063	9,991
2015-16	126	8,707	47,645	3,036	1,398	9,136	1,234	1	3,267	4,442
2016-17	4	10,553	50,380	2,649	1,929	21,046	720	10	81	1,836
2017-18	4	12,810	38,095	3,316	1,098	2,152	685	1,313	152	1,307
2018-19	-	8,596	20,872	1,335	518	1,568	611	1	85	1,278
2019-20	-	2,361	10,701	227	197	494	404	7	406	1,493
2020-21	-	3,812	12,549	1,353	187	1,409	314	5	24	4,262
2021-22	-	5,270	14,113	1,503	171	986	494	1	88	4,360
2022-23	-	1,586	26,148	512	56	668	223	-	186	10,346
2023-24 P (Jul-Mar)	-	401	3,990	676	117	9	113	-	24	3,153

(Contd.)

Fiscal Year	Tractor Agricultural	Tractor Caterpillar	Tractor Heavy Duty for const.	Tractor Roads	Tractor (NES)	Electric Vehicles	Electric Bikes	Sport Utility Vehicle	3-Wheel Loader
2010-11	905		148	144	12,208				
2011-12	3,684		68	-	12,930				
2012-13	1,988		131	225	18,773				
2013-14	2,088		347	157	16,796	13	15	1	
2014-15	3,086		476	434	28,743	13	104	14	100
2015-16	1,843	4	369	675	30,464	25	64	10	10,202
2016-17	4,831		843	703	66,946	12	59	42	2,956
2017-18	3,796	44	643	713	63,638	-	-	11	16,929
2018-19	2,270	-	95	867	2,468	-	-	9	2,180
2019-20	1,366	-	86	488	6,913	-	-	19	47
2020-21	2,244	-	105	166	2,466	-	-	4	2
2021-22	3,658	-	163	188	4,348	-	-	7	5
2022-23	2,256	-	151	98	9,436	-	-	-	3
2023-24 P (Jul-Mar)	1,375	2	14	93	8,451	-	-	1	-

P : Provisional   - : Not Available   Source: Pakistan Bureau of Statistics

TABLE 13.7

PAKISTAN POST OFFICES

Fiscal	No. of Post Offices		
Year	Urban	Rural	Total
2010-11	1,580	10,455	12,035
2011-12	1,797	10,238	12,035
2012-13	2,178	10,650	12,828
2013-14	1,813	10,264	12,077
2014-15	1,813	10,264	12,077
2015-16	1,782	9,962	11,744
2016-17	2,046	9,450	11,496
2017-18	2,046	9,450	11,496
2018-19	1,717	8,352	10,069
2019-20	1,519	8,626	10,145
2020-21	1,514	8,072	9,586
2021-22	2,179	8,012	10,191
2022-23	1,742	8,282	10,024
2023-24 (Jul-Mar)	1,652	8,719	10,371

Source: Pakistan Post Office