TRANSPORT AND COMMUNICATIONS

NHA's Network Length	14,480 (Km)	
Pak Railways Passenger Traffic	30.98* (Mn Passengers)	
Pak Railways Freight Traffic	5,816* Tonne Km (million)	
PNSC Group's Profit after Tax	15,439* (Rs. million)	
Cargo Handling at Ports **	74,572* (Mn Tonne)	
Pakistan Post's Network	9,984 (Number)	
PBC's Broad-casting Network	80 (Units)	

* : July-March FY2025

** : Karachi Port, Port Qasim, Gwadar Port

TRANSPORT AND COMMUNICATIONS

The transport and communication sector is a critical pillar of national infrastructure and economic development, serving as a vital enabler for the movement of people, goods, and information. It plays a foundational role in advancing the objectives outlined in URAAN Pakistan by facilitating trade, supporting business activity, creating employment, enhancing social connectivity, and ensuring access to essential services such as education, healthcare, and emergency response. Given its capital-intensive nature, the development of this sector yields long-term socioeconomic benefits, particularly when investments are well-planned, integrated, and aligned with national priorities.

Pakistan's transport and communication infrastructure presents a broad and integrated network supporting national connectivity and service delivery. The National Highway Authority (NHA) manages a total of 48 national highways, motorways, and strategic roads, spanning 14,480 kilometers. Pakistan Railways operates an extensive rail network covering 7,791 kilometers, supported by a fleet of 449 locomotives, providing both passenger and freight services across the country. The Pakistan National Shipping Corporation (PNSC) maintains a maritime fleet of 10 vessels, including five bulk carriers, three Aframax tankers, and two LR-1 clean product tankers with a combined cargo-carrying capacity of 724,634 deadweight tonnes (DWT). Pakistan Post continues to offer nationwide postal and courier services through a widespread network of 9,984 post offices. The country's media landscape remains dynamic and diverse, comprising 139 licensed domestic satellite television channels and 34 foreign channels with landing rights, reflecting significant outreach and content variety.

Pakistan's strategic geographic location at the heart of South Asia, bordering China, India, Afghanistan, and Iran, positions it as a critical player in regional connectivity, especially within the framework of China's Belt and Road Initiative (BRI). Recognizing its significance, the government has allocated substantial development funds, totaling Rs 268 billion for the sector in FY 2025, aiming to build a modern, integrated transportation and communication system.

A robust and efficient transport and communication system is indispensable for fostering inclusive economic growth and long-term national prosperity. This chapter presents a detailed review of Pakistan's transport and communication landscape, encompassing all major modes: road, rail, air, maritime, postal, and broadcasting. It also highlights key government initiatives, policy interventions, and investment priorities aimed at enhancing sectoral performance and regional connectivity.

13.1 Transport sector

13.1-a Road Transportation

The 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. The current length of this network is 14,480 km. In PSDP 2024-25, NHA has total budget of Rs 161.264 billion for 105 projects in total, out of which 90 are ongoing projects with an allocation of Rs 149.28 billion and 15 new schemes with an allocation of Rs 11.98 billion.

Achievements/Performance:

These infrastructure development projects/ schemes are at different stages, given as under:

PC-Is processed by NHA for approval of ECNEC / CDWP / DDWP during July-December 2024

- The revised PC-I for the construction of the Dalbandin-Ziarat-Balanosh road in District Chaghi, with an estimated cost of Rs 16,070.756 million, was recommended for further processing in the 188th TWP-I meeting held on August 7, 2024.
- Revised PC-I for the rehabilitation and upgradation of the Jhaljao-Bela road, with an estimated cost of Rs 11,118.123 million, was recommended for further processing during the 188th TWP-I meeting held on August 7, 2024.
- PC-I for the construction of the Hakla-D.I. Khan Motorway, with a tentative cost of Rs 110,208 million, was discussed in the 188th TWP-I meeting. Currently, the re-appropriation of the PC-I is underway by the field authorities.
- Revised PC-I for the construction of an interchange on the Hazara Motorway to connect Abbottabad and Sherwan Road, located immediately after the Shimla Hill Tunnel, with an estimated cost of Rs 3,710.92 million, was recommended for further processing in the 188th TWP-I meeting held on August 7, 2024.
- The revised PC-I for the extension of Margalla Highway from G.T. Road (N-5) to the Motorway (M-1) within Punjab limits, with an estimated cost of Rs 7,106.737 million, was recommended for further processing in the 189th TWP-I meeting held on November 28, 2024.
- Revised PC-I for the conversion of the existing 4-lane Super Highway into a 6-lane motorway (Karachi-Hyderabad, M-9) with an estimated cost of Rs 56,009 million was recommended for further processing in the 189th TWP-I meeting held on November 28, 2024.
- PC-I for the widening and improvement of priority sections of N-5 Phase-I, with an estimated cost of Rs 143,565.75 million, was forwarded to the Ministry of Communication (MoC) and Ministry of Planning, Development & Special Initiatives (MoPD&SI) through the WAS on January 4, 2025.
- PC-I for the construction of the Lowari Tunnel Project (4th Revision), with a total cost of Rs 37,333 million, including FEC of Rs 5,392 million, was discussed in the 190th TWP-I meeting on December 30, 2024. It was directed to hold a consultation meeting with the Ministry of Planning, Development & Special Initiatives (M/o PD&SI) before submitting the revised PC-I for consideration by CDWP/ECNEC.
- The 2nd revised PC-I for the construction of an 8-lane overhead bridge at Imamia Colony Railway Crossing, Shahdara, with a new estimated cost of Rs 4,673.13 million, was recommended for further processing in the 190th TWP-I meeting held on December 30, 2024.
- The revised PC-I for the construction of the Lahore Bypass from Kala Shah Kaku exit to KLM (M-3) Multan Road near the radio station (18.5 km), with an estimated cost of Rs 45,868 million, was deferred by CDWP in its meeting on December 12, 2024. The committee directed that the project be reconsidered after further consultations with NHA for CDWP compliance.
- The modified PC-I for electrical and mechanical works, allied buildings, and access roads of the Lowari Tunnel Project, with an estimated cost of Rs 33,257.410 million, was reviewed. In its meeting on June 29, 2024, ECNEC directed NHA to carry out the detailed design through consultants with international experience and a proven track record in similar projects. The PC-II for hiring the design consultant has been recommended by the TWP-I Committee for DDWP approval.
- The revised PC-I for the NWFP Road Development Sector and Sub-Regional Connectivity Project (ADB Loan 2103-

PAK) covering 146 km, with an estimated cost of Rs 14,045.873 million, was forwarded to the Ministry of Communication (MoC) on July 12, 2024.

List of PC-IIs approved by DDWP during July-December 2024

During the period of July-December 2024, the DDWP approved two PC-IIs. The details of these projects are outlined below:

- The PC-II for the feasibility study (Techno-Economic Feasibility) and detailed design for the dualization of the Sialkot-Eminabad Road up to Kamoki, covering a total length of 65.10 kilometers, was approved by DDWP on December 24, 2024. The project is divided into two sections: Section-I involves the dualization of the road from Gatto Rora to Adda Dharam Kot (30 km), including a 3.4 km link to the motorway, with 7 km of this section already dualized. Section-II focuses on the evaluation and dualization of the existing road from Dharam Kot to Kamoke (31.7 km). The approved cost for the project is Rs 23.48 million, and it is currently under procurement.
- The PC-II for the feasibility study (Techno-Economic and Commercial) and detailed design for the addition of lanes on the Pindi Bhatian-Faisalabad-Multan Motorway (M-4), with an estimated cost of Rs 48.958 million, was approved by DDWP on December 24, 2024. The project is currently under procurement.

List of PC-IIs processed by NHA for approval of DDWP during July-December 2024

In the period spanning July-December 2024, NHA processed a total of one PC-II for DDWP approval. The details of the project are provided below:

- The revised PC-II for the feasibility study (Techno-Economic and Commercial) and detailed design for the Karachi-Hyderabad Motorway (M-9), with an estimated cost of Rs 58.617 million, was recommended in the 190th TWP-I meeting on December 30, 2024, for approval by DDWP. Following the approval of PC-II by DDWP, the procurement of a consultant for the feasibility study and detailed design will commence.

Transport Infrastructure under China Pakistan Economic Corridor

The Pakistan-China relationship, rooted in mutual trust and shared interests, has evolved into a strategic cooperative alliance, with the China-Pakistan Economic Corridor (CPEC) as a transformative pillar. CPEC enhances regional connectivity by shortening trade routes, lowering transit costs, and linking China’s western regions to global markets via Gwadar Port. It strengthens Pakistan’s integration into regional and global supply chains, fostering trade, investment, and inclusive development.

In the transport infrastructure sector, eight projects totaling US$ 6.7 billion have been completed, while several others are underway. Notably, 888 km of motorways and highways have been constructed, with an additional 853 km in progress through local funding. The Havelian-Thakot section of the Karakoram Highway (KKH), recognized with the ENR Award for excellence, stands as a flagship initiative.

Technological milestones include the completion of the Cross-Border Optical Fiber Cable and a pilot for Digital Terrestrial Media Broadcasting. Gwadar Port has become operational, alongside the completion of a hospital, a vocational training institute, and a desalination plant key steps toward transforming Gwadar into a smart port city.

Key operational projects include the Multan-Sukkur Motorway (392 km), Hakla-D.I. Khan Motorway (297 km), KKH Phase II Havelian-Thakot (120 km), and Khuzdar-Basima (110 km). The Orange Line Metro Train in Lahore and the operationalization of the New Gwadar International Airport demonstrate further advancement in urban and air connectivity. Ongoing road projects include Zhob-Kuchlak

(298 km), Nokundi-Mashkhel (103 km), Hoshab-Awaran M-8 (146 km), and Awaran-Khuzdar M-8 (168 km). Discussions are ongoing for the Sagu-Zhob section of National Highway N-50.

Preparations are underway for the realignment of the Thakot-Raikot section of the KKH due to the Dasu and Bhasha Dams, with ECNEC-approved PC-I and technical-level discussions ongoing with China. Similarly, consultations continue on the ML-1 railway project to finalize technical and financial modalities.

The Framework Agreement for the Karachi Circular Railway (KCR) has been shared with the Chinese side for inclusion under CPEC. Furthermore, in the Joint Working Group on Transport and Infrastructure under CPEC, it has been agreed to conduct the feasibility studies of the following new projects.

i. Mirpur-Muzaffarabad-Mansehra (MMM)

ii. M-9 Motorway

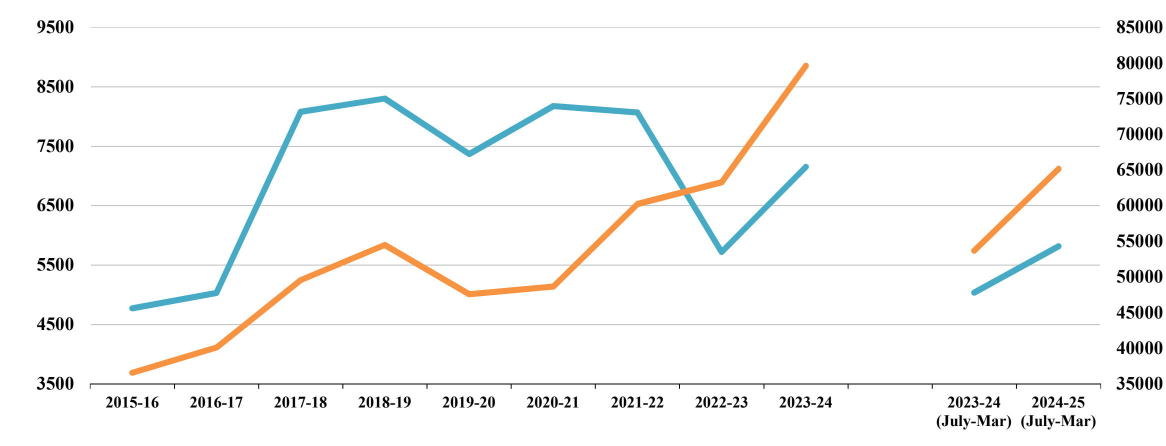
iii. Babusar Tunnel

iv. D.I. Khan-Zhob

13.1-b Rail Transportation

The freight and passenger traffic through the rail network is provided by Pakistan Railways. The rail transport network of Pakistan Railways, with 449 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 30.98 million and 5,816 million km, respectively. The gross earnings recorded at Rs 65171.03 million as compared to Rs 53,703.78 million during the corresponding period of the previous fiscal year increased by Rs 11,467.25 million, reflecting a 21 percent rise compared to the corresponding period of the previous fiscal year. The trend of freight traffic and gross earnings during the past eight years is evident from 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). In 2024 national flag carrier has marked a significant milestone for Pakistan International Airlines (PIA), with the national carrier registering an operating profit of Rs 9.3 billion, continuing its positive trajectory from 2023, when it posted an operating profit of Rs 3.9 billion. This sustained performance reflects PIA's focused strategy on revitalizing business operations, identifying and addressing cost centers, and enhancing profitability through strategic initiatives such as route diagnostic labs, capacity rationalization, and network optimization. The following table summarizes the performance of the PIA during the last five years:

Table 13.1: PIAC Performance

Indicators	2020	2021	2022	2023	2024
PIAC Fleet (No. of Planes)	30	30	35	32	33
Route (km)	778,609	374,054	341,821	301,832	593,063
Available Seat (million km)	8,902	7,682	13,075	13,768	12,123
Passenger Load Factor (Percent)	74.5	66.9	80.3	83.3	81.8
Revenue Flown (000 km)	38,114	34,544	53,811	57,122	51,984
Revenue Hours Flown (Hours)	58,519	55,710	84,742	90,067	82,043
Revenue Passengers Carried (000 nos.)	2,541	2,657	4,281	4,496	3,904
Revenue Passengers (million km)	6,629	5,138	10,497	11,468	9,918
Revenue Load Factor (Percent)	51.3	53.7	58.0	60.9	64.4
Operating Revenue (Rs millions)	94,683	86,185	172,038	238,505	204,164
Operating Expenses (Rs million-unaudited)	102,912	101,212	183,345	235,317	194,807

* PIAC's financial year is based on a calendar year

Source: Pakistan International Airlines

A key achievement during the year was the successful completion of the European Union Aviation Safety Agency (EASA) Third Country Operator (TCO) audit, resulting in the clearance for PIA to resume flight operations to Europe. This milestone represents a significant step toward re-establishing the airline's connectivity with key European destinations and restoring its international standing.

Key Initiatives and Achievements in 2024

- Scheduled resumption of flights to Europe starting with Paris in January 2025, with connectivity to 21 destinations across Europe and the UK via new interline agreements.
- Launched redesigned customer and corporate websites; integrated 1Link Payment system for secure online transactions; activated Virtual Agent Top-Up service; integrated with travel platform Wego; and expanded visibility on Google Flights to drive global bookings.
- Entered into Special Prorate Agreements (SPAs) with international carriers including Air France-KLM, Air New Zealand, Avelo Air, Allegiant Air, and Alaska Air, enabling extended network access across Europe, North America, New Zealand, and Asia.
- Continued implementation of the revamped Agents Engagement Program to enhance collaboration with business partners across the network.
- Separated core aviation functions from non-core operations and established a holding company to manage non-core assets and liabilities.
- Enhanced digital services, including mobile apps and online booking tools, and improved in-flight and ground services to boost overall customer satisfaction.
- Appointed senior management on a merit basis, reconstituted the Board with experienced professionals, verified pilot credentials, and improved regulatory oversight through coordination with international aviation authorities.
- Reduced total workforce from 7,800 to 6,900 employees through process streamlining and operational rightsizing.
- Returned several non-core assets to the Pakistan Civil Aviation Authority, including the PIA Speedex Building, PIA Car Parking, PIA Airhostess Hostel, and PIA Flight Kitchen Food Shed.

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 10 vessels of various type/size (05 Bulk carriers, 03 Aframax tankers and 02 LR-1 Clean Product tankers) with a total deadweight capacity (cargo carrying capacity) of 724,634 DWT. The commercial performance of the PNSC from July to March FY 2025 is summarized in Table 13.2.

Table 13.2: Commercial Performance of PNSC

FY 2025 (July-March)	Tanker	Chartering	SLOT Consolidated	
	Liquid Cargo (MT)	Dry Cargo (MT)	TEU*s	Slot BB/LCL
	6,987,892	1,196,202	754	32,412

* 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 2025, 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 FY 2024	July-March FY 2025
1	Revenue	34,841,676	28,404,570
2	Expenses	20,562,934	19,422,582
3	Gross Profit/Loss	14,278,742	8,981,988
4	Administrative, Impairment & Other Expenses	1,420,487	1,497,906
5	Other Income	5,372,019	10,775,013
6	Operating Profit	17,548,422	17,672,171
7	Finance Cost	758,863	320,269
8	Profit before Taxation	15,747,598	16,824,485

Source: Pakistan National Shipping Corporation

Some of the highlights of FY 2025 are as under:

- During the current nine-month period, PNSC (Group) achieved a net profit after tax of Rs 15,439 million (PNSC: Rs 3,711 million) as against Rs 14,686 million (PNSC: Rs 3,073 million) in the corresponding period last year.
- The Group earnings per share (EPS) record at Rs 77.94 (PNSC Standalone: EPS Rs 18.73) against Rs 74.14 (PNSC Standalone: EPS Rs 15.51) in the corresponding period.
- The PNSC (Group) has achieved a turnover of Rs 28,405 million (including Rs 4,050 million from PNSC) as compared to Rs 34,842 million (including Rs 6,969 million from PNSC) in the corresponding period last year. The variations in total revenue were primarily due to a decrease in average freight rate per metric tonne from US$ 13.72 to 10.07 on refinery business which has negative impact of Rs 3,544 million, i.e. 19 percent, a reduction of 16 percent in slot business decrease in LR-1 tanker business by Rs 958 million, i.e. 15 percent and revaluation of USD/PKR parity in comparison with the corresponding period.
- Global maritime trade weakened during the financial year, as reflected in the sharp fall of the Baltic Dry Index to its lowest level since early 2023. The decline, driven by subdued demand especially from China and rising vessel supply, signaled softening global freight markets. The potential normalization of Red Sea routes further added downward pressure on rates, contributing to slower cargo demand growth.
- Foreign chartering revenue declined by Rs 2,506 million, i.e. 70 percent, due to a decrease in the number of voyages from 12 to 5, and tonnage from 841,515 MT to

215,310 MT. Moreover, increase in bulk carrier revenue from Rs 2,369 million to Rs 2,671 million, i.e. 13 percent.

- During the current period, other income rose by Rs 5.4 billion, primarily attributed to the recognition of a gain amount of Rs 4.4 billion from the sale of two tanker vessels from the PNSC managed fleet, i.e. M.T. Lahore and M.T. Quetta, on 7th March 2025 and 18th March 2025, respectively, upon completion of their useful life.

13.2-b Karachi Port Trust

Karachi Port Trust (KPT), the pioneer seaport of Pakistan, is often referred to as the gateway to the country. With the capacity to handle over 125 million tonnes of cargo, including 4.25 million TEUs (containers), KPT is well-equipped to manage both transshipment and in-transit containers. The port, along with its three private container terminals, has the necessary infrastructure to meet growing demands. During the period from July to March of FY 2025, cargo and container handling at Karachi Port reached 40.37 million tonnes, 4 percent increase from 38.8 million tonnes during the same period in FY 2024. However, the percentage change in imports and exports of cargo and container handling during the recent 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
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
2023-24	32,854	18,800	51,654	13	47	23
(July-March)						
2023-24*	24,782	14,018	38,800	9.3	53	22
2024-25	25,149	15,229	40,378	1.5	8.6	4.1

* Revised

Source: Karachi Port Trust

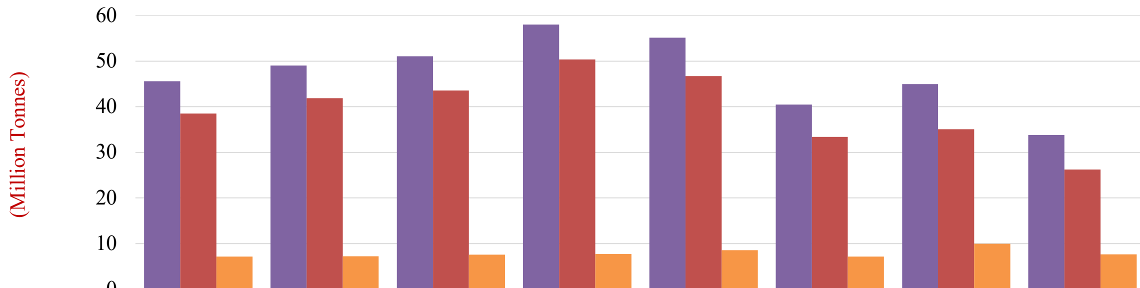
13.2-c Port Qasim Authority (PQA)

During the first nine months of FY 2024-25 (July-March), PQA handled a total of 33.769 million metric tonnes (MMT) of cargo. This reflects a marginal year-on-year decline of 1.6 percent, compared to 34.334 MMT recorded during the same period of FY 2024. Despite this slight contraction, export volumes grew by 3.2 percent, signalling resilience in Pakistan's outbound trade activity. Imports remained dominant, constituting 77.5 percent of total cargo handled, while exports accounted for the remaining 22.5 percent. The cargo composition, segmented by category and respective volume share, the liquid/gas cargo was 14.382 million tonnes (42.5 percent), dry bulk cargo was 9.759 million tonnes (29 percent), and containerized cargo was 9.628 million tonnes (28.5 percent).

Total imports during the reporting period stood at 26.182 million tonnes, accounting for 77.5 percent of the overall cargo throughput. This marked a 3.0 percent decline compared to the 26.992 million tonnes recorded during the same period of FY 2024. The bulk of non-containerized imports comprised key commodities such as coal, liquefied natural gas (LNG), petroleum, oil and lubricants (POL), palm oil, chemicals, and grains. Export volumes during the period increased to 7.587 million tonnes, compared to 7.352 million tonnes in the previous fiscal year, reflecting 3.2 percent growth and indicating a moderate yet consistent upward trend in export cargoes. Of the total export volume, non-containerized cargo accounted for 4.011 million tonnes (53.0 percent), while containerized cargo made up 3.576 million tonnes (47.0 percent). The primary non-containerized export commodities included cement, rice, iron ore, condensate, and furnace oil.

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

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



	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25 (Jul-Mar)
Total	45.555	49.031	51.017	57.993	55.150	40.439	44.907	33.769
Import	38.471	41.878	43.509	50.339	46.665	33.382	35.033	26.182
Export	7.084	7.153	7.508	7.654	8.485	7.118	9.874	7.587

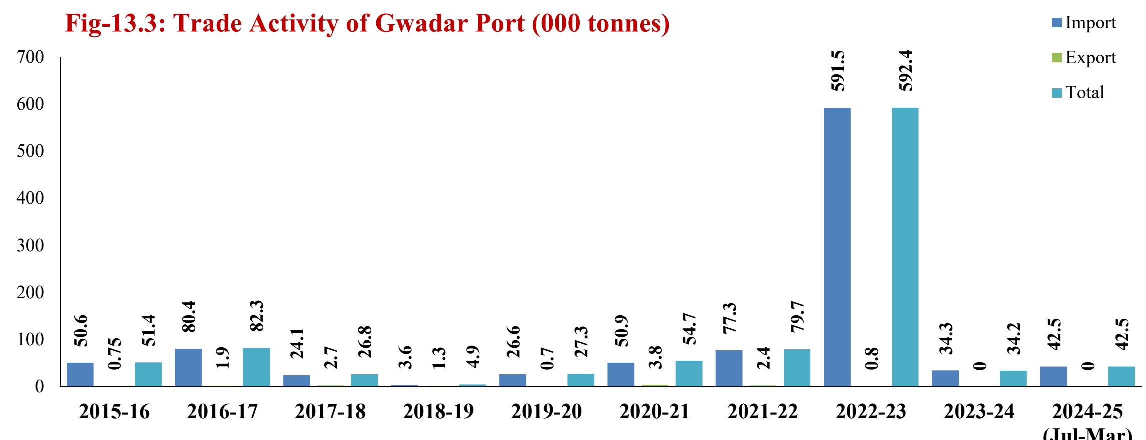
Source: M/o Maritime Affairs (Port Qasim Authority)

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 and 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, the surrounding environment and port businesses. The port operator has invested more than US$ 50 million in port facilities upgradation, and the port is now fully operational and receiving commercial vessels on a regular basis.

The China Overseas Ports Holding Company Limited (COPHCL) has completed work on the 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, and drainage systems, are now in operation. Enterprises involving the fields of banks, insurance, financial leasing, hotels, overseas 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 the company is US$ 250 million for the 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.
- Up to 99 years lease for sub-lessee/investors.
- 100 percent exemption from import duties and sales tax on material machinery and equipment.
- One Window Facility Service.
- 100 percent foreign ownership for foreign investors.
- Ready-to-use offices, light industrial units, and 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 the 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. The following projects related to Gwadar Port & Port City of Gwadar have been agreed, which are in different stages of project implementation and approval.

a. 1.2 MGD R.O.D Plant at Gwadar (Chinese Grant - Completed

b. Construction of East Bay Expressway Phase-II PC-I (Initial Stage) Under Process

c. Survey and Feasibility Study for Construction of Eastbay Expressway Phase-II of Gwadar Port Completed

There is an acute shortage of water in Gwadar due to the non-availability of groundwater. The ultimate solution for water supply is the purification of seawater 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 a shortage of water in Gwadar 1.2 MGD desalination project has been started by GPA, a ground project by the Chinese government from its socioeconomic assistance programme for Pakistan. The project was completed in June 2023. It will fulfill the water requirements of the surrounding population of Gwadar Port as well as the needs of Gwadar Port Free Zone Part-I.

Lastly, different projects under Federal PSDP 2024-25 are expected to be completed during the current or in next financial year. 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	Land acquisition as per Gwadar Port Master Plan 750 Acre	3920
2	Ancillary Facilities at GPA Housing Complex Gwadar	225.35
3	Survey & Feasibility Study for Construction of Eastbay Expressway Phase-II of Gwadar Port	93.7 (50.9+42.8)

Source: M/o Maritime Affairs

13.3 Communication sector

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

13.3-a Pakistan Post Office

Pakistan Post Office is one of the oldest government departments, works under the administrative control of the Ministry of Communications. Pakistan Post is the largest postal operator in the country, providing diverse services meant for the transmission of money and parcels to 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 postal services broadly categorized as domestic & International Postal Services, Financial Services, collection of utility bills and Foreign Remittances Payment. Pakistan Post has a network of 9,984 post offices of various categories. In 2022, Pakistan Post achieved the 55th position out of 162 countries in the Postal Ranking Index issued by the Universal Postal Union (UPU). International Ranking of Postal Sector is based on four pillars, i.e. Reliability, Reach, Relevance and Resilience.

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:

- Ensures delivery of packets and documents within the same day in 29 urban centers for items booked before noon, with plans to expand the service to additional cities.
- Pakistan Post has launched its own Mobile App, which offers access to postal service tariffs, postal codes, post office locator, complaint registration, track and trace, and pickup facilities
- Complied with international data requirements under the U.S. STOP Act 2018 and EU's ICS2 by upgrading domestic and international IT infrastructure, including the latest version of the International Postal System (IPS), integration with airline software for shipment visibility, and enabling AR flags in CARDIT messages—contributing to Pakistan Post's improvement from Level 5 to Level 6 in the 2024 21PD Postal Ranking.
- Maintains traditional letter post service under the Universal Service Obligation (USO), offering both ordinary and registered international letter mail for items up to 2 kg, currently available for 24 international destinations.
- Generates significant revenue through international parcel services, allowing parcels up to 30 kg and serving 204 global destinations as a key component of postal operations.
- The EMS (Express Mail Service), a premium international postal service for fast delivery of documents and merchandise, with global last-mile coverage; currently available through Pakistan Post for 36 international destinations.
- Through EMS-Plus, Pakistan Post collaborates with international delivery partners to provide fast and reliable service to 238 destinations worldwide, offering competitive rates, track and trace, and delivery within 2 to 5 days.
- As of March 2025, under the NADRA-Pakistan Post CNIC renewal project, 34,291 transactions were completed across 89 active locations, generating a PPO commission of Rs 2.57 million.
- Under the EDCF-funded project for automation of Pakistan Post Offices, supported by Exim Bank of Korea, significant progress was made in FY 2025. Following the consultancy agreement with Moon Engineering JV, signed on 27th August 2024 and effective from 5th September 2024, the Economic Affairs Division allocated US$ 8.2 million (40 percent of the total project cost) for the fiscal year. During three technical missions (October, December 2024, and January 2025), Moon Engineering JV successfully

submitted the Inception Report, conducted site surveys, finalized the basic design, and prepared draft bidding documents, marking major preparatory milestones toward the modernization and digitization of Pakistan Post's infrastructure nationwide.

13.3-b Pakistan Electronic Media Regulatory Authority

Pakistan Electronic Media Regulatory Authority (PEMRA) is responsible for the regulation and facilitation of the 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 the objective of improving the standards of information and entertainment and optimizing the free flow of information. In its 24th year, Pakistan Electronic Media Regulatory Authority (PEMRA) has seen an unparalleled increase in the number of TV channels, FM radio stations, and private sector distribution networks like Cable TV, IPTV, DTH, and MMDS in the South Asian region.

After the liberalization of the media sector in 2002, private broadcasters have made significant strides, in reshaping Pakistan's media landscape with a more diverse and dynamic range of content and platforms.

The role of the Pakistan Electronic Media Regulatory Authority (PEMRA) has been pivotal in this transformation. With over 139 licensed Pakistani satellite TV channels and 34 foreign channels granted landing rights for broadcast within the country, the media environment has diversified significantly. This rapid growth is a result of both the government's commitment to upholding freedom of expression and PEMRA's proactive efforts to promote, regulate, and facilitate private media operations.

The proliferation of TV channels, widespread expansion of cable networks, and the establishment of numerous FM radio stations across urban and rural areas have not only enhanced media accessibility but also contributed to increasing public awareness, civic engagement, and literacy. Furthermore, this vibrant media growth has played a key role in portraying Pakistan as a dynamic and progressive nation on the global stage.

A 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, 2025	July-March 2024-25
Satellite TV Licenses Issued:	**139**	**01**
i. News & Current Affairs	37	-
ii. Entertainment	52	01
iii. Regional Languages	25	-
iv. Health	04	-
v. Sports	05	-
vi. Education	09	-
vii. Specialized subject Channel (Non-Commercial/ Education)	06	-
viii. Agriculture	01	-
FM Radio Licenses Issued:	**242**	**01**
i. Commercial	171	-
ii. Non Commercial	71	01
Cable TV Licenses Issued	3,650	40
Landing Rights Permissions Issued	34	-
Mobile TV (Video & Audio Content Provision) Service Licensing	03	-
Internet Protocol TV (IPTV) Licences Issued	36	-
Direct-to-Home (DTH)	01	-
Teleport (Broadcast) License	01	-
Provisionally Registered Television Audience Measurement (TAM) / Television Rating Point (TRP) Companies in Pakistan	01	-

Source: PEMRA

Besides collecting advance tax from licensees at the time of issuance of licenses and their renewal, PEMRA has deposited significant amounts in the Federal Consolidated Fund (FCF). During July-March of FY 2025, the PEMRA deposited Rs 2,130,000 to the national exchequer against a contribution of Rs 2,750,000 in the same period last year.

13.3-c Pakistan Television Corporation Limited

Pakistan Television Corporation Limited (PTV), the country's only public sector TV channel, plays a vital role in disseminating news, information, and entertainment to urban centers and remote, economically disadvantaged regions. It aims to keep the public informed about national and international current affairs while offering diverse programming in education, culture, sports, and social awareness to help uplift communities and bridge socio-economic disparities. Currently, PTV operates seven channels, PTV Home, PTV News, PTV Sports, PTV Global, PTV National, PTV Bolan, and PTV World. Notably, PTV World is the only English-language news channel in Pakistan, broadcasting information about the country. PTV's terrestrial network provides coverage to 100 percent of the population, ensuring wide and inclusive access to public broadcasting. The number of registered TV set holders in the country was 26,054,120, as on 31st March, 2025.

In the fiscal year 2024-25, the Government of Pakistan allocated Rs 1,130.052 million for two Public Sector Development Programme (PSDP) projects under Pakistan Television Corporation (PTVC). For the "Establishment of National Film Production Institute at PTV Academy," Rs 324.209 million was earmarked; the civil work for this project has been completed during the year, while procurement of electronic equipment is currently underway and expected to be finalized in the next financial year. Additionally, Rs 805.843 million has been allocated for the "Revamping of PTVC" project, under which efforts are being made to upgrade the technical infrastructure and improve signal quality to enhance the broadcast experience and align with modern industry standards.

13.3-d Pakistan Broadcasting Corporation

Pakistan Broadcasting Corporation (PBC) is one of the most important and effective electronic media organizations with the mandate to create mass awareness, promote government policies and project the state narrative within the country and abroad. It aims to provide information, education and entertainment to the masses through radio news and programmes of a high standard. It also counters adverse foreign propaganda and negative perceptions. Radio Pakistan is playing a 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 values. The national broadcaster is also an effective medium to present counter-narrative against sectarianism, provincialism and terrorism.

During the ongoing fiscal year, PBC aired a range of special religious and interfaith programmes, including Isteqbal-e-Ramzan, Jashan-e-Nazool-e-Quran seminars, and dedicated broadcasts on Ghazwa-e-Badr, Fatha-e-Makkah, and Youm-e-Shahadat of Hazrat Ali (RA) during Ramadan. Sehar and Iftar transmissions were aired nationwide, along with live Salat-ut-Taraweeh from Makkah. Awareness campaigns were launched to counter blasphemous content and highlight the sanctity of the Holy Quran. Under the Revised Interfaith Harmony Policy, special programmes were also broadcast in Urdu and regional languages to mark events like International Minority Day, Christmas, Easter, Holi, and Diwali, promoting religious tolerance and inclusion.

Radio Pakistan widely publicized key government initiatives, including efforts to curb inflation, progress on development projects, and youth-focused schemes. It ran targeted campaigns on the Revised National Action Plan 2021, countered hostile propaganda, and promoted national unity. Special programmes highlighted the Armed Forces' sacrifices in the fight against terrorism. Awareness drives also covered repatriation of illegal foreign nationals, human trafficking, migrant boat tragedies, seasonal tree plantation, and health issues like monkeypox and breast cancer.

Radio Pakistan provided dedicated coverage to highlight the Kashmir cause through a series of special transmissions. A week-long programme titled "Youm-e-Istehsaal-e-Kashmir" was aired from 1st to 7th August 2024, marking five years since the revocation of Indian Illegally Occupied Jammu and Kashmir (IIOJ&K) special status. Special broadcasts were held on 27th October for Black Day and on 26th January 2025 to counter India's Republic Day narrative. On 1st January 2024, Radio Pakistan aired a tribute programme marking the third death anniversary of Kashmiri leader Syed Ali Shah Gillani, and on 5th January, it commemorated Kashmiris' Right to Self-Determination Day. An extended transmission from 27th January to 7th February 2025 included features, promos, discussions, eyewitness accounts, mushairas, and songs, reaffirming solidarity with Kashmiris and exposing Indian atrocities in IIOJ&K.

During FY 2025, an amount of Rs 6413 million was allocated to PBC for the financial year 2024-25, including Rs 500 million additional funds from the Ministry of Information & Broadcasting, Islamabad, to meet the employee-related & operational expenditures. Rs 6,183 million have been released to PBC from July March FY 2025, for expenditure during the current financial year 2024-25. The development work under approved PSDP projects of the PBC is at various stages as highlighted below:

- PSDP project titled "Establishment of Suat-ul-Quran FM Network Phase-III" was approved at a capital cost of Rs 529 million. The execution of the project was in progress during the given period.
- PSDP project titled "Up-gradation and Replacement of 300-KW Transmitter at HPT-1 Khuzdar was approved at a capital cost of Rs 1540 million. The execution of the project was in progress during the given period.
- PSDP project titled" Up-gradation & Replacement of 100-KW Transmitter at HPT-I Quetta was approved at a capital cost of Rs 1,068.982 million. The execution of the project was in progress during the given period.
- PSDP project titled "Rehabilitation of Medium Wave Services from Khairpur" (Replacement of 100 KW Medium Wave Transmitter) was revised at a revised capital cost of Rs 878.173 million. A major part of the renovation work of the building at Broadcasting House (BH) and High-Power Transmitter (HPT) was completed in the given period, and the remaining part of procuring equipment was in progress.
- 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 3,850 million. The execution of the project was in progress during the given period.

Concluding Remarks

The Government of Pakistan remains firmly committed to modernize and expand an efficient, integrated transport and communication network. Central to this vision is the strategic connectivity of the country's major trade corridors, exemplified by flagship initiatives such as the China-Pakistan Economic Corridor (CPEC). With an objective to reduce transportation costs, improving road safety, and enhancing linkages between rural and urban markets. The development of high-speed interprovincial highways, and cross-border transport corridors with regional trade partners are pivotal to accelerating economic growth. These advancements are not only instrumental in Pakistan's socio-economic uplift but also for strengthening its position as a regional trade and logistics hub in South and Central Asia.

A well-rounded and forward-looking strategy is essential to bolster the sector's contribution to Pakistan's economic development. By creating a business-friendly environment, expanding cutting-edge digital infrastructure, and adopting modern technologies in logistics, shipping, and communication systems. The digitization of supply chains and the promotion of cost-effective, energy-efficient freight solutions will significantly boost operational efficiency. Moreover, fostering skill development, promoting innovation, and seeking international collaborations will further strengthen the sector.

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	428	32,097	373,525	150	2,816	-	4,388	87,765	501,169
2024-25 (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	451	11,973	7,791	29.36	5.10	5,037	53,703
2024-25 (Jul-Mar) P	449	11,446	7,791	30.98	5.84	5,816	65,171

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	12	938,876	42,475.2
2024-25 (Jul- Mar) P	10	724,643	34,841.7

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	44,907	35,033	9,871	34.0	34.0	-
2024-25 (Jul-March)	40,378	25,149	15,229	33,769	26,182	7,587	42.5	42.5	-

P : Provisional   - : Not available   Source: Karachi Port Trust

* : July-April   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
2024	33	12,123	593,063	81.8	1,600	194,807

(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
2024	9,918	3,904	64.4	51,984	1,030	82,043	204,164

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	28,782,990	829,671	4,997,143	117,304	169,734	321,999	287,730	35,506,571
2025 P	30,470,376	871,285	5,227,517	117,923	172,690	327,719	288,044	37,475,554

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	28,782.9	4,652.2	117.3	829.7	187.2	554.4	253.3	91.7
2024-25 (Jul-Mar)	30,470.4	4,844.7	117.9	871.3	205.8	563.1	290.5	92.3

(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	10.7	169.7	321.9	710.2	21.5	287.7	36,990.4
2024-25 (Jul-Mar)	11.9	172.7	327.7	743.5	22.0	288.0	39,021.8

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
2024-25	1,234,919	100,221	12,795	518	2,722	46,275
Jul-Mar						
2023-24	908,698	71,174	7,506	377	1,864	36,385
2024-25 P	1,210,518	96,795	22,305	593	3,556	23,814

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	124,484	68,791	296,059	19,056	-	836,774	-	-	105,176	-
2024-25 P										
(Jul-Mar)	117,305	78,330	304,973	70437	-	913,661	-	2	283,222	-

(Contd.)

Fiscal Year	Station Wagon	Delivery Van	Lorries Trucks	Passenger	Special Lorries	Bus etc.	Buses, Trolly	Motor	Spl. Truck etc.	Road Tractors
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	-	401	3,990	676	117	9	113	-	24	3,153
2024-25 P										
(Jul-Mar)	-	6,812	19,643	1086	101	595	307	-	51	1,719

(Contd.)

Fiscal Year	Tractor	Tractor	Tractor Heavy	Tractor Roads	Tractor (NES)	Electric	Electric Bikes	Sport Utility	3-Wheel
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	1,375	2	14	93	8,451	-	-	1	-
2024-25 P									
(Jul-Mar)	1,426	-	62	124	13,963	-	-	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	1,652	8,719	10,371
2024-25			
(Jul-Mar)*	3,142 **	6,823 ***	9,965

Source: Pakistan Post Office

* : Categorization has been changed to Departmental Post Offices and Other Post Offices

** : Departmental Post Offices

*** : Other Post Offices