

# Transport and Communications

## Introduction

A modern transport and communication facilities play an important role for integrated economic development. It plays a major role in the economic uplift of a country as it promotes internal and external trade, economic use of natural resources, mobility of skilled labour-force, diversification of markets, provision of fuel, reduction in employment, increase in agricultural and industrial production etc.

Pakistan is taking benefits of its strategic location and has focused on to develop efficient and well integrated transport and communication system by connecting remote regions of the country into one road one Asia chain. With the help of China-Pakistan Economic Corridor, roads and railways infrastructure will integrate Pakistan with the regional countries which will result in generating economic boom by integrating Pakistani markets with Central Asia, Middle East and other parts of the world. The Corridor will be a strategic game changer in the region and would go a long way in making Pakistan a richer and stronger entity. The investment on the corridor will transform Pakistan into a regional economic hub and it will be confidence booster for investors and attract

investment not only from China but also from other parts of the world. Other than transportation infrastructure, the economic corridor will provide Pakistan with modern telecommunication and energy infrastructure, also.

## 13.1 Road Transport

Pakistan consists of mixed terrain of mountainous land, rivers and vast plains spread over all of the country which needs efficient road system to connect these areas to each other. However, different organizations are playing their due role for building most feasible and efficient infrastructure network including expressways, highways, and rail links etc.

Being bifurcated into two halves by river Indus, the best road network and bridges provides easy access to the regions consists upon hilly/mountain areas, far flung agriculture lands to economically use the natural/productive resources scattered all over the country. National Highways provide easy and efficient means of transportation with the help of following low and high type roads length:

Total length of roads may be seen from Table 13.1 below:

Years	Category	Punjab	Sindh	Khyber Pakhtunkhwa	Balochistan	GB & AJK	TOTAL
2012-13	Total	107,805	81,385	42,980	29,655	1,590	263,415
	Low Type	33,090	24,685	13,140	20,525	470	80,515
	High Type	74,715	56,700	29,840	9,130	1,120	182,900
2013-14	Total	107,973	81,493	43,035	29,692	1,592	263,755
	Low Type	32,729	24,415	12,996	9,030	465	79,635
	High Type	75,214	57,078	30,039	20,662	1,127	184,120
2014-15	Total	107,992	81,543	43,072	29,742	1,593	263,942
	Low Type	32,428	24,215	12,846	8,930	460	78,879
	High Type	75,564	57,328	30,226	20,812	1,133	185,063
2015-16 July-Mar	Total	107,718	81,624	42,945	29,490	1,579	263,356
	Low Type	30,901	23,415	12,320	8,460	453	75,549
	High Type	76,817	58,209	30,625	21,030	1,126	187,807

Source: National Transport Research Centre (NTRC)

### National Highway Authority

National Highways Authority is currently fetching a major chunk of resources under public sector development programme to construct and maintain state of the art road network throughout the country. Transport sector in general and road infrastructure in particular has profound and enduring effect on the economic growth of Pakistan. NHA being a lead agency playing an important role for improving the quality of road network to bring about qualitative improvement in standard of living.

The present NHA network comprises of 39

national highways, motorways, expressways and strategic roads. Current length of this network is 12,131 Kms. NHA existing portfolio consists of 26 on-going projects costing Rs. 393.4 billion with an allocation for PSDP 2015-16 of Rs. 159,600 million out of which Rs. 63,950 million as FEC and Rs. 95,650 million as local component. There are also 35 new schemes in PSDP 2015-16 with total cost of Rs. 1,213.5 billion.

During the last five years, NHA has constructed/rehabilitated the following length of roads over the country, province-wise break up of which is as follow from Table 13.2

**Table 13.2: Length of Roads**

Sr. No	Province	2012-13 Length (Kms)	2013-14 Length (Kms)	2014-15 Length (Kms)	2015-16 Length (Kms)
1	Punjab	221	286	308	814
2	Sindh	81	114	100	295
3	Khyber Pakhtunkhwa	189	218	198	605
4	Baluchistan	104	218	147	468
Total		594	835	753	2182

Source: National Transport Research Centre

### Recent Achievements

NHA, through its dedicated efforts in the last one year took a lead in the road infrastructure development through the private sector participation. NHA successfully attracted private sector investment and has awarded/supported four (04) projects of worth over Rs 101 billion, which is more than the average annual Foreign Direct Investment (FDI) in Pakistan. Besides other benefits, the expected revenue earnings from these 4 projects is over Rs 391 billion.

The Public Private Partnership (PPP) or Build, Operate & Transfer (BOT) is a mechanism through which private sector is made responsible to arrange financing for the project. The private party also bears the responsibility of design, construction, operation and maintenance of the project and in return the party is authorized to receive toll/other revenue for a certain period (which is long enough to recover its investment with reasonable profit).

The following listed projects of M-2, M-9 and Habibabad Flyover are typical examples of PPP/BOT.

- ▶ Lahore-Islamabad Motorway (M-2), 357 KM with a total cost of Rs.46,007 million. Construction has been commenced and expected to be completed in January, 2017.
- ▶ Habibabad Flyover on N-5, Rs 831 million has been completed within four (04) months period in April, 2015.
- ▶ Karachi-Hyderabad Motorway (M-9), 136 KM with a total cost of Rs. 44,251 million. Construction has been commenced and expected to be completed in December, 2017.
- ▶ Multan – Muzaffargarh – D. G. Khan (80 Km) with total cost of Rs.9,345 million. Concession negotiations are in hand. Construction is expected to be commenced in June, 2016 and expected completion is June, 2018.

### Negotiation/Finalization of Concession Agreement

Under PPP/BOT arrangement, through competitive bidding a successful bidder is selected, who incorporates a Project Company to perform as Special Purpose Vehicle (SPV).

A Concession Agreement is negotiated/ finalized

and signed with the Project Company. The project detail is firmed up in the Concession Agreement that includes, inter alia, the accepted bid parameters, scope of work, concession period and other detail necessary which deemed for implementing the project under PPP/BOT arrangement.

In order to ensure smooth and efficient movement of goods and passengers in healthy environment, NHA has planned to develop approximately 2,395 km long China-Pak Economic Corridor (CPEC) connecting Gwadar to Kashghar (China) and has also planned Karachi - Lahore Motorway (KLM) 6-lane controlled access. KLM is part of the CPEC Phase-I. Work is likely to commence on 120 km section of KKH (Thakot - Havelian) and KLM to serve initially as Economic Corridor to ensure optimal utilization of existing network. Its strategic objectives also include opening hinder-land areas and will bring more population into the stream of benefits, which in turn will change the social complexion of people around this corridor.

The following are the PPP mode projects which are in preparation stage:

- ▶ Hyderabad – Sukkur Motorway (PKM)
- ▶ Tarnol-FatehJang (N-80)
- ▶ Nowshera–Peshawar (N-5)
- ▶ Two Service Areas at River Kabul on M-1
- ▶ Two Service Areas on M-4
- ▶ Sialkot – Lahore Motorway

New Schemes (Existing Portfolio) under PSDP 2015-16 are as under:

- ▶ Construction of Overhead Flyover / Bridge at Shaheen Chowk on N-5 Gujrat
- ▶ Construction of Sialkot-Lahore Motorway (110 Km) BOT
- ▶ Construction of approach road to New Islamabad International Airport (NIIA) (Construction)
  - i. Thalian Link (4 Lane 5.5 km)-including Periphery roads 2 lane 7. Km (bid cost Rs. 1,900 million)
  - ii. Main Link 13.5 Km)
- ▶ Construction of Bridge Over River Indus

connecting Layyah with Taunsa with Approach Roads including Land Acquisition etc. (Feasibility).

- ▶ Construction of Highway from Athmuqam to Taobutt including two tunnels in Neelum Valley.
- ▶ Construction of Muzaffarabad - Mirpur - Mangla (MMM) Expressway (196 Km).
- ▶ Dualization of (Gandhi Chowk to Sarai Narang) + (Domail to Rangeenabad) Old Bannu Road N-55
- ▶ Dualization of Balance Portion of Sukkur Bypass
- ▶ Dualization of Indus Highway Remaining Portion (164 KM) (Kohat - Sarai Gambila)
- ▶ Dualization of Multan - Muzaffargarh - D.G. Khan section of N-70 (80 km)
- ▶ Feasibility Study - Bela Awaran Road
- ▶ Feasibility Study - Construction of Bridge on River Indus to Link Kaloor Kot with D.I Khan
- ▶ Feasibility Study - Construction of road from Chowk Azam to Layyah
- ▶ Feasibility Study - Dualization of Indus Highway (under CAREC Initiative) Kotri - Kashmore - D.G. Khan - D.I. Khan - Kohat - Peshawar (ADB)
- ▶ Feasibility Study - widening /rehabilitation of N-65 Dhahdar to Quetta including Pir Panjah
- ▶ Improvement & widening of balance 51 Km of Kararo Wad Section of N-25
- ▶ Improvement and widening of Chakdara - Chitral Section of N-45 (141 KM) Korean Exim Bank
- ▶ Improvement and widening of Jaglot - Skardu Road (S-1, 167 km)
- ▶ Lahore Eastern Bypass on G.T. Road (13.5 km) Construction
- ▶ Lahore-Abdul Hakeem Section (230 km) – Motorway
- ▶ Multan - Sukkur Section (387 km) Credit Financing (90:10) - PK Motorway
- ▶ Sukkur - Hyderabad Section (296 km) - Motorway
- ▶ Road Yakmach-Kharan (200 km)
- ▶ Sanan - Aab-e-Gum connecting road between Sibbi and District Kachhi (41 km) (50:50 basis)

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- ▶ Sangla Hill (Pendorian-Beranwala) Interchange on M-3
- ▶ Technical Study Harnai to Sanjavi
- ▶ Karachi-Hyderabad Section (M-9)(under execution)
- ▶ Brahma Bahtar-D.I.Khan

### 13.2 Pakistan Railways

An effective railway system of the country facilitates commerce and trade, reduces transportation costs, and promotes rural development and natural integration. The network of Pakistan Railways comprises of 7,791 route kilometers, 455 Locomotives, 1,732 passengers coaches and 15,164 freight wagons.

Pakistan Railways is enduring the worst crisis since its formation mainly due to locomotive shortages. Passenger and freight services substantially declined during the previous years. This is evident from the Table 13.4 below that gross earning of Pakistan Railways has declined during the previous years. Due to over aged infrastructure and rolling stock, escalation of dollar exchange rate and a subsidized railway fare led to an increase in expenditure for sustained

train operations. With the capping of over draft by Government of Pakistan in 2007, the finances required for increased maintenance cost could not be borne by the Railways. Finally, the sharp increase in the salary and pension led to diversion of all the revenue earnings to this obligatory payment at the cost of operational and maintenance requirements. Government of Pakistan (GoP) has allocated 41.0 billion in PSPD for the FY 2016 for the development interventions in Pakistan Railway.

**Table 13.3: Earning of Pakistan Railway**

Fiscal Year	Earning (Rs in million)	% Change
2008-09	23,160	-
2009-10	21,886	-5.5
2010-11	18,740	-14.4
2011-12	15,444	-17.5
2012-13	18,070	17.0
2013-14	22,800	26.2
2014-15	31,924	40.0
2015-16 (July-March)	26,436	

Source: Pakistan Railways

**Table-13.4: Passenger and Freight Traffic**

S#	Subject	2012-13	2013-14	2014-15	2015-16 (July-March)
1	Number of Passenger Carried (Million)	41.96	47.69	52.90	39.55
2	Passenger Traffic Kms (Million)	17,388.00	19,778.56	14,485.94	16,333.18
3	Freight carried Tonnes (Million)	1.02	1.61	3.60	3.65
4	Freight Tonnes Kms (Million)	419.00	1090.33	3301.00	3497.19
5	Gross Earning (Rs. Million)	18070.00	22800.22	31924.00	26436.38

Source: Pakistan Railways

### New Initiatives

Ministry of Railways is taking following new initiatives to improve performance of Pakistan Railways and achieve tangible results:

i) In line with the government's Vision 2025 for infrastructure development during the next ten years, Pakistan Railways is to undertake necessary steps to increase its share in the overall transport sector of Pakistan from 4 percent to 20 percent. Ministry of Railways is in the process of preparing Railway Strategic Plan (RSP) to operationalize the targets set in the vision which

would provide a long term frame work for railway sector development in Pakistan.

ii) Improve availability of locomotives through special repair of existing locomotives and procurement of new locomotives.

iii) A comprehensive policy for disposal of surplus scrap has been introduced with the aim to improve financials through an open, fair and transparent process.

iv) Economic Corridor development and regional connectivity are important initiatives, which are expected to play vital role in national economic growth. Up-gradation of Mainline-1

(ML1) and construction of dry port and cargo handling facility have been included, as Early Harvest Projects (EHP) under China-Pakistan Economic Corridor (CPEC) and preparatory work on these projects has been initiated on fast track basis. Up-gradation of ML-II, ML-III and establishing new lines for linking Gwadar, Khunjrab has also been planned.

v) Up-gradation of ML-III Quetta-Taftan Railway line is an important section of railway network in the context of regional connectivity with Europe through Iran and Turkey and tapping the mineral potential of Balochistan province of Pakistan. In addition, extension of ML-III (Quetta-Bostan-Zhob-D.I Khan-Kotla Jam section) will provide important connection for transportation of freight and passengers between North and South of the country.

vi) Pakistan Railways has production facilities for assembling of locomotives and carriages at Risalpur and Islamabad, respectively. To run these facilities on modern lines this Ministry is seeking investment through various options. Various options for joint ventures can be explored in this area.

vii) Business development through customer facilitation is a key pillar of over development strategy. One of the major interventions for customer facilitation is to up-grade Railway stations in terms of better facilities and to optimize station revenue by encouraging private sector participation. This Ministry is seeking investment for up-gradation of some of the major Railway stations.

viii) Investment possibilities are also being explored through foreign and local investors for financing different projects in railway sector. A project for computerization of Railway land record has been initiated in order to harmonize the Railway land record with the record of all the provincial revenue departments. The work was physically commenced on 1-4-2015 and is likely to be completed by the end of this year. This project on completion will safeguard railway land through computerized monitoring system and render total transparency in land management and commercialization.

### **Achievements during the fiscal year 2015-16:**

#### **Track:**

During 2015-16, 90 kms of track was rehabilitated on the Pakistan Railway network besides doubling of 5 kms track.

#### **Signalling:**

An upgraded signaling system is being installed at 23 Railway Stations. Out of which 06 Nos. stations has been up-graded till June, 2015 and 08 Nos. stations have been upgraded during the FY2016 in project "Rehabilitation of assets damaged during riots 27-28<sup>th</sup> December, 2007". Another signaling project "Replacement of Old and Obsolete Signaling Gear Lodhran-Shahdara Section" is in progress for installation of modern Auto Block Signaling System with CBI. 90 KM out 433 KM Auto Block Signaling system and 2 Nos. stations out of 31 Nos. stations are opened for traffic after installation, testing and commissioning of modern CBI system till June, 2015. Further 86 KM Auto Block Signaling System and 4 more stations have been opened for traffic under CBI system during the FY2016. Almost 58 Nos. DE Locos out of 160 Nos. DE Locos have been equipped with ATP and Cab Signal till June, 2015. Five more DE Locos have been equipped with ATP and Cab Signal.

#### **Rolling Stock:**

The following projects will be completed during the FY2016:

- ▶ Rehabilitation of 400 coaches project.
- ▶ Procurement of 500 High Capacity Bogie Wagons and 40 Power Vans.
- ▶ Special repair of 150 DE Locomotives to improve availability and reliability.

#### **Locomotives:**

Following initiatives are under way for rehabilitation of held up locomotives.

- ▶ Rehabilitation of twenty seven (27 Nos) held up locomotives (HG MU-30) of 3000 HP is being arranged through PSDP at a cost of Rs.6284.000 million for which an agreement has been signed with M/S Electromotive Division USA. Out of 27 Nos. Locomotives,

fifteen (15) locomotives have been turned out for service.

- ▶ Special repairs of 150 locomotives, to improve their reliability and performance, are also being carried out through PSDP at a cost of Rs.5005.031 million. Around 128 out of 150 Nos. Locomotives have been turned out up till now.
- ▶ Procurement of 58 locomotives has been approved by ECNEC and contract awarded to M/s Ziyang, China in November, 2012. So far 58 locomotives have been arrived in Pakistan.

▶ Tender for the Procurement of 55 Locomotives (4000-4500 HP) out of 75 locomotives has been awarded. Tender for procurement of 20 DE (2000-2500 HP) Locos is under process.

▶ Special repairs of 100 locomotives, to improve their reliability and performance, are also being carried out through PSDP at a cost of Rs.4967.000 million. The project is in material procurement stage. The special repair of 8 Nos. DE Locomotives is under process during FY 2016.

**Box-I: China-Pakistan Economic Corridor:**

CPEC's infrastructure projects have entered into implementation phase this year and work on the two major highways projects has commenced. KKH Phase-II (Thakot-Havelian section) Rs. 142 billion and Peshawar-Karachi motorway (Multan-Sukkur section) Rs. 315 billion projects are progressing well. Commercial and financial agreements have been signed. Besides work on Gwadar Eastbay Expressway and New Gwadar International Airport is likely to start soon. A high level delegation visited both sites to prepare feasibility studies.

Joint Feasibility study on main railways line (Peshawar-Karachi) has been completed. The project will involve dualization of railway track, up gradation of main railway lines with modern signaling system, better safety and central control system to have speed of 160 km per hour.

CPEC envisions inclusive development and benefitting all regions of the country. CPEC is one corridor and three passages. The work on the western passage is proceeding well. Prime Minister of Pakistan inaugurated Gwadar-Hoshab section and Hoshab-Surab section in Balochistan is being completed by the end of this year. Land for six lanes motorway from Burhan to D.I.Khan has been procured by NHA and the first section has been ground breaking by Prime Minister recently. This motorway Burhan-D.I.Khan is targeted to be completed by June, 2018.

**13.3 Pakistan International Air Lines:**

The year 2015 marked the first 100 years of scheduled commercial aviation and Pakistan international airline also completed its 60 years. During the year the aviation industry experienced a growth of 5.5 percent in the passenger business. Strong growth is witnessed in the market of Asia and Middle East while profit were higher for North America followed by Asia Pacific average industry seat factor increase to 79.9 percent (2013/79.7 percent ).The cargo growth maintained around 1.2 percent declining from 6.4 percent during 2013. The key element was volatile fuel prices during the year.

To improve the image and to provide competitive flight services, the management vigorously pursued modernizing and replacement of fleet, in order to bridge the capacity constrains faced by the Corporation, fuel efficient aircraft on wet and dry lease basis were acquired during the year.

Fleet modernization and capacity induction is the corner stone of the turnaround strategy. During the year, nine aged aircraft have been retired from operation due to their operational inefficiencies resultantly average age of the fleet has decreased to 14 years as compared to 17 years during prior period.

The overall performance of PIA is given in the Table13.5.

The present government has strategized to convert PIA into a company under Companies Ordinance 1984 in order to improve corporate governance that can help in attracting strategic private sector partnership in the core airline operations, and move PIA under a more efficient and up to date legal framework. The government has also registered "Pakistan Airways", a new company to undertake quality business operations as an airline company, provide greater choices to consumers.

**Table 13.5: PIA Performance**

Indicators	Units	Year 2014	Year 2015
Passenger Revenue	Rs. billion	90.39	63.88
PIA Fleet	No. of planes	34	38
Route	Kms	389,445	367,251
Available Seat	million Kms	16,536	16,666
Passenger Load Factor	in percent	72	70.3
Revenue Flown	000 Kms	61,389	67,630
Revenue Hours Flown	Hours	101,556	111,455
Revenue P Passengers Carried	000 nos.	4,202	4,393
Revenue Passengers	million Kms	11,903	11,711
Revenue Tonne	million Kms	1,241	1,191
Revenue Load Factor	in percent	52	48.9
Operating Revenue **	Rs. million	99,519	69,250
Operating Expenses **	Rs. million	118,084	77,005
Available Tonne	million Kms	2,396	2,435

Source: Civil Aviation Authority

\* PIA financial year is based on calendar year i.e. January to December.

\*\* Operating Revenue and operating expenses for 2015 is restricted to nine months.

A business plan for PIA has been developed, which envisages the introduction of fuel efficient aircrafts, route rationalization, focus on separation of core and noncore activities and HR rationalization with the objective of making PIA a sustainable and profitable entity in the long run. The plan provides an overall picture of financial position and future prospects based on operational strategies being implemented in these focal areas. Cornerstone of the business plan being put forward is a shift in strategy from high capacity, low frequency operations to high frequency optimum capacity operations. Success of this plan depends on lowering the level of liabilities as high debt cost will continue to pose challenges for operational viability and sustainability.

### 13.4 Ports and Shipping

#### Pakistan National Shipping Corporation (PNSC)

At present, Pakistan National Shipping Corporation (PNSC) fleet comprises of 09 vessels of various type / size (05 Bulk carriers & 04 Aframax tankers) with a total deadweight capacity (cargo carrying capacity) of 681,806 metric tons i.e. highest ever carrying capacity.

Crude oil in time availability play important role in running the transport sector business and furnace oil have much more importance to keep the power plants in running position. PNSC has

been providing transportation services for crude/furnace oil requirements to the country. Almost 70 percent all of the total imports of crude oil are undertaken by PNSC except 30 percent is handled by other sources. The Corporation is now actively working upon a plan to increase its tanker fleet size, particularly to carry processed fuel like fuel oil, high speed diesel oil, jet fuels, naphtha and gasoline.

PNSC Group after tax profit has been increased to Rs. 1,364 million during the period July-March FY2016 against Rs. 1,051 million in the same period last year (30 percent). Earnings per share for PNSC Group have been increased to Rs. 10.33 from Rs.7.96 in the corresponding last period of July-March FY2016 (30 percent). Despite the pressure and major financial crunch by global shipping industry due to drastic reduction in bulk freight rates internationally, evident by the significant reduction in Baltic Dry Index (BDI) at a lowest of 290 points from a high of 1,222 points last year, PNSC achieved better results by focusing on more profitable ventures besides retaining its repute as one of the major contributors to sea borne trade in Pakistan.

PNSC has made a substantial growth in revenue of 49 percent in the area of slot charter and 16.2 percent through own vessel oil business, thereby, offsetting losses incurred on dry bulk segment and maintaining its turnover at competitive level.

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Direct operating expenses reduced by 28 percent to Rs. 6,700 million from Rs. 9,298 million, thereby improving gross profit to Rs. 2,917 million as against Rs. 2,126 million for the same period last year.

### Commercial and Financial Performance:

The Commercial and Financial performance breakup covering nine months activities of FY2016 are given in Tables 13.6 and 13.7 below:-

#### a. Commercial Performance:

**Table 13.6: Cargo Lifted (million tonnes)**

Years / Cargo Lifted	Liquid Cargo	Dry Cargo	Total (Dry + Liquid)
2011-12	7.8	2.5	10.3
2012-13	10.7	2.6	13.3
2013-14	15.4	2.5	17.9
2014-15	14.7	1.5	16.2
2015-16 (July-Mar)	8.8	1.1	9.9

Source: Pakistan National Shipping Corporation

**Table 13.7: Financial Performance (Rs. in billion)**

Years	Revenues	Expenditures	Profit before Tax
2011-12	8.9	6.8	2.1
2012-13	12.3	8.9	3.4
2013-14	15.7	12.3	3.4
2014-15	15.5	12.3	3.2
2015-16 (July-Mar)	9.6	6.7	2.9

Source: Pakistan National Shipping Corporation

### 3. Future Plans

PNSC has been providing transportation services for liquid imports of the country. More than 70 percent of the total imports are being transported through PNSC. In order to expand business and to cater growing need of country's requirement of liquid and dry imports. It is planned to acquire more oil tankers and dry cargo ships into PNSC fleet. PNSC has already initiated process of establishing ferry cum cargo service which hopefully will start soon its operation work after completion of the process.

#### Karachi Port Trust

The progress of business at Karachi Port Trust (KPT) is continuously progressing due to

increased international trade with regional and international countries. During FY 2015, KPT handled 43,422 million tons of import and export as compared to 41,350 million previous year. During July-March FY 2016, the total exports and the volume of Cargo handled was 36,516 million tons.

KPT consists of two wharves; the East and West Wharf. East wharf has 17 multipurpose berths and West wharf has 13 berths. Each of the wharves has two dedicated container terminal and oil piers to handle liquid cargo. KPT operation comprised upon 11.5 kilometers long approach channel, a depth of 12 meters and a turning basin of 600 meters. KPT provides safe navigation for vessels up to 75000 metric tons deadweight (DWT).

**Table 13.8: Cargo Handled at Karachi Port Trust (in 000 tonnes)**

Period	Exports	Imports	Total
2010-11	12,843	28,589	41,432
2011-12	11,674	26,201	37,875
2012-13	12,150	26,700	38,850
2013-14	11,007	30,343	41,350
2014-15	10,422	33,000	43,422
2015-16 (Jul-Mar)	7,299	29,217	36,516

Source: Karachi Port Trust

#### Port Qasim Authority

Port Qasim is the deepest sea port of Pakistan and first industrial and commercial Port of Pakistan operating under landlord concept & plays a vital role in the economic development of the country, and caters for around 40 percent seaborne trade of Pakistan. Port Qasim Authority handles 23.782 million tonnes of total cargo during the period July-March, FY2016, as compared to 21.618 million tons in the corresponding period, which is 10 percent more than the business carried out during the same period last year.

Total volume of containers handled 0.815 million twenty-foot equivalent units of containers in July-March, FY2016. Containerized trade shows a growth of 14 percent during the period under review.

March was the highest month in the first half year, reaching over 2.975 million tonnes, while average



cargo handling remained at the Port at 2.642 million tonnes during the same period.

The liquid cargo was handled 9.874 million tonnes (41.5 percent), containerized cargo was 10.277 million tonnes (43.2 percent) and remaining 3.631 million tonnes (15.3 percent), included miscellaneous types of dry bulk/break bulk cargo. The volume of import cargo during July-March, 2015-16 stood at 18.089 million tonnes, as against the 15.198 million tonnes handled during corresponding period last year, showing an increase of more than 19 percent.

Total volume of business in different period carried out by PQA is given below in Table-13.9:

**Table- 13.9: Cargo Handled at Port Qasim**  
(in 000 tonnes)

Period	Export	Import	Total
2007-08	4,922	21,502	26,424
2008-09	5,584	19,445	25,030
2009-10	6,380	19,226	25,626
2010-11	6,657	19,511	26,168
2011-12	5,950	18,075	24,025
2012-13	7,047	17,754	24,801
2013-14	7,699	18,076	25,772
2014-15	8,405	21,608	30,014
2015-16 (July-March)	5,693	18,089	23,782

Source: Port Qasim Authority

The export cargo handled 5.693 million tonnes during first nine months of FY2016, as compared to 4.420 million tonnes handled during corresponding period FY2015, also showing a decline of 11.3 percent, exports accounted 82 percent containerized and 18 percent non-containerized cargo. Shortfall remained in export of containerized and non-containerized cargo which reflects 2 percent and 38 percent, respectively. Ships callings also registered a growth of 6.6 percent where a total of 1018 ships were handled at the Port as against the 955 ships handled during the corresponding period.

### Gwadar Port

Gwadar is the first port on the southwestern Arabian Sea coastline, in the Balochistan province of Pakistan. It is about 635 km from Karachi and 120 km from the Iranian border by road. Gwadar Port is located just outside the Strait of Hormuz,

near the key shipping routes from Arabian Gulf to Far East and Europe. Gwadar Port is a strategic warm-water, deep-sea port and phase-1 of the port has been developed jointly by Government of Pakistan and the Government of the Peoples Republic of China with a total cost of US\$ 288.0 million, the port was inaugurated in March, 2007.

Gwadar Port is fully functional with three multipurpose berths, each 200 meters in length dredged to 14.5 meters in depth alongside the berth, handling a ship of 50,000 DWT capacity. By 2055, it is anticipated that Gwadar Port will be the largest site of its kind in Pakistan, with a 50 km sea front and 10,000 hectares of port backup area.

On 16<sup>th</sup> May, 2013, the port's Concessional Rights were transferred from Port of Singapore Authority (PSA) to the new operator viz, M/s China Overseas Ports Holding Company Ltd (COPHCL). The new operator has started "recovery" of existing available infrastructure and equipment at the port. COPHCL submitted operational plan of the port in consultation with Gwadar Port Authority (GPA), which suggests a framework for the Port Business Plans as per the Concessional Agreement.

In December, 2008 the ECC decided all bulk cargo comprising urea, wheat and coal shall be imported through Gwadar Port.

Since 2008, Gwadar Port has handled around 6.329 million metric tons of dry bulk cargo comprising of wheat and urea by 175 ships. Till date the port operations are given in Table-13.10.

**Table 13.10: Total Import of Cargo at Gwadar Port**  
(Quantity in 000Tonnes)

No. of ships arrived	Type of Cargo	Quantity (000 Tones)
26	Wheat	963,609.1
150	Urea	5,366,003.0
Total: 175	Wheat+ Urea	6,329,612.1

Source: Gwadar Port Authority

Under CPEC, the Gwadar Port is strategically (economically) important for China because it will bring closer the Middle Eastern ports to China through Karakoram Highway (KKH) linking Gwadar with Kashgar. Under CPEC, Gwadar Port is considered as Gateway of CPEC, and Gwadar

city as one of the pivotal cities of the corridor. The first Special Economic Zone (SEZ) of CPEC is being developed in Gwadar city.

The government-to-government CPEC agreements have created bright prospects for optimum operationalization of Gwadar Port to harness the benefits of regional trade connectivity of Western China, CARs and Afghanistan.

To resolve the port connectivity with the highway network, “Gwadar Port Eastbay Expressway” project has now been agreed upon for funding under CPEC. The project has been approved by ECNEC at an estimated cost of Rs.14.00 billion and its execution will soon start. The proposed expressway will connect the Gwadar Port with the Mekran Coastal Highway, passing along the east bay of Gwadar City, with a total length of 18.98 Km, including 4.3 Km along-the-shore and 14.6 Km on-shore sections. A double track rail link along the expressway is also part of the project.

### **Gwadar Port Free Zone**

Federal government through PSDP has provided funds for acquisition of land to be handed over to the Concession Holder for establishment of Gwadar Port Free Zone (FZ). This would be the first Zone in Pakistan, spread over an area of 9.23 sq. km, adjacent and North West of the port. The land acquisition process has been completed and its execution has started since 2015. With the development of FZ the port throughout will enhance significantly and at the same time the Company is going to establish a large exhibition centre adjacent to the port for display of Chinese and Pakistani products.

### **Investment Opportunities**

Gwadar port, offer opportunities to prospective investor for development of infrastructure such as storage, warehouses, hotels, marine workshops, container freight stations, seafood, dates processing and export and offices spaces for banks, clearing agents, ship agents.

Chinese investors have taken keen interest in establishing “Marine Silk Route” and establishment of heavy industries in the industrial zone as per the Gwadar Port Master Plan (2006).

## **13.5 Communications:**

### **Pakistan Telecommunication Authority**

PTA remained vigilant in performing its regulatory duties to protect consumer interests while maintaining viable business environment for telecom companies in the country. Telecommunication sector of Pakistan underwent a number of changes from the regulatory and market perspective during the period under review. Innovation and growth opportunities were opened up in the telecom sector after the commercial launch of Next Generation Mobile Services (NGMS), commonly known as 3G and 4G LTE services. The momentum set by the introduction of 3G and 4G LTE services in FY 2015 is picking up pace as the cellular mobile operators continue to invest in the modernization and expansion of their network and services. Keeping the ICT development agenda on priority, PTA reinvigorated the discourse on the way forward for smart Pakistan, expansion of broadband services and development of ICT applications in Pakistan. During the first three quarters of FY 2016, overall telecom teledensity has increased and the subscriber base is consistently reviving in the cellular sector as operators are adding back customers that were lost due to blocking of SIMs during biometric re-verification drive last year.

### **Issuance of New Telecommunication Policy 2015**

To leverage ICT infrastructure for achieving the objective of transforming Pakistan into an information society and knowledge based economy, government has issued a new telecommunication policy after a thorough review of earlier policies with the key stakeholders including PTA, telecom operators and telecom experts. The new policy has provided appropriate framework to meet the challenges of rapidly modernizing telecom services. The policy has provided clarity to the investors and set agenda for spectrum trading / sharing, spectrum harmonization / reforming, licensing regime, strengthening of competition, proliferation of broadband services, access of universal services and other necessary regulatory frameworks. The Telecom Policy 2015 is aimed to facilitate the attainment of an all-embracing national agenda

and to transform Pakistan into an economically vibrant, knowledge-based, middle-income country by 2025.

### **Auction of Spectrum for WLL Services in AJ&K and GB**

In order to open up new opportunities for advanced data and telecom services in AJK and GB regions, PTA conducted auction of additional spectrum for WLL services at Azad Jammu & Kashmir (AJ&K) and Gilgit-Baltistan (GB) on 29<sup>th</sup> December, 2015 at PTA Headquarters, Islamabad. The auction was conducted in an open and transparent manner through open outcry method. PTCL and Link Dot Net were declared successful bidders after the successful completion of auction process. Spectrum will be awarded after necessary payments by the successful bidders. The total bid price for all spectrum lots amounts to Rs. 108.4 million.

### **Establishment of Internet Exchange Point (IXP)**

Internet Exchange Points (IXPs) are vital elements of Internet infrastructure that enable networks to exchange traffic with each other by avoiding international links. For the establishment of IXP in Pakistan, PTA has formed an independent Board of Governors, having representation from all stakeholders like ISPs, PTCL/TWA, mobile phone operators, PTA, Higher Education Commission (HEC), academia and Internet Society. The establishment of IXP in Pakistan will save millions of US Dollars annually due to reduction in requirement for international bandwidth.

### **Launch of Smart Pakistan Portal**

As part of its effort to encourage the use of mobile broadband, PTA has launched a web portal named "Smart-Pakistan" ([www.smartpakistan.pk](http://www.smartpakistan.pk)). This web portal is providing one stop repository and directory of mobile applications focusing on different thematic areas such as m-Education, m-Health, m-Government, etc

### **Big Data Analytics and Cloud Computing**

Business analytics and big data are transforming the way businesses and governments operate. Therefore, PTA is striving to capitalize on these

new trends. PTA has arranged awareness sessions and trainings on Big Data Analytics to highlight the benefits that institutions in Pakistan can achieve from the growing demand in big data analytics. PTA in collaboration with National ICT R&D Fund Co. and PLUM grid also arranged awareness sessions on Cloud Computing/Open stack. Open Stack is a project that provides a suite of open-source software and APIs to manage cloud setup, orchestration of its components, dynamic monitoring and control of any private cloud. PTA is focusing on creating awareness on upcoming technologies for the benefits of the economy. Cloud computing is being used to store large data in developed world, hence, providing new opportunities for the young technology experts.

### **Biometric Verification and Re-verification System for Wireless Local Loop (WLL) Services:**

PTA has launched Biometric Verification System (BVS) for issuance of WLL connections at the Customer Service Centers (CSC) of WLL operators with effect from 1st December 2015. WLL connections like Vfone, EVO, Wingle, wireless dongles are now being issued after biometric verification of the subscriber. In order to check the compliance level of WLL operators, PTA teams are strictly monitoring the sale channels across the country and deviations are being continuously shared with WLL operators for rectification of the same. The re-verification of all existing WLL connections (i.e. the connections not sold through BVS) is being performed, which is expected to be completed by end April, 2016. Eventually, all non re-verified WLL subscriptions shall be blocked.

### **Cellular Mobile Operators' Quality of Service Survey Results – 2016:**

Next Generation Mobile Services (NGMS) services were launched in Pakistan in 2014 by four (4) Cellular Mobile Operators (CMOs). PTA has recently conducted a survey in Islamabad, Rawalpindi and Peshawar to ascertain whether NGMS and CMO operators are providing services as per Key Performance Indicators (KPIs) set in their license and applicable regulations. The survey is in progress in other cities of Pakistan.

User Data Throughput and Signal Strength of all NGMS licensees were found within the range of the benchmarks set in their respective licenses while the survey results against Key Performance Indicators (KPIs) defined in GSM licenses remained as follows:

- ▶ Network Accessibility of all the mobile operators is satisfactory.
- ▶ All mobile operators are meeting Grade of Service.
- ▶ The call connection time of all the mobile operators is not satisfactory.
- ▶ Call Completion Ratio for Mobilink and Ufone is below the required standard, whereas other three mobile operators are meeting the standard.
- ▶ End-to-End Speech Quality of all the mobile operators is above the standard.
- ▶ SMS success rate for Mobilink and Warid Telecom is below the standard, whereas other mobile operators are meeting the standard.
- ▶ All mobile operators are meeting the standard for End-to-End SMS Delivery Time.
- ▶ The consolidated observations after completion of survey across the country shall be communicated to CMOs for rectification /improvement of deficient areas accordingly.
- ▶ The survey results of Islamabad, Rawalpindi and Peshawar have been uploaded at PTA's website [www.pta.gov.pk](http://www.pta.gov.pk) for information/awareness of users/general public.

#### **Survey of Non-Type Approved Mobile Handsets and Tablets**

During July-March FY2016, PTA carried out type approval of 753 terminal equipments and issued 5,771,365 NOCs for the already type approved equipments to different consumers/operators after introduction of Electronic based submission and disposal of Commercial NOC. PTA also carried out a survey to check type approval of mobile handsets being sold in the market and to assess the availability of non-type approved telecom devices in the open market. Warning notices have been served to the non-complying outlets, with strict instructions to follow the Standard Operating Procedures (SOPs) of PTA.

#### **Market Survey – Availability of Dect 6.0 Cordless Phones**

DECT 6.0 Cordless Phones cause interference in the 3G band allocated to the operators, which results in quality of service issues and difficulty in carrying out the network operations smoothly. Therefore, PTA carried out surveys in 3G covered cities to assess the ground situation about the sale points of these cordless phones. About 31 Outlets were served with Legal Notices who were involved in sale of DECT 6.0 cordless phones. PTA has also issued public notices in the media to warn all the importers, distributors, sellers and users of DECT 6.0 cordless phones, to refrain from such illegal activities.

#### **Enforcement Actions and Inspections**

As part of its regulatory duties, PTA conducts inspections and monitoring of telecommunication operations and businesses in the country to check their operations as per legal provisions. During July 2015 to March 2016, PTA conducted 29 joint raids with FIA across the country to curb the grey traffic activities and confiscated 103 illegal gateway equipments. Installations of Jammers and GSM Amplifier /Boosters also cause interference in the mobile and wireless telecommunication services. PTA and FAB carried out joint surveys followed by enforcement actions by PTA for removal of the devices causing interference in frequency spectrums of telecom operators. To check the fulfillment of NGMS rollout obligations, PTA also conducted thirty two rollout inspections of mobile operators.

#### **World Radio-communication Conference (WRC-15)**

ITU organizes the World Radio-Communication Conference (WRC) every three to four years to review and revise the "Radio Regulations", the international treaty governing the use of the radio-frequency spectrum and the geostationary-satellite and non-geostationary-satellite orbits. The WRC was held in November 2015, in which MoIT and PTA actively participated and submitted their proposals.

#### **International Telecommunication Union (ITU) Trainings**

Pakistan's regulatory framework and expertise of PTA are recognized by international organizations

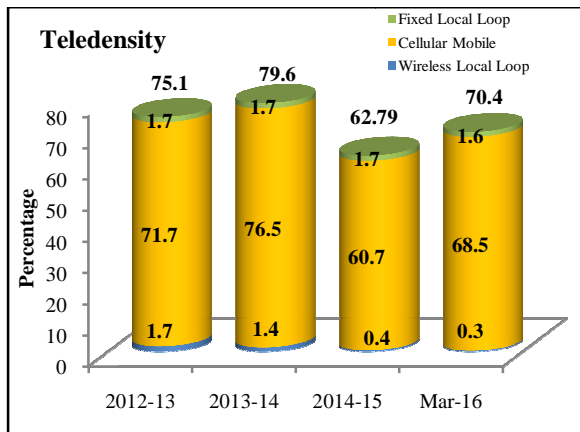
and regional countries. In July 2015, PTA organized an ITU training program on regulatory matters for Afghan Telecommunication Regulatory Authority (ATRA) and Ministry of Communication, Afghanistan at PTA Headquarters, Islamabad.

**ITU-PTA-ICTI Training on Mobile Application Development**

International Telecommunication Union (ITU) and Pakistan Telecommunication Authority (PTA) jointly organized a training course on Mobile application development and mobile mediated solutions on the request of Information and Communication Technology Institute (ICTI), Afghanistan, from 16 to 26 February 2016 at PTA Headquarters, Islamabad. The main objectives of the training course were to build human and institutional capacity in mobile application development in Afghanistan and to train instructors of ICTI etc.

**Telecom Sector Analysis**

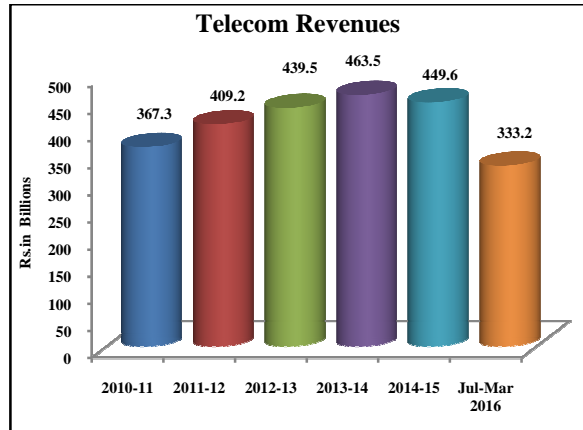
Telecom sector has shown positive growth during the first three quarters of FY 2016. Total teledensity reached 70.4 percent at the end of March, 2016 compared to 62.8 percent at the end of last fiscal year, showing an increase of 12.1 percent during first three quarters of FY 2016. The prime driver of teledensity rise is the growth in cellular mobile subscribers as FLL and WLL teledensity has slightly dropped.



**Telecom Revenues**

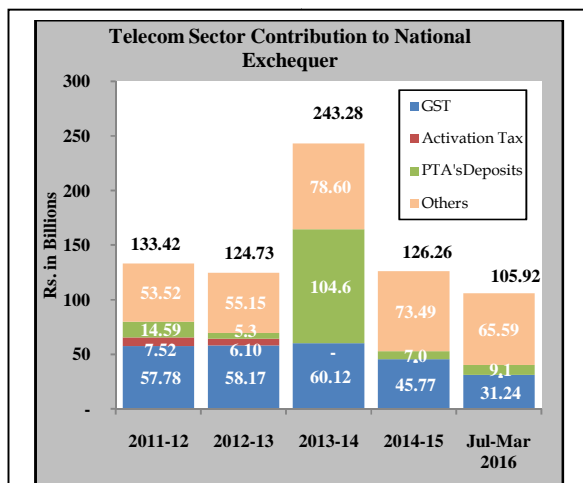
Revenues of telecom sector during Jul-2015 to Mar-2016 are estimated at Rs. 333.2 billion. Due to loss of millions of cellular subscribers after BVS Re-verification process and intense competition and low tariffs, a declining trend in revenues of telecom operators is being observed since last year. Although this decline is in line with the international trend of profitability and revenues in telecom industry,

Pakistan’s telecom industry can improve its revenue generation by expanding their value added services and entering into new avenues of growth such as branchless / mobile financial services and other ICT enabled services in collaboration with other service providers in the economy.



**Telecom Sector Contribution to the National Exchequer:**

Telecom sector is a significant source of revenue generation for the GoP in terms of initial and annual license fees, initial and annual spectrum fees, Universal Service Fund (USF) and Research and Development (R&D) fund contributions, Access Promotion Contribution (APC) for USF, Numbering Charges, license application fee etc., and taxes including General Sales Tax (GST)/Federal Excise



Source: Federal Board of Revenue and Pakistan Telecommunication Authority. Note: Figures for 2015-16 are estimates.

PTA's contributions comprise of all its receipts including Initial and Annual License Fees, Annual Radio Frequency Spectrum Fee, Annual Spectrum Administrative Fee, USF and R&D Fund Contributions, APC for USF, Numbering Charges, License Application Fee, etc. Others include custom duties, WHT and other taxes.

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Duty (FED), SIM Activation Tax, Advance/Withholding tax (WHT), sales tax on mobile handsets, custom duties and other taxes. During the last five years (FY2011 to 2015), telecom sector has contributed a total of Rs. 744.6 billion in terms of the above regulatory duties and taxes. During the first three quarters of FY 2016, telecom sector has contributed an estimated Rs. 105.9 billion in the national exchequer in terms of above mentioned regulatory duties and taxes. PTA and the telecom industry believes that rationalization of taxes on telecom sector can result into better sector growth and consequently better collections for the government in the long run.

### Telecom Investment

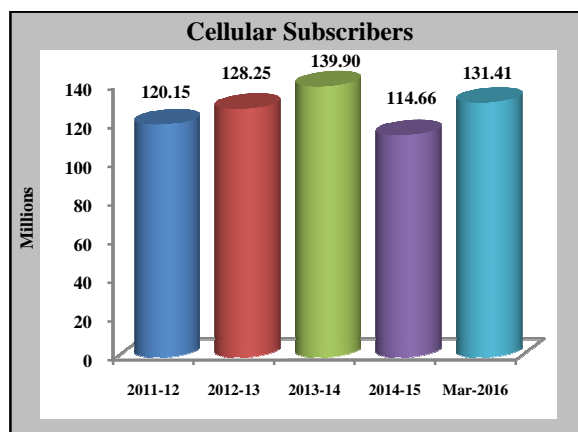
In terms of overall investment in the telecom sector, the momentum started in FY 2013 for the up-gradation of telecom networks for 3G and 4G services has continued. Telecom operators have invested a significant amount of US\$ 589 million during Jul – Mar, FY 2016. The main driver behind this investment is the cellular mobile sector which has invested US \$557.3 million during the first three quarters of FY 2016.

Telecom Investment	US\$ (Million)			
	2012-13	2013-14	2014-15	Jul-Mar 2016
Cellular	570.4	1,789.7	977.6	557.3
LDI	1.9	1.8	12.2	3.7
LL	16.1	14.2	3.9	28.0
WLL	11.9	10.0	7.2	0.0
Total	600.3	1,815.6	1,001.0	589.0

Note: FY2016 figures are estimates.

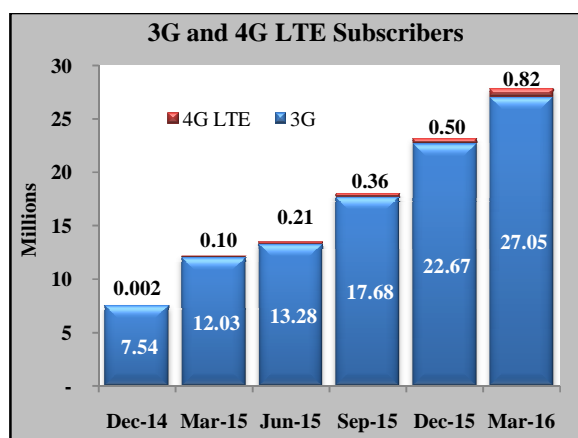
### Cellular Subscribers:

By the end of March 2016, the total number of mobile subscriptions in Pakistan reached at 131.4 million at the end of March, 2016. Biometric re-verification of SIMs last year had an adverse impact on the cellular subscriber base. However, the industry has survived through the tough period and continues to regain subscribers at a fast pace. It is expected that the rise of mobile broadband will also have a catalytic effect on the SIMs sale.



### 3G and 4G LTE Subscribers:

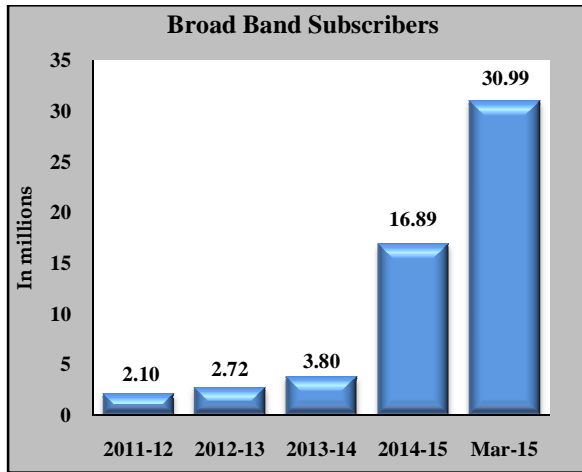
3G and 4G LTE subscribers have reached at 27.87 million at the end of March 2016 as compared to 13.49 million as of June 2015 which shows that on average, there have been more than one million subscriptions to 3G&4G LTE networks per month. More coverage and reduced tariffs will further increase the uptake of 3G and 4G LTE subscriptions.



### Broadband Subscribers

Broadband subscriber base showed strong growth during the July- March, FY2016. At the end of March 2016, broadband subscribers stood at 30.99 million as compared to 16.89 million at the end of last fiscal year depicting 83 percent growth over the last nine months. The number of net subscriber additions in the period stood at 14.10 million. Most of the broadband subscriber base belongs to mobile broadband, launched in June

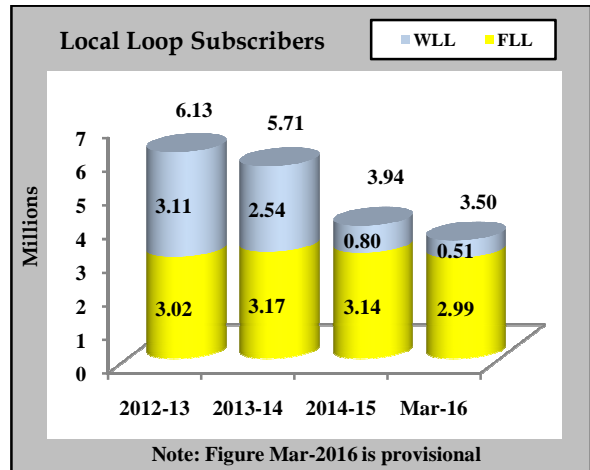
2014, which collectively forms almost 90 percent of the total broadband subscribers now. DSL, WiMAX, EvDO, HFC and FTTH collectively have 3.13 million subscribers at the end of March, 2016. This disparity in subscriber trends highlights the substitution effect of mobile broadband on the other broadband technologies. In order to further provide impetus to the broadband sector, synergy of various elements is required. Therefore, external factors are also needed to be addressed which include affordability, computer literacy, religious and cultural views regarding objectionable content on internet and lack of local content.



**Local Loop Subscribers**

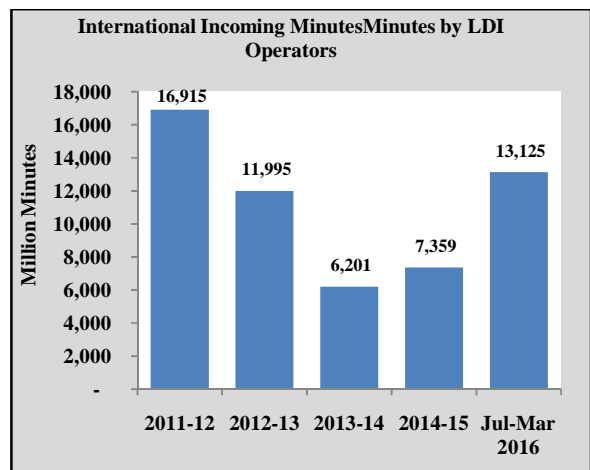
The subscriber base of local loop segment has reached 3.50 million at the end of March 2016 as compared to 3.94 million as of June, 2015.

The overall subscriber base has decreased by 0.35% with 0.44 million connections churned off during Jul 2015 to Mar 2016. FLL subscriber base has been relatively steady as 2.99 million subscribers (Mar, 2016) are reported as compared to 3.14 million (June 2015). WLL subscriber base also dropped to 0.29 million during the first three quarters of the FY 2016 as compared to 0.80 million at end of June 2015. The closure of huge number of WLL connections in the last two years indicates that cellular mobile services are preferred choice of consumers for voice and data connectivity.



**Long Distance and International (LDI) Services**

LDI operators have an important role in the overall telecommunication landscape of Pakistan. The right to bring and deliver the international traffic to and from Pakistan has been given to LDI operators. However, some mischievous elements bypass the designated legal gateways in order to evade government dues (called as Access Promotion Contribution) and other taxes and regulatory fees, thus causing substantial loss to the National exchequer. Therefore, PTA deregulated the Approved Settlement Rates (ASR). Now, the segment dynamics are driven by market forces and the international traffic patterns are improving with every passing month.

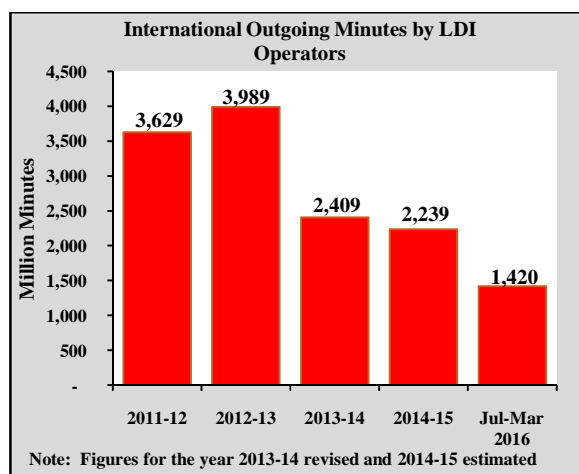


The total international traffic (incoming + outgoing) stood at 14,545 million minutes during

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July-Mar FY2016 as compared to 5,643 million minutes during the same period of FY 2015. The growth of 158 percent is an encouraging sign for the LDI segment. Breakdown of traffic shows that international incoming minutes have increased remarkably with a total volume of 13,125 million minutes in three quarters of FY 2016 as compared to 4,169 million minutes in the entire previous fiscal year. On the other hand, total international outgoing traffic minutes dropped by (3.7 percent) during the July-March 2016 as compared to July-March 2015. The total international outgoing traffic minutes were reported to be 1,424 million during the July-March 2016 as compared to 1,474 million in the same period of previous year, mainly due to the rising trend in using Over-the-

top (OTT) services for international calls such as Skype, Whatsapp, Viber, Facetime, Line etc.



**Table 13.11: TELECOM**

Financial Year	Telephones (FLL & WLL)	Broadband Connections	Mobile Phones
2013-14	5,217,046	3,795,923	139,974,754
2014-15	3,930,596	16,885,518	114,658,434
Mar-2016	3,498,869	30,996,295	131,412,658

Source: Pakistan Telecommunication Authority

### 13.6 Electronic Media in Pakistan:

#### 13.6-A Pakistan Electronic Media Regulatory Authority

To promote private electronic media, PEMRA is playing important role and also contribute in employment generation as well as revenue to the exchequer. The remarkable growth of electronic media has expanded advertisement market manifold thus creating many jobs indirectly. Hence the role of PEMRA in promotion of electronic media, advertising industry and job creation has been remarkable. Right now there are restrictions on foreign investment in Media Sector and media has not been declared as industry. The potential of foreign investment in media sector is huge which has not been capitalized as yet.

Every year PEMRA foresees new avenues of licensing in different segments of electronic media. This opens up opportunities for the new market players to invest in electronic media and expand the industry thus creating avenues of income and employment for the economy. In the current financial year, PEMRA examined the

performance of the sector in order to assess the future prospects of the media sector.

#### Contribution to National Economy

Due to improvement in economic fundamentals, drastic cut in policy rate, increase in foreign remittances and hefty reserves created a stimulus for the investors in electronic media. Electronic media sector is rather a new sector having enormous potential of investments. In order to promote international competition in electronic media, PEMRA allows foreign channels to be distributed in Pakistan through local companies formed under the company law. To date PEMRA has awarded permission to fifteen companies to distribute twenty channels. Such permissions are called Landing Right Permission. These channels have played a significant role in expansion of advertising market. The advertising industry generated roughly over 1000 million in a year from this sub-sector of media. Assuming the velocity of money of 5 roughly an economic activity of Rs. 5000 million may be projected for the current financial year from only this sub-sector.



Currently 93 licensed satellite channels are operating. These channels have generated more than 10000 employment openings in the country. Satellite channels helped generate economic activity of roughly Rs. 40000 million in the economy. Cable TV and FM sectors have also played significant role in promotion of advertising industry and creation of a lot of employment opportunities in the country.

In order to give better choice to the consumers, PEMRA initiated the process of awarding license of Direct to Home Service (DTH). This would create an avenue for increasing pay T.V penetration and create a new marketing channels for the advertisers.

### **PEMRA's Role in Economic Development**

It is worth mentioning the PEMRA's planning horizon is one year. The FY 2017 is likely to begin with positive out look for the media industry and stable economic fundamentals. The profitability of the sector may attract new players in the market. However, there is also a chance that two many players in the market may erode the profit and decrease potential. Given these facts, PEMRA plan it's licensing. In the next financial year PEMRA intends to issue twelve new licenses of satellite television and twelve licenses for landing rights permission. The step is likely to enhance satellite TV advertising market to a considerable extent.

From new licensing about 5000 direct employment opportunities would be created. This may trigger economic activity of hundreds of millions of rupees in the economy. This would also broader the choices available to the viewers.

Licensing of DTH service would also enrich the electronic media distribution market with a new flavor. PEMRA plans to award three DTH licenses. Pakistan is a country where pay TV presentation in the market is not more than 55 percent. Given the population and untapped potential for pay TV subscribers, it is likely that DTH Licensing would be a success story. It would not only add value for the advertising market but also generate an economic activity of about Rs. 6000 Million. DTH would also put a positive pressure on cable TV sector and result in

improvement in quality of service. Thus PEMRA would continue to pay its vibrant role in the economic growth of the country in the next financial year.

### **13.6-B Pakistan Television Corporation Limited**

The most economic broadcasting services are provided by Pakistan Television Corporation Limited (PTV) to remote and economically backward areas of the country in order to keep the people of remote areas aware of about the current affairs of the country as well as the whole world. It can also provide different entertainment, education and sports programmes to the people enabling them to uplift their socio-economic conditions, to eliminate the existing disparity.

There exist 7 multiple channels broadcasting its different programmes through PTV world, PTV News, PTV Home, PTV Bolan, PTV Sports, PTV National and PTV Global. The only English News Channel in Pakistan telecasting the information about Pakistan domestically as well as internationally has been launched by PTV.

### **AJK Television**

The Azad Jammu & Kashmir is also covered by a TV Channel with one TV Centre, and with four Rebroadcast Centers at Kotli, Rawalakot, Bagh and Bhimber. AJK Television is also transmitting regional Kashmiri programs, in local language.

### **PTV World**

Keeping in view the trend of adopting English language, PTV has launched English News Channel. This is only English News channel in Pakistan telecasting the information about Pakistan domestically as well as internationally.

### **TV Centre Multan**

Due to distinctive culture and historical heritage of Saraiki region a separate TV centre has been established at Multan to project the socio uplift of this particular region, with particular focus on telecasting Saraiki programmes.

Establishment of Rebroadcast Stations (RBS) in following areas is in progress throughout the country during 2015-16.

**Punjab**

Rebroadcast Stations at Shakargarh, Kotli station & Mian Channu.

**Sindh**

Rebroadcast Stations at Badin.

**Khyber Pakhtunkhwa**

Federal Minister of M/O IB &NH inaugurated the RBS Kohat on 09-02-2016, now the regular transmissions have been started from RBS Kohat. The transmission of RBS Kohat will cover an area of 250 Sq KM of Kohat district and almost 5 lac people of Kohat will see the telecast with territorial antenna. RBS Buneer and Besham will be completed in the FY 2016.

**Balochistan**

Rebroadcast Station at Ziarat, Kharan and Bar Khan.

**Northern Areas**

Prime Minister of Pakistan inaugurated 4 Rebroadcast stations at Chilas, Gahkuch, Khaplu and Shigar in FY 2015. The other remaining RBS at Aliabad/Karimabad, Jagot/Bunji and Astore are in progress and near to completion.

**AJ & K**

Rebroadcast Stations at Palandri, Neela But, Bhimber, Athmuqm, Karan, Kot, Jura, Dhudhinal & Pando. PTV management has planned for Modernization of technical facilities /Electronic Equipment during 2015-16 to enhance the coverage of area and population. PTV has improved its programs of infotainment, News, Current Affairs and sports.

**Digitalization of PTV Signals with Collaboration of China**

During the visit of Chinese's President to Pakistan an MoU has been signed between NDRC on behalf of the People's Republic of China and Ministry of Information, Broadcasting & National Heritage on behalf of the Islamic Republic of Pakistan to harvest the benefit of the project of Digital Terrestrial Multimedia Broadcasting (DTMB) technology. A pilot project for transition/migration to digital transmission system has been established at RBS Murree by M/s ZTE Corporation for demonstration of PTV's

Terrestrial network. If this DTMB pilot project validated qualitatively & quantitatively, the Government of Pakistan will adopt this technology under Grant-in-Aid from China.

Number of registered TV sets holders as on 31<sup>st</sup> December, 2015 are 15,393,542.

**13.6-C Pakistan Broadcasting Corporation**

Pakistan Broadcasting Corporation is one of the most important and effective electronic media for the projection of government policies and aspirations of the people of Pakistan at home and abroad. PBC is not a commercial under taking. It was not established to earn profit from its broadcast. 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 perception. 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 & local languages, culture and values. It also helps in discouraging sectarianism, provincialism and terrorism.

PBC also educate people on social issues with broadcast of public service programmes covering health, education, environment, population welfare, agriculture, rights of children, women, minorities, special persons, human rights, media freedom and tolerance etc. It entertains people through Music, Features, Skits, Plays etc. in a creative manner. Pakistan Broadcasting Corporation, Central News Organization (CNO) gave full coverage to Government's Energy policy, Motorway projects, economic revival and China Pakistan Economic Corridor in its national/regional, foreign bulletins and Current Affairs programmes.

An amount of Rs. 3,530.000 million budget was allocated to PBC to meet the employees' related as well as operational expenditure for the year 2015-16. Out of this amount, Rs.3260.203 million has been released to PBC up to April, 2016.

**13.7 Pakistan Post Office**

**(a) Counter Automation System**

Over 83 GPOs including renovated post offices / sub offices throughout Pakistan have already been

provided with counter computerization facility for the better service quality to the customers through a LAN based system.

**(b) Centralized Software Solution for Financial Services**

An Industry standard off-the-shelf solution “Riposte Essentials” from M/S Escher Group has been implemented. Currently Electronic Money Order Service (EMOs), Online Computerized collection of all utility bills through Centralized Software Solution Child Support Programme & BISP Services has been implemented at the 83 automated GPOs. While rollout of Military Pension Payment System in more than 82 GPOs have been implemented too. However, Savings Bank and PT Services are in customization stage which will soon be implemented in 83 GPOs.

**(c) Computer Military Pension Payment System**

Pakistan post is disbursing pension to more than 1.3 million pensioners of Defence forces. During FY 2014, it paid an amount of Rs. 89 billion to pensioners through its wide network of Post Offices, while during the FY 2015 the amount paid to pensioners stood at Rs. 102 billion.

During the past two years Pakistan Post took a number of steps to improve the efficiency in this field. The operations of Military payment were shifted to computers from 2003 on LAN basis but during the last two years the data of all defence forces pensioners has been shifted on Centralized Software System which has added value to our services.

**(d) Achievements of Savings Bank:**

Pakistan Post is doing Savings Bank work as an agent of Ministry of Finance on commission under Savings Bank Act 1873. Finance Division is paying commission on Savings Bank work @ 0.5 percent. Savings Certificates are issued under Post office National Savings Certificates Act 1917 and National Savings Certificate Ordinance 1944. Twelve thousand post offices are providing the following Savings Bank services to the people of Pakistan:

- ▶ Savings Bank Ordinary Accounts.

- ▶ Special Savings Accounts.
- ▶ Defence Savings Certificates.
- ▶ Special Savings Certificates.
- ▶ Regular Income Certificates.

The progress of Saving Bank during the period 2015-16 is shown as under:

Total number of Accounts	Rs 3,566,480
<hr/>	
Total closing balance on 30-06-2015	Rs.157, 699.114 million.
Total deposits balance on 31-03-2016	Rs.149,243.109 million.
Total commission on 31-03-2016	Rs.746.215 million.

Seventy Five thousand field offices of Pakistan Post play a vital role in mobilization of financial resources through Savings Bank Schemes. Saving Bank is also being shifted from manual work to Centralized Software Solution (CSS) which will add the value of the business.

**(d) Computerized PTCL Pension Payment System**

PTCL pension payment service has already been computerized. Pension to PTCL retired pensioners are being paid through software provided by the Pakistan Telecommunication Employees Trust (PTET). As per government decision, Physical verification of the PTCL pensioners is being conducted by the PTET officials at GPOs to ensure transparency in pension payment and pensioners identity.

**(e) Western Union Money Remittance Business**

During the first nine months (July-2015 to March-2016) of the FY 2016, Pakistan Post has received the foreign remittance amounting to US \$ 54.818 million equivalent to Rs. 5,657.122 million.

**(f) Benazir Income Support Programme**

A complete web-enable tracking and monitoring system for disbursement of funds for Benazir Income Support Programme (BISP) has been evolved that include continuous processing, monitoring and reconciliation of the specialized money orders scheme.

## Pakistan Economic Survey 2015-16

The same is implemented at all 83 GPOs automated GPOs throughout Pakistan. Over 46.5 million money orders have been issued upto 31<sup>st</sup> March, 2016 and an amount of around Rs. 124.430 billion has been disbursed.

During the first nine months (July-2015 to March-2016) of the current FY 2016 total 327,716 BISP Money Orders along with required funds for Rs. 1.455 billion were received from BISP authorities, out of which 96 percent Money Orders amounting to Rs. 1.399 billion have been paid within prescribed period of time.

### (g) International Postal Services

Pakistan Post has mail links with all countries of the world except Israel. Exchange of mail is carried out under rules and regulations of the Universal Postal Union. Direct mail links exists with 165 countries and rest of the mail is

exchanged by utilizing the transit facilities of intermediary countries.

### (h) Achievements In International Postal Services

Pakistan post dispatches more volume of mail than it receives for delivery. Thus it always remains net-creditor. Pakistan Post received an amount of Rs.30.919 million during the period from July 2015 to February 2016 on account of Terminal Dues for imbalance of International mails received from and dispatched to other countries.

### (i) First Micro Finance Banking (FMFB):

Pakistan Post in liaison with First Micro Finance Bank has earned Rs. 2.2 million during the period from July-December 2015 for disbursement/ Recovery of Loan and Rent Charges. Details are as under:

July to December-2015		
Amount Disbursed	Rs. 251505377/-	(251.51million)
Amount Recovered	Rs. 169035616/-	(169.04 million)
Rent Charges	Rs. 229345/-	
PPO Commission @ 0.5 % on disbursement & Recovered Loans Including Rent Charges	Rs. 2200285/-	(2.2 million)

### (j) Postal Life Insurance

The updates about Postal Life Insurance for the period from July-March, 2016 is appended below:

#### Fresh Policies

No of Fresh Policies Issued	=	14,548	
Fresh Premium Income	=	310.901	million
Sum Assured	=	5,519.201	million

#### Enforce Policies

No of Policies	=	434,596	
Premium Income	=	3,318.830	million
Sum Assured	=	70,697.894	million

### (k) Philately

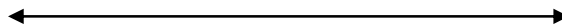
The following Commemorative Postage Stamps have been issued for the period from March-2015 to 13<sup>th</sup> April, 2016.

1	Issuance of Commemorative Postage Stamp on first 100 MW Solar Plant.	4-05-2015	Rs.8/-
2	Issuance of Commemorative Postage Stamp on 2015 years of Pakistan-China Friendly Exchanges	14-08-2015	Rs.10/- each design
3	Issuance of Commemorative Postage on the EVE of Defence Day Golden Jubilee Celebrations.	07-09-2015	Rs.10/- each design
4	Issuance of Commemorative Postage Stamp on Goldan Jubilee Celebration of Cadet College Kohat.	10-10-2015	Rs. 8/-
5	Issuance of Commemorative Postage Stamp on 100 years of Urdu in Turkey.	12-10-2015	Rs. 10/-
6	Issuance of Commemorative Postage Stamp on Restoration of Murree GPO.	04-11-2015	Rs.08 each design
7	Issuance of Commemorative Postage Stamp on the First Anniversary of the Gruesome Incident on the Army Public School, Peshawar.	16-12-2015	Rs. 10/-
8	Issuance of Commemorative Postage Stamp on Murree GPO 29 <sup>th</sup> December, 2015.	29-12-2015	Rs.10/- Each design

### Conclusion

Globally modern Transport and fast Communication system is changing every aspect of human life at a very fast pace. We cannot deny the fact that currently the way of life is changing faster than ever before, mainly due to improvement and advancement in the Transport and Communication means. Government of Pakistan is also trying its best with limited resources, to enhance and modernize roads, railways, air services and all kinds of communication links. To establish a modern

society at par with other regional countries, CPEC can play an important role in this direction and would be transformational for Pakistan's economy which would dovetail perfectly with China's strategy of developing its inland and western regions. This can ultimately increase in trade, investment and financial flows, with the help of improvement and linkages through road, rail and communication. CPEC will provide an integrating platform for peace and prosperity to the region through enhancement in the competitiveness of the economics of the regional countries.



# TRANSPORT AND COMMUNICATIONS

**TABLE 13.1 A****LENGTH OF ROADS****(In Kilometers)**

<b>Fiscal Year</b>	<b>Total</b>	<b>High Type</b>	<b>Low Type</b>
2000-01	249,972	144,652	105,320
2001-02	251,661	148,877	102,784
2002-03	252,168	153,225	98,943
2003-04	256,070	158,543	97,527
2004-05	258,214	162,841	95,373
2005-06	259,021	167,530	91,491
2006-07	259,189	172,827	86,362
2007-08	258,350	174,320	84,030
2008-09	258,350	176,589	81,761
2009-10	260,760	180,910	79,850
2010-11	259,463	180,866	78,597
2011-12	261,595	181,940	79,655
2012-13	263,415	182,900	80,515
2013-14	263,755	184,120	79,635
2014-15	263,942	185,063	78,879
2015-16 (Jul-Mar) E	263,356	187,807	75,549

E : Estimated

Source: National Transport Research Centre

**TABLE 13.1 B****RAILWAYS**

Fiscal Year	Locomotives (Nos.)	Freight Wagons (Nos.)	Route (Kms.)	Number of Passengers carried (Million)	Freight carried (Million Tonnes)	Freight Tonne (Million Kms.)	Gross Earnings (Rs. Million)
2000-01	610	23,893	7,791	68.80	5.89	4,520	11,938
2001-02	577	23,460	7,791	69.00	5.90	4,573	13,346
2002-03	577	23,722	7,791	72.40	6.18	4,830	14,810
2003-04	592	21,812	7,791	75.70	6.14	5,336	14,635
2004-05	557	21,556	7,791	78.18	6.41	5,532	18,027
2005-06	544	20,809	7,791	81.43	6.03	5,916	18,184
2006-07	544	19,638	7,791	83.89	6.42	5,453	19,195
2007-08	555	18,638	7,791	79.99	7.23	6,178	19,973
2008-09	551	17,259	7,791	82.54	6.94	5,896	23,158
2009-10	528	16,499	7,791	74.93	5.83	4,847	21,887
2010-11	528	18,468	7,791	64.90	2.61	1,757	18,612
2011-12	552	17,611	7,791	41.90	1.30	403	15,444
2012-13	493	16,635	7,791	41.95	1.01	419	18,069
2013-14	421	16,179	7,791	47.69	1.61	1,090	22,800
2014-15	458	15,452	7,791	52.90	3.60	3,301	31,924
2015-16	455	15,164	7,791	39.55	3.65	3,497	26,436
<b>Jul-Mar (P)</b>							

P : Provisional

Source: Ministry of Railways



**TABLE 13.1 C****PAKISTAN NATIONAL SHIPPING CORPORATION (PNSC)**

<b>Fiscal Year</b>	<b>No. of Vessels</b>	<b>Dead Wt. Tonnes</b>	<b>Gross Earnings (Rs. Million)</b>
2000-01	14	243,802	5,458.7
2001-02	14	243,749	4,899.2
2002-03	13	229,579	5,404.9
2003-04	14	469,931	6,963.1
2004-05	14	570,466	7,951.0
2005-06	15	636,182	7,924.6
2006-07	15	636,182	9,089.1
2007-08	14	536,821	10,753.5
2008-09	14	536,821	11,474.0
2009-10	10	633,273	7,889.9
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	9,617.2
Jul-Mar (P)		681,806 *	9,617.2

P: Provisional

Source: Pakistan National Shipping Corporation

\* : Highest carrying capacity since 1979 inception of PNSC

**TABLE 13.1 D**

**PORTS-Cargo Handled**

Fiscal Year	Karachi Port (000 tonnes)			Port Qasim (000 tonnes)			Gwadar Port (000 tonnes)
	Total	Imports	Exports	Total	Imports	Exports	Imports
2000-01	25,981	20,063	5,918	13,588	11,841	1,747	-
2001-02	26,692	20,330	6,362	13,317	10,932	2,385	-
2002-03	25,852	19,609	6,273	15,109	11,980	3,129	-
2003-04	27,813	21,732	6,081	14,123	11,264	2,859	-
2004-05	28,615	22,100	6,515	19,437	16,006	3,431	-
2005-06	32,270	25,573	6,697	21,573	17,588	3,985	-
2006-07	30,846	23,329	7,517	24,350	19,511	4,839	-
2007-08	37,192	25,517	11,675	26,424	21,607	4,817	232.0
2008-09	38,732	25,367	13,364	25,030	19,443	5,286	1,325.7
2009-10	41,420	27,892	13,528	25,606	19,226	6,380	1,262.2
2010-11	41,431	28,589	12,846	26,168	19,510	6,658	526.7
2011-12	37,875	26,201	11,674	24,025	18,075	5,950	1,426.0
2012-13	38,850	26,700	12,150	24,801	17,754	7,047	507.6
2013-14	41,350	30,343	11,007	25,775	18,076	7,699	623.1
2014-15	43,422	33,000	10,422	30,014	21,608	8,405	454.1
2015-16	36,516	29,217	7,299	23,782	18,089	5,693	-
Jul-Mar (P)							

P : Provisional

- : Not available

Source: Karachi Port Trust  
Port Qasim Authority  
Gawadar Port Authority

TABLE 13.2

## PAKISTAN INTERNATIONAL AIRLINES CORPORATION-Operational

Year	PIA Fleet No. of Planes	Available Seat (Million Kms.)	Route Kms.	Passenger Load Factor %	Available Tonne (Million Kms.)	Operating Expenses (Million Rs.)
2000*	46	18,692	317,213	64.5	2,631	42,033
2001*	45	9,885	324,815	63.8	1,438	23,296
2001-02	44	15,778	291,428	68.7	2,270	39,377
2002-03	43	16,264	311,152	69.3	2,401	39,125
2003-04	42	18,299	294,082	69.8	2,528	47,197
2004-05	42	20,348	354,664	67.0	3,033	62,360
2005-06	42	21,991	343,525	69.4	3,302	73,074
2006-07	39	22,092	446,570	68.5	3,369	79,164
2007-08	44	20,313	383,574	67.4	3,125	76,415
2008-09	42	19,528	311,131	71.3	2,934	120,579
2009*	40	19,859	380,917	70.0	2,933	98,629
2010*	40	21,219	424,570	74.0	3,091	106,811
2011	38	21,725	460,719	72.0	2,972	134,477
2012	38	19,849	448,120	70.0	2,859	133,473
2013	34	17,412	411,936	70.0	2,471	126,164
2014	34	16,536	389,445	72.0	2,396	118,048
2015	38	16,666	367,251	70.3	2,435	77,005

(Contd.)

TABLE 13.2

## PAKISTAN INTERNATIONAL AIRLINES CORPORATION-Revenue

Year	Revenue Passengers (Million Kms.)	Revenue Passengers Carried (000)	Revenue Load Factor (%)	Revenue Kilometers Flown (000)	Revenue Tonne (Million Kms.)	Revenue Hours Flown	Operating Revenue (Million Rs.)
2000*	12,056	5,297	55.2	76,212	1,452	134,066	39,228
2001*	6,305	2,729	53.5	40,158	769	65,615	21,966
2001-02	10,843	4,290	58.4	62,974	1,325	110,136	42,844
2002-03	11,276	4,391	57.8	63,863	1,389	108,942	45,442
2003-04	12,769	4,796	55.0	58,146	1,456	96,765	51,041
2004-05	13,634	5,132	54.6	80,699	1,657	131,262	61,308
2005-06	15,260	5,828	55.1	87,273	1,818	141,666	67,574
2006-07	15,124	5,732	53.5	80,302	1,801	141,479	70,587
2007-08	13,680	5,415	51.0	80,759	1,593	132,416	70,480
2008-09	13,925	5,617	53.9	79,580	1,580	132,378	89,201
2009*	13,891	5,535	52.0	80,108	1,525	132,155	94,564
2010	15,656	5,538	56.0	81,588	1,746	142,940	107,532
2011	15,663	5,953	56.0	84,898	1,678	141,727	116,550
2012	13,874	5,263	53.0	75,750	1,513	127,268	112,130
2013	12,273	4,499	55.0	63,144	1,351	106,476	95,771
2014	11,903	4,202	52.0	61,389	1,224	101,556	99,519
2015**	11,711	4,393	48.9	67,630	1,191	111,455	69,250

\*: PIA Financial Year has changed to Calendar Year

Source: Pakistan International Airlines Corporation

\*\* : Operating Revenue and Operating expenses for 2015 is restricted in nine months

TABLE 13.3

## NUMBER OF MOTOR VEHICLES REGISTERED

Calendar Year								(In 000 Nos.)
	Motor Cycle (2 Wheels)	Motor Cycle (3 Wheels)	Motor Cars Jeeps & Station Wagons	Motor Cabs/ Taxis	Buses	Trucks	Others	Total
2000	2,260.8	99.4	1,182.3	83.9	154.4	148.6	772.3	4,701.6
2001	2,283.4	107.6	1,198.9	90.1	161.5	155.8	786.9	4,784.1
2002	2,341.1	120.6	1,279.4	90.1	155.6	169.3	814.2	4,970.1
2003	2,379.3	127.4	1,289.9	90.4	165.8	177.5	834.4	5,064.6
2004	2,609.4	138.2	1,298.4	90.5	166.1	179.7	848.7	5,331.0
2005	2,649.9	101.1	1,318.5	91.9	168.7	182.5	861.9	5,374.4
2006	2,757.8	136.4	1,372.2	105.4	175.6	190.0	896.0	5,633.4
2007	2,895.7	143.2	1,440.8	103.4	184.4	199.4	940.9	5,907.8
2008	3,039.8	156.1	1,549.9	104.4	187.4	202.6	961.6	6,201.8
2009	3,215.6	167.9	1,657.9	106.5	195.2	210.9	1,005.4	6,559.4
2010	4,305.1	201.8	1,726.3	122.9	198.8	216.1	1,081.9	7,853.0
2011	5,781.9	266.4	1,881.6	124.7	202.5	225.1	1,178.9	9,661.0
2012	7,500.2	323.2	2,094.3	143.9	215.4	240.9	1,270.8	11,788.6
2013	9,064.5	378.0	2,281.1	145.2	220.3	247.2	1,334.3	13,670.8
2014	10,341.3	429.3	2,400.7	145.4	223.6	251.3	1,376.4	15,168.1
2015 P	12,177.4	509.6	2,531.6	163.9	228.2	257.5	1,449.4	17,317.6

P : Provisional

Source: Pakistan Bureau of Statistics

TABLE 13.4

## MOTOR VEHICLES ON ROAD-LCV

Year	(In 000 Nos.)							
	Mcy/ Scooter	Motor Car	M. Cab/ Taxi	Motor Rickshaw	D.Van	Pickup	Jeep	Station Wagon
2000-01	2,218.9	928.0	79.8	72.4	72.4	68.4	18.3	93.8
2001-02	2,481.1	1,040.0	96.4	80.8	116.9	78.3	43.4	122.7
2002-03	2,656.2	1,110.0	104.1	80.9	120.3	80.6	44.4	126.4
2003-04	2,882.5	1,193.1	112.6	81.0	121.3	84.4	47.8	132.4
2004-05	3,063.0	1,264.7	120.3	81.3	121.9	87.6	51.8	140.5
2005-06	3,791.0	1,999.2	122.1	77.8	143.3	93.5	65.7	140.8
2006-07	4,463.8	1,682.2	119.1	79.0	148.9	104.5	85.4	169.1
2007-08	5,037.0	1,853.5	129.8	89.3	163.5	115.3	82.9	163.2
2008-09	5,368.0	2,029.1	138.6	88.4	167.2	125.5	79.0	155.6
2009-10	5,412.1	2,387.2	146.4	89.1	170.4	130.3	78.3	171.4
2010-11	5,468.8	2,822.2	154.6	89.8	173.6	135.3	78.5	175.2
2011-12	4,463.6	3,205.0	158.7	102.4	176.6	141.3	78.6	178.3
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 (P)	6,669.3	6,131.7	186.5	118.1	191.4	166.3	54.2	192.0

(Contd.)

TABLE 13.4

## MOTOR VEHICLES ON ROAD-HCV

Year	(In 000 Nos.)							Total
	Ambu- lance	Buses	Trucks	Tractor	Tankers		Others	
					Oil	Water		
2000-01	1.7	86.6	132.3	579.4	7.2	0.8	89.0	4,471.0
2001-02	4.1	96.6	145.2	630.5	7.6	0.9	71.5	5,016.8
2002-03	4.3	98.3	146.7	663.2	7.6	0.9	71.4	5,315.0
2003-04	4.4	100.4	149.2	722.7	7.6	0.9	71.3	5,711.2
2004-05	4.5	102.4	151.8	778.1	7.7	0.9	69.4	6,048.3
2005-06	4.5	103.6	151.8	822.3	7.7	0.9	60.2	7,084.5
2006-07	4.6	108.4	173.3	877.8	7.8	0.9	38.5	8,063.6
2007-08	5.2	109.9	177.8	900.5	8.8	1.0	40.8	8,878.5
2008-09	5.6	111.1	181.9	911.7	9.7	1.1	41.3	9,413.7
2009-10	4.0	123.3	200.5	940.8	10.0	1.1	21.8	9,866.4
2010-11	4.5	125.6	209.5	970.9	10.3	1.1	24.0	10,443.8
2011-12	3.9	129.2	212.3	1,008.7	10.6	1.3	50.4	10,960.7
2012-13	3.7	130.2	220.5	1,128.7	10.8	1.5	60.5	11,576.1
2013-14	4.0	140.0	240.0	1,228.0	11.0	1.6	65.0	13,242.4
2014-15	4.0	148.0	252.0	1,283.0	11.0	1.6	68.0	13,885.6
2015-16 (P)	3.8	150.6	263.8	1,351.6	12.1	1.9	75.5	15,568.8

P: Provisional

Source: Ministry of Communication (NTRC)

TABLE 13.5

## MOTOR VEHICLES-PRODUCTION

Fiscal Year	(In Nos.)					
	Motor Cycle/Rickshaw	Cars & Jeeps	L.C.Vs	Buses	Trucks	Tractors
2000-01	117,858	39,573	6,960	1,332	948	32,556
2001-02	133,334	41,171	8,491	1,099	1,141	24,331
2002-03	176,591	63,267	12,174	1,340	1,950	26,501
2003-04	327,446	100,070	14,089	1,380	2,022	36,103
2004-05	571,145	128,381	23,613	1,762	3,204	43,746
2005-06	751,667	163,114	29,581	825	4,518	49,439
2006-07	839,224	179,314	19,672	993	4,410	54,610
2007-08	1,057,751	166,300	21,354	1,146	4,993	53,607
2008-09	917,628	85,240	16,158	657	3,135	60,107
2009-10	1,389,047	122,819	15,568	628	3,425	71,730
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	1,779,215	153,633	28,189	575	4,039	48,883
2015-16	1,513,571	137,688	29,529	746	3,940	21,942
Jul-Mar (P)						

TABLE 13.6

## MOTOR VEHICLES-IMPORT

(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
2002-03	37,836	509	143,952	101	10	60,554	194	-	5,162	6,010
2003-04	39,894	675	127,861	3	2	88,130	243	-	6,857	11,435
2004-05	61,187	4,143	189,721	3	144	66,338	244	-	5,394	5,409
2005-06	52,022	9,472	167,626	15	315	36,563	1,587	-	23,303	2,108
2006-07	28,509	12,467	164,078	1,727	421	202,785	1,174	6	21,898	1,938
2007-08	38,249	18,512	209,098	1,029	187	540,025	690	-	1,869	210
2008-09	42,966	20,726	200,745	125	6	425,721	557	20	1,871	14
2009-10	99,349	33,596	175,577	10,816	84	750,888	176	1	21,096	27
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	63,716	35
2012-13	211,611	36,765	435,004	20,695	-	1,173,228	916	2	43,013	29
2013-14	260,532	42,840	213,466	32,745	-	778,073	54	-	20,459	14
2014-15	386,981	58,270	291,882	97,591	-	1,854,563	10	2	65,751	21
2015-16 (July-Mar)	448,289	66,761	265,585	30,267	-	2,513,966	2	-	75,020	9

(Contd.)

Fiscal Year	Station Wagon	Delivery Van	Lorries Trucks Ambulance	Passenger Vehicles Public	Special Lorries Trucks & Vans	Bus etc. Chassis	Buses, Trolley Buses	Motor Vehicles for Goods	Spl. Truck etc. Chassis	Road Tractors for Trailers
2002-03	440	471	14,036	473	54	46	1,230	234	-	122
2003-04	154	26	2,883	721	95	164	2,429	511	-	124
2004-05	37	178	2,616	1,519	1,544	18	411	269	-	117
2005-06	284	2,586	13,463	5,228	551	7	2,104	3,844	38	498
2006-07	2,817	1,583	16,610	2,123	573	24	652	297	48	997
2007-08	345	311	4,331	836	875	314	217	22	335	2,409
2008-09	28	37	2,405	363	1,203	1,017	232	2	9	2,149
2009-10	109	2	12,819	364	5,325	671	285	-	12	2,154
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	155	2	16	1,598
2012-13	42	735	25,221	16,928	2,797	1,589	668	-	24	1,165
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 (July-Mar)	126	6,420	32,414	2,358	835	4,299	870	4	3,372	66,238

(Contd.)

Fiscal Year	Tractor Agricul- tural	Tractor Cater- pillar	Tractor Heavy Duty for const.	Tractor Roads	Tractor (NES)
2002-03	14,000	1	120	1,115	496
2003-04	11,420	30	219	2,104	736
2004-05	6,543	232	563	1,646	2,167
2005-06	20,769	12	632	2,284	3,378
2006-07	30,588	1	845	904	7,213
2007-08	8,914	1	744	1,892	19,632
2008-09	2,636	-	402	434	14,205
2009-10	12,052	-	245	165	6,189
2010-11	905	-	148	144	12,208
2011-12	3,684	-	68	-	12,930
2012-13	1,998	-	130	200	91,730
2013-14	2,088	-	347	157	19,796
2014-15	3,086	-	476	434	28,743
2015-16 (July-Mar)	1,041	4	255	431	562,535

Source: Pakistan Bureau of Statistics

TABLE 13.7

## POST AND TELECOMMUNICATIONS

Fiscal Year	No. of Post Offices			Telephones (000 Nos.)	Broad Band Subscribers (000 Nos.)	Mobile Phones (000 Nos.)
	Urban	Rural	Total			
2000-01	2,302	9,932	12,234	3340	-	742.6
2001-02	1,983	10,284	12,267	3656	-	1,698.5
2002-03	1,808	10,446	12,254	4940	-	2,404.4
2003-04	2,267	9,840	12,107	4460	-	5,022.9
2004-05	1,831	10,499	12,330	5191	-	12,771.2
2005-06	1,845	10,494	12,339	5128	26.6	34,506.6
2006-07	1,849	10,494	12,343	4806	45.2	63,160.9
2007-08	1,849	10,793	12,342	4546	168.0	88,019.8
2008-09	1,852	10,514	12,366	3523	413.8	94,342.0
2009-10	1,846	10,495	12,340	3417	688.4	99,185.8
2010-11	1,580	10,455	12,035	5,720 *	1,491.5	108,894.5
2011-12	1,797	10,238	12,035	5,803 *	2,101.3	120,151.2
2012-13	2,178	10,650	12,828	6,371 *	2,723.7	128,933.6
2013-14	1,813	10,264	12,077	5,217 *	3,795.9 @	139,974.8
2014-15	1,813	10,264	12,077	3,931	16,885.5	114,658.4
2015-16 Jul-Mar	1,797	10,238	12,035	3,499 *	30,996.3	131,412.7

Source: (i) : Pakistan Post Office

(ii) : Pakistan Telecommunications Company Ltd

- : Not Available

@ : Includes dial-up and broadband connection

\* : Including Fixed Local Loop and Wireless Local Loop