

TRANSPORT AND COMMUNICATIONS

Introduction

Transport and communication sectors play a pivotal role in growth of the services sector and overall economy of a country. Considering that well-developed infrastructure facilitates domestic commerce and international trade, there has been enhanced focus on investment in these sectors. For this very reason, modernization of infrastructure and regional connectivity has been priority area of the government as envisaged in the Pakistan Vision 2025. The government has not only focused on increasing bilateral and multi-lateral cooperation in this area but also a significant part of development portfolio is earmarked every year for investment in the sector.

World Bank's Logistics Performance Index (LPI) 2018, a measure of country's ease to move goods with speed and reliability, ranks Pakistan at 122nd position amongst 160 countries with other regional countries i.e. India and Bangladesh occupying 44th and 100th position respectively. This shows that the country needs to upgrade its efforts to improve its logistics services, transport and trade related infrastructure. Recent floods and ensuing damages to the transport and communication

facilities have posed additional challenge and have created an urgency to establish reliable and resilient infrastructure.

Laying emphasis on the significance of developing efficient transport and communication systems and highlighting government's efforts in realization of this pursuit, subsequent sections of the chapter give an overview of country's air, road, rail, maritime, postal, and broadcasting networks along with government's interventions in this regard.

Transport sector

1. Air Transportation

The public sector passenger and freight transport service via air route is delivered by Pakistan International Airlines (PIA). The national flag carrier, with a total fleet of 35 air planes, earned an operating revenue of Rs. 172,038 million during calendar year, 2022 which increased by 99.6% as compared to previous calendar year. Similarly, operating expenditure during this period increased by 81.2% from Rs. 101,212 million during previous year recording a loss of Rs. 11,307 million. The following table summarizes performance of the PIA during last five years:

Table 13.1: PIAC Performance

Indicators	2018	2019	2020	2021	2022
PIAC Fleet (No. of Planes)	32	32	30	30	35
Route (Km)	332,303	389,725	778,609	374,054	341,821
Available Seat (Million Km)	18,081	18,372	8,902	7,682	13,075
Passenger Load Factor (Percent)	77.3	81.3	74.5	66.9	80.3
Revenue Flown (000 Km)	70,089	70,515	38,114	34,544	53,811
Revenue Hours Flown (Hours)	110,050	110,640	58,519	55,710	84,742
Revenue Passengers Carried (000 nos.)	5,203	5,290	2,541	2,657	4,281
Revenue Passengers (Million Km)	13,975	14,938	6,629	5,138	10,497
Revenue Load Factor (Percent)	58.4	58.6	51.3	53.7	58.0
Operating Revenue (Rs. million-unaudited)	100,051	146,097	94,683	86,185	172,038
Operating Expenses (Rs. million –unaudited)	170,447	160,037	102,912	101,212	183,345

*PIAC's financial year is based on calendar year

Source: Pakistan International Airlines

In order to meet growing demand for domestic and regional air travel and to ensure safe and reliable travel, the PIA has expanded its narrow body aircraft fleet by acquiring Four (04) Airbus A320 aircrafts on dry lease during year 2022. The A320 is a state-of-the-art aircraft, equipped with the latest technology and amenities to ensure a comfortable and enjoyable flying experience. In addition to this, the PIA currently owns 14 narrow body aircraft fleet.

Moreover, to enhance quality of crew training, the PIA has acquired an A320 Full Flight Simulator (FFS), Reality 7 from L3Harris, UK's aerospace and defense company. The simulator is installed at the PIA training center, Karachi. This advanced simulator is a significant addition to the PIA's crew training program as it allows pilots to experience a wide range of simulated scenarios and situations that they may encounter during actual flights. With this new simulator, the PIA's crew training will be more comprehensive and effective ensuring that pilots are equipped with the knowledge and skills required to operate the Airbus A320 aircraft safely and efficiently. This will also help reduce the cost and time required by providing a realistic and interactive simulation environment. In addition to enhancing PIA's own crew training program, it has also opened up new revenue streams for the airline as PIA is now providing training services to other domestic airlines as well. Through this A320 inland training facility, not only PIA but other domestic airlines are benefitting and saving hefty amount on training which was earlier being spent abroad. Furthermore, in order to ensure that safety standards are in place, Safety Management System has been implemented in the PIA to report and manage all safety related issues as recommended by the international auditors of the aviation industry. In order to improve service standard and ensure passenger comfort, procurement of different types of Ground Support Equipment (GSE) through open bidding process is under process. Also, the PIA Data Center at Karachi has been upgraded to a smart Tier-3 compliant data center, an industry practice which is being followed by all the major airlines globally. Similarly, to enhance the e-commerce based sales and to capitalize on online

selling market, payment gateway integration was successfully tested.

In an effort to rationalize manpower, cabin crew strength has been brought down from almost 1,500 in 2019 to 1,018 in 2022. The number of regular employees were reduced from 14,500 to 8,029 in the year 2022 bringing per aircraft ratio from 550 to 250. Furthermore, ghost employees and employees with fake degrees were terminated.

In addition to above initiatives aimed at increasing airline's profitability and returns on the national asset, the state airliner is committed to undertake other steps such as implementation of business plan, financial restructuring of its balance sheet, focusing on cargo revenue, mounting flights on productive routes, and revamping old aircraft seats, etc.

2. Road Transportation

Transport sector and road infrastructure have an enduring effect on a country's economic prosperity. National Highway Authority (NHA) has played a vital role in accelerating socio-economic development via reliable and sustainable road infrastructure and through regional and international connectivity via communication and related services. Presently, the NHA network comprises of 48 national highways, motorways and strategic roads with a total length of 14,480 km.

The NHA portfolio in the development budget i.e. PSDP 2022-23 consisted of 115 projects with a budgetary allocation of Rs. 118,403.40 million. This portfolio is comprised of 64 on-going projects, 46 new schemes, and 5 BOT (Built-Operate-Transfer) Schemes with a budgetary allocation of Rs. 86,288.28 million, Rs. 24,045.121 million, and Rs. 8,070.00 million respectively. In addition to this, PC-I of 6 projects with a total estimated cost of Rs. 177,155.40 million, adding 715.2 km to the road network, have been approved by various project approval forums i.e. ECNEC/CDWP/DDWP during July-March FY2023. Also, PC-I of 23 projects having total estimated cost of Rs. 202,265.27 million have been processed by the NHA during this period for approval of ECNEC/CDWP/DDWP forums. Moreover, PC-II (Feasibility Study) of 5 projects were

approved by the DDWP during period under consideration.

Transport Infrastructure under China Pakistan Economic Corridor (CPEC)

Realizing the importance of modern transportation infrastructure, China Pakistan Economic Corridor (CPEC) offers Pakistan a unique opportunity to integrate with the regional markets. In the transport infrastructure sector, remarkable progress has been achieved so far. On the Eastern Alignment (roadway projects located in Sindh and Punjab), the ground breaking of Sukkar-Hyderabad (M-6) section of the motorway was done in December, 2022. On the Western Alignment (projects located in Northwestern Punjab, KP, and Baluchistan), the ground breaking of D.I.Khan- Sagu section of N-50 was also done during same period.

Moreover, the construction work on 298 km Zhob to Kuchlak road project is in progress. Also, other projects such as Khuzdar-Basima (110 km), Nokundi-Mashkhel (103 km), and Hoshab-Awaran M8 (146 km) are under implementation and expected to be completed as per timelines. Furthermore, Sagu-Zhob Project N-50 is under discussion with the Chinese side and is expected to be started soon.

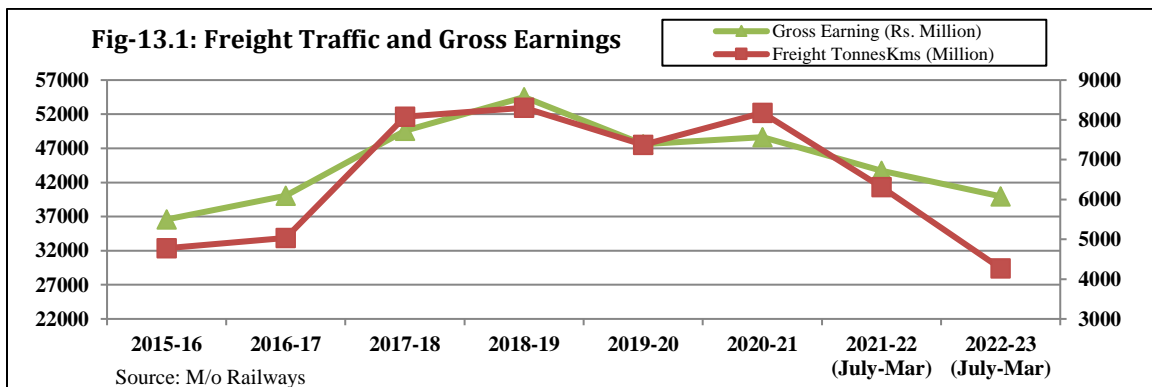
Due to the construction of Dasu & Bahsha dams, the existing Karakoram Highway (KKH) alignment will be submerged, therefore, a G2G Joint Technical Working Group (JTWG) was notified to conduct the feasibility for realignment of Thakot - Raikot section of the

KKH, which has been conducted and agreed by the both sides. Moreover, the concessional financing agreement for landmark ML-1 project is expected to be finalized soon, and subsequently, arrangement will be made for ground-breaking of the project. In addition to this, the framework agreement of Karachi Circular Railway (KCR) has been shared with the Chinese side to take up the project under CPEC framework. Lastly, the feasibility studies of the following new projects have been proposed to be considered under the CPEC framework in the forthcoming Joint Working Group meeting of transport infrastructure:

- Mirpur-Muzaffarabad-Mansehra (MMM)
- M-9 Motorway
- Babusar Tunnel

3. Rail Transportation

The freight and passenger traffic through rail network is provided by Pakistan Railways. The rail transport network of Pakistan Railways with 461 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 22.5 million and 4,270 million km respectively. During same period, gross earnings of Rs. 39,950.00 million were recorded as compared to Rs. 43,731.59 million during corresponding period of previous fiscal year showing a decrease of 8.64%. The trend of freight traffic and gross earnings during past eight years is evident from the Figure 13.1.



4. 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).

i. Pakistan National Shipping Corporation (PNSC)

The PNSC has a fleet strength of 12 vessels of various types and sizes comprising of 5 Bulk carriers, 5 Aframax tankers and 2 LR-1 Clean Product tankers. The PNSC has recently added 2 Aframax Crude Oil tankers i.e. M.T. Mardan and M.T. Sargodha in its managed fleet to meet

country's ever rising energy needs. The corporation is currently in the process of acquiring 2 chemical tankers for the transportation of edible oil. The total deadweight capacity/cargo carrying capacity of the PNSC fleet is 938,876 metric tonne. The commercial performance of the PNSC from July-March FY2023 is summarized in Table 13.2.

Table 13.2: Commercial Performance of PNSC

FY 2022-23 (July-March)	Tanker	Chartering	SLOT Consolidated	
	Liquid Cargo (MT)	Dry Cargo (MT)	TEU*s	Slot BB/LCL
	7,250,105.91	1,215,162.39	856	61,141

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

Source: Pakistan National Shipping Corporation

Despite unfavorable prevailing economic condition of the country, the PNSC Group managed to achieve 879% increase in Profit-After-Tax (PAT) amounting to Rs 23,956 million during first three quarters of FY 2022-23 as against Rs 2,446 million in the corresponding period of the last year. This tremendous increase in profit can be explained by an increase in shipping operations and owing to other non-routine activities such as sale of a tanker vessel 'M.T. Karachi', profit earned on revaluation of foreign assets as a result of exchange rate fluctuations.

Hence, earnings per share increased to Rs 181.40 as against Rs 18.52 during the same period. Cumulatively, the group achieved a turnover of Rs.42,379 million with the PNSC share of Rs.10,368 million during this period as compared to Rs.16,223 million having PNSC share of Rs.6,295 million for the corresponding period last year. There venue increment of an amount of Rs.23,876 million was observed from liquid cargo segment. Due to this exponential

increase in the revenue, the gross profit margin and net profit margin of the PNSC group was observed at 48% and 57% during July-March 2023 as compared to 24% and 15% respectively during July-March FY2022. Moreover, during first nine months of FY2023, the finance cost increased by Rs.624 million (164%) compared to corresponding period last year as a result of increase in long-term financing by Rs.3,201 million for the induction of two oil tanker vessels M.T. Mardan and M.T. Sargodha and increase in interest rate.

The PNSC's solo financial performance showed a net Profit-After-Tax of Rs.3,968 million as compared to net PAT of Rs.84 million in the corresponding period of last year, which can be explained by a significant increase in slot chartering and Trading Corporation of Pakistan's (TCP) business activities. The financial performance of the PNSC group from July-March FY2023, 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 2022	July-March 2023
1	Revenue	16,222,688	42,378,690
2	Expenses	(12,325,171)	(21,917,051)
3	Gross Profit/Loss	3,897,517	20,461,639
4	Administrative, Impairment & Other Expenses	(1,355,950)	(2,313,639)
5	Other Income	634,262	7,454,361
6	Operating Profit	3,175,829	25,602,361
7	Finance Cost	(380,760)	(1,005,429)
8	Profit before Taxation	2,795,069	24,596,932

Source: Pakistan National Shipping Corporation

ii. Karachi Port Trust

The Karachi Port Trust (KPT) has been another key player in maritime traffic and cargo handling at the seaport. The cargo and container handling at the Karachi Port during July-March FY2023

was 31.79 million tonne as compared to 39.71 million tonne during corresponding period of FY 2022, recording a decrease of 20%. Table 13.4 exhibits cargo handling at the KPT during last four years.

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

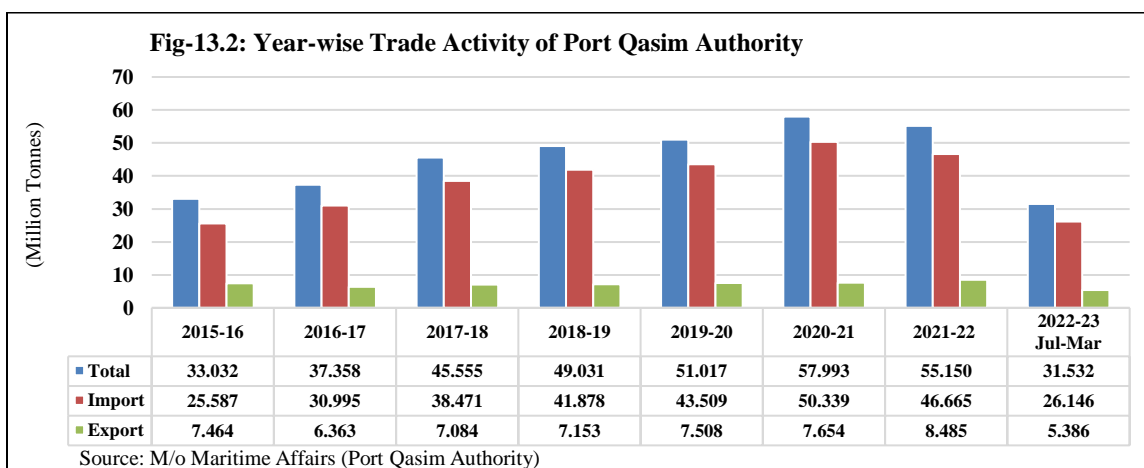
Fiscal Year	Imports	Exports	Total	%Change		
				Imports	Exports	Total
2019-20	27,206	14,634	41,840	-17	4	-11
2020-21	36,469	15,810	52,279	34	8	25
2021-22	27,008	12,705	39,713	-26	-20	-24
(July-March)						
2021-22	27,008	12,705	39,713	-2	7	1
2022-23	22,677	9,114	31,791	-16	-28	-20

Source: Karachi Port Trust

iii. Port Qasim Authority (PQA)

The cargo handled by the PQA during July-March of FY2023 was 31.53 million tonne as compared to 42.20 million tonne during corresponding period of last year depicting a 25% decrease in handled cargo compared to previous fiscal year. Total tonnage handled contained liquid cargo of 13.18 million tonne (42%), dry/break bulk cargo of 9.24 million tonne (29%), and containerized cargo of 9.11 million tonne (29%). Additionally, the PQA handled 0.75 million TEUs which was 21.6%

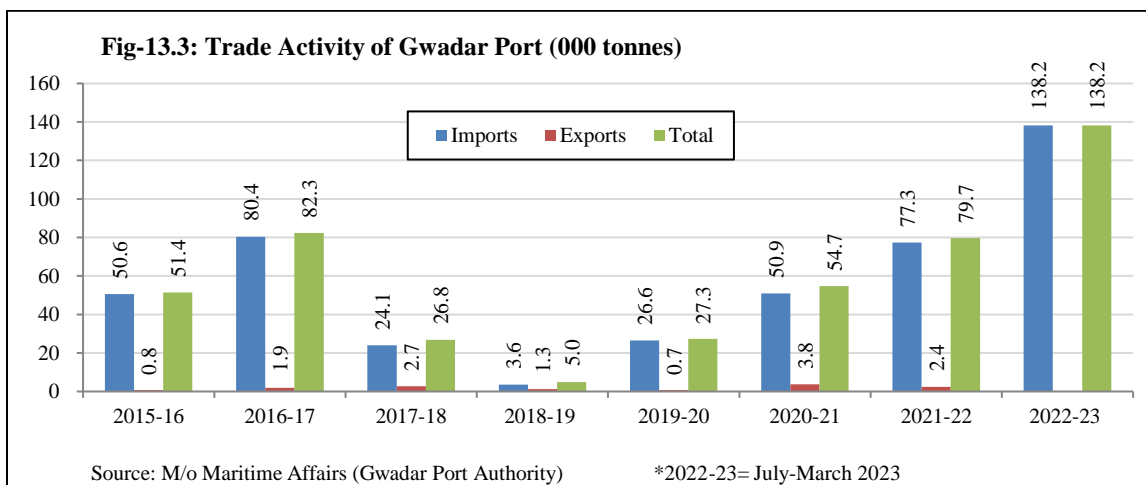
less than the cargo handled during same period of the last year. The volume of the import cargo handled during July-March FY2023 remained at 26.15 million tonne as against 35.78 million tonne handled during corresponding period of the last year showing a decrease of 27%. Similarly, the export cargo handled stood at 5.39 million tonne during first nine months of FY2023 as compared to 6.37 million tonne handled during corresponding period of FY2022 showing a decrease of 15%. Figure 13.2 gives a summary position of last five years' cargo handling and trade activity by the PQA.



iv. Gwadar Port Authority (GPA)

Gwadar Port, being located near key shipping routes in and out of the Persian Gulf and being a strategic maritime hub, is in the process of becoming the gateway port for Pakistan and the

region by offering transshipment facilities. 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 8 years.



Initiatives taken for Development of Gwadar Port and Port Business Promotion

China Overseas Ports Holding Company Limited (COPHCL), Gwadar Port’s operator and holder of concessional rights, has invested more than US\$ 40 million for upgradation of port facilities. The port is now fully operational and has been receiving commercial vessels on regular basis. Also, goods clearance at the port has been quite efficient since operationalization of WeBOC system (Web Based One Customs) since 2019. The COPHCL has also completed work on internal development of the pilot zone (initial area) of Gwadar Free Zone on an area of 60 acres and has initiated marketing. The COPHCL has also completed 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. Various incentives and facilities offered by the government to local and foreign investors e.g. 23-years complete tax holiday from all federal, provincial and local taxes; upto 99 Years lease for sub-lessee/ investors; and 100% exemption from import duties and sales tax on import of machinery and equipment have been critical in development of Gwadar Free Zone.

Furthermore, under China Pakistan Economic Corridor (CPEC) initiative, various projects for development of Gwadar Port and Gwadar City are at various stages of implementation. Out of which, Construction of Eastbay Expressway, Pak-China Technical & Vocational Institute, and 1.2 MGD (million gallon per day) R.O.D

Reverse Osmosis Desalination) Plant at Gwadar are complete, whereas Construction of Breakwater and Capital Dredging of Additional Berth projects are at the initial stage.

The design and construction works of Eastbay Expressway, main artery of the Gwadar Port which connects the port and its free zone with Makran Coastal Highway, have been completed and were handed over by the contractor M/s China Communication Construction Company to the GPA in July, 2022. The Eastbay Expressway is now fully operational and all goods transportation activities from Gwadar Port are being successfully carried out through it. Additionally, Pak-China Technical and Vocational Institute (PCTVI) in Gwadar is set up to provide technical training and skills to the manpower deployed at Gwadar Deep Sea Port, upcoming industries in the Gwadar Free Zone in Gwadar, Special Economic Zones (SEZs) located/to be located in Balochistan, and other allied industrial, commercial and service-related sectors. Similarly, 1.2 MGD R.O.D Plant, an ultimate solution of water supply amidst acute water shortage in Gwadar, is a part of socio-economic assistance provided by the Chinese government and is being implemented by the GPA. The project has achieved 80% physical progress and is expected to complete by June, 2023.

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

Table 13.5: List of PSDP Projects Aimed at Gwadar Port Development		(Rs millions)
S.No.	Name of the Project	Total Project Cost
1	1.2 MGD R O D Plant at Gwadar (Chinese Grant)	2,214.00*
2	Establishment of CPEC Support Unit for related projects in the GPA	95.70
3	Establishment of Port Control Tower, Gwadar Port Authority	192.17
4	Feasibility Study of Capital Dredging of Berthing Areas and Channel for Additional Terminals	294.00
5	Pak-China Technical & Vocational Institute at Gwadar	2,230.27
6	Studies to make Gwadar Port More Competitive	295.0
7	Installation of Floating Jetty at Gwadar Fish Harbour	265.74
8	Perimetric Security System for Gwadar Port Authority	252.35
9	Sewerage Treatment Plant for Housing Complex Gwadar	103.79
10	Maintenance of Dredging of Gwadar Port Authority	4,669.7
11	Provision of 2000 Engines to Poor Fishermen of Gwadar	822.75

Source: M/o Maritime Affairs

*(2,123.99 FEC & 90.00 LC)

Communication sector

The communication sector, another important part of services sector, constitutes various postal, electronic and broadcasting networks aimed at providing services to ensure free flow of goods and information.

1. Pakistan Post Office

The Pakistan Post Office has been a key agency responsible for provision of postal services in the public sector. Pakistan Post is the largest operator in Pakistan providing shipping, delivery and courier services with postal communication network of 10,293 post offices of various categories. It has played a vital role in the socio-economic development of the country through providing a range of services such as domestic and international postal services, financial services, collection of utility bills, disbursement of military pension, and transfer of foreign remittances. During July-April FY2023, Pakistan Post recorded revenue of Rs 5,725.16 million as compared to Rs 14,433.03 million during 12 months of previous fiscal year.

Same day delivery service available in 29 cities of the country; launch of Pakistan Post mobile app featuring postal services' tariffs, postal codes, post office locator, complaint registration, track and trace & pick up facilities; EMS-Plus service (Express Mail Service) with quick delivery worldwide within 3 to 5 days; and IT-based Complaint Management System (CMS) integrated with Prime Minister's public grievances management system for efficient complaint redressal, etc. have been key

initiatives taken by the Pakistan Post in the recent past to improve postal service delivery in the country.

In order to improve efficiency, quality and access to financial and public services, 'Automation of Post Offices Project' has been signed between Economic Affairs Division and South Korean Exim Bank in July, 2022. The project will be financed through World Bank soft loan of US\$20.63 million.

The Pakistan Post, under an agreement with the Western Union, provides international money remittance services through its 2,094 post offices across the country. During three quarters of FY2023, the Pakistan Post processed 34,247 transactions involving an amount of Rs 2,542.93 million. The revenue earned from these transactions stood at Rs 39.523 million during this period. During corresponding period of FY2022, Rs 67.95 million revenue was earned from 123,849 transactions against receipt of an amount of Rs 7,469.23 million.

Furthermore, Pakistan Post, in collaboration with the National Bank of Pakistan (NBP), has been disbursing foreign remittances under NBP's remittance service through 500 designated post offices across the country. This remittance services was running on post-funding model. Hence, the payments were made from Letter of Credit (LoC) provided by the Finance Division and the settlement/reimbursement with the NBP was done on weekly basis. After discontinuation of the LoC facility, the Pakistan Post faced difficulty to process significant

transactions due to non-availability of cash during ongoing fiscal year and only 158 transactions of an amount of Rs 13.03 million were processed during July-December of FY2023. However, the instant remittance service is being shifted to pre-funding model, wherein the NBP will provide funds to the Pakistan Post in advance.

2. Pakistan Electronic Media Regulatory Authority (PEMRA)

Pakistan Electronic Media Regulatory Authority (PEMRA) is responsible for regulation and

facilitation of establishment and operations of broadcast media (satellite TV & FM radio) and distribution services (Cable TV, DTH, IPTV, Mobile TV, MMDS, etc.) in Pakistan. The authority plays a critical role in regulating private electronic media with an objective to improve the standards of information and entertainment and optimization of free flow of information. Currently, there are over 133 Pakistani satellite TV stations and 36 channels with Landing Rights permission to broadcast in Pakistan. The glimpse of Pakistan’s electronic media landscape and distribution network can be taken from Table 13.6.

Category	Till 31 st March, 2023	July-March 2022-23
Satellite TV Licenses Issued:	133	6
i. News & Current Affairs	33	1
ii. Entertainment	51	2
iii. Regional Languages	25	1
iv. Health	03	-
v. Sports	05	-
vi. Education	10	1
vii. Specialized subject Channel (Non-Commercial/ Education)	06	1
FM Radio Licenses Issued:	269	2
i. Commercial	199	1
ii. Non Commercial	70	1
Cable TV Licenses Issued	3,970	298
Landing Rights Permissions Issued	36	-
Mobile TV (Video & Audio Content Provision) Service Licensing	04	-
Internet Protocol TV (IPTV) Licences Issued	23	2
Direct-to-Home (DTH)	01	-
Teleport (Broadcast) License	01	-
Provisionally Registered Television Audience	-	-
Measurement (TAM)/ Television Rating Point (TRP) Companies in Pakistan	03	-
Source: PEMRA		

The PEMRA’s main source of income comprises of collection of advance tax from the licensees at the time of issuance of licenses and their renewal and fee or penalty collections. During July-March of FY2023, the PEMRA deposited Rs 690,000 to the national exchequer against a contribution of Rs. 7.20 million during previous fiscal year.

3. Pakistan Television Corporation Limited (PTV)

Pakistan Television Corporation Limited (PTV), the only public sector broadcasting channel, telecasts various national & international programs in the metropolitan cities and remote areas of the country. At present, the PTV is

operating 7 channels such as PTV Home, PTV News, PTV Sports, PTV Global, PTV National, PTV Bolan and PTV World with 100% coverage of population on terrestrial network. The number of registered TV set holders in the country was 24,263,982 as on 31st March, 2023.

During FY2023, Rs 204.65 million were allocated for two PSDP projects of the PTV i.e. ‘Establishment of National Film Production Institute at the PTC Academy’ and ‘A Pilot Project of Terrestrial Digitalization of DTMB-A (Digital Terrestrial Multimedia Broadcast)’-financed through Chinese grant-in-aid. The second project was commissioned to improve signal quality of the terrestrial network in the

less developed areas of Pakistan. Also, the work on RBS (Rebroadcast Station)-Murree, Cherat and Kala Shah Kaku is under process for the up-gradation of transformers and new power connections.

4. Pakistan Broadcasting Corporation (PBC)

Pakistan Broadcasting Corporation (PBC), known as Radio Pakistan, is the largest state media network of Pakistan with a broadcasting network of about 80 units housed in 32 broadcasting houses across the country. The PBC has various broadcasting platforms such as FM, Medium wave, Short wave and satellite broadcasts.

During ongoing fiscal year, the PBC aired various religious programmes such as special programmes in *Ramadan-ul-Mubarak*, special programmes on blasphemy laws, and awareness campaign regarding sanctity of the Holy Quran. The PBC further carried out wide-spread publicity and coverage of different government relief packages such as Free Atta Scheme, Ramadan Relief Package, Student Scholarship Schemes and Benazir Income Support Scheme, and government's initiatives for minimizing the impact of price hike and inflation.

In order to highlight Kashmir issue and atrocities of Indian occupied forces, a discussion programme and a radio report were broadcasted on Kashmiris Right of Self-Determination Day on Radio Pakistan's Network along with other special programmes on India's *Youm-e-Jamhuria* and Kashmir Solidarity day. Furthermore, special programmes on Golden Jubilee of 1973 constitution were also aired. To create awareness on tourism, human rights, education, and other important social issues, new programme '*Chaltay Chaltay*' was also launched.

During FY2023, an amount of Rs 4,628.06 million was allocated to the PBC to meet its operational and employees related expenditures, out of which Rs 3,793.31 million has been released during first three quarters of the current fiscal year. The development work under approved PSDP projects of the PBC is at various stages as highlighted below:

- Revised PC-I for the projects 'Establishment

of 100 KW Medium Wave Radio Station in Gwadar', 'Rehabilitation of Medium Wave Services from Muzaffarabad (AJK)', and 'Replacement of Medium Wave Transmitter at Mirpur' having an estimated cost of Rs 462.91 million, Rs 354.08 million, and Rs 338.56 million respectively are under submission.

- Funds amounting to Rs. 100 million were released during July-March of current fiscal year for the projects 'Up-gradation of Studios and Master Control Rooms' and 'Rehabilitation of Medium Wave Services from Khairpur (Replacement of 100 KW Medium Wave Transmitter)' having an estimated cost of Rs. 254.95 million and Rs. 444.07 million respectively and the execution work on these projects is in progress.
- Funds amounting to Rs 25 million were released during July-March FY2023 against the project 'Establishment of Sautul Quran FM Network Phase-II' having an estimated cost of Rs 212.778 million and the execution work is in progress.

Conclusion and Outlook

The government has been actively pursuing towards increasing market accessibility, within country and cross border, through increasing infrastructure facilities. However, the need to further improve and build efficient, reliable, and environment-friendly trade and transport infrastructure networks is fully acknowledged by the policy makers. Amidst changing global dynamics, with adoption of latest digital technology in logistics, shipping and communication, end-to-end supply chain digitization, and energy-efficient freight modes, the government is committed to set its policy direction on the similar lines. The government is determined to take right investment decisions to build green, time-efficient and cost-effective supply chain connections, necessary to achieve competitiveness in the global market. By focusing on regional connectivity through resilient and well-integrated transit and trade routes under CPEC, the country is resolved to capitalize on its potential to be an economic hub.

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 (Jul-Mar)	428	32,097	373,525	146	2,816	-	4,388	87,765	501,165

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 (Jul-Mar) P	461	13,448	7,791	22.55	4.29	4,270	39,950

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 (Jul- Mar) P	12	938,876	42,378.7

P: Provisional

Source: Pakistan National Shipping Corporation

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	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	1426.0	1426.0	-
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 (Jul-March)	31,791	22,677	9,114	31,532	26,146	5,386	138.2	138.2	-

P : Provisional

- : Not available

* : July-April

Source: Karachi Port Trust
Port Qasim Authority
Gwadar Port Authority

TABLE 13.2

PAKISTAN INTERNATIONAL AIRLINES CORPORATION-Operational

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

(Contd.)

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

Note: PIA Financial Year has changed to Calendar Year

Source: Pakistan International Airlines Corporation

TABLE 13.3

NUMBER OF MOTOR VEHICLES REGISTERED

Calendar Year								(Nos.)
	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 (R)	25,119,891	980,500	4,065,482	171,679	257,223	295,909	1,902,181	32,792,865
2022 (P)*	26,884,786	10,01,860	4,327,539	171,884	259,043	298,760	1,963,577	34,907,449

P: Provisional

*: January-September

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
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 (Jul-Mar)	27,487.2	4,547.8	116.8	802.4	179.3	549.4	233.3	90.8

(Contd.)

TABLE 13.4

MOTOR VEHICLES ON ROAD-HCV

Year							(In 000 Nos.)
	Ambulance	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 E	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 (Jul-Mar)	10.0	167.9	319.7	684.3	21.4	288.8	35,499.1

E: Estimated

Source: Ministry of Communication (NTRC)

Note: NTRC conducted a comprehensive data collection exercise from source i.e. all provincial registration authorities. As a result, actual data for the year 2018-19 was provided for publication in Economic Survey of Pakistan

TABLE 13.5

MOTOR VEHICLES-PRODUCTION

Fiscal Year							(In Nos.)
	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	35,836	1,070	5,666	34,914	
2016-17	2,500,650	190,466	24,265	1,118	7,712	53,975	
2017-18	2,825,071	231,138	29,055	784	9,187	71,894	
2018-19	2,459,849	216,780	24,453	913	6,035	49,902	
2019-20	1,813,448	97,889	12,068	532	2,945	32,608	
2020-21	2,475,894	163,122	19,744	570	3,808	50,486	
2021-22	2,190,344	232,015	39,190	645	5,225	58,922	
Jul-Mar							
2021-22	1,666,374	198,969	38,745	514	5,608	41,918	
2022-23	1,012,488	111,751	18,888	628	3,310	22,690	

Source: Pakistan Bureau of Statistics

TABLE 13.6

MOTOR VEHICLES-IMPORTS

Fiscal Year	Bicycle	Motorised Cycles	Motor Cycles	Motor Rickshaw	Rickshaw chassis with Engine	Cars	Passengers M. Cars (NES)	Car Chassis with Engine	Pickup	in Nos.
										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 P (Jul-Mar)	130,662	56,856	256,226	349	-	1,328,668	-	-	207,986	64

(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
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 P (Jul-Mar)	-	1,586	26,148	512	56	668	223	-	186	10,346

(Contd.)

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

P : Provisional

- : Not Available

Source: Pakistan Bureau of Statistics

TABLE 13.7**PAKISTAN POST OFFICES**

Fiscal Year	No. of Post Offices		
	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 (Jul-Mar)	1,742	8,282	10,024

Source: Pakistan Post Office