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NATIONAL TRANSPORT RESEARCH CENTRE

PUBLIC SERVICE VEHICLE SURVEY

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(SAJJAD HUSSAIN HUNDAL)
DEPUTY CHIEF.

JULY, 1987

NATIONAL TRANSPORT BOARD REPORT
ON THE INVESTIGATION OF THE COLLISION
OF TWO PASSENGER TRAINS
ON 11 FEBRUARY 1964

REVIEW OF THE SERVICE PROVIDED BY THE
NATIONAL TRANSPORT BOARD

(SALAD HUBBARD FUND)
NATIONAL TRANSPORT BOARD
LONDON

1964

1964

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INTERNATIONAL TRADE

1997

The following table shows the total value of exports and imports of goods and services in current prices, in US\$ million, for the period 1997-2000. The data is presented in the following table:

Year	Exports	Imports
1997	10000	12000
1998	11000	13000
1999	12000	14000
2000	13000	15000

The above table shows that the value of exports and imports has increased steadily over the period 1997-2000. The value of exports has increased from 10,000 million US\$ in 1997 to 13,000 million US\$ in 2000. The value of imports has increased from 12,000 million US\$ in 1997 to 15,000 million US\$ in 2000.

10000
 11000
 12000
 13000
 14000
 15000

1997
 1998
 1999
 2000

CHAPTER -I

INTRODUCTION

SECRET
CONFIDENTIAL

SECRET

SECRET
CONFIDENTIAL

SECRET

SECRET

CHAPTER - I

INTRODUCTION

The progressive improvement of the ways and means of transport is the aim of our civilisation and is bound up with the rising standard of living. Modern societies with large concentration of population need large quantities of food and other essential requirements which can be supplied only by an efficient transport system. The collective demand of modern societies for transport, not only for the satisfaction of their elemental demands but also for travel, a part of which is for pleasure, is very heavy. With the rise of the standard of living, the demand for travel progressively increases.

An efficient transport system brings about numerous economic, social and political advantages. Travel between one part of the country and another, resulting in frequent exchanges, makes it possible for people to meet and understand each other and to develop a sense of good-will and tolerance. In our country, with vast distances and areas with different languages and cultures and habits and with a Railway System which does not cover all of them, the development of a good road transport system is of special importance. It can mitigate regional differences and help to build national character and outlook and

a pattern of common behaviour. Our towns are growing in size and are becoming congested.

An efficient road transport system can help to relieve congestion and to disperse populations to congenial and healthier areas in the suburbs. Finally a good transport system is useful in emergencies for mobilisation and other security needs.

Road transport is destined to play a very important part in the economic, social and political development of Pakistan owing to its geography as well as the limitations of the Railway system. With the development of the economy and the rise in the standard of living, travel as well as haulage of goods by roads have considerably increased. More roads have led to a greater demand for motor vehicles and more vehicles have created a demand for more and better roads.

Prior to 1945, road transport in the provinces now constituting Pakistan was exclusively run by private operators. With number of vehicles and quantum of traffic multiplying, the Government of the Punjab in 1945 decided to organize and establish the transport industry on a sound footing. Accordingly, nationalized transport service was undertaken on a small scale in Lahore and Rawalpindi as well as on a number of intercity routes. The operations were

subsequently extended throughout the province under a phased programme. Other provinces also drew plans to initiate schemes. Nationalized transport service was introduced in the NWFP in 1948. Sind followed suit in 1950.

In 1951, the Motor Vehicles Act of 1939 was amended, enjoining upon the provincial governments to constitute 'Road Transport Board' to regulate the growth of public sector road transport. Three provinces viz: Punjab, NWFP and Sind implemented this decision. Following the integration of various provinces into one unit, various provincial Road Transport Boards were amalgamated into the West Pakistan Road Transport Board with effect from 15th October, 1957. The new Board consisted of seven ex-officio members with one whole-time Chairman. The Central Government was represented on the Board by the Chief Commercial Manager, Pakistan Western Railways. The Board continued to function till early 1963, when it was felt that the arrangements were cumbersome as they unduly inhibited the growth and operations of public sector road transport. Consequently it was decided to change the set-up of Board to an autonomous corporation with effect from 17th May, 1965 with a whole-time Chairman, and two full time Members (Finance and Administration).

With the dissolution of One Unit in June, 1970, the West Pakistan Road Transport Corporation was also dismembered. Three separate road transport corporations were created in the province of the Punjab, Sind and NWFP. The organizational set-up of the Provincial Road Transport Corporation was also on the lines of the West Pakistan Road Transport Corporation. Although Sind Road Transport Corporation after dissolution of One Unit, continued functioning as an autonomous body, the Governments of Punjab and NWFP decided to change the structure of the organization again from a Corporation to a Board. In Baluchistan, there is no public sector transport in existence even at the present time.

In 1974 the Federal Government, however, established the Northern Areas Transport Corporation as a private limited company under the Companies Act, 1913. The main object of the formation was to provide easy and cheap transport facilities to the people of Northern Areas and to connect these far flung areas to the rest of the country. An annual subsidy of Rs.1.2 million was recommended for operation of the vehicles, but the scheme has not been implemented so far. The Corporation is being run by injecting ADP funds of Northern Areas.

Road transport is the back-bone of the economy of a country. Its development has direct influence on the development of the country. It has two main branches (i) transportation of passengers (ii) transportation of goods. The growth of population and general trade activity has increased the volume of passengers traffic which in turn has necessitated increase in the number of buses, cars and other modes of travel. Similarly, the flow of marketable goods from one place to another in the country has considerably increased. Import of large quantities of different kinds of goods and their transportation from Karachi to near as well as remote corners of the country has a corresponding effect on the number of trucks which is inevitable.

PASSENGER TRANSPORT:

The passenger road transport in Pakistan is provided by both the public and private sectors. The passenger road transport services in urban as well as intercity is primarily provided by small private firms and owner operators. The share of public sector is about 10-15%.

FREIGHT TRANSPORT:

The freight transportation is also provided jointly by private and public sectors. Most trucks

are privately owned and the road haulage industry is highly competitive with little regulatory control. There are many small firms and a large number of owner operators. Public sector trucking operations started in 1978 when the Government set-up the National Logistic Cell (NLC) within the Army for speedy clearance and transportation of essential items from and to Karachi Port.

Proper planning, development and regulation of transport services, like any other sector of economy, cannot be done without proper statistical base. In the case of road transport, the nature of the sector is such that very little reliable data is available on regular basis and therefore information has to be collected by means of sample surveys.

The present survey was designed to determine the pattern of existing Public Service Vehicle Services across the country and to make a realistic assessment of the requirements of motor vehicles for future planning. For this purpose information about make, model, ownership, tax paying, laden weight and seating capacity etc, under the prevailing conditions, was collected.

The report has been arranged into Five Chapters. The Chapter-I, gives the main introduction to the Transport System in the country. It consists of historical background of the vehicular traffic and the role played by transport in socio-economic development and the objectives of the study. Chapter-II, provides methodology adopted for the study. Chapter-III, gives the analysis of the Data, through which inferences have been drawn. Chapter-IV, gives the requirement of Public Service Vehicles. Chapter-V, illustrates the main conclusions and the recommendations based on these conclusions.

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1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

2. The second part covers the process of reconciling accounts. It involves comparing the internal records with the bank statements to identify any discrepancies. This step is crucial for catching errors early and ensuring that the books are balanced.

3. The third part addresses the issue of budgeting. It suggests creating a detailed budget for each month and sticking to it as closely as possible. This helps in controlling expenses and ensuring that the organization remains financially stable.

4. The fourth part discusses the importance of regular audits. It recommends conducting internal audits at least once a year and external audits annually. This provides an objective assessment of the financial health and helps in identifying areas for improvement.

5. The fifth part focuses on the role of technology in accounting. It highlights how modern accounting software can streamline processes, reduce errors, and provide real-time insights into the financial performance of the organization.

6. The sixth part talks about the importance of staying up-to-date with the latest accounting standards and regulations. It suggests attending relevant seminars and workshops to ensure compliance and best practices.

7. The seventh part discusses the importance of having a clear financial strategy. It involves setting long-term goals and developing a plan to achieve them. This provides a clear direction for the organization's financial future.

8. The eighth part covers the importance of maintaining good relationships with financial institutions. It suggests communicating regularly with the bank and other lenders to ensure smooth transactions and favorable terms.

9. The ninth part discusses the importance of having a contingency plan. It involves setting aside funds for unexpected expenses or emergencies. This helps in managing risks and ensuring the organization's survival in difficult times.

10. The tenth part concludes by emphasizing the importance of regular communication and reporting. It suggests providing regular updates to the management and stakeholders on the financial performance of the organization.

Page 1 of 1

CHAPTER -IIMETHODOLOGY USED FOR THE STUDYSIZE OF SAMPLE:

The method of data collecting was to extract the basic information by personal visits from the Office record of Regional Transport Authority and the Excise and Taxation Office. As the Public Service Vehicles get route permits from the Office of Regional Transport Authority. This Office maintains an up-to-date record of all such vehicles. The registration numbers and route descriptions information of the public service vehicles was obtained from RTA. After getting this information, we tried to contact Excise and Taxation Offices for collecting the information relating to them. For this purpose, all the motor vehicles (on Road) during the year 1982-83 in the Seven Districts of the country were selected as a sample population. Each vehicle was identified by its type, make/model, number of cylinders, registration number, ownership, seating capacity, number of axles and laden weight.

In the beginning it was decided to record the requisite information in respect of all the public service vehicles (on road) from the Seven Districts of the country. But due to certain constraints only a sample of 4.86% could be covered.

It was proposed to start the survey work from the District of Peshawar (NWFP), where the total number of vehicles registered were about 60,000/-. This figure includes 13,000 of public service vehicles. This was done in order to ascertain from the Provinces of Punjab and Sind, whether the desired information could be obtained from their computerized record. The number of questionnaires prepared on the photostat machine was restricted to 2000 copies only so that any changes if essential may be incorporated in the questionnaire after the field work experience.

The total number of forms filled-in from the Office of the Regional Transport Authority and Excise and Taxation Offices was 5715. Out of which 1626 forms were filled-in from Lahore, 1271 from Faisalabad, 893 from Peshawar, 857 from Multan, 466 from Quetta, 377 from Karachi and 225 from Hyderabad. Every effort was made to collect the required information from the relevant office records. The Enumerators attempted to trace out the required information of all those public service vehicles who had paid taxes/exempted from the Seven Districts of the country during 1982-83.

Every effort was made by the survey staff from the beginning to collect the information from a sample population. The survey was restricted to Seven

Districts only and had been undertaken on 'Pilot Basis' to establish the viability of expanding the area under coverage based on the availability and quality of data maintained by the concerned departments. If attempts prove to be fruitful, the scope of the study would be further increased to all the important cities of Pakistan.

QUESTIONNAIRE PREPARATION:

The questionnaire is a funnel through which flows all the information from its source to its ultimate use. In this case, only one questionnaire was designed and completed. The forms were printed in sufficient number to cover the entire survey. Like others, this questionnaire has also two parts (a) identification items and (b) questions related with the survey. These questions were grouped together, each one was leading to next. The sequence has been given to the ease of processing. The persons responsible for processing the data were consulted at an early stage of designing the questionnaire. The quality of the final report and the findings of the survey had not exceeded that of the questionnaire.

PRE-TESTING OF QUESTIONNAIRE:

Designing an adequate questionnaire is a difficult task. To assure that the questions are

properly framed to elicit the desired information. It was proposed that the survey teams should visit the offices of the Regional Transport Authority and the Excise and Taxation Office to discover whether the requisite information was available in these offices or not. It was confirmed from relevant records that the required information was available in these offices. On the basis of a careful analysis of the results of the pre-test, the questionnaire was reviewed and revised. The following steps were considered necessary for pre-testing:

1. It involved the Enumerators who carried out the actual survey.
2. The pretest sample was taken as representative of the same overall situation as the one for the study.
3. Close supervision was ensured.
4. It involved more than one Enumerators.
5. It was carried out through regular notes and recordings and not depending on memory.
6. It was done much before the actual data collection efforts.
7. The complete questionnaire was tested.

ADJUSTING/REVISING THE QUESTIONNAIRE:

The problems identified during the pre-testing were reviewed and necessary adjustments or changes were made in the questionnaire before using it for actual data collection.

PREPARATION OF ENUMERATORS MANUAL:

The Enumerator's manual is a guide which tells them the appropriate manner in which the data has to be collected. It was prepared sufficiently ahead of the initiation of the field operation.

MANUAL OF INSTRUCTIONS FOR FILLING UP THE QUESTIONNAIRE:

The following instructions had been followed while filling up the questionnaire forms for the collection of information regarding the above study.

1. The information regarding 'Type, Make, Model, No. of Cylinders, Seating Capacity, Laden Weight, Registration Number, Nos. of Axles, Ownership and Tax Paying position' had to be collected from the Offices of Provincial Transport Authority and Excise and Taxation Office. All entries had to be made in chronological order and at least one line or more lines were reserved for each question. If required, more than one questionnaire forms had to be used for recording the information.

(i) Question Three: Enter the present Registration Number of the vehicle.

(ii) Question Four: Enter the date of present Registration.

(iii) Question Five: Enter the date of first Registration of the vehicle.

(iv) Question Six: Enter whether Tax paid or not.

- (v) Question Seven: Enter the amount of Tax realized.
- (vi) Question Eight: Enter if Tax exempted, whether On Road or not.
- (vii) Question Nine: Enter present Ownership, if partnership indicate number of persons.
- (viii) Question Ten: Enter the No. of Times the Ownership has been changed.
- (ix) Question Eleven: Enter the type of vehicle its Type, Make, Model, Number of Cylinders, Seating Capacity, Laden Weight, Number of Axles and Type of Fuel Consumed.
- (x) Question Twelve: Enter information regarding route i.e., Urban, Rural, Both and Route Length.

After the having completed the information in respect of questions 3-12. It is very necessary for

the Enumerator to record his personal observations in the remarks column.

It may be noted that while filling in the questionnaire, each entry or information has to be recorded against the appropriate place other-wise it will create difficulties at the compilation stage.

Any information considered necessary - in connection with the survey was recorded against remarks column. The specimen copy of the filled up questionnaire has clearly indicated the type of information as was desired to be recorded in this column.

The Enumerator has to record his name and sign the proforma stating the time, date and full postal

CHAPTER -II

METHODOLOGY USED FOR THE STUDY

1000

1000

The Enumerator was provided with an introductory letter issued by the Chief, National Transport Research Centre which had to be shown to the authorities concerned if so desired. The possibility of getting the information by mail should also be explored if needed. If it proves successful, in future, the same method is to be used for collecting the information from many other cities.

SPECIAL PROBLEMS ENCOUNTERED IN ENUMERATION:

Since the accuracy of the list has an important bearing on the technical excellence of the survey all such errors were corrected and called to the attention of the officer incharge.

Substitution of one vehicle for another was not permissible because it would introduce an unknown bias into the survey.

As regards the route information, route length urban route or rural route is not given in any record of Regional Transport Authority or Excise and Taxation Office. The information like route area is given which is as under:-

In case of a Bus: Peshawar to Bannu via Kohat.

In case of a Truck: Peshawar D.I.Khan Division or NWFP and Punjab Provinces.

In some cases the information regarding tax paying was not available either with RTA or ETO because

in certain cases the taxes are deposited with Post Offices. Some files were required by income tax and Police Departments.

The old record is not properly maintained and thus it became difficult to trace out the required file.

ADMINISTRATIVE ASPECTS OF THE FIELD ENUMERATION:

(i) Payment to Enumerators:

The Enumerators were paid full time TA/DA and Taxi Charges as admissible under the rules, depending upon the administrative set up of the survey.

(ii) Transportation of Enumerators:

Provision of Taxi Charges was made for Enumerators to move from one place to another with a minimum of lost time.

(iii) Plans for Measuring Performance:

A careful record was kept of the work assigned and completed by each Enumerator. Standard of performance was established so that each Enumerator may clearly understand what was expected and required of him.

(iv) Control of Progress of Work:

The supervisory staff had the function of seeing that field work started on time, continued on schedule, and was completed by the end of the enumeration period. At the end of each day the amount of completed work was noted.

EDITING OF DATA:

Editing of schedule or filled in proforma consisted of careful inspection to detect any errors and omissions, inconsistencies and/or incompleteness in the data. It also involves and checks on whether data is reasonable, uniform and ready for tabulation. In this case, each schedule was edited twice, once in the field after the day work was over and other at the headquarter. Editing was made in a distinctive colour to avoid confusion between the editor's entries and that of the Enumerator. The routine editing was done in the field office every day after the day work was over. This practice facilitated a contact or re-visit to the offices concerned without any delay. Particularly in case when there was a need for the re-check. The editing, in general, is carried out to ensure the following:

- (a) Completeness.
- (b) Legibility.
- (c) Comprehensiveness.
- (d) Consistency.
- (e) Uniformity.
- (f) Reasons for non-response.
- (g) Coding.

CODING:

Coding is the assignment of numbers, letters or other symbols to the answers on the questionnaire. The

purpose of coding is to classify the answers of all questions into meaningful categories and thus to facilitate the summary of the data. In this case, no proper codes were assigned due to small size of the sample.

TABULATION:

After the coding process was completed, there emerged a series of tabulations which constituted the findings of the surveys. For this purpose, a tabulation plan was prepared which provided a system in which various informations were sorted, grouped, averaged, rounded, summarized and presented in a way which made the findings most usable, generally speaking, the first tabulations must be in more detail than the tables which ultimately appear in the published report.

The blank tables were prepared to assess the data requirements. They were prepared only to serve as a guide. It is desirable to circulate them to the eventual data users for suggestions and improvements. After this, a number of tables had been prepared to answer the questions raised at the beginning for which this study was undertaken.

ANALYSIS OF DATA:

The objective of the analysis is to answer the basic questions raised at the problem formulation stage.

At the analysis stage, the various relationships in terms of cause and effect were seen. The analysis plan is always directed by the objectives of the study. The final report includes the interpretation of the findings of the survey. In writing the analysis, the requirements of all good writings have to be kept in mind, namely, a logical sequence of topics, clear and easily understood exposition of the ideas.

On the basis of analysis of data, it is evident that this survey would help to determine the pattern of existing public service vehicles services across the country which would be useful for making a realistic assessment of the requirements of motor vehicles for future planning.

SOME IMPORTANT DEFINITIONS

1. Public Service Vehicle:

'Public Service Vehicle' means any Motor Vehicle used or adapted to be used for the carriage of passengers for hire or reward, and includes a motor cab, contract carriage, and stage carriage;

2. Public Carrier:

'Public Carrier' means an owner of a transport vehicle who transports or undertakes to transport goods, or any class of goods, for another person at any time and in any public place, for hire or reward, whether in pursuance of the terms of a contract or agreement or otherwise, and includes any person, body, association or company engaged in the business of carrying of the goods of persons associated with that person, body, association or company for the purposes of having their goods transported;

3. Private Carrier:

'Private Carrier' means an owner of a transport vehicle other than a public carrier who uses that vehicle solely for the carriage of goods which are his property or the carriage of which is necessary for the purposes of his business not being a business of providing a transport, or who uses the vehicle for any of the purposes specified in sub-section (2) of section (44);

4. Light Transport Vehicle:

'Light Transport Vehicle' means any public service vehicle other than a motor cab, or any goods vehicle other than a heavy transport vehicle or a delivery van;

5. Heavy Transport Vehicle:

'Heavy Transport Vehicle' means a transport vehicle the registered axle weight of which exceeds 10,600 pounds avoirdupois, or the registered laden weight of which exceeds 14,500 pounds avoirdupois;

6. Motor Vehicle:

'Motor Vehicle' means any mechanically propelled vehicle adapted for use upon roads whether the power of propulsion is transmitted thereto from an external or internal source, and includes a chassis to which a body has not been attached *(or a tractor) and a trailer: but does not include a vehicle running upon fixed rails or used solely upon the premises of the owner;

7. Transport Vehicle:

'Transport Vehicle' means a public service vehicle, a good vehicle, a locomotive or a tactor (x x x x)*;

8. Stage Carriage:

'Stage Carriage' means a Motor Vehicle carrying or adapted to carry more than six persons excluding the driver which carries passengers for hire or reward at separate fares paid by or for individual passengers, either for the whole journey or for stages of the journey;

9. Contract Carriage:

'Contract Carriage' means a Motor Vehicle which carries a passenger or passengers for hire or reward under a contract expressed or implied for the use of the vehicle as a whole at or for a fixed or agreed rate or sum and from one point to another without stopping to pick up or set down along the line of route passengers not included in the contract; and includes a motor cab notwithstanding that the

passengers may pay separate fares;

10. Motor Cab:

'Motor Cab' means any Motor Vehicle constructed, adapted or used to carry not more than ten passengers excluding the driver, for hire or reward;

11. Delivery Van:

'Delivery Van' means any goods vehicle the registered laden weight of which does not exceed 5,000 pounds avoirdupois;

12. Motor Car:

'Motor Car' means any Motor Vehicle other than a transport vehicle, locomotive, road roller, tractor, motor cycle or invalid carriage;

13. Motor Cycle:

'Motor Cycle' means a Motor Vehicle, other than an invalid carriage, with less than four wheels, the unladen weight of which, inclusive of any side-car attached to the vehicle, does not exceed 900 pounds avoirdupois;

14. Emergency Vehicle:

'Emergency Vehicle' means a Motor Vehicle used solely for police, fire-brigade or ambulance purposes or to relieve distress;

15. Ambulance:

'Ambulance' means a vehicle designed for the carriage of sick, wounded or invalid persons or animals;

16. In-Valid Carriage:

'In-Valid Carriage' means a Motor Vehicle the unladen weight of which does not exceed five hundred weights, specially designed and constructed, and not merely adapted, for the use of a person suffering from

some physical defect or disability, and used solely by or for such a person;

17. Goods Vehicle:

'Goods Vehicle' means any motor vehicle constructed or adapted for use for the carriage of goods, or any Motor Vehicle not so constructed or adapted when used for the carriage of goods, solely or in addition to passengers.

18. Goods:

'Goods' include live-stock, and anything (other than equipment ordinarily used with vehicle carried by a vehicle except living persons, but does not include luggage or personal effects carried in a motor car or in a trailer attached to a motor car or the personal luggage of passenger's travelling in the vehicle;

19. Fares:

'Fares' includes sums payable for a season ticket or in respect of the hire of a contract carriage;

20. Axle Weight:

'Axle Weight' means in relation to an axle of vehicle the total weight transmitted by the several wheels attached to axle to the surface whereon the vehicle rests;

21. Registered Axle Weight:

'Registered Axle Weight' means in respect of any vehicle the axle weight certified registered by the registering authority as permissible for that vehicle;

22. Registered Laden Weight:

'Registered Laden Weight' means in respect of any vehicle the total weight of the vehicle and load certified and registered by the registering authority as permissible for that vehicle;

23. Un-Laden Weight:

'Un-Laden Weight' means the weight of a vehicle or trailer, including all equipment ordinarily used within the vehicle or trailer when working, but excluding the weight of the driver or attendant; and where alternative parts or bodies are used, the unladen weight of the vehicle means the weight of the vehicle with the heaviest such alternative part or body;

24. Weight:

'Weight' means the total weight transmitted for the time being by the wheels of a vehicle to the surface on which the vehicle rests;

25. Licensing Authority:

'Licensing Authority' means an authority empowered to grant licences under this Ordinance;

26. Registering Authority:

'Registering Authority' means an authority empowered to register Motor Vehicle under Chapter -III of Motor Vehicle Ordinance 1965.

27. Licence:

'Licence' means the document issued by a competent authority authorising the person specified therein to drive a Motor Vehicle or a Motor Vehicle of any specified class or description;

28. Permit:

'Permit' means the document issued by the Provincial Transport Authority or a Regional Transport Authority, authorising the use of a transport vehicle as a contract carriage or stage carriage, or authorised

the owner as a private carrier to use such vehicle;

29. Certificate of Registration:

'Certificate of Registration' means the certificate issued by a competent authority to the effect that a Motor Vehicle has been registered in accordance with the provisions of Chapter-III of Motor Vehicle Ordinance 1965.

1. The first part of the document is a list of names and addresses.

LIST OF NAMES AND ADDRESSES

1. John Doe, 123 Main Street, New York, NY 10001
2. Jane Smith, 456 Elm Street, Los Angeles, CA 90001
3. Bob Johnson, 789 Oak Street, Chicago, IL 60601
4. Alice Brown, 101 Pine Street, San Francisco, CA 94101
5. Charlie White, 202 Cedar Street, Boston, MA 02101
6. Diana Green, 303 Birch Street, Philadelphia, PA 19101
7. Frank Black, 404 Spruce Street, Washington, DC 20001
8. Grace King, 505 Willow Street, Houston, TX 77001
9. Henry Lee, 606 Ash Street, Phoenix, AZ 85001
10. Irene Hill, 707 Hickory Street, Portland, OR 97201
11. James Scott, 808 Maple Street, Seattle, WA 98101
12. Karen Adams, 909 Poplar Street, Denver, CO 80201
13. Larry Baker, 1010 Walnut Street, Salt Lake City, UT 84101
14. Mary Clark, 1111 Chestnut Street, San Diego, CA 92101
15. Norman Evans, 1212 Locust Street, Kansas City, MO 64101
16. Olivia Foster, 1313 Olive Street, St. Louis, MO 63101
17. Paul Garcia, 1414 Madison Street, Minneapolis, MN 55401
18. Rachel Hall, 1515 Broadway Street, New Orleans, LA 70112
19. Steven King, 1616 Market Street, Pittsburgh, PA 15201
20. Tracy Lee, 1717 Washington Street, Sacramento, CA 95801
21. Victoria Miller, 1818 Franklin Street, San Jose, CA 95101
22. William Moore, 1919 Jackson Street, San Antonio, TX 78101
23. Yvonne Taylor, 2020 Taylor Street, San Jose, CA 95101
24. Zachary White, 2121 Jackson Street, San Antonio, TX 78101
25. Abby Brown, 2222 Taylor Street, San Jose, CA 95101
26. Adam Green, 2323 Jackson Street, San Antonio, TX 78101
27. Hannah King, 2424 Taylor Street, San Jose, CA 95101
28. Isaac Lee, 2525 Jackson Street, San Antonio, TX 78101
29. Julia Miller, 2626 Taylor Street, San Jose, CA 95101
30. Kyle Moore, 2727 Jackson Street, San Antonio, TX 78101
31. Lily Taylor, 2828 Taylor Street, San Jose, CA 95101
32. Noah White, 2929 Jackson Street, San Antonio, TX 78101
33. Sophia King, 3030 Taylor Street, San Jose, CA 95101
34. Lucas Lee, 3131 Jackson Street, San Antonio, TX 78101
35. Mia Miller, 3232 Taylor Street, San Jose, CA 95101
36. Owen Moore, 3333 Jackson Street, San Antonio, TX 78101
37. Isabella Taylor, 3434 Taylor Street, San Jose, CA 95101
38. Jacob White, 3535 Jackson Street, San Antonio, TX 78101
39. Ava King, 3636 Taylor Street, San Jose, CA 95101
40. Ethan Lee, 3737 Jackson Street, San Antonio, TX 78101
41. Charlotte Miller, 3838 Taylor Street, San Jose, CA 95101
42. Alexander Moore, 3939 Jackson Street, San Antonio, TX 78101
43. Amelia Taylor, 4040 Taylor Street, San Jose, CA 95101
44. Daniel White, 4141 Jackson Street, San Antonio, TX 78101
45. Harper King, 4242 Taylor Street, San Jose, CA 95101
46. Benjamin Lee, 4343 Jackson Street, San Antonio, TX 78101
47. Evelyn Miller, 4444 Taylor Street, San Jose, CA 95101
48. Logan Moore, 4545 Jackson Street, San Antonio, TX 78101
49. Sofia Taylor, 4646 Taylor Street, San Jose, CA 95101
50. Noah White, 4747 Jackson Street, San Antonio, TX 78101
51. Isabella King, 4848 Taylor Street, San Jose, CA 95101
52. Lucas Lee, 4949 Jackson Street, San Antonio, TX 78101
53. Mia Miller, 5050 Taylor Street, San Jose, CA 95101
54. Owen Moore, 5151 Jackson Street, San Antonio, TX 78101
55. Isabella Taylor, 5252 Taylor Street, San Jose, CA 95101
56. Jacob White, 5353 Jackson Street, San Antonio, TX 78101
57. Ava King, 5454 Taylor Street, San Jose, CA 95101
58. Ethan Lee, 5555 Jackson Street, San Antonio, TX 78101
59. Charlotte Miller, 5656 Taylor Street, San Jose, CA 95101
60. Alexander Moore, 5757 Jackson Street, San Antonio, TX 78101
61. Amelia Taylor, 5858 Taylor Street, San Jose, CA 95101
62. Daniel White, 5959 Jackson Street, San Antonio, TX 78101
63. Harper King, 6060 Taylor Street, San Jose, CA 95101
64. Benjamin Lee, 6161 Jackson Street, San Antonio, TX 78101
65. Evelyn Miller, 6262 Taylor Street, San Jose, CA 95101
66. Logan Moore, 6363 Jackson Street, San Antonio, TX 78101
67. Sofia Taylor, 6464 Taylor Street, San Jose, CA 95101
68. Noah White, 6565 Jackson Street, San Antonio, TX 78101
69. Isabella King, 6666 Taylor Street, San Jose, CA 95101
70. Lucas Lee, 6767 Jackson Street, San Antonio, TX 78101
71. Mia Miller, 6868 Taylor Street, San Jose, CA 95101
72. Owen Moore, 6969 Jackson Street, San Antonio, TX 78101
73. Isabella Taylor, 7070 Taylor Street, San Jose, CA 95101
74. Jacob White, 7171 Jackson Street, San Antonio, TX 78101
75. Ava King, 7272 Taylor Street, San Jose, CA 95101
76. Ethan Lee, 7373 Jackson Street, San Antonio, TX 78101
77. Charlotte Miller, 7474 Taylor Street, San Jose, CA 95101
78. Alexander Moore, 7575 Jackson Street, San Antonio, TX 78101
79. Amelia Taylor, 7676 Taylor Street, San Jose, CA 95101
80. Daniel White, 7777 Jackson Street, San Antonio, TX 78101
81. Harper King, 7878 Taylor Street, San Jose, CA 95101
82. Benjamin Lee, 7979 Jackson Street, San Antonio, TX 78101
83. Evelyn Miller, 8080 Taylor Street, San Jose, CA 95101
84. Logan Moore, 8181 Jackson Street, San Antonio, TX 78101
85. Sofia Taylor, 8282 Taylor Street, San Jose, CA 95101
86. Noah White, 8383 Jackson Street, San Antonio, TX 78101
87. Isabella King, 8484 Taylor Street, San Jose, CA 95101
88. Lucas Lee, 8585 Jackson Street, San Antonio, TX 78101
89. Mia Miller, 8686 Taylor Street, San Jose, CA 95101
90. Owen Moore, 8787 Jackson Street, San Antonio, TX 78101
91. Isabella Taylor, 8888 Taylor Street, San Jose, CA 95101
92. Jacob White, 8989 Jackson Street, San Antonio, TX 78101
93. Ava King, 9090 Taylor Street, San Jose, CA 95101
94. Ethan Lee, 9191 Jackson Street, San Antonio, TX 78101
95. Charlotte Miller, 9292 Taylor Street, San Jose, CA 95101
96. Alexander Moore, 9393 Jackson Street, San Antonio, TX 78101
97. Amelia Taylor, 9494 Taylor Street, San Jose, CA 95101
98. Daniel White, 9595 Jackson Street, San Antonio, TX 78101
99. Harper King, 9696 Taylor Street, San Jose, CA 95101
100. Benjamin Lee, 9797 Jackson Street, San Antonio, TX 78101
101. Evelyn Miller, 9898 Taylor Street, San Jose, CA 95101
102. Logan Moore, 9999 Jackson Street, San Antonio, TX 78101
103. Sofia Taylor, 10000 Taylor Street, San Jose, CA 95101

CHAPTER -III

ANALYSIS OF THE DATA

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ADDRESS OF THE DATA

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CHAPTER -IIIANALYSIS OF THE DATA

The total number of Public Service Vehicles covered during the survey was 5715. The data was collected from the Offices of Regional Transport Authority and the Excise and Taxation Office. Seven big cities were selected for the survey on the criteria of having the availability of all types of Public Service Vehicles (on road). The information in respect of maximum number of vehicles was collected from Lahore. The second largest number was at Faisalabad. The lowest number of vehicles was covered at Hyderabad. However, it is observed that about half the number of Public Vehicles was covered at Lahore and Faisalabad (both).

As regards the type of Public Service Vehicles, the maximum number of Buses was covered during the survey. Next to this, the largest number was that of trucks. The lowest number was that of Delivery Vans.

But in terms of percentage of vehicles (on road), the highest percentage of Public Service Vehicles was covered at Multan. The second largest percentage of vehicles was at Faisalabad. The lowest percentage was at Karachi. Although Karachi has the highest number

of Public Service Vehicles but the lowest percentage of vehicles were covered at Karachi.

DISTRIBUTION OF VEHICLES BY AGE-GROUP:

As regards the age structure of Public Service Vehicles, the maximum number of vehicles fell within the age-group of 5-9 years old. Next to this, the largest number was of those vehicles which had fallen within the age-group of 10-14 years old and one fifth of vehicles was less than 4 years old. It is also observed that about 2/3 of the vehicles were less than 9 years old and more than 4/5 was less than 19 years old. It is evident that only a small percentage of vehicles were more than 20 years old. In Lahore, 53.4% of the vehicles fell within the age-group of 5-9 years old, 27.6% of vehicles were less than 4 years old, 14% fell within the age-group of 10-14 years old and 1.9% of vehicles were more than 20 years old. 81% of vehicles were less than 9 years old. Out of which the maximum number is that of Rickshaws, the second largest numbers were of Buses and Pickups respectively and only 5% of vehicles were more than 14 years old. Out of which the maximum number was that of trucks and wagons. However, it is seen that 53% of trucks are more than 14 years old and 80% of trucks are more than 19 years old.

In Faisalabad, 49.3% of the Public Service Vehicles fell within the age-group of 5-9 years old,

22.3% were less than 4 years old, 16.4% fell within the age-group of 10-14 years old and only 6% of vehicles were more than 20 years old. 72% of Public Service Vehicles were less than 9 years old. Out of which the maximum number of vehicles was that of buses. The second largest numbers were Pickups and Rickshaws respectively. 88% of vehicles were less than 15 years old. Out of which the maximum number was that of Buses, Rickshaws and Trucks respectively and only 12% of vehicles were more than 14 years old. Out of which, the larger numbers were that of trucks and buses respectively.

In Multan, 45.2% of the Public Service Vehicles fell within the age-group of 5-9 years old and 18.3% fell within the age-group of 10-14 years old. About 10% were less than 4 years old and 8.5% were more than 20 years old. 55% of vehicles were less than 9 years old. Out of which the maximum number was that of Buses. The second largest number was that of Pickups. 74% of vehicles were less than 14 years old. Maximum number was that of buses. Next to this, the largest numbers were of pickups and trucks respectively. Out of which, the highest number was that of trucks, rickshaws and buses respectively.

In Karachi, 33.4% of the Public Service Vehicles fell within the age-group of 10-14 years old, 28.6% fell within the age-group of 5-9 years and 16.4% were less than

5 years old and 6.9% were more than 20 years old. 45% of vehicles were less than 9 years old. Out of which maximum number was of mini-buses. The second largest number was that of rickshaws. In this case, 93% of the buses are more than 9 years old, 96% of mini-buses were less than 9 years old. 97% of wagons were less than 15 years old but no wagon was less than 4 years old or more than 20 years old. 84% of trucks were more than 9 years old and 55% of trucks were more than 14 years old.

In Hyderabad, 33.8% of the vehicles were less than 4 years old, 33.3% of vehicles fell within the age-group of 5-9 years old and 22.7% fell within the age-group of 10-14 years old. It is seen that about 90% of vehicles in Hyderabad were less than 14 years old and only 10% were more than 15 years old. 67% of the vehicles were less than 9 years old. Out of which majority was that of pickups and rickshaws respectively. 90% of vehicles were less than 15 years old. No information has been collected for mini-buses, motor cabs and delivery vans. A very small sample had been taken for wagons, buses, rickshaws and trucks.

In Peshavar, 39.2% of vehicles fell within the age-group of 5-9 years, 32.4% of vehicles fell within the age-group of 10-14 years, 18.3% fell within the age-group of 15-19 years and about 9% were less than 4 years old. It is evident that in Peshavar 99% of the

vehicles were less than 19 years old. 48% of vehicles were less than 9 years old. Out of which, maximum number was that of buses. The second largest number was that of trucks. No information has been collected for motor cabs. A very small sample has been taken in respect of mini-buses, wagons, delivery vans, rickshaws and pickups. 89% of the trucks fell within the age-group of 5-19. 97% of buses fell within the age-group of 5-19 years and 90% of buses fell within the age-group of 5-14 years.

In Quetta, 36.9% of the Public Service Vehicles fell within the age-group of 5-9 years, 29.6% fell within the age-group of 10-14 years old, 27.7% were less than 4 years old and the remaining 6% of vehicles were more than 15 years old. 65% of the vehicles were less than 9 years old. Out of which, maximum number was that of wagons. The second largest number was that of trucks and buses respectively. No information has been collected in respect of motor cabs and delivery vans. A very small sample has been taken in respect of mini-buses, pickups and trucks respectively. 94% of the vehicles fell within the age-group of 0-14 i.e. the vehicles were less than 14 years old and 6% of them were more than 14 years old.

It is evident that 66% of Public Service Vehicles were less than 9 years old. Out of which the maximum number of vehicles available was at Lahore but lowest

number is at Hyderabad. The maximum number of buses were less than 9 years old. The second largest numbers were truck, rickshaws and pickups respectively.

DISTRIBUTION OF VEHICLES BY MAKE AND DISTRICTS:

As regards the make of different types of Public Service Vehicles, 53% of the total vehicles were Bedford. Out of which the maximum number were available in Faisalabad and Peshawar respectively. The second largest number was Vespa. This make was available in Auto Rickshaws and maximum number of which existed in Lahore. Next to this, Suzuki, Ford, Toyota and Mazda were also the popular make. The Chevrolet, Mercedes and Hino were available in very short number. This may be either due to high cost of purchase and high operating expenses or due to non-availability of spare parts.

As regards their distribution by make and districts, the information in respect of maximum number of vehicles was collected from Lahore and Faisalabad, which constitute more than 50% of the total number of vehicles. A low percentage of vehicles was covered from Hyderabad and Karachi respectively. This constituted only 10% of the total number of vehicles. In Lahore, the most popular make was Vespa for auto-rickshaws bedford for buses, ford for wagons and

suzuki for pickups, which constituted 94% of the vehicles. In Faisalabad, the position was almost the same except for ford wagons which were in lesser number as compared to those available in Lahore. It constitute 99% of the vehicles. In Multan, the position was almost the same but there was a minor increase in number of ford-wagons, it constituted 93% of the vehicles. In Peshavar, the same four makes were the most popular, which constituted 98% of the vehicles. In Karachi, the position is a little bit different because we have covered lesser number of buses and motor cabs-datsun, which showed that in Karachi datsun and mazda were more popular makes than suzuki. The buses had again the same make as bedford, wagons as ford, mini buses - Mazda, motor cab - datsun and vespa - auto-rickshaw are most popular in Karachi. These 5 categories constituted 91% of the Public Service Vehicles covered during the survey. In Hyderabad, Bedford-Buses, Ford-Wagons, Suzuki-Pickups, Vespa-Auto Rickshaws are very popular which constituted 96% of the vehicles covered during the survey. In Quetta, Buses - Bedford, Toyota-Wagons, Vespa-Auto Rickshaws are very popular in Quetta, which constitute 89% of the total vehicles. Bedford, Suzuki and Vespa are very popular makes in Lahore, Faisalabad, Multan, Peshavar and Hyderabad. In Karachi in addition to above makes, Mazda

and Datsun are also popular. In Quetta Bedford, Toyota and Vespa are the most popular makes.

In Lahore, bedford was the most popular make for buses and trucks. Ford and toyota was popular make for wagons. Mazda was popular make for mini-buses, suzuki was very popular for pickups. Datsun was popular for motor cabs and vespa was very popular for auto-rickshaws. In Faisalabad and Multan the position was almost similar to that of Lahore. In Karachi, bedford was again the popular make for buses and trucks. Ford was popular for wagons and buses. A small number of Hino make trucks were also available in Karachi. Mazda was very popular for mini-buses. Suzuki was popular make for pickups. Datsun was popular for motor cabs and vespa was popular for auto rickshaws. A very small percentage of other makes were also available in Karachi. In Hyderabad, bedford was popular for Buses and Trucks, ford was popular for wagons and suzuki for pickups. Vespa was popular for auto-rickshaws. No information had been collected in respect of mini buses, motor cabs and delivery vans in Hyderabad. In Peshawar, Bedford was the most popular make for buses and trucks and Ford for wagons, mazda for mini buses, Toyota for pickups and Delivery Vans, Suzuki for Pickups and Delivery Vans, Vespa for Auto Rickshaws. No information had been collected

for motor cars in Peshawar. In Quetta, Bedford was the most popular make for Buses and Trucks. A very small number of B.M.C. and Nissan Trucks were also available. Ford and Toyota are popular for Wagons, Mazda for Mini Buses, Datsun for Pickups and Vespa for Auto Rickshaws.

DISTRIBUTION OF VEHICLES BY TYPE AND MODEL:

The Trucks with old models, like 1956, were available in the country which were not available for other types of vehicles. However, it is seen that out of the total number of trucks, 35% of the trucks have models ranging between 1973-77. 68% of trucks have models ranging between 1966-77 and 20% of trucks have models ranging between 1978-84. The vehicles with models prior to 1966 were only 20% of total. In case of Buses, 33% of the vehicles have models ranging between 1979-80 and 51% have models ranging between 1978-81. 80% have models ranging between 1974-81. The other models are only 20% of the total number of Buses. 45% of mini-buses have models ranging between 1977-81 and 85% have models ranging between 1977-84 and 15% have models ranging between 1956-77. It is evident that maximum number of the vehicles have models ranging between 1970-84. The other models are insignificant, 52% of the Wagons have models ranging between 1973-78 and 26% have models between 1980-81. 83% have models ranging between

1973-82. The other models have a negligible percentage. 59% of Rickshaws have models ranging between 1979-81. 84% have models ranging between 1975-82. The other models which were prior to 1975 have a negligible percentage. 71% of the Pickups have models ranging between 1980-82. The other models which were prior to 1980 and after 1982 have only 29% of the total. It is seen that the Pickups, Auto Rickshaws, Wagons and Buses have comparatively new models than Motor Cabs, Delivery Vans and Trucks. In Lahore 59% of the total number of vehicles have models ranging between 1979-81 and 86% of vehicles have models ranging between 1975-82. The vehicles having models prior 1975 and after 1982 have a small percentage. In Faisalabad, 31% of the vehicles have models between 1980-82 and 72% have models ranging between 1976-82. The vehicles with models prior to 1976 have only 30 percentage of total. In Multan, 44% of the vehicles have models ranging between 1979-82, 63% of vehicles have models ranging between 1975-82 and 37% of vehicles have models prior to 1975. In Karachi, 24% of the vehicles have models ranging between 1977-79. 73% of vehicles have models ranging between 1970-79. For Karachi, the sample was very small. In Hyderabad, maximum number of the buses have models 1982 and majority of the Pickups have models 1982, and the Rickshaws have models between 1980-82. It is seen that the no information has been collected for mini-buses,

motor cabs and delivery vans. The number of pickups for which information has been collected were of old models. In Peshavar, 48% of the Public Service Vehicles have models ranging between 1977-81. No information has been collected for mini-buses, 38% of the vehicles have models ranging between 1980-82, which includes maximum number of the buses, wagons and trucks. In Quetta, 38% of vehicles have models ranging between 1979-82. 84% of vehicles have models ranging between 1973-84 and only 16% have models prior to 1973. It is evident that in Lahore, more new models vehicles were available as compared to the other cities selected of the survey.

DISTRIBUTION OF VEHICLES BY MAKE AND MODEL:

(A) BUSES:

There is a number of different makes of buses available in the country like B.M.C., Bedford, Nissan, Ford, Fiat and Dodge. Out of which Bedford is the most popular make, it constituted 96.5% of total. The other makes have a negligible percentage. As regards the models, 51% of the buses have models ranging between 1978-81. 81% of the buses have models ranging between 1974-81 and only 20% of buses have models prior to 1974 and after 1981. It means that maximum number of buses have age-group ranging between 3-10 years.

(B) MINI-BUSES:

There are 3 different makes of mini-buses like Mazda, Ford and Toyota. Mazda is the most popular make, it constituted 87% of the total. As regards the model of mini-buses, there was no mini-buses available in the country prior to 1972. 45% of the mini-buses have models ranging between 1977-81. This ratio is a little bit higher for Mazda Mini-Buses if taken alone.

(C) MOTOR CABS:

Data for only one make, Datsun has been collected. The maximum number of motor cabs was of 1970-model, which constituted 77% of the total. The other makes have a negligible percentage.

(D) WAGONS:

There were two popular makes for Wagons like Ford and Toyota. 69% of the Wagons are Ford and 31% that of Toyota. As regards the models, 30% of the Wagons have models ranging between 1974-76 and 26% have models ranging between 1980-82. The other models have in-significant percentage. 57% ford wagons have models ranging between 1974-78 and 64% of Toyota Wagons have models ranging between 1980-82. It can be concluded that the trend has rapidly changed and now Toyota is getting popularity in place of Ford.

(E) RICKSHAWS:

The most popular make for Auto Rickshaw is Vespa. It has covered 100% of the Auto Rickshaws. As regards the model, 59% of the Auto Rickshaws have models ranging between 1979-81 and 64% have models between 1978-81. There is negligible number of Auto Rickshaws having models prior to 1964.

(F) PICKUPS:

There is a large number of makes for Pickups available in the country, like Suzuki, Datsun, Toyota, Mercedes and Ford. Suzuki is the most popular make for Pickups, which constitutes 93% of the total. The other makes have a negligible percentage. As regards the models, 71% of Pickups have models ranging between 1980-82 and 82% between 1979-82. No Suzuki Pickups was available in the country prior to 1971.

(G) DELIVERY VANS:

There is a large number of Ford-Delivery Vans available in the country. Ford was the most popular make for Delivery Vans prior to 1973 - but now the trend has changed. Now Suzuki is the most popular make for Delivery Vans. No Delivery Vans was available in the country prior to 1969.

(H) TRUCKS:

There is a large number different makes for Trucks like Bedford, P.M.C., Isuzu, Nissan, Hino, Ford, Dodge, Toyota, Mercedes, Chevrolet, but Bedford is the most popular make for Trucks, which constituted 93% of the total. The other makes have a negligible percentage. As regards the models, 40% of the Trucks have models ranging between 1972-77 and 68% have models between 1966-77. Majority of the Trucks are more than 7 years old. Bedford, 35% of Bedford Trucks have models ranging between 1973-77 and 56% have models 1969-77.

DISTRIBUTION OF VEHICLES BY MAKE AND TYPE OF FUEL CONSUMED:

The Buses, Mini-Buses, Wagons and Trucks are using diesel, whereas the Motor Cabs and Rickshaws are using petrol. Pickups and Delivery Vans are using petrol and diesel (both). As some of them are using petrol and the others diesel. 94% of the Pickups are using petrol and only 6% are using diesel. 50% of the Delivery Vans are using diesel and the other 50% are using petrol. The consumption of petrol/diesel by different types of vehicles is not within the scope of this study, because no such question was placed/asked in the questionnaire.

TAX REVENUES:

The vehicles are subject to a variety of charges at all levels of the Government. Firstly the Federal

Government levies import duties on vehicles, Parts, Tyres, Batteries etc. Excise Duties on such articles which are produced in the country. Sales tax on both the items imported and produced in the country. In addition, there are surcharges as well. Secondly the Provincial Governments levy Registration Fee, Token Tax Fee, Driving Licence Fee, Tolls on Bridges etc. Thirdly Local Bodies charge Octroi, Toll Taxes, Rent of Bus Stand, Licensing of Vehicles etc. However the rates of Taxes/Charges vary from year to year according to the budget proposals. A summary of Tax rates realized by Federal, Provincial and Local Bodies is given below:

LICENSING FEES ON MOTOR VEHICLES BY PROVINCIAL GOVTS. (Rupees)

Description	Punjab	Sind	NWFP	Baluchistan
1	2	3	4	5
<u>Registration Fee</u>				
Motor Cycle	100	100	50	50
Car/Wagon	450	450	450	200
Bus/Truck	1000	1000	1000	500
Others	450	450	450	200
<u>Licence Fee</u>				
Motor Cycle	68	100	80	50
Car	384	360	400	220
Wagon	1152	1788	2016	1584
Bus	7728	6348	7728	7406
Truck	2828	2828	3000	1564
<u>Fitness Certificate</u>				
Rickshaw	25	10	50	10
Taxi	25	12	50	10
Pickup/Delivery Van	25	25	50	10
Wagon	50	35	100	10
Bus	50	50	100	10
Truck	50	75	100	10
Others	50	125	100	10
<u>Driving Licence Fee</u>				
Motor Cycle	60	90	40	40
Light	60	110	40	50
Heavy	20	110	40	100

However the total Tax Revenues realized by Federal and Provincial Governments and Local Bodies during the 1984-85 is given at table below.

TAX REVENUES REALIZED DURING 1984-85

Object	(Million Rs.)					Total
	Federal	Punjab	Sind	NWFP	Baluchistan	
1	2	3	4	5	6	7
<u>Motor Vehicles & Parts</u>						
Motor Cycles	536.6	16.8	46.7	9.4	1.7	611.2
Cars/Jeeps	1717.1	77.9	58.1	52.1	3.2	1908.4
Wagon	895.5	79.1	45.8	9.1	5.7	1035.3
Bus	147.8	106.1	43.3	33.1	7.8	338.0
Truck	401.3	113.4	51.3	34.5	14.5	615.0
Other Vehicles	170.4	0.2	7.9	6.1	-	184.6
	<u>3868.7</u>	<u>393.5</u>	<u>253.1</u>	<u>144.3</u>	<u>32.9</u>	<u>4692.5</u>
<u>P.O.L.</u>						
Petrol	1151.2	-	-	-	-	1151.2
Diesel	1369.1	-	-	-	-	1369.1
Lub. Oil	362.0	-	-	-	-	362.0
Crude Oil	341.5	-	-	-	-	341.5
Sub Total:	<u>3687.8</u>	-	-	-	-	<u>3687.8</u>
<u>Tolls</u>						
Local Bodies	-	39.8	28.4	9.3	2.3	79.8
	-	<u>888.5</u>	<u>679.2</u>	<u>84.7</u>	<u>44.3</u>	<u>1696.7</u>
Grand Total:	<u>7556.5</u>	<u>1321.8</u>	<u>960.6</u>	<u>238.3</u>	<u>79.5</u>	<u>10156.8</u>
Ratio %	74.4	13.0	9.5	2.3	0.8	100.0

Source:

The estimates of Federal Governments Revenues are made on the basis of value/quantities of import/production and rates of tax. The Federal taxes on vehicles and parts, tyres, tubes, batteries etc. The Provincial Government Revenues are based on the budget figures. These revenues are mainly collected on

account of registration and licensing fee on vehicles.

In this study we are mainly concerned with provincial taxes like registration fee, licensing fee, fitness certificate fee and driving licence fee.

In this case, we have collected data regarding tax realized on account of licensing fee the total number of vehicles on road. A vehicle can only be put on road if it pays token tax.

A summary of the token tax realized by the Provincial Governments in 1983 is given below: -

Sl. No.	Type of Vehicles	Vehicle on Road	Av. Tax Rate (Rs.)	Total Tax (Million Rs.)
1.	Buses/Mini Buses	15,905	7,083	112.655
2.	Motor Cabs	13,050	368	4.802
3.	Vagons	15,343	1,714	26.298
4.	Rickshaws	33,388	277	9.248
5.	Pickups	7,501	359	2.693
6.	Vans	6,307	355	2.239
7.	Trucks	26,140	2,693	70.395
Total: -				228.330

It does not include any other taxes levied by Provincial, Federal Governments and Local Bodies.

In spite of the fact that the number of vehicles is increasing at a faster rate, Pakistan remains low on the scale of per capita ownership of vehicles. The table below shows the relative position.

VEHICLE OWNERSHIP - 1978 & 1982

Sl. No.	Country	No. of Vehicles (four wheels) per 1,000 persons	
		1978	1982
1	2	3	4
1.	U.S.A.	665	681
2.	France	375	424
3.	Germany	377	412
4.	Japan	296	348
5.	U.K.	284	306 (1981)
6.	Greece	115	151
7.	Taiwan	23.7	35.2
8.	Turkey	23	24 (1979)
9.	Thailand	16.7	20.6
10.	Korea	10.2	16.2
11.	Sri Lanka	11.2	NA
12.	Kenya	9	9 (1980)
13.	Afghanistan	4.4	NA
14.	Pakistan	2.3	2.8
15.	India	2.3	NA
16.	Nepal	1.9	NA

SOURCE: "International Road Federation, World Road Statistics 1978-1982".

DISTRIBUTION OF VEHICLES BY CHANGE OF OWNERSHIP:

There is no large scale ownership in Buses, Motor Cabs, Rickshaws and Trucks. Almost all the owners have only one or two vehicles. This fact sometimes result in the excessive competition on road, which eventually lead to very high rate of disastrous traffic accidents. Moreover, there is no loan financed by Government to purchase vehicles. So when private sector wants to purchase some vehicles. They can not

help borrowing money from a private financier with excessive interest, which makes them discourage from investment.

In this case, 2.9% of the vehicles have not changed their ownership but it does not include motor cabs and wagons. 72.5% of the vehicles have changed their ownership only once, 14.3% by 2 times, 6.4% 3 times and a small percentage of vehicles have changed their ownerships by 4 to 5 times. Out of those which have changed their ownership only once, 34.6% are buses/mini buses, 20.8% are rickshaws and 20.4% are trucks, 13% are pickups and 10% are wagons. Motor Cabs and Delivery Vans have very low percentage. The vehicles which have changed their ownerships by 2 times, out of which 49.8% are buses/mini-buses, 11.8% are rickshaws, 11.1% are pickups, 8.8% are wagons and 17% are trucks. The motor cabs and delivery vans are also in a negligible percentage. In case of vehicles which have changed their ownerships by 3 times, out of which 57% are buses and mini-buses, 14.9% are pickups, 7.2% are wagons, 13.8% are trucks, 6.3% are rickshaws. No motor cab has changed its ownership more than 2 times and only a negligible percentage of delivery vans have changed their ownership by 3 times. In case of vehicles which have changed their ownership by 4 times, out of which 59.3% are buses/mini-buses, 14% are pickups, 14% are trucks,

number have changed ownership by 2 times and a small number have changed the ownership by 3 times. The number of pickups which have changed their ownership by 4 to 5 times is very small. In case of delivery vans, maximum number have changed their ownership by 1 times. Next to this, the largest number by 2 times and a small number by 3 times. No delivery van has changed ownership by more than 3 times. For trucks, maximum number have changed their ownership by 1 times. Next to this, the largest number by 2 times and a small number by 3 times. A negligible number of trucks have not changed their ownership. A very small percentage have changed ownership by 4 to 5 times.

It is observed that the maximum number of vehicles have changed their ownership by 1 times. Next to this the largest number have changed ownership by 2 to 3 times. A very small percentage of vehicles have retained their ownership by 4-5 times. Only 3% of vehicles have not changed their ownership.

DISTRIBUTION OF VEHICLES BY ROUTES STATUS:

In this case, 63% of the Public Service Vehicles were plying on Urban Routes, 36% on intercity routes whereas only 1% on Rural Routes. In case of Buses/Mini-Buses, 48.1% of vehicles were plying on Urban Routes, 48.7% on intercity routes and 3.2% on rural routes only. In case of motor cabs and rickshaws all

8.1% are wagons, 4.7% are rickshaws. No delivery van and motor cab has changed its ownership by more than 3 times. For vehicles, which have changed their ownership by 5 times, out of which 35.4% are buses/mini-buses, 27.1% are delivery vans, 14.6% are wagons, 12.5% are rickshaws and 10.4% are trucks. No motor cab and delivery van has changed its ownership by 5 times.

It observed that maximum number of buses/mini-buses have changed their ownerships by 1 to 5 times. The motor cabs have changed their ownerships by 1 to 2 times only. It is also observed that a maximum number of buses and mini-buses have changed their ownerships by 1 to 2 times. All the motor cabs have changed their ownerships by 1 to 2 times. Maximum number of wagons have changed their ownership by 1 time, 13.5% have changed ownership by 2 times and only a small percentage of them have changed their ownerships by 3 to 5 times. For Rickshaws, maximum number have changed their ownership by 1 times. Next to this, the 9.4% largest number have changed ownership by two times and a small number of vehicles have changed their ownership by 3 times. The number of rickshaws which have changed their ownership by 3 to 5 times was very negligible. In case of pickups, maximum number have changed their ownership by 1 times. Next to this, a significant

the vehicles were plying on Urban Routes. For Wagons, 54.5% were running on Urban Routes and 45.5% on inter-city routes. In this case no vehicles was specifically reserved for rural areas. For Pickups, 82.7% were plying on Urban Routes and 17.3% on intercity routes. For Delivery vans, 55.6% were running on Urban Routes and 44.4% on intercity routes. For Trucks, 46.7% were plying on Urban Routes and 53.3% on intercity routes.

In Lahore, 62.7% of Public Service Vehicles were plying on urban routes, 34.9% were running on intercity routes and 2.4% were plying on rural routes only. In Faisalabad, 62% of Public Service Vehicles were running on urban routes and 38% on intercity routes. In Multan, the position is almost the same. In Karachi, 98% of the Public Service Vehicles were plying on urban routes and only 2% on intercity routes. In Hyderabad, 40% of Public Service Vehicles were plying on urban routes and 60% on intercity routes. In Peshawar, 62.4% of Public Service Vehicles were plying on urban routes, 34.4% on intercity routes and only 3.2% on rural routes. In Quetta, 47.4% of Public Service Vehicles were plying on urban routes and 52.6% on intercity routes.

It can be concluded that Rickshaws and Motor Cabs are serving the urban population only. The other Public Service Vehicles are serving the Urban and Rural (both) population.

VEHICLE COMPOSITION:

Pakistan had 34,587 vehicles of all descriptions on road at the time of independence in 1947. The number increased to 86,000 in 1960, 188,000 in 1970 and 266,149 in 1975. There were about 1,168,223 motor vehicles on road in 1985. The composition has undergone substantial changes during the period from 1947 to date. Upto 1960, 55% of the vehicles were motor cars, 15% motor cycles, 18% trucks, 10% buses and 2% other vehicles. By 1983, the proportion of motor cycles has increased to 45%, cars decreased to 18%, trucks 5%, buses 3% and 29% other vehicles.

The substantial increase in the number of motor cycles is due to low price which can suit small pockets, lower operating costs and capability of using on poor roads and earth tracks. Cars have also increased substantially, but the rate of growth is about half that of motor cycles. Buses and Trucks have increased at a steady rate of 5.7 and 5.5% percent annum respectively.

Of the total vehicles on road in 1985, 54% vehicles were in Punjab, 32% were in Sind, 10% were in NWFP and about 4% were in Baluchistan. The over-all rate of growth of motor vehicles during the past 10 years has been 15.9% per annum, which is more than 5 times the population growth rate.

The average ownership of motor vehicles in Pakistan has increased from 9 vehicles per 1000 population

about 13 vehicles per 1000 population between 1981 and 1985. The corresponding increase for the 4 Provinces is Punjab 8 to 12 vehicles, Sind 16 to 17 vehicles, NWFP 6 to 9 vehicles and Baluchistan 4 to 8 vehicles. The motor vehicles ownership in Pakistan is still comparatively low and it is likely that a number of vehicles will continue to grow at a fast rate in the future.

The annual average compound growth rate are given at Annexure-10 for population, number of vehicles, seating capacity and number of seats per 1000 population. For Public and Personal Vehicles (both), it is seen that in Lahore population has increased by 3.09%, while the number of vehicles by 12.89%, the seating capacity by 10.02% and number of seats per 1000 population by 6.59%. In Faisalabad, the population has increased by 1.04%, seating capacity by 9.04% and number of seats per 1000 population by 8.31%. In Multan, the population has increased by 2.65% and number of vehicles by 10.18%, seating capacity by 7.43% and number of seats per 1000 population 5.12%. In Karachi, the population has increased by 4.02%, number of vehicles by 12.61%, seating capacity by 12.29% and number of seats per 1000 population by 7.97%. In Hyderabad, the population has increased 2.23% number of vehicles by 12.92%, seating capacity by 6.93% and number of seats per 1000 population by

4.52%. In Peshawar the population has increased by 2.64%, number of vehicles by 12.60%, seating capacity by 9.18% and number of seats per 1000 by 6.50%. No growth rates have been calculated for Quetta due to non-availability of basic data.

It is observed that the number of vehicles has increased by 4 times while the number of seats per 1000 population has increased by more than 2 times than the population growth. The seating capacity has increased by 3 times the population growth.

Here the Public Service Vehicles includes Buses, Wagons, Rickshaws and Taxis. As regards the annual average compound growth rates for public service vehicles: In Lahore, the population has increased by 3.09%, number of public service vehicle by 8.94%, the seating capacity by 6.75% and number of seats per 1000 population by 3.37%. In Faisalabad, the population growth rate is 1.04% number of public service vehicles has increased by 8.25%, seating capacity by 5.98% and number of seats per 1000 population by 5.40%. In Multan, the population growth rate is 2.65%, the number of vehicles increased by 7.23%, seating capacity by 4.22% and number of seats per 1000 population by 0.18%. In Karachi, the population growth rate is 4.02%, the number of vehicles

increased by 8.43%, seating capacity by 10.77% and number of seats per 1000 population by 6.58%. In Hyderabad, the population growth rate is 2.23%, the number of public service vehicles increased by 9.24%, seating capacity by 5.28% and number of seats per 1000 population by 2.86%. In Peshawar, the population growth rate is 2.64%, the number of public service vehicles increased by 11.89%, seating capacity by 8.21% and number of seats per 1000 population by 5.40%.

Personal vehicles includes cars, jeeps and motor cycles/scooters. Here the ACGRs are higher than those for public service vehicles. The population growth is the same for all the cities as cited above. Other factors are different so they need to be mentioned here.

In Lahore, the number of personal vehicles increased by 13.56%, seating capacity by 12.48% and number of seats per 1000 population by 9.05%. In Faisalabad, the number of personal vehicles has increased by 14.61%, seating capacity by 14.60% and number of seats per 1000 population by 13.67%. In Multan, the number of personal vehicles increased by 10.57%, seating capacity by 10.94% and number of seats per 1000 population by 8.62%. In Karachi, the number of personal vehicles increased by 13.53%, seating capacity by 13.53% and number of seats per 1000 population by 9.10%. In Hyderabad,

the number of personal vehicles increased by 14.31%, seating capacity by 12.41% and number of seats per 1000 population by 10.17%. In Peshawar, the number of personal vehicles increased by 13.01%, seating capacity by 12.25% and number of seats by 10.02%. In Peshawar, the number of vehicles has increased by 11.89% while the number of seats has increased only by 5.40%. It indicates that a large number of trucks seems to have been inducted in the fleet. In Karachi, the maximum number of seats per 1000 population have increased during the period. In other cities the growth rate in number of seats is quite close to the population growth, which is not very encouraging. Faisalabad has a maximum rate of growth in number of seats which is five times the population growth.

In Public Service Vehicles, the number of vehicles has considerably increased while the number of seats per 1000 population has not increased very rapidly. This may be due to induction of vehicles with less seating capacity.

It can be concluded that the growth rate in number of seats per 1000 population for personal vehicles was highest in Faisalabad and lowest in Multan. It is also evident that the growth rate in number of seats per 1000 population is more than 3 times the population growth in almost all the cities covered during the survey.

In Lahore, the number of Public Service Vehicles (on road) was 5812 in 1974, which increased to 147,177 in 1983. The maximum growth rate was in respect of Rickshaws and minimum for Taxis. The over-all annual average compound growth rate was 8.94% during the period. However, the number of seats per 1000 population increased from 28 to 40 with an annual average compound growth rate of 3.37%. The population growth rate during the period was 3.09%. It is observed that the number of seats per 1000 population is growing at a faster rate than the population.

The number of personal vehicles increased from 28,659 during 1974, which increased to 102,236 in 1983 with an annual average compound growth rate of 13.56%. The number of seats per 1000 population increased from 29 to 69 with an annual average compound growth rate of 9%. It is seen that a large number of motor cycles and cars have been inducted during the period. In Faisalabad, the number of Public Service Vehicles increased from 2379 to 5256 during the period 1974-83 with an annual average compound growth rate of 8.25%. The highest growth rate was observed in Wagons and the lowest in Buses. The number of seats per 1000 population increased from 13 to 22 with an average annual compound growth rate of 5.40%. The population growth rate was 1.04%. The growth rate in number of

seats per 1000 population more than 5 times population growth. The number of personal vehicles increased from 9806 to 38,358 during the period 1974-83 with an annual average compound growth rate of 14.61%. The maximum growth has been observed for motor cycles and cars. The number of seats per 1000 population increased from 5 to 18 during the period 1974-83 with an annual average compound growth rate of 13.67%. The growth rate in number of seats per 1000 population is more than 13 times the population growth.

In Multan, the number of Public Service Vehicles increased from 1512 to 3038 during the period 1974-83 with an annual average compound growth rate of 7.23%. The maximum growth was observed in Taxis and Wagons respectively. The number of seats per 1000 population increased from 10 to 13 during the same period with an annual average compound growth rate of 2.66%. The population growth rate was 2.65% which is close to the growth rate in number of seats per 1000 population. This low increase rate in number of seats per 1000 population is due to induction of less numbers of new buses during the period. The number of personal vehicles increased from 9855 to 26,930 during the period 1974-83 with an annual average compound growth rate of 10.57%. The maximum growth rate was observed in respect of cars and motor cycles respectively. The number of seats per 1000 population increased from 7 to 16 with an annual average

compound growth rate of 8.62%. The population growth rate during this period was 2.65%. The growth rate in number of seats per 1000 population is more than 3 times the population growth.

In Karachi, the number of Public Service Vehicles increased from 14,930 to 33,546 during the period 1974-83 with an annual average compound growth rate of 8.43%. The maximum growth rate was observed in Wagons and Buses respectively. The number of seats per 1000 population increased from 37 to 70 with an annual average compound growth rate of 6.58% during the period. The population growth rate was 4.02%, which is less than the growth rate in number of seats per 1000 population. The number of personal vehicles increased from 55,859 to 198,673 during the period 1974-83 with an annual average compound growth rate of 13.53%. There was a very high growth rate during the period among all types of personal vehicles. The number of seats per 1000 population increased from 41 to 98 with an annual average compound growth rate of 9.10%. The population growth rate during the period was 4.02%. Growth rate in number of seats per 1000 population is more than double the population growth rate.

In Hyderabad, the number of Public Service Vehicles increased from 3429 to 8304 during the period 1974-83 with an annual average compound growth rate of

9.24%. There was a very high growth rate for Wagons, Rickshaws and Taxis, but a low growth rate was observed for Buses. The number of seats per 1000 population increased from 52 to 69 with an annual average compound growth rate of 2.86%. The population growth was 2.23%, which is very close to the growth in number of seats per 1000 population. This lesser growth rate in number of seats per 1000 population is due to lesser induction of new buses during the period. The number of personal vehicles increased from 7459 to 28,409 during the period 1974-83 with an annual average compound growth rate of 14.31%. The maximum increase was observed in case of motor cycles. The number of seats per 1000 population increased from 11 to 29 with an annual average compound growth rate of 10.18%. The population growth rate during the period was 2.23%. Thus the increase in number of seats per 1000 population is more than 4 times, the population growth.

In Peshavar, the number of Public Service Vehicles increased from 3385 to 14407 during the period 1974-83 with an annual average compound growth rate of 11.89%. The maximum growth was observed in Taxis and Wagons. However, a substantial increase was seen in Rickshaws and Buses also. The number of seats per 1000 population increased from 39 to 66 with an annual average compound growth rate of 5.40%.

The population growth rate during the period was 2.64%, which quite equal to the increase in number of seats per 1000 population is more than double the population growth. The number of personal vehicles increased from 5691 to 19330 during the period 1974-83 with an annual average compound growth rate of 13.01%. The maximum growth was observed in respect of motor cycles and cars. The number of seats per 1000 population increased from 10 to 26 with an annual average compound growth rate of 10.02%. The population growth during the period was 2.64%. The increase in number of seats per 1000 population is more than 3 times the population growth.

CHAPTER -IV

REQUIREMENTS OF PUBLIC SERVICE VEHICLES

CHAPTER - IV

REQUIREMENTS OF PUBLIC SERVICE VEHICLES

For determining the future requirements of road transport for passenger as well as freight traffic for both the urban and intercity operations.

The following criteria has been established:-

- i) All cities with a population of more than 500,000 should have proper urban transportation system.
- ii) The fleet required is to be assessed on the basis of:-
 - a) One bus per 1,500 persons for cities with population of 6 million and above.
 - b) One bus per 3,000 persons for cities having population of 500,000.
 - c) The cities with population in between these figures should have proportionate facilities.
- iii) All calculations may be based on a standard bus for 52 passengers.
- iv) Mini Buses and Suzuki should be taken into account while working out the requirements of buses. The equivalency factors in terms of the standard bus for mini buses, wagons and Suzuki pickups may be taken as 2.5, 4 & 5 respectively.
- v) The average life of the motor vehicles may be taken as 10 years.
- vi) The share of Public Sector for Passenger Transport should be 30% of total urban and 15% for intercity bus traffic.
- vii) The average utilization of a public service and personal vehicle per year may be taken as follows:-

S.No.	Type of Vehicle	Utilization	
		Kms Per year	Load Factor (Pass/Tons)
1.	Bus	75,000	38
2.	Mini Bus	60,000	18
3.	Wagon	50,000	12
4.	Pickup	40,000	8
5.	Taxi	25,000	3
6.	Rickshaw	30,000	2
7.	Car	14,000	3
8.	Jeep	14,000	3
9.	Motorcycle	10,000	1
10.	Conventional Truck	70,000	8.3
11.	Truck Trailer	64,000	11.4
12.	Delivery Van	40,000	0.5

viii) Overall growth rates for intercity traffic may be taken as follows: -

Passenger	6 percent
Freight	7 percent

ix) 60% of the personal transport (motorcycles, cars and jeeps) operate in urban areas while the remaining 40% on intercity routes.

1. Passenger Transport:

a) Urban Transport:

i) Primary Mode: the existing requirement of standard buses is 8,155 and the present fleet is 7,267 and thus indicating a shortfall of 888 buses. Taking into account the present rate of urbanization, fleet depletion and new induction, the net availability of buses by the end of Sixth Plan would be 8,038. The estimated requirement would be 8,954 buses giving a deficiency of 916 buses.

City-wise details of the fleet are given below in

Table 4.1.

Table 4.1

Sl No.	CITIES	POPULATION(COO)		Fleet* 1988	Deple- tion (1988-93)	Net Availability 1993	Buses Required 1993	New Induction 1988-1993
		1988	1993					
1		3	4	5	6	7	8	9
1.	<u>PUNJAB</u>							
	1. Lahore	3,753	4,453	1,586	793	793	2,344	1,551
	2. Faisalabad	1,387	1,633	186	93	93	605	512
	3. Multan	930	1,104	129	65	64	387	323
	4. Gujranwala	1,055	1,476	20	10	10	537	527
	Sub-Total(I)	8,456	10,286	2,557	1,278	1,278	4,478	3,200
	<u>II. SIND</u>							
	5. Karachi	7,071	8,799	4,079	2,040	2,039	5,886	3,827
	6. Hyderabad	864	954	247	124	123	328	205
	Sub-Total(II)	7,935	9,753	4,326	2,162	2,162	6,194	4,032
	<u>III. N.W.F.P.</u>							
	7. Peshawar	998	1,496	952	476	476	544	68
	Sub-Total(III)	998	1,496	952	476	476	544	68
	<u>IV. BALUCHISTAN</u>							
	Quetta	454	631	203	102	101	210	109
	Sub-Total(IV)	454	631	203	102	101	210	109
	Total:	17,843	22,179	8,038	4,021	4,017	11,426	7,409

ii) Para Transit: As regards the requirements of para transit (Taxi, Rickshaws), the size of para transit depends on a number of factors and is entirely supplied by the private sector which operate under the normal laws of supply and demand. The existing fleet is 42,368 rickshaws and 24,259 taxis which would increase to 47,012 and 26,992 respectively by the end of 6th Plan.

b) Intercity Transport:

i) Non-Bus Modes:

The number of non-bus vehicles for intercity traffic has been estimated to increase from 428,617 to 568,200 upto Mid 1993. The induction during 1988-93 has been estimated at 353,894.

TABLE - 4.2 INTERCITY PASSENGER FLEET
(Non-Bus Modes)

Sl. No.	Vehicle Type	FLEET (No.)			
		1988	ACGR 1988-93	1993	Induction 1988-93
1.	Mini Bus	3,435	4.2	4,216	2,499
2.	Wagon	22,155	5.1	28,439	17,362
3.	Pick-up	25,095	5.6	33,019	20,472
4.	Motor Car	205,977	5.4	137,988	85,000
5.	Jeep	10,849	5.3	14,033	8,609
6.	Motorcycle	261,106	6.1	350,505	210,952
Total: -		428,617	5.8	568,200	353,894

ii) Bus Mode:

By the end of Sixth Plan, the estimated intercity bus fleet would be 25,249 buses and the induction upto Mid 1993 has been estimated at 21,687 for an on-road intercity bus fleet of 34,311. This would entail an annual compound growth rate of 5.8% for the bus fleet as against 4.7% increase in the total bus fleet during the 6th Plan.

c) Personal Transport:

Personal Transport in the Country has also been increasing rapidly. By the end of 6th Plan, the estimated number of personal vehicles (Motor cycles/Scooters, Car and Jeeps) on road would be 944,830 which would increase to 1,256,314 by the Mid of 1993. The details may be seen at Table 4.3.

4.3 PERSONAL TRANSPORT FLEET

Sl. No.	Vehicle Type	FLEET (NO.)			
		1988	ACGR 1988-93	1993	Induction 1988-93
<u>I. URBAN</u>					
1.	Motor Car	158,966	5.4	206,982	127,498
2.	Jeep	16,274	5.3	21,050	12,916
3.	Motorcycle	391,658	6.1	525,756	329,927
Sub-Total(I)		566,898	5.9	753,788	470,341
<u>II. INTERCITY</u>					
1.	Motor Car	105,977	5.4	137,988	85,000
2.	Jeep	10,849	5.3	14,033	8,609
3.	Motorcycle	261,106	6.1	350,505	219,952
Sub-Total(II)		377,932	5.9	502,526	313,561
<u>III. URBAN + INTERCITY</u>					
1.	Motor Car	264,943	5.4	344,970	212,498
2.	Jeep	27,123	5.3	35,083	21,525
3.	Motorcycle	652,764	6.1	876,261	549,879
Total(I+II+III)		944,830	5.9	1,256,314	783,902

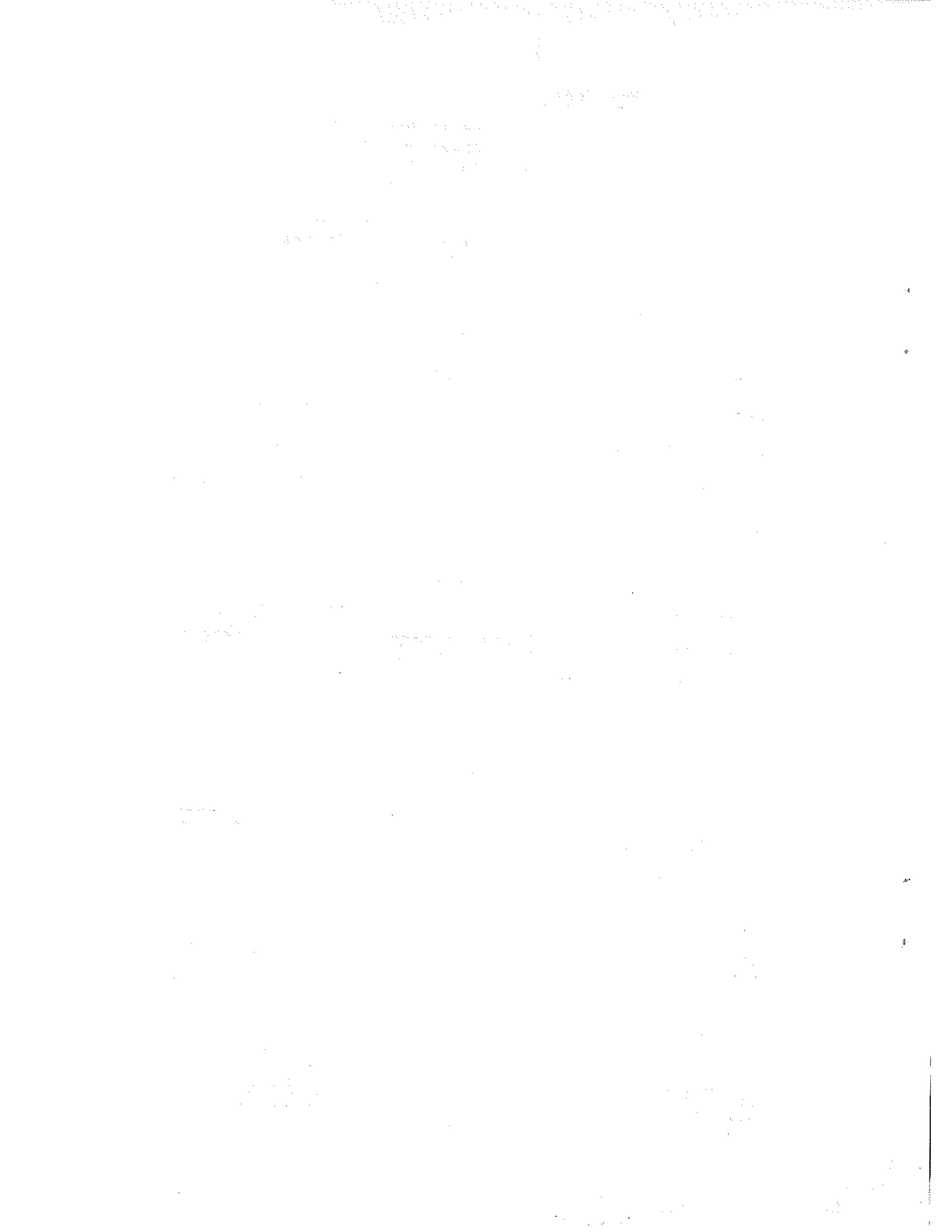


TABLE - 4.4 FREIGHT TRANSPORT FLEET

Sl. No.	Vehicle Type	F L E E T (NO.)			
		1988	ACGR 1988-93	1993	Induction 1988 - 93
1	2	3	4	5	6
1.	Conventional Trucks	61,832	6.2%	83,423	52,507
2.	Truck Trafler	3,254	17.2%	7,186	5,559
3.	Delivery Vans	23,653	7.1%	33,310	21,483
Total:-		88,739	6.9%	123,919	79,549

2. Freight Transport:

By the end of the 6th Plan, the number of trucks trailers and D/Vans would be 61,832, 3,254 and 23,653 respectively. The net addition of conventional trucks, truck trailers and delivery Vans by the Mid 1993 would be 52,507, 5,559 and 21,483 respectively which would give rise to fleet of 83,423 Trucks 7,186 truck trailers and 33,310 Delivery Vans.

6. SHARE OF PUBLIC SECTOR: The present share of Public Sector Transport Corporations/Board in Urban Operations both in terms of number of vehicles and traffic handled varies from 5.50% whereas the share of the Public Sector (PRTC & SRTC) in the intercity traffic is only of the order of about 4%. The share of the Public Sector Road Transport has been ideally fixed at 30% of the total urban Passenger traffic and 15% of the bus passenger for intercity operations respectively.

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ii) Bus Mode:

b) Intercity: Keeping in view the existing fleet and its depletion rate, 4,566 new buses be inducted by Mid 1993.

7) VEHICLE FLEET: Taking in to account the estimated number of vehicles on road by the end of 6th Plan and the assumed growth rates. The total number of vehicles in the country by Mid 1993 would be 1,594,505 as per table 4.5.

TABLE 4.5: VEHICLE FLEET 1992 - 1993

Sl. No.	Vehicle Type	(No.)		
		E.M. 1988	Induction 1988-1993	Fleet 1992-1993
1.	Bus	29,655	28,012	42,838
2.	Mini-Bus	9,010	4,460	8,965
3.	Wagon	24,875	19,801	32,238
4.	Pickup	28,710	23,414	37,768
5.	Taxi	26,996	20,342	33,840
6.	Rickshaw	47,012	35,117	58,623
7.	Car	264,943	212,498	344,970
8.	Jeep	27,123	21,525	35,083
9.	Motorcycle	652,764	594,879	876,261
10.	Conventional Truck	61,832	52,507	83,423
11.	Truck Trailer	3,254	5,559	7,186
12.	Delivery Van	23,653	21,483	33,310
Total: -		1,199,827	994,597	1,594,505

CHAPTER -V

CONCLUSIONS AND RECOMMENDATIONS

10/10/2020

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CHAPTER -V

CONCLUSIONS AND RECOMMENDATIONS

Pakistan has been following a pattern of development based on low cost energy and therefore on low cost transport. The rate of growth of passengers and goods Traffic in Pakistan has been much higher than the rate of growth of population and of the Gross National Product. The transport cost has risen enormously in the recent years due to rise in the prices of Oil and have thus made the old patterns of development very costly. Thus there is a need for re-examination of the old patterns and evolution of new patterns of development having a minimum transport content. There is also a need to estimate the transport element, in the capital cost and in the cost of operation, while appraising development projects for implementation. In short, the development of patterns which economise on transport may have to be different from those followed in the past.

In the private sector, there is no large scale ownership. Most of them have only one or two vehicles. In spite of this, most of the urban and intercity passenger transport service in the private sector is being provided by them. However, there is no loan financed by government to purchase vehicles. So when private sector wants to purchase some vehicles, they can not help borrowing money

from a private financier with expensive interest. And it is said that this makes them discourage from investment. It is essential that the vehicle system is conditioned by a number of factors straneous to the operations of the vehicle enterprise. Some are obvious like the road net-work, maintenance standards of roads, parking facilities which can be developed based on the road system, traffic laws, competition with other road transport system and indeed a host of other factors implicit in the total environment.

The Private Sector is playing a very vital role in the movement of passengers and goods, but there is only one agency in the public sector, namely NLC, working for the transportation of goods to supplement private truck service and the Pakistan Railways. NLC Trucks mainly carry essential commodities such as wheat, rice, fertilizer, cement, sugar etc. and its share is estimated to 5.2%. It has heavy duty trucks, such as full trailers (Mercedez Benz 22 tons) and semi-trailors (Fiat and Pino 20 tons), while private trucks are mainly composed of bedford (7-10 tons). For Passengers, in addition to the private ownership, there are four large provincial corporations which operate urban and intercity services. Besides to cater to the growing needs of big cities.

Passenger traffic in Pakistan has grown at an annual rate of 6.0 percent from 46.3 billion passenger

kilometers in 1971-72 to 104.2 billion passenger kilometres in 1985-86. During the current year, however, the passenger traffic increased by only 2.8 percent to 107.1 billion passenger kilometres. Similarly the growth of freight traffic has slowed down to 3.3 percent in 1986-87 compared to growth rate of 5.8 percent between 1971-72 to 1985-86. Freight traffic amounted to 35.8 billion tonne kilometers.

INLAND TRAFFIC

YEAR	ROAD	RAIL	AIR DOMESTIC	TOTAL
1	2	3	4	5
<u>Passenger Kilometres</u>				
1971-72	36,520	9,515	300	46,335
1977-78	54,665	15,375	1,026	71,066
1980-81	65,991	16,387	1,205	83,583
1981-82	70,114	16,502	1,245	87,861
1982-83	72,898	18,031	1,340	92,269
1983-84	75,682	18,287	1,464	95,433
1984-85	80,846	17,806	1,615	100,267
1985-86	85,952	16,450	1,800	104,202
1986-87	87,915	17,140	2,061	107,116
<u>Freight Tonne Kilometres:</u>				
1971-72	8,047	7,756	5	15,808
1977-78	12,319	8,557	14	20,890
1980-81	18,207	7,918	16	26,141
1981-82	19,414	7,067	17	26,498
1982-83	21,183	7,323	18	28,524
1983-84	22,314	7,385	19	29,718
1984-85	23,625	7,203	24	30,852
1985-86	26,367	8,270	25	34,662
1986-87	27,345	8,430	24	35,799

SOURCE: ECONOMIC SURVEY OF PAKISTAN.

During 1986-87, intercity passenger traffic by road recorded an increase of 2.3 percent. The share of road transport in passenger traffic has fallen from 82.5 percent in 1985-86 to 82.1 percent in 1986-87. Of an estimated 35.8 billion tonne kilometres of freight roads carried 76.4 percent. The corresponding share in 1985-86 was 76.1 percent.

The number of motor vehicles has increased many times during the last more than three decades. This increase has been very spectacular in the case of motor cycle, motor car, jeep, wagon. Buses have increased by more than seven times and trucks by nine times. Which can be seen from the table below:

MOTOR VEHICLES ON ROAD IN PAKISTAN

<u>TYPE OF VEHICLE:</u>	<u>1947</u>	<u>1983</u>
Motor Cycle and Scooter	3,618	418,684
Motor Car/Jeep	15,994	228,483
Station Wagon/Tractor	-	108,544
Bus	4,576	29,300
Motor Cab/Taxi	928	20,364
Motor Cab/Rickshaw	-	36,521
Delivery Van	-	13,134
Private Carrier Truck and Public Carrier Truck	4,929	44,539
Others	532	51,691
TOTAL: -	30,177	951,240

This survey was conducted to determine the pattern of existing public service vehicle services across the country and to make a realistic assessment of the requirements of motor vehicles for future planning.

For this purpose, the detailed information from seven big cities was collected. Keeping in view the requirements of the National Transport Research Centre a questionnaire was designed. The total number of forms duly filled in was 5715. The information was collected during July, 1982 to September, 1983.

In the survey of public service vehicles the detailed information in respect of 5715 vehicles was collected from the seven big cities of the country, out of which 3754 vehicles were covered from three cities of Punjab, 602 from two cities of Sind, 893 from one city of NWFP and 466 from one city of Baluchistan. In terms of percentage, the share of Punjab was 65.69%, Sind was 10.53%, NWFP was 15.63% and Baluchistan was 8.15%.

As regards the type of Public Service Vehicles, the information in respect of maximum number of buses was collected during the survey. Next to this, the largest number was that of trucks and rickshaws respectively and the lowest number was that of delivery vans.

As regards the age structure of Public Service Vehicles, the maximum number of vehicles fell within the age group of 5-9 years old. Next to this, the largest number was of vehicles falling within the

age-group of 10-14 years. About one fifth of vehicles were less than 4 years old. However, it is observed that about 2/3 of the vehicles were less than 9 years old and more than 4/5 was less than 19 years old. It is also seen that only a small percentage of vehicles was more than 20 years old.

As regards the makes of Public Service Vehicles, 53% of the total vehicles were Bedford. Out of which the maximum number was available in Faisalabad and Peshawar respectively. The second largest number was that of Vespa. This is available in Auto-Rickshaw and the maximum number of this make exist in Lahore. Next to this, Suzuki, Ford, Toyota and Mazda are also the popular makes, Chevrolet, Mercedes and Hino are available in very short number. This may be due to their high cost of purchase, high operating value and non-availability of spare parts.

Bedford is popular make for buses and trucks, Ford and Toyota are popular make for wagons. Mazda is popular make for mini-buses and Suzuki for pickups. Datsun is popular for motor cab and Vespa is popular for auto rickshaws.

Trucks of very old models are available in the country, which are not available in other types of vehicles. It is observed that 35% of the trucks have models ranging between 1973-77, 68% have models between

1966-77 and 20% have models ranging between 1978-84. For buses, 33% of vehicles have models ranging between 1979-80 and 51% have models ranging between 1978-81, 80% have models ranging between 1974-81. Only 20% of total number of buses have models prior to 1974. It is seen that the trucks have more ford models as compared to buses. 45% of the mini-buses have models ranging between 1977-81 and 85% have models ranging between 1977-84, and only 15% have models prior to 1977. In case of wagons, 52% have models ranging between 1973-78, and 26% have models between 1980-81. 83% of wagons have models ranging between 1973-82. The other models have a negligible percentage. For auto-rickshaws, 59% of the auto-rickshaws have models ranging between 1979-81 and 84% have models ranging between 1975-82. The other models prior to 1975 have a negligible percentage. In case of pickups, 71% of pickups have models ranging between 1980-82. The other models prior to 1980 and after 1982 have only 29% of the total number of vehicles. It is seen that pickups, auto-rickshaws and buses have more new models as compared to motor cabs, delivery vans and trucks.

There is a number of different makes of buses available in the country like B.M.C., Bedford, Nissan, Ford, Fiat and Dodge. Out of which Bedford is the most popular make for Buses, it constitute 96.5% of the total number of Buses. There are 3 makes of Mini-

Buses, like Mazda, Ford and Toyota. Mazda is the most popular make for Mini-Buses, it constitute 87% of the total number of Mini-Buses. There is a number of different makes for Motor Cabs. Datsun is the most popular make. There are two popular makes for Wagons like Ford and Toyota, 69% of the Wagons are Ford and 31% Toyota. The most popular make for Auto-Rickshaw is Vespa which is almost 100% of the total number of Vehicles. For Pickups there is large number of makes available in the country, like Suzuki, Datsun, Toyota, Mercedes and Ford. Suzuki is the most popular make for Pickups which constitute 93% of the total number of Pickups. In case of Delivery Vans, a large number of makes are available in the country, but previously Ford was considered the most popular make, but the trend has changed now and Suzuki make has gained popularity for Delivery Vans. There is a large number of different makes for Trucks, like Bedford, B.M.C., Isuzu, Nissan, Hino, Ford, Dodge, Toyota, Mercedes, Chevrolet. Bedford is the most popular make for Trucks.

The Buses, Mini-Buses, Wagons and Trucks are using diesel whereas Motor Cabs and Rickshaws are using petrol. Pickups and Delivery Vans are using (both) petrol and diesel. Out of which 94% of the Pickups are using petrol and only 6% are using diesel. 50% of the Delivery Vans are using diesel and the

others are using petrol.

In this study we are mainly concerned with the Licensing Fee and the total number of vehicles on road. The vehicles can only remain on road if they pay token tax otherwise not. The total token tax realized by the Provincial Governments during 1983-84 comes out to be Rs.228.330 million. It does not include the any other tax levied by Federal, Provincial Governments and Local Bodies.

In spite of the facts that number of vehicles increasing at a faster rate Pakistan remains low on the scale of per capita ownership of vehicles.

As regards the vehicles by ownership, 2.9% of the vehicles have not changed their ownership. It does not include Motor Cars and Wagons. 72.5% of the vehicles have changed their ownership by only once, 14.3% by 2 times, 6.4% by 4 and 5 times. It is observed that maximum number of Buses/Mini-Buses have changed their ownership by One time only. Next to this, the largest number of vehicles have changed their ownership by 2 times and a very small number have changed their ownership by 4 and 5 times.

84% of Buses/Mini-Buses have changed their ownership by 1 and 2 times and maximum number have a changed their ownership by once only. 93% of Motor Cars have changed their ownership by once only. 91%

of Wagons have changed their ownership by 1 and 2 times and maximum number have changed their ownership by 1 time. 93% of Rickshavs have changed their ownership by 1 and 2 times. Maximum number have changed their ownership by once only. 80% of Pickups have changed their ownership by 1 and 2 times. The maximum number have changed their ownership by once only. 90% of Trucks have changed their ownership by 1 and 2 times. The maximum number have changed their ownership by once only.

In the present study it is observed that 63% of the Public Service Vehicles are plying on Urban Routes, 36% on Intercity Routes, whereas the only 1% are plying on Rural Routes only. For Buses/Mini-Buses, 48.1% of vehicles were plying on Urban Routes, 48.7% on Intercity Routes and 3.2% on Rural Routes only. Almost all the Motor Cabs and Rickshavs are plying on Urban Routes. In case of Wagons, 54.5% are running on Urban Routes and 45.5% on Intercity Routes. For Pickups, 82.7% are plying on Urban Routes and 17.3% on Intercity Routes. 55.6% of Delivery Vans were plying on Urban Routes and 44.4% on Intercity Routes. For Trucks, 46.7% are running on Urban Routes and 53.3% on Intercity Routes.

Since 1947, the composition of vehicles has undergone substantial changes. Upto 1960, of the vehicles were Motor Cars, 15% Motor Cycles, 18% Trucks,

10% Buses and 2% other vehicles. By 1983 the proportion of Motor Cycles has increased to 50%, Cars decreased to 31%, Trucks 5%, Buses 4%. The substantial increase in number of Motor Cycles is due to low price which can suit small pockets, lower operating cost and capability of using on poor roads and earth tracks. Cars have also increased substantially, but the rate of growth is about half that of motor cycles. Buses and Trucks have increased at a steady rate of 5.7% and 5.5%.

Of the total vehicles on road in 1985, 54% vehicles were in Punjab, 32% were in Sind, 10% in NWFP and about 4% in Baluchistan. The over-all growth rate of motor vehicles during past 10 years has been 15.9% per annum.

The average ownership of motor vehicles in Pakistan has increased from 9 vehicles per 1000 population to about 13 vehicles per 1000 population between 1981-85, the corresponding increase for 4 Provinces, Punjab, 8 to 12 vehicles, Sind, 16 to 17 vehicles, NWFP 6 to 9 vehicles and Baluchistan 4 to 8 vehicles. The motor vehicles ownership in Pakistan is still comparatively low.

Here Public Service Vehicles includes Buses, Wagons and Taxis. As regards the annual average compound growth rate for Public Service Vehicles, which

have been calculated for the period 1974-83. In Lahore, the population has increased by 3.09%, number of vehicles by 8.94%, seating capacity by 6.75%, number of seats per 1000 population by 3.37%. The seating capacity has increased more than double the population growth whereas the number seats is slightly higher than the population growth. In Faisalabad, the population growth rate is 1.04%, number of vehicles increased by 8.25%, seating capacity by 5.98% and number of seats per 1000 population by 5.4%. It is observed that the seating capacity and number of seats per 1000 population has increased more than 5 times the population growth rate. In Multan, the population growth rate is 2.65%, number of vehicles increase by 7.23%, seating capacity by 4.23% and the number of seats by 0.18%. In this city no substantial increase in number of seats per 1000 population has been observed. It is much lower than the population growth. This low rate during the last decade is due induction of less number of new vehicles. In Karachi, the population growth rate is 4.02%, the number of vehicles increased by 8.43%, seating capacity by 10.77% and number of seats per 1000 population by 6.58%. In this case, it is evident that the number of seats per 1000 population is about double the population growth rate. In Hyderabad, the population

growth rate is 2.23%, number of vehicles increased by 9.24% the seating capacity by 5.28% and number of seats per 1000 population by 2.86%. It is seen that the no substantial increase has been observed in the number of seats and it is quite close to the population growth. In Peshavar, the population growth rate is 2.64%, number of vehicles increase by 11.89%, seating capacity by 8.21% and number of seats per 1000 population by 5.40%. It is seen that the number of seats per 1000 population has increased more than double the population growth. No annual average compound growth rates have been collected for Quetta due to the non-availability of basic data. It is evident that maximum growth rate in number of seats per 1000 population has been observed at Karachi, Faisalabad and Peshavar. The lowest rate was at Multan. In Lahore and Hyderabad, the growth rate in number of seats per 1000 population were quite close to population growth rate.

Personal vehicles includes Cars, Jeeps and Motor Cycles/Scooters. Here the annual average compound growth rate are much higher than those for Public Service Vehicles but the population growth rate is the same for all the cities. The ACGR have been calculated for the period 1974-83. In Lahore, the number of vehicles has increased by 13.56%, seating capacity by 12.48% and the number of seats per 1000 population

by 9.05%. It is seen that the number of seats per 1000 population has increased more than 3 times the population growth rate. In Faisalabad, the number of vehicles has increased by 14.61%, seating capacity by 14.60% and number of seats per 1000 population by 13.67%. It is observed that the number of seats per 1000 population has increased by more than 13 times the population growth. In Multan, the number of vehicles increase by 10.57%, seating capacity by 10.94% and number of seats per 1000 population by 8.62%. It is evident that the number of seats per 1000 population has increased by more than 3 times the population growth. In Karachi, the number of vehicles increased by 13.53%, seating capacity by 13.53% and the number of seats per 1000 population by 9.10%. It is apparant that the number of seats per 1000 population has increased by more than double the population growth. In Hyderabad, the number of vehicles has increased by 14.31%, seating capacity by 12.41% and number of seats per 1000 population by 10.17%. It is seen that the number of seats has increased by more than 4 times the population growth. In Peshavar, the number of vehicles increased by 13.01% seating capacity by 12.25% and number of seats per 1000 population by 10.02%. It is observed that the number of seats per 1000 population has increased by about 4 times the population growth. No annual average compound growth rate has been collected for Quetta due

to non-availability of basic data.

The maximum growth rates in number of seats per 1000 population have been observed in Faisalabad, Hyderabad and Peshavar which are more than 5 times the population growth. Lowest increase in number of seats per 1000 population has been seen in Karachi which is more than double the population growth rate. In Lahore and Multan, they have 3 times and more than 3 times respectively. The Personal Vehicles do not serve the General Public whereas Public Service Vehicles are purely serving the general public. Lower rates of growth in number of seats per 1000 population are seen in Public Service Vehicles whereas very high rates are observed in personal vehicles.

CONCLUDING REMARKS:

1. The detailed information in respect of 5715 vehicles was collected from Seven main cities of the country. The maximum information in respect of Public Service Vehicles was collected from Lahore and minimum from Hyderabad. The size of sample was 4.86%.
2. Maximum number of vehicles had the age structure falling within the age-group of 5-9 years. Next to this, the larger number was within the age-group of 10-14 years. About one fifth of vehicles were less than 4 years old. About 2/3 of vehicles were less than 9 years old and a very small percentage was more than 20 years old.
3. Lahore and Faisalabad have maximum number of younger vehicles while Karachi has maximum number of older ones.
4. Bedford was the popular make for Buses and Trucks, Ford and Toyota for Wagons, Mazda for Mini-Buses, Suzuki for Pickups, Datsun

for Motor Cabs and Vespa for Rickshaws.

5. The Buses/Mini-Buses, Rickshaws and Pickups have more latest models as compared to Trucks, Wagons, Delivery Vans and Motor Cabs. Trucks have oldest models which are not available for other vehicles.
6. The Buses, Mini-Buses, Wagons and Trucks are using diesel whereas Motor Cabs and Rickshaws are using petrol. Pickups and Delivery Vans are using (both) Petrol and diesel. Out of which 94% of Pickups are using petrol and only 6% diesel. 50% of Delivery Vans are using diesel and the others petrol.
7. The total token tax realized by the Provincial Governments during 1983-84 comes out to be Rs.228.330 Millions.
8. Pakistan is low on the scale of per capita ownership of vehicles as compared to other countries of the world.
9. Only 2.9% of vehicles have not changed their ownership. 72.5% by once only, 14.3% by two times, 6.4% by 4 and 5 times.
10. 63% of Public Service Vehicles are plying on Urban Routes, 36% on Intercity Routes only 1% on Rural Routes only.
11. Since the inception of Pakistan, the composition of vehicles has undergone substantial changes, upto 1960, 55% of vehicles were Motor Cars, 15% Motor Cycles, 18% Trucks, 10% Buses and 2% other vehicles. By 1983, the proportion of Motor Cycles has increased to 50%, Cars decreased to 31%, Trucks 5%, Buses 4%.
12. The overall growth rate of motor vehicles during the past 10 years has been 15.9% per annum, which is more than 5 times the population growth rate.
13. Maximum Growth rate in number of seats per 1000 population have been observed in Faisalabad, Hyderabad, Peshawar and lowest in Karachi. Higher growth rates have been observed for personal vehicles and lower for Public Service Vehicles.

14. In this particular case, the overall growth rate in number of seats per 1000 population, in Faisalabad, is 8.31% which is equal to 8 times the population growth rate. For other cities, it is more or equal to 2 times the population growth rate.
15. In Public Service Vehicles, the total number of vehicles has increased rapidly but the growth in number of seats per 1000 population is not compatible. This may be due to the induction of vehicles with less seating capacity. Moreover, the growth rate in number of seats per 1000 population is quite close to the population growth rate in all the cities except Faisalabad. It is an alarming situation for a developing country because in the long run it will not be able to serve rapidly growing population.
16. The growth rate in number of seats per 1000 population for personal vehicles in Faisalabad, 513.67% which is more than 13 times the population growth rate but for other cities, it ranges between 2-4 times the population growth rate. Personal vehicles do not serve the general public.

RECOMMENDATIONS:

1. Study should be conducted on regular basis at an interval of Five years which will help the planners and policy makers to make a realistic assessment of the requirements of public service vehicles for future planning.
2. There is a need to make improvements in transport data base. This would only be possible if different surveys are conducted and regular programmes are instituted requiring different agencies to provide information on regular basis.
3. Transport and Traffic data should be compiled and stored in computer system and maintained and updated periodically.

4. The study should cover all the main cities of the country in order to have a clear picture of public service vehicle services at national level.
5. Surveys on the actual conditions regarding organization, transport inventory, employment and traffic activities of road transport system should be carried out periodically.
6. The urban transport Corporations/Boards may have a continuous supply of adequate finances to enable them to carry out regular induction of new buses in a planned manner and organize their operations on scientific lines.
7. The requirements, of persons who demand high level of service and can afford to pay, should be met primarily by the private sector in the form of high quality buses and other para transit.
8. Private Sector should be regulated only for quality of service and safety but should be totally de-regulated in terms of fare in order to ensure reasonable rate of return on investment.
9. Fares may be so fixed that the public sector transport corporations recover only 50% of the operating cost through fare box. The remaining 50% should be provided by the Provincial and Federal Governments as grants-in-aid and also fully cater for replacement/maintenance requirements.
10. The duties etc. on large size buses may be reduced substantially and the loan facilities may also be made available for the purchase of large size buses.
11. The lack of coordination among multi-farious transport related agencies should be over-come by setting-up a National Transport Council at the Federal Level and similar councils at the Provincial Level and similar councils at the Provincial Level.
12. The efforts are required to increase the domestic content in the progressive manufacturing of vehicles.

13. The induction of professional manpower can play a progressive and leading role to evolve a realistic policy to stream line procedures and provide technical support to all the concerned agencies.
14. The community resources invested in transport should be properly utilized to the maximum and there should be no wastage.
15. In order to assess the true requirements of public transport, surveys should be carried out at least once in two years on busy routes, junctions and industrial areas in order to have firm data. These surveys will be helpful in determining the exact traffic density and demands for transport so that suitable traffic control arrangements can be made and adequate public transport provided.
16. The aims should be to provide and promote the provision of an efficient, adequate, economical and properly integrated system of transport keeping in mind the safety of operation.
17. The progressive elimination of animal drawn vehicle from the central parts of the cities especially during the peak traffic hours and their replacement by motor transport should be more positively encouraged.
18. There should be a minimum number of makes available in the country because standardization of vehicles would facilitate maintenance and repairs.

The Government has a responsibility to provide for the welfare of its citizens and to ensure that the economy is stable and growing. It is the duty of the Government to protect the rights of its citizens and to ensure that the law is upheld. The Government should also ensure that the environment is protected and that resources are used wisely. The Government should also ensure that the education system is of a high quality and that all citizens have access to it. The Government should also ensure that the health care system is of a high quality and that all citizens have access to it. The Government should also ensure that the social security system is of a high quality and that all citizens have access to it. The Government should also ensure that the justice system is of a high quality and that all citizens have access to it. The Government should also ensure that the infrastructure is of a high quality and that all citizens have access to it. The Government should also ensure that the culture is protected and that all citizens have access to it. The Government should also ensure that the environment is protected and that resources are used wisely. The Government should also ensure that the education system is of a high quality and that all citizens have access to it. The Government should also ensure that the health care system is of a high quality and that all citizens have access to it. The Government should also ensure that the social security system is of a high quality and that all citizens have access to it. The Government should also ensure that the justice system is of a high quality and that all citizens have access to it. The Government should also ensure that the infrastructure is of a high quality and that all citizens have access to it. The Government should also ensure that the culture is protected and that all citizens have access to it.

Government of Pakistan,
National Transport Research Centre,
36-Nazimuddin Road, F-7/1,
Islamabad.

- 86 -

Form No:

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1 7Date:

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8 13

ROAD VEHICLE SURVEY

1. Place _____

- 14 18
2. Name & Address of Present owner _____

- 19 23
3. Present Registration Number _____
- 24 31
4. Date of Present Registration _____
- 32 37
5. Date of First Registration _____
- 38 43
6. Tax Paying Tax Exempted
- 44
7. If Tax Paying
- Annual Amount (Rs.) _____
- 45 50
- Tax paid for the period ending _____
- 51 56
- (Date)
8. If Tax Exempted Whether on road Yes No
 Not known
- 57
9. Present Ownership
- Individual Partner ship Private Ltd. Co.
 Public Ltd. Co. Co-op. Society Federal Govt.
 Provincial Govt. Corporation Local body
 Other (Specify) _____
- 58 59
- If Partnership, Please indicate number of persons _____
- 60 61
10. Change of Ownerships _____ Times Not Known
(Incl. present ownership)
- 62 63
11. Vehicle Description
- Vehicle Type: Rickshaw Motor Cab Motor Car
 Jeep Van Wagon
 Mini-Bus Bus Pickup
 Truck Emer. Veh.
 Other (Specify) _____
- 64 65

10/10/2010 10:10:10 AM

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Form No:

Body Type: Saloon Convertible St. Wagon
 Other (Specify) _____

8

Make _____

9 11

Model/Year of Manufacture _____ 19 _____

12 13

Engine Capacity _____ C.C. _____ H.P.

14 19

Number of Cylinders _____

20 21

Seating Capacity (Including driver) _____

22 23

Un-laden weight _____ KGS _____ Tonnes

24 29

Registered laden weight _____ KGS _____ Tonnes

30 35

Total number of Axles _____

36 37

FUEL: Petrol Engine Diesel Engine
 Other (Specify) _____

38

12. Route Information:

Urban Route Rural Route Both
 Other (Specify) _____

39

Route Length _____ Miles
_____ Kms

40 45

13. Enumerator's Name & Signature _____

46 47

14. Coder's Name & Signature _____

48 49

Remarks (If any):

Enumerator: _____

Office Staff: _____

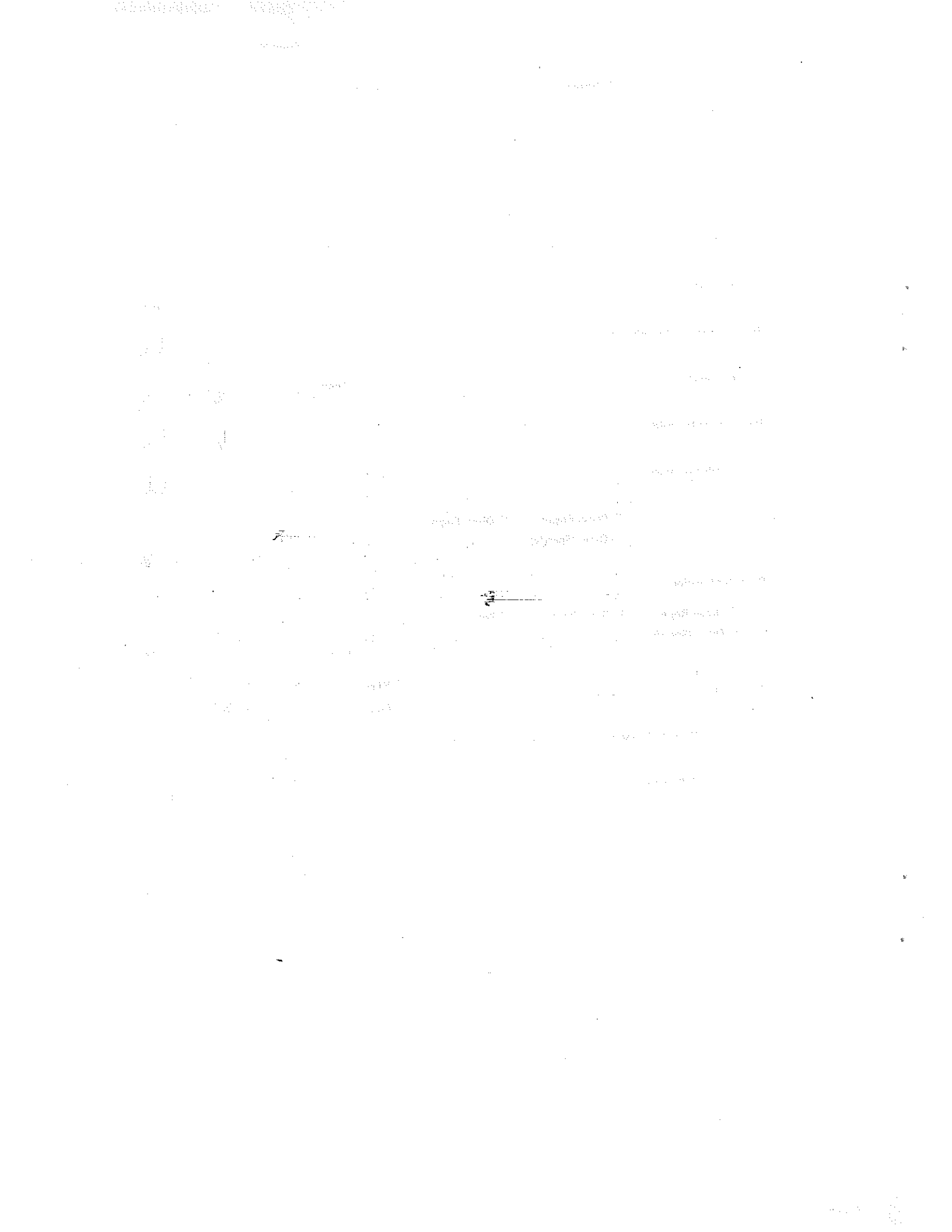


TABLE:1 RATIO OF SAMPLE POPULATION WITH ACTUAL VEHICLE POPULATION

Description	Buses/ Minibuses	Motorcabs	Wagons	Rickshaws	Pickups	D. Van	Trucks	Total
1	2	3	4	5	6	7	8	9
1. LAHORE								
(i) Total Vehicles (on road)	2,364	675	883	9,763	4,913	1,414	2,394	22,406
(ii) Sampled Vehicles	430	10	214	517	332	14	109	1,626
(iii) Percentage	18.19	1.48	24.24	5.30	6.76	0.99	4.55	7.26
2. FAISALABAD								
(i) Total Vehicles (on road)	1,835	40	832	2,549	1,150	50	1,563	8,019
(ii) Sampled Vehicles	735	-	13	155	138	4	226	1,271
(iii) Percentage	40.05	-	1.56	6.08	12.00	8.00	14.46	15.85
3. MULTAN								
(i) Total Vehicles (on road)	930	640	194	1,274	288	298	1,183	4,807
(ii) Sampled Vehicles	314	-	51	138	175	-	179	857
(iii) Percentage	33.76	-	26.29	10.83	60.76	-	15.13	17.83
4. KARACHI								
(i) Total Vehicles (on road)	4,696	8,806	9,732	10,312	-	1,372	6,877	41,795
(ii) Sampled Population	167	34	64	46	11	-	55	377
(iii) Percentage	3.56	0.39	0.66	0.45	-	-	0.80	0.90
5. HYDERABAD								
(i) Total Vehicles (on road)	2,512	1,043	1,535	3,214	-	1,535	3,760	13,599
(ii) Sampled Population	39	-	23	35	80	-	48	225
(iii) Percentage	1.55	-	1.50	1.09	-	-	1.28	1.65
6. PESHAWAR								
(i) Total Vehicles (on road)	2,607	1,817	1,217	4,766	-	881	6,670	17,958
(ii) Sampled Vehicles	402	-	17	28	25	9	412	893
(iii) Percentage	15.42	-	1.40	0.59	-	1.02	6.18	4.97
7. QUETTA								
(i) Total Vehicles (on road)	961	29	950	1,510	1,150	750	3,693	9,043
(ii) Sampled Population	111	-	150	118	20	-	67	466
(iii) Percentage	11.55	-	15.79	7.81	1.74	-	1.81	5.15
8. TOTAL:								
(i) Total Vehicles (on road)	15,905	13,050	15,343	33,388	7,501	6,300	26,140	117,627
(ii) Sampled Vehicles	2,198	44	532	1,037	781	27	1,096	5,715
(iii) Percentage	13.82	0.34	3.47	3.11	10.41	0.43	4.19	4.86

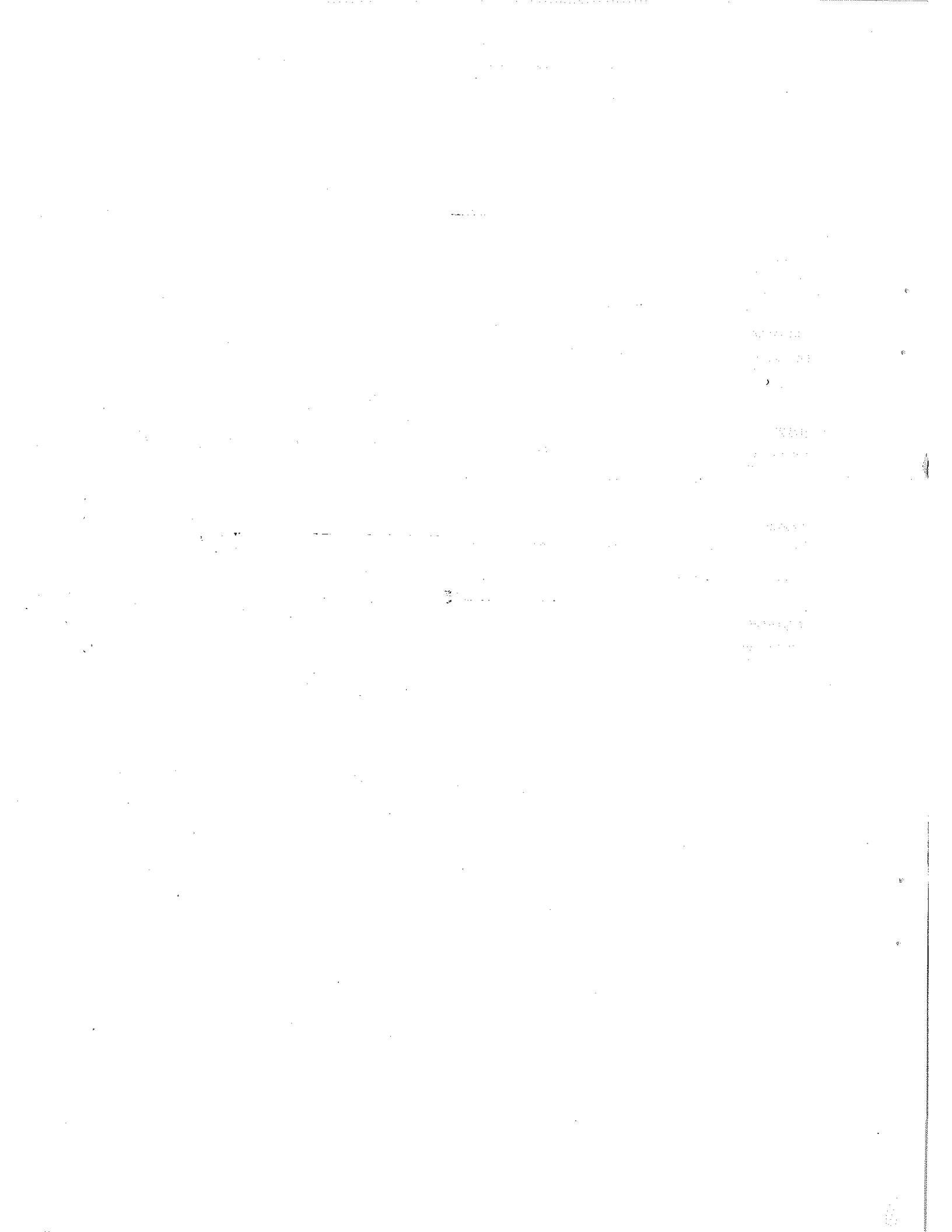


TABLE: 1.1 NUMBER OF MOTOR VEHICLES BY TYPE AND DISTRICTS

Sl. No.	Type of Vehicle	Lehore	Faisalabad	Multan	Peshawar	Karachi	Hyderabad	Quetta	Total
1	2	3	4	5	6	7	8	9	10
1.	Buses	409	725	306	393	86	39	103	2061
2.	Mini Buses	21	10	8	9	81	-	8	137
3.	Motocabs	10	-	-	-	34	-	-	44
4.	Wagons	214	13	51	17	64	23	150	532
5.	Rickshaws	517	155	138	28	46	35	118	1037
6.	Pickups	332	138	175	25	11	80	20	781
7.	Delivery Vans	14	4	-	9	-	-	-	27
8.	Trucks	109	226	179	412	55	48	67	1096
Total:		1626	1271	857	893	377	225	466	5715

Source: Annual Report of the Government of Punjab, 1961-62

TABLE:2 NUMBER OF VEHICLES BY AGE GROUP AND DISTRICT

AGE GROUP	LAHORE	FAISALABAD	MULTAN	KARACHI	HYDERABAD	PESHAWAR	QUETTA	TOTAL
0	449	283	86	62	76	81	129	1,166
5	868	627	387	108	75	350	172	2,587
10	227	209	157	126	51	289	138	1,197
15	51	75	146	55	13	163	21	524
20	27	74	73	17	9	10	5	215
25	4	3	8	9	1	-	1	26
TOTAL:-	1,626	1,271	857	377	225	893	466	5,715

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TABLE:2.1 NUMBER OF MOTOR VEHICLES BY TYPE AND AGE GROUP

AGE GROUP	BUSES	MINI-BUSES	MOTOR-CAB	WAGONS	RICKSHAWS	PICKUP	DELIVERY VAN	TRUCKS	TOTAL
1	2	3	4	5	6	7	8	9	10
0	4	243	67	-	96	248	402	9	1,166
5	9	1,167	55	2	201	574	336	9	2,587
10	14	492	7	8	202	112	40	5	1,197
15	19	133	2	34	24	62	1	3	524
20	24	20	5	-	5	41	1	1	215
25	29	6	1	-	4	-	1	-	26
TOTAL:	2,061	137	44	532	1,037	781	27	1,096	5,715

MINISTRY OF TRANSPORT AND HIGHWAYS
 DEPARTMENT OF ROAD TRANSPORT
 OFFICE OF ROAD TRANSPORT
 100, RAJENDRA NAGAR, NEW DELHI - 110029

TABLE:2.2 NUMBER OF MOTOR VEHICLES BY TYPE AND AGE-GROUP

LAHORE

AGE-GROUP	BUSES	MINI-BUSES	MOTOR-CAB	WAGONS	RICKSHAW	PICKUP	DELIVERY VAN	TRUCKS	TOTAL	%
1	2	3	4	5	6	7	8	9	10	11
4	65	8	-	20	199	151	-	6	449	27.61
5	265	12	2	84	306	176	7	16	868	53.38
10	74	1	8	95	12	5	3	29	227	13.96
15	5	-	-	12	-	-	3	31	51	3.14
20	-	-	-	1	-	-	1	25	27	1.66
25	-	-	-	2	-	-	-	2	4	0.25
TOTAL:	409	21	10	214	517	332	14	109	1626	100.00

LAHORE

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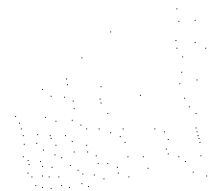


TABLE:2.3 NUMBER OF MOTOR VEHICLES BY TYPE AND AGE-GROUP

- FAISALABAD -

AGE-GROUP	BUSES	MINI-BUSES	MOTOR-CAB	WAGONS	RICKSHAW	PICKUP	DELIVERY VAN	TRUCK	TOTAL	%
1	2	3	4	5	6	7	8	9	10	11
5	154	-	-	-	29	98	-	2	283	22.27
10	425	5	-	2	91	29	2	73	627	49.33
15	118	-	-	9	19	11	2	50	299	16.44
20	24	-	-	1	12	-	-	38	75	5.90
25	4	4	-	1	4	-	-	61	74	5.82
	-	1	-	-	-	-	-	2	3	0.24
TOTAL:-	725	10	-	13	155	138	4	226	1271	100.00

REPORT OF THE DIRECTOR GENERAL OF TRANSPORT AND ROADWAYS, FAISALABAD

TABLE: 2.4 NUMBER OF MOTOR VEHICLES BY TYPE AND AGE GROUP

- MULTAN -

AGE-GROUP	BUSES	MINI-BUSES	MOTOR-CAB	WAGONS	RICKSHAW	PICKUP	DELIVERY VAN	TRUCKS	TOTAL	%
0 - 4	7	1	-	7	-	61	-	10	86	10.03
5 - 9	179	5	-	18	46	103	-	36	387	45.16
10 - 14	55	-	-	21	11	8	-	62	157	18.32
15 - 19	59	1	-	3	45	1	-	37	146	17.04
20 - 24	5	1	-	1	36	1	-	29	73	8.52
25 - 29	1	-	-	1	-	1	-	5	8	0.93
TOTAL:-	306	8	-	51	138	175	-	179	857	100.00

TABLE: 2.5 NUMBER OF MOTOR VEHICLES BY TYPE AND AGE-GROUP

KARACHI

AGE-GROUP	BUSES	MINI-BUSES	MOTOR-CAB	WAGONS	RICKSHAW	PICKUP	DELIVERY VAN	TRUCKS	TOTAL	%
1	2	3	4	5	6	7	8	9	10	11
0 - 4	-	51	-	-	-	11	-	-	62	16.44
5 - 9	6	27	-	20	46	-	-	9	108	28.65
10 - 14	65	3	-	42	-	-	-	16	126	33.42
15 - 19	7	-	34	2	-	-	-	12	55	14.59
20 - 24	4	-	-	-	-	-	-	13	17	4.51
25 - 29	4	-	-	-	-	-	-	5	9	2.39
TOTAL:	86	81	34	64	46	11	-	55	377	100.00

UNOFFICIAL TRANSLATION OF THE ORIGINAL REPORT

TABLE: 2.6 NUMBER OF MOTOR VEHICLES BY TYPE AND AGE-GROUP
- HYDERABAD -

AGE-GROUP	BUSES	MINI BUSES	MOTOR CAB	WAGONS	RICKSHAW	PICKUP	DELIVERY VAN	TRUCKS	TOTAL	%
	2	3	4	5	6	7	8	9	10	11
0 - 4	-	-	-	1	14	61	-	-	76	33.78
5 - 9	32	-	-	7	21	10	-	5	75	33.33
10 - 14	5	-	-	13	-	9	-	24	51	22.67
15 - 19	1	-	-	-	-	-	-	12	13	5.78
20 - 24	1	-	-	1	-	-	-	7	9	4.00
25 - 29	-	-	-	1	-	-	-	-	1	0.44
TOTAL:	39	-	-	23	35	80	-	48	225	100.00

TABLE: 2.7 NUMBER OF MOTOR VEHICLES BY TYPE AND AGE-GROUP
 - PESHAWAR -

AGE-GROUP	BUSES	MINI BUSES	MOTOR CAB	WAGONS	RICKSHAW	PICKUP	DELIVERY VAN	TRUCKS	TOTAL	%
1	2	3	4	5	6	7	8	9	10	11
0 - 4	7	3	-	1	5	14	9	42	81	9.07
5 - 9	216	3	-	14	17	10	-	90	350	39.19
10 - 14	137	2	-	2	6	1	-	141	289	32.36
15 - 19	28	1	-	-	-	-	-	134	163	18.26
20 - 24	5	-	-	-	-	-	-	5	10	1.12
25 - 29	-	-	-	-	-	-	-	-	-	-
TOTAL:	393	9	-	17	28	25	9	412	893	100.00

TABLE: 2.8 NUMBER OF MOTOR VEHICLES BY TYPE AND AGE-GROUP
- QUETTA -

AGE-GROUP	BUSES	MINI BUSES	MOTOR CAB	WAGONS	RICKSHAW	PICKUP	DELIVERY VAN	TRUCKS	TOTAL	%
1	2	3	4	5	6	7	8	9	10	11
0 - 4	10	4	-	67	1	6	-	41	129	27.68
5 - 9	44	3	-	56	47	8	-	14	172	36.91
10 - 14	38	1	-	20	64	6	-	9	138	29.61
15 - 19	9	-	-	6	5	-	-	1	21	4.51
20 - 24	1	-	-	1	1	-	-	2	5	1.07
25 - 29	1	-	-	-	-	-	-	-	1	0.22
TOTAL:	103	8	-	150	118	20	-	67	466	100.00

TABLE:3 NUMBER OF VEHICLES BY MAKE AND DISTRICT

MAKE	LAHORE	FAISALABAD	MULTAN	PESHAWAR	KARACHI	HYDERABAD	QUETTA	TOTAL
B.N.C.	10	8	25	-	1	1	2	47
Bedford	490	939	451	805	89	77	158	3009
Nissan	3	1	2	-	-	-	10	16
Ford	206	29	45	17	99	23	16	435
Hino	3	-	-	-	4	-	-	7
Mazda	21	2	6	9	76	-	5	119
Toyota	18	-	17	8	5	-	137	185
Mercedes	7	-	-	-	-	-	-	7
Suzuki	321	134	163	25	11	80	-	734
Datsun	19	-	4	1	34	-	20	78
Fiat	-	-	3	-	7	-	-	10
Vespa	517	155	138	28	46	35	118	1037
Isuzu	10	3	-	-	3	4	-	20
Chevrolet	-	-	-	-	1	-	-	1
Dodge	1	-	3	-	1	5	-	10
TOTAL:	1626	1271	857	893	377	225	466	5715

TABLE:3.1 NUMBER OF MOTOR VEHICLE BY TYPE AND MAKE

S. No.	Type of Vehicle Make	Buses	Mini Buses	Motor Cabs	Wagons	Rickshaw	Pickups	Delivery Van	Trucks	Total
1	2	3	4	5	6	7	8	9	10	11
1.	B.M.C.	20	-	-	-	-	-	-	27	47
2.	Bedford	1988	-	-	-	-	-	-	1021	3009
3.	Nissan	5	-	-	-	-	-	-	11	16
4.	Ford	30	15	-	367	-	4	14	5	435
5.	Hino	-	-	-	-	-	-	-	7	7
6.	Mazda	-	119	-	-	-	-	-	-	119
7.	Toyota	-	3	-	165	-	14	2	1	185
8.	Mercedes	-	-	-	-	-	6	-	1	7
9.	Suzuki	-	-	-	-	-	727	7	-	734
10.	Datsun	-	-	44	-	-	30	4	-	78
11.	Fiat	10	-	-	-	-	-	-	-	10
12.	Vespa	-	-	-	-	1037	-	-	-	1037
13.	Isuzu	-	-	-	-	-	-	-	20	20
14.	Chevrolet	-	-	-	-	-	-	-	1	1
15.	Dodge	8	-	-	-	-	-	-	2	10
TOTAL:-		2061	137	44	532	1037	781	27	1096	5715

TABLE:3.2 NUMBER OF MOTOR VEHICLES BY TYPE AND MAKE

LAHORE

Type of Vehicles	1	2	3	4	5	6	7	8	9	10	Total
Make	Buses	Mini Buses	Motor Cabs	Wagons	Rickshaws	Pickups	Delivery Vans	Trucks			
B.M.C.	-	-	-	-	-	-	-	-	10	10	10
Bedford	409	-	-	-	-	-	-	81	3	490	
Nissan	-	-	-	-	-	-	-	-	3	3	
Ford	-	-	-	196	-	-	10	-	-	206	
Kino	-	-	-	-	-	-	-	3	-	3	
Mazda	-	21	-	-	-	-	-	-	-	21	
Toyota	-	-	-	18	-	-	-	-	-	18	
Mercedes	-	-	-	-	-	-	-	6	1	7	
Suzuki	-	-	-	-	-	321	-	-	-	321	
Datsun	-	-	10	-	-	5	4	-	-	19	
Fiat	-	-	-	-	-	-	-	-	-	-	
Vespa	-	-	-	-	517	-	-	-	-	517	
Isuzu	-	-	-	-	-	-	-	10	-	10	
Chevrolet	-	-	-	-	-	-	-	-	-	-	
Dodge	-	-	-	-	-	-	-	1	-	1	
TOTAL:	409	21	10	214	517	332	14	109		1626	

TABLE:3.3 NUMBER OF MOTOR VEHICLE BY TYPE AND MAKE

- FAISALABAD -

Type of Vehicles	Make	Buses	Mini Buses	Motor Cabs	Wagons	Rickshaws	Pickups	Delivery Vans.	Trucks	Total
1	2	3	4	5	6	7	8	9	10	
B.M.C.	-	-	-	-	-	-	-	-	8	8
Bed Ford	725	-	-	-	-	-	-	-	214	939
Nissan	-	-	-	-	-	-	-	-	1	1
Ford	-	8	-	13	-	4	-	4	-	29
Hino	-	-	-	-	-	-	-	-	-	-
Mazda	-	-	2	-	-	-	-	-	-	2
Toyota	-	-	-	-	-	-	-	-	-	102
Mercedez	-	-	-	-	-	-	-	-	-	-
Suzuki	-	-	-	-	-	134	-	-	-	134
Datsun	-	-	-	-	-	-	-	-	-	-
Fiat	-	-	-	-	-	-	-	-	-	-
Vespa	-	-	-	-	155	-	-	-	-	155
Isuzu	-	-	-	-	-	-	-	-	3	3
Cheverlet	-	-	-	-	-	-	-	-	-	-
Dodge	-	-	-	-	-	-	-	-	-	-
TOTAL:	725	10	-	13	155	138	4	226	1271	

TABLE:3.4 NUMBER OF VEHICLES BY TYPE OF MAKE

MULTAN

Type of Vehicles	Make	Buses	Mini Buses	Motor Cabs	Wagons	Rickshaws	Pickups	Delivery Vans.	Trucks	Total	
		1	2	3	4	5	6	7	8	9	10
B.A.C.		20	-	-	-	-	-	-	-	5	25
Bed Ford		280	-	-	-	-	-	-	171	451	
Nissan		-	-	-	-	-	-	-	2	2	
Ford		-	2	-	43	-	-	-	-	45	
Hino		-	-	-	-	-	-	-	-	-	
Mazda		-	6	-	-	-	-	-	-	6	
Toyota		-	-	-	8	-	8	-	1	17	
Mercedes		-	-	-	-	-	-	-	-	103	
Suzuki		-	-	-	-	-	163	-	-	163	
Datsun		-	-	-	-	-	4	-	-	4	
Fiat		3	-	-	-	-	-	-	-	3	
Vespa		-	-	-	-	138	-	-	-	138	
Isuzu		-	-	-	-	-	-	-	-	-	
Chevrolet		-	-	-	-	-	-	-	-	-	
Dodge		3	-	-	-	-	-	-	-	3	
TOTAL:		306	8	-	51	138	175	-	179	857	

TABLE: 3.5 NUMBER OF VEHICLES BY TYPE OF MAKE

KARACHI

Type of Vehicles	1	2	3	4	5	6	7	8	9	10
Make	BUSES	MINI BUSES	MOTOR CABS	WAGONS	RICKSHAWS	PICKUPS	DELIVERY VANS.	TRUCKS	TOTAL	
B.M.C.	-	-	-	-	-	-	-	1	1	-
Bed Ford	49	-	-	-	-	-	-	40	89	-
Nissan	-	-	-	-	-	-	-	-	-	-
Ford	30	5	-	59	-	-	-	5	99	-
Iino	-	-	-	-	-	-	-	4	4	-
Mazda	-	76	-	-	-	-	-	-	76	-
Toyota	-	-	-	5	-	-	-	-	5	104
Mercedes	-	-	-	-	-	-	-	-	-	-
Suzuki	-	-	-	-	-	11	-	-	11	-
Datsun	-	-	34	-	-	-	-	-	34	-
Fiat	7	-	-	-	-	-	-	-	7	-
Vespa	-	-	-	-	46	-	-	-	46	-
Isuzu	-	-	-	-	-	-	-	3	3	-
Cleverlet	-	-	-	-	-	-	-	1	1	-
Lodge	-	-	-	-	-	-	-	1	1	-
TOTAL:	86	81	34	64	46	11	-	55	377	

TABLE:3.6 NUMBER OF VEHICLES BY TYPE OF MAKE
- HYDERABAD -

Type of Vehicles	1	2	3	4	5	6	7	8	9	10
Make	Buses	Mini Buses	Motor Cabs	Wagons	Rickshaws	Pickups	Delivery Vans.	Trucks	Total	
B.M.C.	-	-	-	-	-	-	-	-	1	1
Bef Ford	34	-	-	-	-	-	-	43	77	
Nissan	-	-	-	-	-	-	-	-	-	
Ford	-	-	-	23	-	-	-	-	23	
mino	-	-	-	-	-	-	-	-	-	
Mazda	-	-	-	-	-	-	-	-	-	
Toyota	-	-	-	-	-	-	-	-	-	
Mercedes	-	-	-	-	-	-	-	-	-	
Suzuki	-	-	-	-	-	80	-	-	80	
Datsun	-	-	-	-	-	-	-	-	-	
Flat	-	-	-	-	-	-	-	-	-	
Vespa	-	-	-	-	35	-	-	-	35	
Isuzu	-	-	-	-	-	-	-	4	4	
Chevr1st	-	-	-	-	-	-	-	-	-	
Dodge	5	-	-	-	-	-	-	-	5	
TOTAL:	39	23	35	80	48	225				

TABLE:3.7 NUMBER OF VEHICLES BY TYPE OF MAKE
PESHAWAR

Type of Vehicles	1	2	3	4	5	6	7	8	9	10
Make	Buses	Mini Buses	Motor Cabs	Wagons	Trucks	Pickups	Delivery Vans.	Trucks	Total	
B.M.C.	-	-	-	-	-	-	-	-	-	-
Bed Ford	393	-	-	-	-	-	-	412	805	
Nissan	-	-	-	-	-	-	-	-	-	
Ford	-	-	-	17	-	-	-	-	17	
Hiro	-	-	-	-	-	-	-	-	-	
Mazda	-	-	9	-	-	-	-	-	9	
Toyota	-	-	-	-	-	6	2	-	8	
Mercedes	-	-	-	-	-	-	-	-	-	
Suzuki	-	-	-	-	-	18	7	-	25	
Datsun	-	-	-	-	-	1	-	-	1	
Fiat	-	-	-	-	-	-	-	-	-	
Vespa	-	-	-	-	28	-	-	-	28	
Isuzu	-	-	-	-	-	-	-	-	-	
Chevrolet	-	-	-	-	-	-	-	-	-	
Dodge	-	-	-	-	-	-	-	-	-	
TOTAL:	393	9	-	17	38	25	9	412	893	

TABLE: 3.8 NUMBER OF VEHICLES BY TYPE OF MAKE
QUETTA

Type of Vehicles	1	2	3	4	5	6	7	8	9	10
Make	Buses	Mini Buses	Motor Cabs	Wagons	Rickshaws	Pickups	Delivery Vans	Trucks	Total	
B.M.C.	-	-	-	-	-	-	-	-	2	2
Bed Ford	98	-	-	-	-	-	-	60	158	
Nissan	5	-	-	-	-	-	-	5	10	
Ford	-	-	-	16	-	-	-	-	16	
Hino	-	-	-	-	-	-	-	-	-	
Mazda	-	-	5	-	-	-	-	-	5	
Toyota	-	-	3	134	-	-	-	-	137	
Mercedes	-	-	-	-	-	-	-	-	-	
Suzuki	-	-	-	-	-	-	-	-	-	
Datsun	-	-	-	-	-	20	-	-	20	
Fiat	-	-	-	-	-	-	-	-	-	
Vespa	-	-	-	-	-	-	118	-	118	
Isuzu	-	-	-	-	-	-	-	-	-	
Chevrolet	-	-	-	-	-	-	-	-	-	
Dodge	-	-	-	-	-	-	-	-	-	
TOTAL:	103	8	-	150	118	20	-	67	466	

TABLE:4 NUMBER OF MOTOR VEHICLES BY TYPE + MODEL

MODEL/TYPE OF VEHICLES	BUSES	MINI-BUSES	MOTOR CABS	WAGONS	RICKSHAWS	PICKUPS	DELIVERY VANS	TRUCKS	TOTAL
	2	3	4	5	6	7	8	9	10
1956	1	-	-	-	-	-	-	2	3
1957	-	-	-	3	-	-	-	2	5
1958	-	-	-	-	-	1	-	1	2
1959	3	-	-	-	-	-	-	3	6
1960	2	1	-	1	-	-	-	6	10
1961	4	-	-	1	4	-	-	10	19
1962	1	-	-	-	-	-	-	11	12
1963	2	1	-	2	-	-	-	23	28
1964	5	1	-	2	7	1	1	40	57
1965	8	3	-	-	30	-	-	33	74
1966	13	-	-	1	16	-	-	59	89
1967	13	-	-	2	14	1	-	54	84
1968	12	-	-	1	9	-	-	20	42
1969	44	-	-	4	8	2	-	71	129
1970	51	2	34	16	15	-	-	61	182
1971	70	-	1	16	19	3	3	37	147
1972	61	-	1	33	12	2	1	56	166
1973	64	3	1	40	13	7	1	76	205
1974	139	2	1	58	16	17	1	94	328
1975	158	2	4	61	52	16	1	87	381
1976	180	4	1	42	29	30	4	63	353
1977	121	20	1	39	31	24	3	66	305
1978	197	11	-	39	94	24	-	32	397
1979	321	5	-	24	199	87	2	43	681
1980	348	15	-	67	221	168	-	29	848
1981	189	10	-	22	195	165	6	78	665
1982	52	5	-	49	52	220	2	35	415
1983	1	-	-	9	1	2	1	4	18
1984	1	52	-	-	-	11	-	-	64
TOTAL:	2061	137	44	532	1037	781	27	1096	5715

TABLE:4.1 NUMBER OF MOTOR VEHICLES BY TYPE AND MODEL

- LAHORE -

Model/Type of Vehicles	BUSES	MINI BUSES	MOTOR CABS	WAGONS	RICKSHAWS	PICKUPS	DELIVERY VANS	TRUCKS	TOTAL
1956	2	3	4	5	6	7	8	9	10
1957	-	-	-	2	-	-	-	-	2
1958	-	-	-	-	-	-	-	1	1
1959	-	-	-	-	-	-	-	-	1
1960	-	-	-	-	-	-	-	1	3
1961	-	-	-	-	-	-	-	2	2
1962	-	-	-	1	-	-	-	2	3
1963	-	-	-	-	-	-	-	9	10
1964	-	-	-	-	-	-	1	9	9
1965	-	-	-	-	-	-	-	16	16
1966	-	-	-	-	-	-	-	4	5
1967	1	-	-	-	-	-	-	3	4
1968	-	-	-	1	-	-	-	4	5
1969	2	-	-	1	-	-	-	7	10
1970	2	-	-	10	-	-	3	4	19
1971	5	-	1	7	2	-	1	7	23
1972	11	-	1	16	5	1	1	5	40
1973	15	1	1	15	5	-	-	5	42
1974	11	-	1	22	-	-	-	8	44
1975	32	-	4	35	-	2	-	4	78
1976	25	-	1	18	17	2	1	2	78
1977	42	-	1	26	22	16	3	5	115
1978	45	-	-	6	23	5	-	3	82
1979	84	2	-	16	97	40	2	-	241
1980	69	10	-	18	147	102	-	6	352
1981	65	6	-	10	163	114	-	1	359
1982	-	2	-	10	36	37	-	5	90
1983	-	-	-	-	-	-	-	-	-
1984	-	-	-	-	-	-	-	-	-
TOTAL:	409	21	10	214	517	332	14	109	1626

TABLE:4.2 NUMBER OF MOTOR VEHICLES BY TYPE AND MODEL
 - FAISALABAD -

Model/Type of Vehicles	BUSES	MINI BUSES	MOTOR CABS	WAGONS	RICKSHAWS	PICKUPS	DELIVERY VAN	TRUCKS	TOTAL
1956	2	1	3	4	5	6	7	8	9
1957	-	-	-	-	-	-	-	-	-
1958	-	-	-	-	-	-	-	-	-
1959	-	-	-	-	-	-	-	-	-
1960	-	1	-	-	-	-	-	-	1
1961	2	-	-	-	4	-	-	10	17
1962	-	-	-	1	-	-	-	5	6
1963	-	1	-	-	-	-	-	5	6
1964	1	-	-	-	-	-	-	26	27
1965	1	3	-	1	-	-	-	15	19
1966	3	-	-	-	-	-	-	9	13
1967	5	-	-	-	-	-	-	7	12
1968	2	-	-	-	-	-	-	15	17
1969	10	-	-	-	-	-	-	7	10
1970	4	-	-	-	12	-	-	7	23
1971	16	-	-	-	-	-	-	13	29
1972	-	-	-	2	6	-	-	8	16
1973	7	-	-	-	5	-	-	11	30
1974	40	-	-	4	6	6	1	18	71
1975	55	-	-	3	2	3	1	22	63
1976	88	2	-	1	7	6	2	19	128
1977	56	3	-	1	-	3	-	18	82
1978	96	-	-	-	58	8	-	18	180
1979	108	-	-	-	8	1	-	10	127
1980	77	-	-	-	18	11	-	4	110
1981	108	-	-	-	29	10	-	2	149
1982	46	-	-	-	-	88	-	-	134
1983	-	-	-	-	-	-	-	-	-
1984	-	-	-	-	-	-	-	-	-
TOTAL:	725	10	-	13	155	138	4	225	1271

TABLE NO.4.3 NUMBER OF MOTOR VEHICLES BY TYPE AND MODEL

MULTAN

Model/Type of Vehicles	1	2	3	4	5	6	7	8	9	10
	BUSES	MINI BUSES	MOTOR CABS	WAGONS	RICKSHAWS	PICKUP	DELIVERY VAN	TRUCKS	TOTAL	
1956	-	-	-	-	-	-	-	-	2	2
1957	-	-	-	-	-	-	-	-	-	1
1958	-	-	-	-	-	-	-	-	-	1
1959	-	-	-	-	-	-	-	-	1	1
1960	1	-	-	-	-	-	-	-	2	3
1961	1	-	-	-	-	-	-	-	2	3
1962	-	-	-	-	-	-	-	-	2	2
1963	-	-	-	-	-	-	-	-	11	11
1964	4	-	-	1	6	1	-	-	8	21
1965	-	-	-	-	30	-	-	6	6	36
1966	3	-	-	-	15	-	-	-	-	18
1967	3	-	-	-	12	-	-	-	-	20
1968	2	-	-	1	9	1	-	-	1	12
1969	19	-	-	-	6	-	-	-	25	50
1970	32	-	-	2	3	-	-	-	8	46
1971	5	-	-	3	-	-	-	-	2	10
1972	7	-	-	5	-	-	-	-	13	25
1973	8	-	-	6	3	-	-	-	10	28
1974	5	-	-	3	-	-	-	-	15	28
1975	30	-	-	4	8	-	-	-	22	66
1976	20	-	-	1	2	-	-	-	3	35
1977	4	-	-	1	5	-	-	-	6	19
1978	9	-	-	12	4	-	-	-	7	41
1979	62	-	-	-	27	-	-	-	14	146
1980	84	-	-	4	8	-	-	-	6	146
1981	1	-	-	2	-	-	-	-	4	37
1982	3	-	-	5	-	-	-	-	6	49
1983	-	-	-	-	-	-	-	-	-	-
1984	-	-	-	-	-	-	-	-	-	-
TOTAL: 306	8	-	-	51	138	175	-	179	857	

TABLE:4.4 NUMBER OF MOTOR VEHICLES BY TYPE AND MODEL

KARACHI

Model/Type of Vehicles	BUSES	MINI BUSES	MOTOR CABS	WAGONS	RICKSHAWS	PICKUP	DELIVERY VAN	TRUCKS	TOTAL
1983	2	31	7	5	6	7	8	9	10
1976	1	-	-	-	-	5	-	-	1
1957	5	-	-	-	3	5	-	2	15
1958	5	-	-	-	4	5	-	1	15
1959	2	-	-	-	7	5	-	2	16
1960	1	-	-	-	5	5	-	1	12
1961	1	-	-	-	5	5	-	1	12
1962	1	-	-	-	5	5	-	1	12
1963	-	-	-	-	5	5	-	1	11
1964	-	-	-	-	5	5	-	1	11
1965	2	-	-	-	5	5	-	1	13
1966	1	-	-	-	5	5	-	1	12
1967	1	-	-	-	5	5	-	1	12
1968	2	-	-	-	5	5	-	1	13
1969	2	-	-	-	5	5	-	1	13
1970	2	-	34	2	5	5	-	4	45
1971	16	-	-	4	5	5	-	3	33
1972	1	-	-	6	5	5	-	4	21
1973	-	2	-	11	5	5	-	4	27
1974	48	-	-	13	5	5	-	1	72
1975	-	1	-	8	5	5	-	4	19
1976	-	2	-	9	5	5	-	3	19
1977	1	16	-	5	5	5	-	4	46
1978	1	9	-	6	5	5	-	2	29
1979	4	-	-	-	43	5	-	2	54
1980	-	-	-	-	2	5	-	-	7
1981	-	-	-	-	-	5	-	-	5
1982	-	-	-	-	-	5	-	-	5
1983	51	-	-	-	-	11	-	-	62
1984	-	-	-	-	-	-	-	-	-
TOTAL:	86	81	34	64	46	11	-	55	377

Source: Government of Sindh, Karachi, 1985

TABLE: 4.5 NUMBER OF MOTOR VEHICLES BY TYPE AND MODEL

HYDERABAD

Model/Type of Vehicles	1	2	3	4	5	6	7	8	9	TOTAL
	BUSES	MINI BUSES	MOTOR CABS	WAGONS	RICKSHAWS	PICKUP	DELIVERY VAN	TRUCKS	TOTAL	
1956	-	-	-	-	-	-	-	-	-	-
1957	-	-	-	-	-	-	-	-	-	-
1958	-	-	-	-	-	-	-	-	-	-
1959	-	-	-	-	-	-	-	-	-	-
1960	-	-	-	1	-	-	-	-	-	1
1961	-	-	-	-	-	-	-	-	-	-
1962	-	-	-	-	-	-	-	-	-	-
1963	1	-	-	1	-	-	-	-	-	5
1964	-	-	-	-	-	-	-	-	3	3
1965	-	-	-	-	-	-	-	-	1	1
1966	-	-	-	-	-	-	-	-	3	3
1967	1	-	-	-	-	-	-	-	2	3
1968	-	-	-	-	-	-	-	-	2	2
1969	-	-	-	-	-	-	-	-	5	5
1970	-	-	-	-	-	-	-	-	3	3
1971	-	-	-	-	-	-	-	-	5	5
1972	-	-	-	-	-	-	-	-	4	4
1973	-	-	-	-	-	-	-	-	5	5
1974	4	-	-	7	-	-	-	-	5	9
1975	1	-	-	2	-	-	9	-	5	16
1976	-	-	-	7	-	-	2	-	5	17
1977	-	-	-	-	-	-	3	-	1	10
1978	-	-	-	-	-	-	5	-	3	8
1979	1	-	-	-	-	-	1	-	5	7
1980	31	-	-	-	21	-	5	-	-	57
1981	-	-	-	-	-	-	-	-	-	-
1982	-	-	-	1	14	59	-	-	-	74
1983	-	-	-	-	2	-	-	-	-	2
1984	-	-	-	-	-	-	-	-	-	-
TOTAL:	39	-	-	23	35	80	-	-	48	225

TABLE:4.6 NUMBER OF MOTOR VEHICLES BY TYPE AND MODEL
- PESHAWAR -

Model/Type of Vehicles	1	2	3	4	5	6	7	8	9	10
	BUSES	MINI BUSES	MOTOR CABS	WAGONS	RICKSHAWS	PICKUP	DELIVERY VAN	TRUCKS	TOTAL	
1956	-	-	-	-	-	-	-	-	-	-
1957	-	-	-	-	-	-	-	-	-	-
1958	-	-	-	-	-	-	-	-	-	-
1959	-	-	-	-	-	-	-	-	-	-
1960	-	-	-	-	-	-	-	-	-	-
1961	-	-	-	-	-	-	-	-	-	-
1962	-	-	-	-	-	-	-	-	-	-
1963	1	-	-	-	-	-	-	-	-	1
1964	-	-	-	-	-	-	-	-	-	-
1965	4	-	-	-	-	-	-	5	-	9
1966	3	-	-	-	-	-	-	31	-	34
1967	2	-	-	-	-	-	-	38	-	40
1968	6	-	-	-	-	-	-	12	-	18
1969	7	-	-	-	-	-	-	29	-	36
1970	10	-	-	-	-	-	-	24	-	34
1971	19	-	-	-	-	-	-	6	-	25
1972	38	-	-	-	-	-	-	11	-	49
1973	31	-	-	-	-	-	-	45	-	76
1974	16	-	-	-	-	-	-	47	-	63
1975	33	-	-	2	-	-	-	32	-	74
1976	42	-	-	-	3	-	-	38	-	85
1977	13	-	-	1	4	-	-	36	-	55
1978	33	-	-	10	1	-	-	3	-	47
1979	54	-	-	2	8	-	-	8	-	74
1980	74	-	-	1	1	-	-	5	-	89
1981	7	-	-	1	3	-	-	42	-	76
1982	-	-	-	-	2	-	-	-	-	2
1983	-	-	-	-	-	-	-	-	-	1
1984	-	-	-	-	-	-	-	-	-	-

TOTAL: 393 9 17 28 25 9 412 593

TABLE:4.7 NUMBER OF MOTOR VEHICLES BY TYPE AND MODEL
- QUETTA -

Model/Type of Vehicles	BUSES	MINI BUSES	MOTOR CABS	WAGONS	RICKSHAWS	PICKUP	DELIVERY VAN	TRUCKS	TOTAL
1955	2	3	4	5	6	7	8	9	10
1957	-	-	-	-	-	-	-	-	-
1958	-	-	-	-	-	-	-	-	-
1959	1	-	-	-	-	-	-	-	1
1960	-	-	-	-	-	-	-	-	-
1961	-	-	-	-	-	-	-	-	-
1962	-	-	-	-	-	-	-	1	1
1963	-	-	-	-	-	-	-	-	-
1964	-	-	-	1	1	-	-	-	3
1965	1	-	-	-	1	-	-	-	1
1966	3	-	-	-	2	-	-	-	4
1967	1	-	-	1	2	-	-	-	4
1968	-	-	-	-	-	-	-	-	-
1969	4	-	-	3	2	2	-	1	10
1970	1	-	-	2	-	3	-	-	3
1971	9	-	-	2	17	1	-	-	28
1972	4	-	-	4	1	1	-	-	12
1973	3	-	-	4	-	1	-	-	8
1974	15	1	-	9	10	5	-	4	39
1975	7	-	-	7	36	-	-	1	51
1976	5	-	-	6	-	-	-	3	14
1977	5	-	-	5	-	-	-	2	12
1978	13	1	-	5	7	3	-	2	28
1979	8	1	-	2	16	4	-	5	32
1980	13	1	-	46	24	4	-	2	86
1981	5	1	-	6	-	-	-	19	31
1982	3	2	-	38	-	2	-	18	61
1983	1	1	-	9	1	-	-	4	15
1984	-	-	-	-	-	-	-	-	-
TOTAL	108	140	118	67	20	67	115	22	466

TABLE: 5 NUMBER OF MOTOR VEHICLES BY MAKE AND MODEL

BUSES

MAKE/MODEL	B.M.C.	BED FORD	NISSAN	FORD	HINO	MAZDA	TOYOTA	MERCEDES	SUZUKI	DATSUN	FIAT	VESPA	ISUZU	CHEVRO- LET	DODGE	TOTAL	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1956			1														1
1957																	
1958																	
1959			3														3
1960			2														2
1961			3														3
1962			1														1
1963			2														2
1964			4														4
1965		1	8														9
1966			13														13
1967			10		2												12
1968			12														12
1969		10	33														43
1970		8	43														51
1971			69														69
1972			60														60
1973			64														64
1974			103		28						3						134
1975			158														158
1976			180														180
1977			121														121
1978			194		2						1						197
1979			314		3						4						321
1980			347								1						348
1981			189														189
1982			52														52
1983			1														1
1984			1														1
TOTAL: 1956-1984	20	5	30	10	8	2061											

NUMBER OF MOTOR VEHICLES BY MAKE AND MODEL

TABLE:5.2 NUMBER OF MOTOR VEHICLES BY MAKE AND MODEL
 - Motor Cab -

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
MAKE/MODEL	B.M.C.	BED	NISSAN	FORD	HONDA	MAZDA	TOYOTA	MERCE-DEZ	SUZUKI	DATSUN	FIAT	VESPA	ISUZU	CHEVRO-LET	DODGE	TOTAL
1956																
1957																
1958																
1959																
1960																
1961																
1962																
1963																
1964																
1965																
1966																
1967																
1968																
1969																
1970									34							34
1971									1							1
1972									1							1
1973									1							1
1974									1							1
1975									4							4
1976									1							1
1977									1							1
1978																
1979																
1980																
1981																
1982																
1983																
1984																
TOTAL:										44					44	44

INSTITUTE OF MOTOR AND TRANSPORTATION

TABLE: 5.3 NUMBER OF MOTOR VEHICLES BY MAKE AND MODEL

MAKE/MODEL	Wagons																TOTAL		
	BED	FORD	NISSAN	FORD	HINO	MAZDA	TOYOTA	DEZ	MERCE	SUZUKI	DATSUN	FIAT	VESPA	ISUZU	LET.	CHEVRO		DODGE	TOTAL
	2	3	4	5	6	7	8	9		10	11	12	13	14	15	16	17		
1956																		3	
1957				3															
1958																			
1959																			
1960				1														1	
1961				1														1	
1962																			
1963				2														2	
1964				2														2	
1965																			
1965				1														1	
1967				2														2	
1968				1														1	
1969				3			1											4	
1970				14			2											16	
1971				15			1											16	
1972				26			7											33	
1973				33			7											40	
1974				50			8											58	
1975				52			9											61	
1976				37			5											42	
1977				35			4											39	
1978				35			4											39	
1979				21			3											24	
1980				19			48											67	
1981				8			14											22	
1982				6			43											49	
1983							9											9	
1984																			
TOTAL:				367			165											532	

MINISTRY OF WORKS

TABLE:5.4. NUMBER OF MOTOR VEHICLES BY MAKE AND MODEL
Rickshaw

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
MAKE/MODEL	B.M.C.	BED	FORD	FORD	HINO	MAZDA	TOYOTA	MERCE-DEZ	SUZUKI	DATSUN	FIAT	VESPA	ISUZU	CHEVRO-LET	DODGE	TOTAL
1956																
1957																
1958																
1959																
1960												4				4
1961																
1962																
1963																
1964												7				7
1965												30				30
1966												16				16
1967												14				14
1968												9				9
1969												8				8
1970												15				15
1971												19				19
1972												12				12
1973												13				13
1974												16				16
1975												52				52
1976												29				29
1977												31				31
1978												94				94
1979												199				199
1980												221				221
1981												195				195
1982												52				52
1983												1				1
1984																
TOTAL												1037			16	1037

TABLE: 5.5 NUMBER OF MOTOR VEHICLES BY MAKE AND MODEL
- Pickup

YEAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
MAKE/MODEL	B.M.C.	FORD	BED	NISSAN	FORD	HINO	MAZDA	TOYOTA	DEZ.	MERCE-	SUZUKI	DATSUN	FIAT	VESPA	ISUZU	CHEVRO-	DODGE	TOTAL
1956																		
1957																		
1958																		
1959																		
1960																		
1961																		
1962																		
1963																		
1964																		
1965																		
1966																		
1967																		
1968																		
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1972																		
1973					1													
1974					2													
1975					1													
1976																		
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1979																		
1980																		
1981																		
1982																		
1983																		
1984																		
TOTAL:								14	6	727	30							781

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TABLE: 5.6 NUMBER OF MOTOR VEHICLES BY MAKE AND MODEL

Delivery Van

YEAR	MOLFE	M.C.	BED	FORD	NISSAN	FORD	HINO	MAZDA	TOYOTA	DEZ.	MERCE-	SUZUKI	DATSUN	FIAT	VESPA	ISUZU	LET.	CHEVRO-	DODGE	TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17			
1956																				
1957																				
1958																				
1959																				
1960																				
1961																				
1962																				
1963																				
1964					1															
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1969																				
1970					3															
1971					1															
1972					1															
1973					1															
1974					1															
1975												1								
1976																				
1977					4															
1978																				
1979					2															
1980																				
1981									2											
1982										4										
1983										2										
1984										1										
TOTAL:				4	14	2	7	4	27	6	2	1	1	1	1	1	1	1	1	1

TABLE: 5.7 NUMBER OF MOTOR VEHICLES BY MAKE AND MODEL

- Trucks -

YEAR	B.M.C.	FORD	NISSAN	FORD	HINO	MAZDA	TOYOTA	DEZ.	MERCE.	SUZUKI	DATSUN	FIAT	VESPA	ISUZU	CHEVRO	DODGE	TOTAL
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	183
1956	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
1957	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	2
1958	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
1959	1	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	3
1960	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6
1961	-	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9
1962	2	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11
1963	-	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23
1964	-	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39
1965	3	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33
1966	-	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58
1967	1	52	1	-	-	-	-	-	-	-	-	-	-	-	-	-	54
1968	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20
1969	5	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71
1970	2	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61
1971	3	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37
1972	2	49	-	4	-	-	-	-	-	-	-	-	-	-	-	-	56
1973	2	73	-	1	-	-	-	-	-	-	-	-	-	-	-	-	76
1974	2	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	94
1975	2	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87
1976	-	62	-	-	1	-	-	-	-	-	-	-	-	-	-	-	63
1977	-	58	-	-	3	-	-	-	-	-	-	-	-	-	-	-	66
1978	-	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32
1979	-	38	3	-	-	-	-	-	-	-	-	-	-	-	-	-	43
1980	-	24	2	-	-	-	1	-	-	-	-	-	-	-	-	-	29
1981	1	71	4	-	-	-	-	-	-	-	-	-	-	-	-	-	78
1982	-	31	1	-	3	-	-	-	-	-	-	-	-	-	-	-	35
1983	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4
1984	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL:	27	1021	11	5	7	1	1	1	1	20	1	2	1096				

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AMERICAN OIL COMPANY SERVICES, AIRMAIL AND MONEY

TABLE 6. NUMBER OF VEHICLES BY MAKE AND TYPE OF FUEL CONSUMED

Fuel Consumed	Make	B.H.C.	Ford	Nissan	Ford	Hino	Mazda	Toyota	Merce-	Suzuki	Datsun	Fiat	Vespa	Isuzu	Chevro-	Dodge	Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1. Buses																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	20	1,988	5	30	-	-	-	-	-	-	-	10	-	-	-	8	2,061
Total	20	1,988	5	30	-	-	-	-	-	-	-	10	-	-	-	8	2,061
2. Mini Buses																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	15	-	119	3	-	-	-	-	-	-	-	-	-	137
Total	-	-	-	15	-	119	3	-	-	-	-	-	-	-	-	-	137
3. Motor Cabs																	
Petrol	-	-	-	-	-	-	-	-	-	-	44	-	-	-	-	-	44
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	44	-	-	-	-	-	44
4. Wagons																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	367	-	-	165	-	-	-	-	-	-	-	-	-	532
Total	-	-	-	367	-	-	165	-	-	-	-	-	-	-	-	-	532
5. Rickshaws																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	1,037	-	-	-	1,037
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	1,037	-	-	-	1,037
6. Pickups																	
Petrol	-	-	-	-	-	-	6	-	72	7	-	-	-	-	-	-	733
Diesel	-	-	-	4	-	-	8	6	-	30	-	-	-	-	-	-	48
Total	-	-	-	4	-	-	14	6	72	7	30	-	-	-	-	-	781
7. Delivery Van																	
Petrol	-	-	-	-	-	-	2	-	7	4	-	-	-	-	-	-	13
Diesel	-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	14
Total	-	-	-	14	-	-	2	-	7	4	-	-	-	-	-	-	27
8. Trucks																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	27	1,021	11	5	7	-	1	1	-	-	-	-	-	20	1	2	1,096
Total	27	1,021	11	5	7	-	1	1	-	-	-	-	-	20	1	2	1,096
9. Grand Total																	
Petrol	-	-	-	-	-	-	8	-	734	48	-	1,037	-	-	-	-	1,827
Diesel	47	3,009	16	435	7	119	177	7	-	30	10	-	20	1	10	3,888	
Total	47	3,009	16	435	7	119	185	7	734	78	10	1,037	20	1	10	5,715	

TABLE:6.1 NUMBER OF VEHICLES BY MAKE AND TYPE OF FUEL CONSUMED
- LAHORE -

Make	B.M.C.	Bed Ford	Nissan	Ford	Hino	Mazda	Toyota	Mercedez.	Suzuki	Datsun	Fiat	Vespa	Isuzu	Chevrolet.	Dodge	Total
Fuel Consumed	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1. Buses																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	409	-	-	-	-	-	-	-	-	-	-	-	-	-	409
Total	-	409	-	-	-	-	-	-	-	-	-	-	-	-	-	409
2. Mini Buses																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	21	-	-	-	-	-	-	-	-	-	21
Total	-	-	-	-	-	21	-	-	-	-	-	-	-	-	-	21
3. Motor Cabs																
Petrol	-	-	-	-	-	-	-	-	-	10	-	-	-	-	-	10
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	10	-	-	-	-	-	10
4. Wagons																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	196	-	-	18	-	-	-	-	-	-	-	-	214
Total	-	-	-	196	-	-	18	-	-	-	-	-	-	-	-	214
5. Rickshaws																
Petrol	-	-	-	-	-	-	-	-	-	-	-	517	-	-	-	517
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	517	-	-	-	517
6. Pickups																
Petrol	-	-	-	-	-	-	-	-	321	5	-	-	-	-	-	326
Diesel	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	6
Total	-	-	-	-	-	-	-	6	321	5	-	-	-	-	-	332
7. Delivery Van																
Petrol	-	-	-	-	-	-	-	-	-	4	-	-	-	-	-	4
Diesel	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	10
Total	-	-	-	10	-	-	-	-	-	4	-	-	-	-	-	14
8. Trucks																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	10	81	3	-	3	-	-	1	-	-	-	-	10	-	1	109
Total	10	81	3	-	3	-	-	1	-	-	-	-	10	-	1	109
9. Grand Total																
Petrol	-	-	-	-	-	-	-	-	321	19	-	517	-	-	-	857
Diesel	10	490	3	206	3	21	18	7	-	-	-	10	-	-	1	769
Total	10	490	3	206	3	21	18	7	321	19	-	517	10	-	1	1626

TABLE:6.2 NUMBER OF VEHICLES BY MAKE AND TYPE OF FUEL CONSUMED

FAISALABAD

Fuel Consumed	FAISALABAD																
	Make	B.M.C.	Bed Ford	Nissan	Ford	Hino	Mazda	Toyota	Merce- dez.	Suzuki	Datsun	Fiat	Vespa	Isuzu	Chevro- let.	Dodge	Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1. Buses																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	725	-	-	-	-	-	-	-	-	-	-	-	-	-	-	725
Total	-	725	-	-	-	-	-	-	-	-	-	-	-	-	-	-	725
2. Mini Buses																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	8	-	2	-	-	-	-	-	-	-	-	-	-	10
Total	-	-	-	8	-	2	-	-	-	-	-	-	-	-	-	-	10
3. Motor Cabs																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Wagons																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	13	-	-	-	-	-	-	-	-	-	-	-	-	13
Total	-	-	-	13	-	-	-	-	-	-	-	-	-	-	-	-	13
5. Rickshaws																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	155	-	-	-	-	155
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	155	-	-	-	-	155
6. Pickups																	
Petrol	-	-	-	-	-	-	-	-	-	134	-	-	-	-	-	-	134
Diesel	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	4
Total	-	-	-	4	-	-	-	-	-	134	-	-	-	-	-	-	138
7. Delivery Van																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	4
Total	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	4
8. Trucks																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	8	214	1	-	-	-	-	-	-	-	-	-	-	3	-	-	226
Total	8	214	1	-	-	-	-	-	-	-	-	-	-	3	-	-	226
9. Grand Total																	
Petrol	-	-	-	-	-	-	-	-	-	134	-	-	155	-	-	-	289
Diesel	8	939	1	29	-	2	-	-	-	-	-	-	-	3	-	-	982
Total	8	939	1	29	-	2	-	-	-	134	-	-	155	3	-	-	1,271

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 TABLE:6.3. NUMBER OF VEHICLES BY MAKE AND TYPE OF FUEL CONSUMED
 - MULTAN -

Fuel Consumed	Make	B. M. C.	Bed Ford	Nissan	Ford	Hino	Mazda	Toyota	Mercedez.	Suzuki	Datsun	Fiat	Vespa	Isuzu	Chevrolet.	Dodge	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
1. Buses																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	20	280	-	-	-	-	-	-	-	-	-	3	-	-	-	3	306
Total	20	280	-	-	-	-	-	-	-	-	-	3	-	-	-	3	306
2. Mini Buses																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	2	-	6	-	-	-	-	-	-	-	-	-	-	8
Total	-	-	-	2	-	6	-	-	-	-	-	-	-	-	-	-	8
3. Motor Cabs																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Wagons																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	43	-	-	8	-	-	-	-	-	-	-	-	-	51
Total	-	-	-	43	-	-	8	-	-	-	-	-	-	-	-	-	51
5. Rickshaws																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	138	-	-	-	138
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	138	-	-	-	138
6. Pickups																	
Petrol	-	-	-	-	-	-	-	-	-	163	4	-	-	-	-	-	167
Diesel	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	8
Total	-	-	-	-	-	-	8	-	-	163	4	-	-	-	-	-	175
7. Delivery Van																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8. Trucks																	
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	5	171	2	-	-	-	1	-	-	-	-	-	-	-	-	-	179
Total	5	171	2	-	-	-	1	-	-	-	-	-	-	-	-	-	179
9. Grand Total																	
Petrol	-	-	-	-	-	-	-	-	-	163	4	-	138	-	-	-	305
Diesel	25	451	2	45	-	6	17	-	-	-	-	3	-	-	-	3	552
Total	25	451	2	45	-	6	17	-	-	163	4	3	138	-	-	3	857

TABLE:6.4 NUMBER OF VEHICLES BY MAKE AND TYPE OF FUEL CONSUMED
- KARACHI -

Make Fuel Consumed	B.M.C.	Bed Ford	Nissan	Ford	Hino	Mazda	Toyota	Merce- dez.	Suzuki	Datsun	Fiat	Vespa	Isuzu	Chevro- let.	Dodge	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1. Buses																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	49	-	30	-	-	-	-	-	-	7	-	-	-	-	-
Total	-	49	-	30	-	-	-	-	-	-	7	-	-	-	-	86
2. Mini Buses																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	5	-	76	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	5	-	76	-	-	-	-	-	-	-	-	-	81
3. Motor Cabs																
Petrol	-	-	-	-	-	-	-	-	-	34	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34
Total	-	-	-	-	-	-	-	-	-	34	-	-	-	-	-	34
4. Wagons																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	59	-	-	5	-	-	-	-	-	-	-	-	-
Total	-	-	-	59	-	-	5	-	-	-	-	-	-	-	-	64
5. Rickshaws																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	-	-	46	-	-	-	46
Total	-	-	-	-	-	-	-	-	-	-	-	46	-	-	-	46
6. Pickups																
Petrol	-	-	-	-	-	-	-	-	11	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11
Total	-	-	-	-	-	-	-	-	11	-	-	-	-	-	-	11
7. Delivery Van																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8. Trucks																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	1	40	-	5	4	-	-	-	-	-	-	-	3	1	1	-
Total	1	40	-	5	4	-	-	-	-	-	-	-	3	1	1	55
9. Grand Total																
Petrol	-	-	-	-	-	-	-	-	11	34	-	46	-	-	-	91
Diesel	1	89	-	99	4	76	5	-	-	-	7	-	3	1	1	286
Total	1	89	-	99	4	76	5	-	11	34	7	46	3	1	1	377

TABLE: 6.5. NUMBER OF VEHICLES BY MAKE AND TYPE OF FUEL CONSUMED
- HYDERABAD -

Make Fuel Consumed	B.M.C.	Bed Ford	Nissan	Ford	Hino	Mazda	Toyota	Merce- dez.	Suzuki	Datsun	Fiat	Vespa	Iauzu	Chevro- let.	Dodge	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1. Buses																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	34	-	-	-	-	-	-	-	-	-	-	-	-	5	39
Total	-	34	-	-	-	-	-	-	-	-	-	-	-	-	5	39
2. Mini Buses																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3. Motor Cabs																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Wagons																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	23	-	-	-	-	-	-	-	-	-	-	-	23
Total	-	-	-	23	-	-	-	-	-	-	-	-	-	-	-	23
5. Rickshaws																
Petrol	-	-	-	-	-	-	-	-	-	-	-	35	-	-	-	35
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	35	-	-	-	35
6. Pickups																
Petrol	-	-	-	-	-	-	-	-	80	-	-	-	-	-	-	80
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	80	-	-	-	-	-	-	80
7. Delivery Van																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8. Trucks																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	1	43	-	-	-	-	-	-	-	-	-	-	4	-	-	48
Total	1	43	-	-	-	-	-	-	-	-	-	-	4	-	-	48
9. Grand Total																
Petrol	-	-	-	-	-	-	-	-	80	-	-	35	-	-	-	115
Diesel	1	77	-	23	-	-	-	-	-	-	-	-	4	-	5	110
Total	1	77	-	23	-	-	-	-	80	-	-	35	4	-	5	225

TABLE:6.6. NUMBER OF VEHICLES BY MAKE AND TYPE OF FUEL CONSUMED

- PESHAWAR -

Fuel Consumed	Make															
	B.M.C.	Bed Ford	Nissan	Ford	Hino	Mazda	Toyota	Merce- dez.	Suzuki	Datsun	Piat	Vespa	Isuzu	Chevro- let.	Dodge	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1. Buses																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	393	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	393	-	-	-	-	-	-	-	-	-	-	-	-	-	393
2. Mini Buses																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	9	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	9	-	-	-	-	-	-	-	-	-	9
3. Motor Cabs																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Wagons																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	17	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	17	-	-	-	-	-	-	-	-	-	-	-	17
5. Rickshaws																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	-	28	-	-	-	-	28
Total	-	-	-	-	-	-	-	-	-	-	28	-	-	-	-	28
6. Pickups																
Petrol	-	-	-	-	-	6	-	18	1	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25
Total	-	-	-	-	-	6	-	18	1	-	-	-	-	-	-	25
7. Delivery Van																
Petrol	-	-	-	-	-	2	-	7	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9
Total	-	-	-	-	-	2	-	7	-	-	-	-	-	-	-	9
8. Trucks																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	412	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	412	-	-	-	-	-	-	-	-	-	-	-	-	-	412
9. Grand Total																
Petrol	-	-	-	-	-	8	-	25	1	-	28	-	-	-	-	62
Diesel	-	805	-	17	-	9	-	-	-	-	-	-	-	-	-	831
Total	-	805	-	17	-	9	8	25	1	-	28	-	-	-	-	893

TABLE:6.7. NUMBER OF VEHICLES BY MAKE AND TYPE OF FUEL CONSUMED
- QUETA -

Make of Consumer	B.M.C.	Bed Ford	Nissan	Ford	Hino	Mazda	Toyota	Merce- dez.	Suzuki	Datsun	Fiat	Vespa	Isuzu	Chevro- let.	Dodge	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Buses																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	98	5	-	-	-	-	-	-	-	-	-	-	-	-	103
Total	-	98	5	-	-	-	-	-	-	-	-	-	-	-	-	103
Mini Buses																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	5	3	-	-	-	-	-	-	-	-	8
Total	-	-	-	-	-	5	3	-	-	-	-	-	-	-	-	8
Motor Cabs																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wagons																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	16	-	-	134	-	-	-	-	-	-	-	-	150
Total	-	-	-	16	-	-	134	-	-	-	-	-	-	-	-	150
Rickshaws																
Petrol	-	-	-	-	-	-	-	-	-	-	-	118	-	-	-	118
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	118	-	-	-	118
Pickups																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	20	-	-	-	-	-	20
Total	-	-	-	-	-	-	-	-	-	20	-	-	-	-	-	20
Delivery Van																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Trucks																
Petrol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Diesel	2	60	5	-	-	-	-	-	-	-	-	-	-	-	-	67
Total	2	60	5	-	-	-	-	-	-	-	-	-	-	-	-	67
Grand Total																
Petrol	-	-	-	-	-	-	-	-	-	-	118	-	-	-	-	118
Diesel	2	158	10	16	-	5	137	-	-	20	-	-	-	-	-	348
Total	2	158	10	16	-	5	137	-	-	20	-	118	-	-	-	466

TABLE: NUMBER OF MOTOR VEHICLES BY CHANGE OF OWNERSHIP

Type of vehicles	0	1	2	3	4	5	Total
Buses/Mini Buses	31	1,433	408	207	102	17	2,198
Motor Cabs	-	41	3	-	-	-	44
Wagons	-	413	72	26	14	7	532
Rickshaws	40	863	97	23	8	6	1,037
Pick-Ups	62	537	91	54	24	13	781
Delivery Van	2	13	9	3	-	-	27
Trucks	35	843	139	50	24	5	1,096
TOTAL:-	170	4,143	819	363	172	48	5,715

OFFICE OF THE COMMISSIONER OF MOTOR VEHICLES
 DEPARTMENT OF TRANSPORTATION
 1000 ...

TABLE: 7.1 NUMBER OF MOTOR VEHICLES BY CHANGE OF OWNERSHIP

(Fig. in Percentage)

Type of Vehicles	0	1	2	3	4	5	Total
Buses/Mini Buses	1.41	65.20	18.56	9.42	4.64	0.77	100.00
Motor Cabs	-	93.18	6.82	-	-	-	100.00
Wagons	-	77.63	13.53	4.89	2.63	1.32	100.00
Rickshaws	3.86	83.22	9.35	2.22	0.77	0.58	100.00
Pickups	7.94	68.76	11.65	6.91	3.08	1.66	100.00
Vans	7.41	48.15	33.33	11.11	-	-	100.00
Trucks	3.19	76.92	12.68	4.56	2.19	0.46	100.00
TOTAL:-	2.98	72.49	14.33	6.35	3.01	0.84	100.00

Number of motor vehicles by change of ownership

Year	0	1	2	3	4	5
1970	1.41	65.20	18.56	9.42	4.64	0.77
1971	1.41	65.20	18.56	9.42	4.64	0.77
1972	1.41	65.20	18.56	9.42	4.64	0.77
1973	1.41	65.20	18.56	9.42	4.64	0.77
1974	1.41	65.20	18.56	9.42	4.64	0.77
1975	1.41	65.20	18.56	9.42	4.64	0.77
1976	1.41	65.20	18.56	9.42	4.64	0.77
1977	1.41	65.20	18.56	9.42	4.64	0.77
1978	1.41	65.20	18.56	9.42	4.64	0.77
1979	1.41	65.20	18.56	9.42	4.64	0.77
1980	1.41	65.20	18.56	9.42	4.64	0.77

Source: Annual Report of Motor Vehicle Statistics, Department of Transport, Government of India

TABLE:8 ROUTES STATUS OF MOTOR VEHICLES

DISTRICTS ROUTES AND TYPE OF VEHICLES	DISTRICTS							TOTAL
	LAHORE	PESHAWAR	KARACHI	FAISALABAD	MULTAN	HYDER- ABAD.	QUETTA	
1	2	3	4	5	6	7	8	9
<u>Buses/M. Buses</u>								
Urban	179	110	169	462	138	-	-	1058
Rural	40	29	-	-	-	-	-	69
Both	309	263	-	189	177	22	111	1071
Total:	528	402	169	651	315	22	111	2198
<u>Motor Cabs</u>								
Urban	10	-	34	-	-	-	-	44
Rural	-	-	-	-	-	-	-	-
Both	-	-	-	-	-	-	-	-
Total:	10	-	34	-	-	-	-	44
<u>Wagons</u>								
Urban	46	13	81	9	25	-	127	301
Rural	-	-	-	-	-	-	-	-
Both	101	9	-	8	40	-	93	251
Total:	147	22	81	17	65	-	220	552
<u>Rickshaws</u>								
Urban	518	17	46	155	138	35	118	1027
Rural	-	-	-	-	-	-	-	-
Both	-	10	-	-	-	-	-	10
Total:	518	27	46	155	138	35	118	1037
<u>Pickups</u>								
Urban	280	19	11	109	175	35	-	629
Rural	-	-	-	-	-	-	-	-
Both	51	6	-	29	-	46	-	132
Total:	331	25	11	138	175	81	-	761
<u>Vans</u>								
Urban	6	5	-	4	-	-	-	15
Rural	-	-	-	-	-	-	-	-
Both	8	4	-	-	-	-	-	27
Total:	14	9	-	4	-	-	-	27
<u>Trucks</u>								
Urban	-	398	46	-	68	-	-	512
Rural	-	-	-	-	-	-	-	-
Both	110	18	9	228	112	39	68	584
Total:	110	416	55	228	180	39	68	1096
<u>Total</u>								
Urban	1039	562	387	739	544	70	245	3586
Rural	40	29	-	-	-	-	-	-
Both	579	310	9	454	329	107	272	2060
Total:	1653	901	396	1193	873	177	517	5715

TABLE:9 MOTOR VEHICLES ON ROAD - 1975-85
PAKISTAN

Sl. No.	Vehicle Type	Motor Vehicle (No.)			% Composition			1975-85
		1975	1980	1985	1975	1980	1985	
1	2	3	4	5	6	7	8	9
A. PUBLIC SERVICE VEHICLES:								
1.	Bus	15,372	25,548	25,619	5.8	3.70	2.2	5.2
2.	Mini-Bus	-	-	7,867	-	-	0.7	-
3.	Taxi	8,530	16,819	22,508	3.2	2.44	1.9	10.2
4.	Wagon	5,522	16,000	20,971	2.1	2.32	1.8	14.3
5.	Pickshawa	15,751	32,226	40,398	5.9	4.67	3.5	9.9
6.	Pick-up	-	-	23,726	-	-	2.0	-
7.	Delivery Van	1,342	8,300	17,360	0.5	1.20	1.5	29.3
8.	Truck	20,458	36,341	54,275	7.7	5.27	4.6	10.3
B. PERSONAL VEHICLES:								
9.	Car	61,651	145,228	212,077	23.2	21.05	18.2	13.2
10.	Jeep	111,076	289,328	519,959	41.7	41.95	44.5	16.7
11.	Jeep	9,636	22,466	21,587	3.5	3.26	1.8	8.4
C. OTHER VEHICLES:								
12.	Tractor	12,611	68,625	170,521	4.7	9.95	14.6	29.8
13.	Others	4,200	28,882	30,053	1.6	4.19	2.6	21.8
TOTAL:-		266,149	689,763	1,168,223	100	100.00	100.00	15.9

TABLE:9.1 NUMBER OF VEHICLES PER 1000 POPULATION

Sl. No.	Province	VEHICLES ON ROAD		POPULATION (000)		NUMBER OF VEHICLES PER 1000 POPULATION*			
		1981	ACGR	1985	1981	ACGR	1985	1981	1985
1.	PUNJAB	360,628	14.68	623,784	47,300	2.58	53,374	7.6	11.7
2.	STND	308,755	4.91	374,075	19,026	3.33	21,692	16.2	17.2
3.	N.W.F.P.	69,803	12.58	112,148	11,061	3.12	12,507	6.3	9.0
4.	BALUCHISTAN	16,212	30.63	47,213	4,330	6.63	5,599	3.7	8.4
TOTAL:-		755,698	100.00	1,157,220*	81,717	3.05	92,172	9.31	12.6

* Excluding AK, NA

STATE POPULATION (1000) OF VEHICLES PER 1000 POPULATION

STATE POPULATION (1000) OF VEHICLES PER 1000 POPULATION

TABLE:10 ANNUAL COMPOUND GROWTH RATE (1973-83)
(PUBLIC + PERSONAL VEHICLES ON ROAD)

DISTRICTS	POPULATION	NO. OF VEHICLES	SEATING CAPACITY	NUMBER OF SEATS PER 1000 POPULATION
	2	3	4	5
LAHORE	3.09	12.89	10.02	6.59
FAISALABAD	1.04	13.60	9.04	8.31
MULTAN	2.65	10.18	7.43	5.12
KARACHI	4.02	12.61	12.29	7.97
HYDERABAD	2.23	12.92	6.93	4.52
PESHAWAR	2.64	12.60	9.18	6.50
QUETTA				

INVESTIGATION OF BOARD OF TRANSPORTATION (1980)

THE INVESTIGATION BOARD OF TRANSPORTATION

TABLE:10.1 ANNUAL AVERAGE COMPOUND GROWTH RATE

1974-83

DISTRICTS	PUBLIC SERVICE VEHICLES-ON ROAD				NUMBER OF SEATS PER 1000 POPULATION
	POPULATION	PUBLIC SERVICE VEHICLES	SEATING CAPACITY		
LAHORE	3.09	8.94	6.75		3.37
FATSAABAD	1.04	8.25	5.98		5.40
MULTAN	2.65	7.23	4.22		0.18
KARACHI	4.02	8.43	10.77		6.58
HYDERABAD	2.23	9.24	5.28		2.86
PESHAWAR	2.64	11.89	8.21		5.40
QUETTA.					138

Source: Ministry of Transport, Government of Pakistan (1974-83)

TABLE:10.2 ANNUAL AVERAGE COMPOUND GROWTH RATE (1973-83)
 (PERSONAL VEHICLES ON ROAD)

District	Population 2	Personal Vehicles 3	Seating Capacity 4	Number of Seats per 1000 Population 5
Lahore	3.09	13.56	12.48	9.05
Faisalabad	1.04	14.61	14.60	13.67
Multan	2.65	10.57	10.94	8.62
Karachi	4.02	13.53	13.53	9.10
Hyderabad	2.23	14.31	12.41	10.17
Peshawar	2.64	13.01	12.25	10.02
Quetta	-	-	-	-

ANNUAL AVERAGE COMPOUND GROWTH RATE

TABLE: 11 AVAILABILITY OF PUBLIC SERVICE VEHICLES PER 1000 POPULATION

YEARS	PUBLIC SERVICE VEHICLES				LAHORE			Number of Seats per 1000 population.
	Wagons	Rickshaws	Taxis	Total	Total Seating Capacity	Population (000)	Population	
1974	1,262	516	3,417	617	5,812	76,586	2,770	28
1975	1,348	528	3,962	616	6,454	81,956	2,865	29
1976	1,920	532	5,354	648	8,454	112,376	2,964	38
1977	2,019	549	5,604	650	8,822	117,857	3,066	38
1978	2,069	577	7,111	659	10,416	123,671	3,172	39
1979	2,077	610	7,442	686	10,815	125,254	3,282	38
1980	2,234	631	8,735	760	12,360	135,945	3,395	40
1981	2,290	688	9,695	765	13,438	141,314	3,512	40
1982	2,351	752	9,725	672	13,500	144,762	3,633	40
1983	2,364	883	9,763	675	13,685	147,177	3,758	39
ACGR:	6.47	5.52	11.07	0.90	8.94	6.75	3.09	3.37

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TABLE 11.1 AVAILABILITY OF PUBLIC SERVICE VEHICLES PER 1000 POPULATION
(PERSONAL VEHICLES)

YEARS	NUMBER/TYPE OF VEHICLE			Total Seating Capacity	Population (000)	Number of Seats per 1000 Population
	Cars	Jeeps	M/Cycles Scooters			
1974	11,123	289	17,247	80,142	2,770	29
1975	11,552	296	17,675	82,742	2,865	29
1976	11,552	343	23,496	94,572	2,964	32
1977	11,740	415	28,767	106,154	3,066	35
1978	15,920	507	39,367	144,442	3,172	46
1979	18,190	526	41,773	158,410	3,282	48
1980	18,565	549	44,318	165,092	3,395	49
1981	21,750	745	59,835	209,650	3,512	60
1982	24,139	890	67,654	235,424	3,633	65
1983	26,715	995	74,526	259,892	3,758	69
ACGR:	9.16	13.16	15.76	13.56	12.48	9.05

TABLE:11.2 AVAILABILITY OF PUBLIC SERVICE VEHICLES PER 1000 POPULATION

YEARS	NUMBER/TYPE OF VEHICLE				(PUBLIC SERVICE VEHICLES)			FAISALABAD		
	Buses	Wagons	Rickshaws	Taxis	Total	Total Seating Capacity	Population (000)	Number of Seats per 1000 Population		
1974	-	136	1,098	15	2,379	58,264	4,331	13		
1975	1,320	145	1,312	15	2,792	67,929	4,376	15		
1976	1,425	173	1,348	23	2,969	73,437	4,421	17		
1977	1,312	195	1,302	23	2,832	68,207	4,467	15		
1978	1,582	206	1,360	23	3,171	81,426	4,514	18		
1979	1,838	348	1,907	23	4,116	96,654	4,561	21		
1980	1,642	396	2,264	36	4,338	88,636	4,608	19		
1981	1,687	436	2,467	36	4,626	91,722	4,656	20		
1982	1,795	643	2,534	40	5,012	99,747	4,704	21		
1983	1,835	832	2,549	40	5,256	104,154	4,752	22		
ACGR:	4.96	19.85	8.78	10.31	8.25	5.98	1.04	5.40		

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TABLE:II.3 AVAILABILITY OF PUBLIC SERVICE VEHICLES PER 1000 POPULATION
(PERSONAL VEHICLES)

YEATS	NUMBER/TYPE OF VEHICLES			Total	Total Seating Capacity	FAISALABAD	
	Cars	Jeeps	M/Cycle Scooters			Population (000)	Number of Seats per 1000 Population
1974	1,319	60	8,427	9,806	22,370	4,331	5
1975	1,442	90	8,637	10,169	23,402	4,376	5
1976	2,176	84	8,846	11,106	26,732	4,421	6
1977	2,395	90	9,532	12,017	29,004	4,467	6
1978	2,544	80	10,323	12,947	31,142	4,514	9
1979	2,936	80	14,530	17,546	41,124	4,561	9-
1980	3,239	88	18,298	21,625	49,904	4,608	11
1981	3,878	104	23,556	27,538	63,040	4,656	14
1982	4,508	138	28,484	33,130	75,552	4,704	16
1983	5,196	178	32,984	38,358	87,464	4,752	18
ACGR:	14.69	11.48	14.62	14.61	14.60	1.04	13.67

TABLE:11.4 AVAILABILITY OF PUBLIC SERVICE VEHICLES PER 1000 POPULATION
(PUBLIC SERVICE VEHICLE)

YEARS	NUMBER/TYPE OF VEHICLE					Total Seating Capacity	Population (000)	Number of Seats per 1000 Population
	MULATAN							
	Buses	Wagons	Rickshaws	Taxis	Total			
1974	2	3	4	5	6	7	8	9
1974	670	53	720	69	1,512	34,565	3,320	10
1975	768	54	735	69	1,626	39,312	3,418	12
1976	801	46	802	83	1,732	40,982	3,518	12
1977	791	38	770	86	1,685	40,346	3,622	11
1978	845	46	785	106	1,782	43,152	3,729	12
1979	897	61	794	206	1,958	46,261	3,839	12
1980	857	98	1,005	430	2,390	46,140	3,951	12
1981	945	140	1,200	430	2,715	51,300	4,068	13
1982	960	164	1,274	460	2,858	52,600	4,188	13
1983	930	194	1,274	640	3,038	52,270	4,312	12
ACGR:	3.33	13.85	5.87	24.94	7.23	4.22	2.65	2.66

AVAILABILITY OF PUBLIC SERVICE VEHICLES PER 1000 POPULATION

TABLE:11.5 AVAILABILITY OF PUBLIC SERVICE VEHICLES PER 1000 POPULATION
(PERSONAL VEHICLES)

YEARS	NUMBER/TYPE OF VEHICLE				Total	Total Seating Capacity	Population (000)	Number of Seats per 1000 Population
	Cars		M/Cycles Scooters					
	1	2	3	4				
1974	1,810	235	7,810	9,855	23,800	3,320	7	
1975	1,037	247	8,025	9,309	21,186	3,418	6	
1976	2,198	387	9,428	12,013	29,196	3,518	8	
1977	3,097	143	9,486	12,726	31,932	3,622	9	
1978	3,409	205	11,175	14,789	36,806	3,729	10	
1979	3,520	230	12,480	16,230	39,960	3,839	10	
1980	5,290	389	15,774	21,453	54,264	3,951	14	
1981	5,530	380	19,840	25,750	63,320	4,068	16	
1982	6,025	410	19,260	25,695	64,260	4,188	15	
1983	6,230	460	20,240	26,930	67,240	4,312	16	
ACGR:	13.16	6.95	9.99	10.57	10.94	2.65	8.62	

TABLE:11.6 AVAILABILITY OF PUBLIC SERVICE VEHICLES PER 1000 POPULATION
(PUBLIC SERVICE VEHICLES)

YEARS	NUMBER/TYPE OF VEHICLE					Total	Total Seating Capacity	Population (000)	Number of Seats per 1000 Population
	Buses	Wagons	Hickshaw	Taxis					
1	2	3	4	5	6	7	8	9	
1974	1,595	3,149	5,855	4,331	14,930	146,531	3,937	37	
1975	1,472	3,176	6,404	4,604	15,656	143,168	4,114	35	
1976	2,853	3,720	6,836	6,532	19,941	225,104	4,299	52	
1977	2,929	4,357	7,297	6,662	21,245	238,475	4,492	53	
1978	3,007	5,103	7,789	6,795	22,694	253,433	4,693	54	
1979	3,087	5,976	8,314	6,930	24,307	270,212	4,903	55	
1980	5,156	9,161	10,389	7,651	32,357	417,963	5,123	82	
1981	5,877	8,448	9,902	7,982	32,209	443,652	5,353	83	
1982	4,008	8,814	9,400	8,518	30,740	359,838	5,593	64	
1983	4,696	9,732	10,312	8,806	33,546	407,772	5,844	70	
ACGR:	11.40	11.94	5.82	7.35	8.43	10.77	4.02	6.58	

KARACHI

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TABLE: 14.7 AVAILABILITY OF PUBLIC SERVICE VEHICLES PER 1000 POPULATION
(PERSONAL VEHICLES)

YEARS	NUMBER/TYPE OF VEHICLE				Total	Total Seating Capacity	Population (000)	Number of Seats per 1000 Population
	Cars	Jeeps	M/Cycle Scooters					
1	2	3	4	5	6	7	8	
1974	20,871	3,774	31,214	55,859	161,008	3,937	41	
1975	23,824	4,764	33,341	61,929	181,034	4,114	44	
1976	27,900	5,580	41,140	74,620	216,200	4,299	50	
1977	32,673	6,535	50,763	89,971	258,358	4,492	57	
1978	38,262	7,653	62,637	108,552	308,934	4,693	66	
1979	44,807	8,962	77,288	131,057	369,652	4,903	75	
1980	68,693	13,740	99,569	182,002	528,870	5,123	103	
1981	63,345	12,671	91,603	167,619	487,270	5,353	91	
1982	66,094	13,221	100,700	180,015	518,607	5,593	92	
1983	72,973	14,596	111,104	198,673	572,484	5,844	98	
ACGR:	13.33	14.48	13.54	13.53	13.53	4.02	9.10	

KARACHI

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TABLE: 11.8 AVAILABILITY OF PUBLIC SERVICE VEHICLES PER 1000 POPULATION
(PUBLIC SERVICE VEHICLES)

YEARS	NUMBER/TYPN OF VEHICLE				Total Seating Capacity	Population (000)	Number of Seats per 1000 Population
	Buses	Wagons	Hickshaw	Taxis			
1974	1,740	241	1,090	358	90,265	1,744	52
1975	1,690	285	1,119	450	87,063	1,789	49
1976	1,513	279	1,200	460	80,491	1,834	44
1977	1,521	295	1,262	465	81,227	1,881	43
1978	1,570	355	1,286	470	84,427	1,929	44
1979	1,680	951	2,342	475	99,587	1,978	50
1980	1,870	1,180	2,875	825	114,150	2,028	56
1981	2,019	1,293	3,062	855	123,265	2,080	59
1982	2,481	1,493	3,124	922	148,433	2,133	70
1983	2,512	1,535	3,214	1,043	151,131	2,187	69
ACGR:	3.74	20.34	11.42	11.28	5.28	2.23	2.86

HYDERABAD

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TABLE:11.9 AVAILABILITY OF PUBLIC SERVICE VEHICLES PER 1000 POPULATION
(PERSONAL VEHICLES) HYDERABAD

YEARS	NUMBER/TYPE OF VEHICLE			Total	Total Seating Capacity	Population (000)	Number of Seats per 1000 Population
	Cars	Jeeps	M/Cycles Scooters				
1974	1,433	1,097	4,929	7,459	19,978	1,744	11
1975	1,534	1,102	8,854	11,490	28,252	1,789	16
1976	1,827	1,123	9,325	12,275	30,450	1,834	17
1977	1,925	1,190	10,972	14,087	34,404	1,881	18
1978	1,981	1,276	13,515	16,772	40,058	1,929	21
1979	2,030	1,276	16,636	19,942	46,496	1,978	24
1980	2,048	1,298	16,669	20,015	46,722	2,028	23
1981	2,129	1,291	19,172	22,592	52,024	2,080	25
1982	2,250	1,459	21,638	25,347	58,112	2,133	27
1983	2,334	1,447	24,628	28,409	64,380	2,187	29
ACIR:	4.59	2.80	17.45	14.31	12.41	2.23	10.18

TABLE: II.10. AVAILABILITY OF PUBLIC SERVICE VEHICLES PER 1000 POPULATION
(PUBLIC SERVICE VEHICLES)

YEARS	NUMBER/TYPE OF VEHICLE			Taxis	Total	Total Seating Capacity	Population (000)	Number of Seats per 1000 Population
	Buses	Wagons	Rickshaw					
1974	1,316	340	1,427	302	3,385	71,650	1,834	39
1975	1,634	236	1,553	481	3,904	86,530	1,888	46
1976	1,823	533	1,763	654	4,683	100,575	1,944	52
1977	1,989	671	2,154	837	5,651	111,851	2,001	56
1978	2,171	779	2,555	1,028	6,533	123,557	2,059	60
1979	2,340	865	3,222	1,290	7,717	135,169	2,120	64
1980	2,465	1,050	3,664	1,533	8,712	145,430	2,182	67
1981	2,540	1,089	3,892	1,619	9,140	150,337	2,246	67
1982	2,576	1,152	4,388	1,717	9,833	154,268	2,312	67
1983	2,607	1,217	4,766	1,817	10,407	157,757	2,380	66
ACGP:	7.07	13.60	12.81	19.65	11.89	8.21	2.64	5.40

TABLE: 11.11 AVAILABILITY OF PUBLIC SERVICE VEHICLES PER 1000 POPULATION
(PERSONAL VEHICLES)

YEARS	NUMBER/TYPE OF VEHICLE			Total	Total Seating Capacity	Population (2000)	Number of Seats per 1000 Population
	Cars	Jeeps	M. Cycles Scooters				
1974	3,680	135	1,876	5,691	19,012	1,834	10
1975	3,977	231	2,289	6,497	21,410	1,888	11
1976	4,285	321	2,857	7,463	24,138	1,944	12
1977	4,795	387	3,373	8,555	27,474	2,001	14
1978	5,661	472	4,225	10,358	32,982	2,059	16
1979	6,366	501	4,929	11,796	37,326	2,120	17
1980	6,988	526	5,587	13,101	41,230	2,182	19
1981	8,581	560	6,683	15,824	49,930	2,245	22
1982	9,557	581	7,649	17,787	55,850	2,312	24
1983	10,262	586	8,482	19,330	60,356	2,312	26
ACGR:	10.79	15.81	16.28	13.01	12.25	2.64	10.02

PUNJAB

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TABLE:II.12 AVAILABILITY OF PUBLIC SERVICE VEHICLES PER 1000 POPULATION
(PUBLIC SERVICE VEHICLES)

YEARS	NUMBER/TYPER OF VEHICLE			Taxis	Total	Total Seating Capacity	QUETTA	
	Buses	Wagons	Rickshaw				Population (000)	Number of Seats per 1000 Population
1	2	2	4	2	6	7	8	9
1974								
1975								
1976								
1977								152
1978								
1979								
1980	432	280	1,085	10	1,807	26,586	363	73
1981	345	413	1,219	29	2,006	24,483	380	64
1982	897	800	1,510	29	3,236	56,592	398	142
1983	961	950	1,510	29	3,450	61,614	417	147
ACGR:	22.12	35.71	8.61	30.49	47.73	23.38	3.53	19.12

Source: Ministry of Transport, Government of Sindh, Karachi, 1984.

1. The data for 1974-1976 are based on the records of the Transport Department, Government of Sindh, Karachi.

2. The data for 1977-1983 are based on the records of the Transport Department, Government of Sindh, Karachi.

TABLE: 11.13 AVAILABILITY OF PUBLIC SERVICE VEHICLES PER 1000 POPULATION
(PERSONAL VEHICLES)

YEARS	NUMBER/TYPER OF VEHICLE			Total Seating Capacity	Population (000)	Number of Seats per 1000 Population
	Cars	Jeeeps	M. Cycles Scooters			
1974	2	3	4	6	7	8
1975	-	-	-	-	-	-
1976	-	-	-	-	-	-
1977	-	-	-	-	-	-
1978	-	-	-	-	-	-
1979	-	-	-	-	363	17
1980	827	98	1,310	6,320	380	28
1981	1,735	127	1,717	10,882	398	63
1982	2,520	740	6,000	25,040	417	66
1983	2,521	810	7,200	27,724	3.53	49.36
ACGR:	32.13	69.56	53.14	47.33	44.72	-

TABLE:12

STATEMENT SHOWING SEATING CAPACITY AND LADEN/UN-LADEN WEIGHT BY MAKE AND TYPE

Sr. No.	Type of Vehicle	Make	Seating Capacity Excluding Driver	Un-Laden Weight(KG)	Laden Weight(KG)
1.	Bus	Bedford	51	5600	10920
	"	"	41	5200	9957
	"	B.M.C.	41	5200	10920
	"	Doge	51	5600	10920
	"	Fiat	51	5600	10920
	"	Isuzu	51	5600	10920
	"	Isuzu	41	5200	9957
2.	Mini-Bus	Mazda	25	4620	8960
	"	Mercedez	20	4400-	8500
	"	Ford	25	4620	8960
	"	Toyota	25	4620	8969
3.	Pick Ups.	Suzuki	9	650	1350
	"	Toyota	2	1670	2470
	"	Datsun	2	1466	2070
4.	Wagon	Ford	12	1600	2525
	"	Toyota Hiace	12	1440	2525
5.	Rickshaw	Vespa	2	300	-
6.	Motor Cab	Datsun	4	750	-
7.	D/Van	Suzuki	3	750	1350
8.	M/Car	Datsun	3	870	-
	"	Suzuki	3	539	-
9.	Jeep	Nissan	4	780	-
10.	Scooter	Vespa	2	98	-
11.	Motor Cycle	Yamaha/Honda, etc.	1	98	-
12.	Truck	Bedford	2	5600	10920
	"	Nissan	2	6240	12480
	"	Ford	2	5600	10920
	"	Isuzu	2	6500	10920
	"	Hino	2	5600	10920

ANNUAL TAX RATES BY TYPE OF VEHICLES

Sl. No.	Type of Vehicles	Laden Weight(K.G)	Seating Capacity	Engine Capacity	Tax Rate (Per Annum)
<u>LAHORE:</u>					
1.	Bus	9997	51	107 HP	8868
	Bus	9957	41	107 HP	6888
2.	Mini-Bus	5550	21	3000 CC	3692
3.	Wagon	2522	12	2400 CC	2184
	Wagon	2636	15	2000 CC	2688
	Wagon	1340	10	1900 CC	1848
4.	Rickshaw	-	2	150 CC	392
5.	Pick-Up	1350	2	539 CC	376
6.	Van	3663	4	2260 CC	840
7.	Truck	10920	2	107 HP	2828
<u>PESHAWAR:</u>					
1.	Bus	10920	42	107 HP	3200
	Bus	10920	51	107 HP	3840
2.	Mini-Bus	5550	21	2400 CC	3360
	Mini-Bus	5550	24	3000 CC	4032
3.	Wagon	3272	14	24 HP	3252
4.	Rickshaw	-	2	150 CC	392
5.	Pick-Up	-	6	2200 CC	576
6.	D.Van.	1350	4	539 CC	376
7.	Motor Car	-	4	1000 CC	384
8.	Truck	10920	2	107 CC	2828

ANNUAL TAX RATES BY TYPE OF VEHICLES

Sl. No.	Type of Vehicles	Laden Weight (K.G)	Seating Capacity	Engine Capacity	Rate (Per Annum)
12.3 FAISALABAD:					
1.	Bus	9957	42	107 HP	6688
	Bus	10920	52	107 HP	8568
2.	Mini Bus	8960	26	53 HP	4368
3.	Wagon	2525	12	24 HP	1968
	Wagon	2500	8	1600 HP	1312
4.	Rickshaw	-	2	150 CC	392
5.	Pick-Up	3150	8	539 CC	376
6.	Van	-	4	2000 CC	376
7.	Jeep	-	4	33 HP	656
8.	Truck	10920	2	107 HP	2828
12.4 MULTAN:					
1.	Bus	10920	42	107 HP	6888
	Bus	10920	52	107 HP	8568
2.	Mini-Bus	8960	24	24 HP	2132
3.	Wagon	2538	12	24 HP	1628
	Wagon	2525	13	2400 CC	2132
4.	Rickshaw	280	2	150 CC	392
5.	Pick-Up	1350	4	539 CC	376
6.	Jeep	-	5	3000 CC	984
7.	Truck	10920	2	107 HP	2828

ANNUAL TAX RATES BY TYPE OF VEHICLES

Sl. No.	Type of Vehicles	Laden Weight (K.G)	Seating Capacity	Engin Capacity	Rate (Per Annum)
12.5 KARACHI:					
1.	Bus	4521	41	107 HP	5736
	Bus	10920	51	107 HP	6900
	Bus	9978	43	105 HP	2450
2.	Mini-Bus	8960	26	24 HP	2548
3.	Motor Cab	996	4	1200 CC	520
4.	Wagon	1528	13	24 HP	1176
5.	Rickshaw	300	2	150 CC	394
6.	Pick-Up	508	2	539 CC	376
7.	Motor Car	870	3	1200 CC	260
8.	Truck	10920	2	107 HP	2828
12.6 HYDERABAD:					
1.	Bus	10920	51	105 HP	6900
2.	Rickshaw	300	2	150 CC	392
3.	Pickup	560	10	539 CC	882
4.	Truck	10920	2	107 HP	2828
12.7 QUETTA:					
1.	Bus	9957	42	107 HP	530
	Bus	10920	52	107 HP	710
2.	Wagon	2400	8	2200 CC	440
3.	Rickshaw	-	2	150 CC	330
4.	Truck	10920	2	107 HP	1565

TABLE 13 STATEMENT SHOWING NUMBER OF PASSENGERS TRAVELLED BY URBAN TRANSPORT CORPORATIONS

	(Millions)										
	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	
ORCA N I Z A T I O N	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	
Furjab Urban Transport Corporation	-	-	-	114.14	134.69	112.88	101.70	130.91	154.18	146.42	
Karachi Transport Corporation	-	-	-	39.96	52.96	70.19	-	145.46	135.94	105.35	
Punjab Road Transport Board	106.4	154.73	259.3	196.93	126.72	-	-	36.237	28.954	25.29	158
NWFP Road Transport Board	27.73	32.24	33.82	31.12	30.44	31.04	21.78	25.42	39.19	38.07	

TABLE:13.1 URBAN BUS REQUIREMENT (1987-88)

Sl. No.	C I T I E S	(FIG. IN NUMBER)									
		POPULATION(000)		EXISTING FLEET* (1986)	DEPLETION (1986-88)	INDUCTION (1986-88)	FLEET (1988)	BUSES REQUIRED 1986	BUSES REQUIRED 1988	SURPLUS/DEFICIT (+) (-) 1986 1988	
1	2	3	4	5	6	7	8	9	10	11	12
I. PUNJAP											
1.	Lahore	3,504	3,753	1,434	221	373	1,586	1,606	1,787	- 172	- 201
2.	Faisalabad	1,300	1,387	168	26	44	186	465	495	- 297	- 309
3.	Multan	869	930	117	18	30	129	300	321	- 183	- 192
	Sub-Total(I):	5,673	6,070	1,719	265	447	1,895	2,371	2,603	- 652	- 702
II. SIND											
4.	Karachi	6,479	7,071	3,687	567	959	4,079	4,319	4,714	- 632	- 635
5.	Hyderabad	830	864	224	35	58	247	285	293	- 61	- 51
	Sub-Total(II):	7,309	7,935	3,911	602	1,017	4,326	4,604	5,012	- 693	- 686
III. NWFP											
6.	Peshawar	849	998	861	133	224	952	292	343	+ 569	+ 609
	Sub-Total(III):	849	998	861	133	224	952	292	343	+ 569	+ 609
IV. BALUCHISTAN											
7.	Quetta	398	454	183	28	48	203	133	151	+ 58	+ 52
	Sub-Total(IV):	398	454	183	28	48	203	133	151	+ 58	+ 52
	Total :-	14,229	15,457	6,674	1,028	1,736	7,376	7,400	8,109	- 727	- 727

* In terms of 52-passenger standard bus.

TABLE: 14 PASSENGER/FREIGHT ROAD TRAFFIC

S. No.	VEHICLE TYPE	AVERAGE LOAD FACTOR (-PASS / TONS)	ANNUAL AVERAGE KMS.	1983		1986		1988	
				NO. OF VEHICLES	M.P./T.K.	NO. OF VEHICLES	M.P./T.K.	NO. OF VEHICLES	M.P./T.K.
1	2	3	4	5	6	7	8	9	10
A. PASSENGER TRAFFIC(MPK):									
1.	Buses	38	75,000	23,550	67,118	26,951	76,810	29,655	84,516
2.	Mini Buses	18	60,000	5,750	6,210	8,177	8,831	9,010	9,730
3.	Wagon	12	50,000	19,168	11,501	22,053	13,231	24,875	14,925
4.	Pickup	8	40,000	19,880	6,362	25,322	8,103	28,710	9,187
5.	Taxi	3	25,000	20,364	1,527	24,259	1,819	26,996	2,024
6.	Rickshaw	2	30,000	36,521	2,191	42,368	2,542	47,012	2,820
7.	Car	3	14,000	189,213	7,946	232,933	9,783	264,943	11,127
8.	Jeep	3	14,000	20,082	843	23,939	1,005	27,123	1,139
9.	Motorcycle	1	10,000	418,684	4,186	563,365	5,633	652,764	6,527
Total:-				753,212	107,884	969,367	127,757	1,111,088	141,995

B. FREIGHT TRAFFIC (MTK):

1.	Conventional Trucks	8.3	70,000	43,066	25,021	55,572	32,287	61,832	35,924
2.	Truck Trailers (NLC).	11.4	64,000	1,473	1,074	2,316	1,689	3,254	2,374
3.	Delivery Vans	0.5	40,000	13,124	262	19,789	395	23,653	473
Total:-				57,673	26,357	77,677	34,371	88,739	38,771
Grand Total:-				810,885	1,047,044	1,199,827			

TABLE 15 ESTIMATED INDUCTION OF MOTOR VEHICLES - 1983-88

VEHICLE TYPE	NUMBER OF VEHICLES		INDUCTION (NO.)		
	1983	1988	1983-88	1986-88	1983-88
L. PASSENGER TRAFFIC(PMK):					
Buses	23,550	29,655	8,835	6,850	15,685
Mini-Buses	5,750	9,010	3,753	2,091	5,844
Wagon	19,168	24,875	7,677	6,498	14,175
Pickup	19,880	28,710	10,412	7,608	18,020
Taxi	20,364	26,996	7,967	5,972	13,939
Rickshaw	36,521	47,012	14,977	11,705	26,682
Car	189,213	264,943	9,938	7,162	17,100
Jeep	20,082	27,123	20,580	13,207	33,787
Motor Cycle.	418,684	652,764	1,119	1,227	2,346
TOTAL:-	753,212	1,111,088	85,259	62,320	147,578
B. FREIGHT TRAFFIC(MTK):					
Conventional Trucks	43,066	61,832	228,417	164,514	392,931
Truck Trailers (NLC)	1,473	3,254	81,562	63,067	144,629
Delivery-Vans	12,124	23,653	7,622	6,176	13,798
TOTAL:-	57,672	88,739	317,601	233,757	551,358
GRAND TOTAL:-	810,885	1,199,827	402,860	296,077	698,936