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LEARNING OUTCOMES!

Candidates should be able to:

Internal transport

- interpret maps to describe the regional variations in the density and pattern of the road, rail and air transport networks within Pakistan
- explain the factors which help and hinder the location, maintenance and development of roads, railways and airports
- describe improvements that have recently taken place in road, rail and air communications, and consider the feasibility of new developments
- compare the advantages and disadvantages of road, rail and air transport within Pakistan for both goods and people
- evaluate the development of new transport schemes, including motorway and airport development.

International transport

- identify on a map those roads (including the name of the pass they use, where relevant) and railways which cross the international boundary and are in use for at least part of the year
- identify on a map the ports of Keamari, Qasim and Gwadar, and the cities with international airports
- explain the factors which affect the location and development of cross-border roads and railways, seaports, dry ports and airports
- explain what is meant by the term dry port, name an example of one and explain why they have been developed in many cities of Pakistan.

Telecommunications

- explain the importance of radio, television, phones, fax machines, emails and the internet in the fields of education, industry, services and trade
- understand the problems of providing telecommunications in some parts of Pakistan
- evaluate the role of telecommunications in the development of Pakistan.

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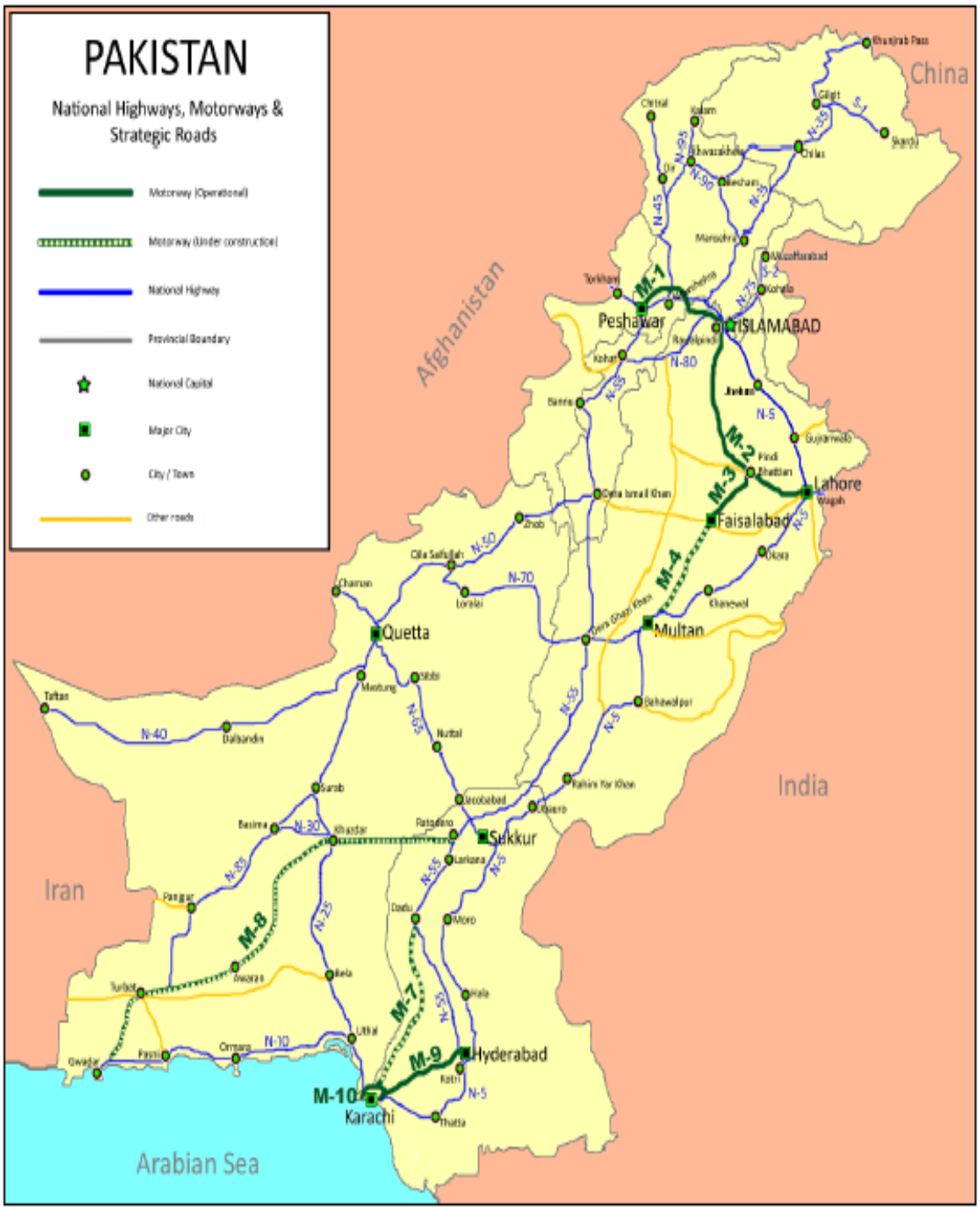
MUHAMMAD YOUSUF MEMON

ROAD NETWORK OF PAKISTAN



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DISTRIBUTION AND DENSITY OF ROADS

Sindh

- ✓ In Sindh the major highways, N-55 (also known as Indus Highway) and N-5 run along both banks of Indus in the South-North direction.
- ✓ They connect Karachi, Thatta, Hyderabad and Sukkur etc
- ✓ There's a motorway that connects Karachi and Hyderabad. These two cities are two main foci of the road network in Sindh.
- ✓ M-10 is found near Karachi

Punjab

- ✓ As the highways in Sindh enter Southern Punjab they still follow both banks of Indus and then move away from Indus. As we move North, we see that many cities are interconnected with a web of dense road network along banks of rivers and also across the doabs, with main foci being Lahore, Faisalabad and Multan
- ✓ Two motorways connect Lahore with Faisalabad and with Islamabad.
- ✓ A major road also leads from Lahore to Wagah and eventually into India.
- ✓ Furthermore, two roads from Bahawalpur and Multan respectively, merge into one near the border and then lead to India

Baluchistan

- ✓ In Balochistan, the main focus is the city of Quetta, from which roads lead in all direction. To North we head to Chaman and Afghanistan. Another road leads West to Dalbandin and then to Iran.
- ✓ To North-East leads to Western Punjab and to Southern Khyber-Pakhtunkwa through Zhob. One road also leads to Sukkur in Sindh
- ✓ N-40 and N-25 form RCD highway connecting Quetta and Karachi with Iran
- ✓ Near the coast Makran Coastal highway connects Gwadar and other fishing centres like Pasni with Karachi

Khyber Pakhtunkhuwa

- ✓ The Indus Highway connects Dera Ismail Khan with Peshawar. From Peshawar a highway leads into Afghanistan at Torkham through the Khyber pass
- ✓ M-1 connects Peshawar with Islamabad, and then other highways connect Peshawar with Northern areas of Kalam and Chitral

Gilgit Baltistan and Azad Kashmir

- ✓ Karakoram Highway connects Hassan Abdal with China via Khunjerab Pass, after passing through Abbottabad and Gilgit
- ✓ Murree Express Highway connects Islamabad with Murree and Muzaffarabad

REASONS FOR THIS DISTRIBUTION

- ✓ The road network of Punjab is the densest followed by Sindh and then of Balochistan. This is because there is a lot of population in Punjab which needs to be connected.
- ✓ Balochistan has a rugged terrain along with a low population, which makes road building difficult and uneconomical (as they will be used by very few people)
- ✓ In Khyber-Pakhtunkhwa, the road network connects different valleys like of Peshawar with other areas. Like Balochistan, the rough terrain has limited the density of the road network
- ✓ There are more foci of road network in Punjab because many major cities are located here due to their economic prosperity
- ✓ The main pattern of road network in Sindh is South-North, because roads follow banks of River Indus and that there's only one river in Sindh. Also on East we have more or less an inhospitable area of the Thar desert

IMPORTANCE OF ROAD NETWORK

- ✓ It is the most versatile form of network, meaning it can serve a lot of areas which rail and air systems can't serve, because laying out rail and air networks costs a lot of capital
- ✓ Provides door to door service
- ✓ Most of the goods transported inside Pakistan are on the road network, including commodities like oil from pipelines to city areas and to gas stations
- ✓ It can serve areas 24/7, there is no waiting for the rail carriage to arrive etc, goods can be transported any time
- ✓ It is cheap over short distances as compared to air or rail network
- ✓ It has little documentation involved which can be complex in rail and air transport
- ✓ There is little time wasted during uploading and receiving of goods, which is a common hassle in rail and air transport due to innumerable checks like for safety and for weighting the goods etc

LIMITATIONS OF ROAD NETWORK

- ✓ It is expensive and time consuming over long distances
- ✓ It can only carry goods in limited quantity as compared to air and especially rail transport
- ✓ It is also affected by traffic jams
- ✓ Like rail network it may not be able to serve some areas like the Northern Mountains which air transport can only serve. This is because of the harshness of the terrain, which makes it expensive to construct roads. Landslides are a common problem too.

RECENT DEVELOPMENTS AND FUTURE PLANS

- ✓ M4 is being constructed in Punjab; it will link Southern Punjab with the motorway network, by joining cities of Faisalabad and Multan. It will be completed in 2012, have 4 lanes and also will have the capacity to accommodate two further lanes
- ✓ M8 is being developed from Gwadar to Ratodero in Larkana Sindh. It will serve as a gateway to the Makran Coast. It will have 4 lanes
- ✓ Islamabad-Murree-Muzaffarabad Expressway is under construction. Only the Murree to Muzaffarabad section is yet to be built while the rest of expressway is done. It has 4 lanes
- ✓ Torkham-Peshawar Expressway is also planned. Torkham is the busiest port of entry between Pakistan and Afghanistan, it being a major shipping, transporting and receiving centre
- ✓ Sialkot-Lahore Expressway is also under consideration, improving trade between these two very important cities
- ✓ M-7 is being planned which will connect Rotadero with Karachi
- ✓ M-6 is being also planned. It will connect Dera Ghazi Khan with Rotadero, with Dera Ghazi Khan being an important centre for cotton textile and ghee industry
- ✓ M-5 will connect Multan with Dera Ghazi Khan, thus completing access of whole of Southern Punjab with the motorway network

Advantages Of Developing Motorways In Pakistan

- ✓ They help in promoting industrial growth as both products and raw materials can easily be transported between different cities. The operation of dry ports can also be improved because if any problems in the rail network occur; motorways can be used to transport the goods quickly to and fro from the port

- ✓ Industrial growth is encouraged in the areas which are near to the motorways. These motorways are wide (6 lanes) and have good quality surfaces, for smooth passage of traffic
- ✓ Congestion from other highway/roads is relieved and motorways might cut through a previous long route, which now becomes shorter. This helps industrialists in meeting orders on time.
- ✓ Tourists and other professionals (engineers) may find it easier to reach some areas. New tourist may bring in more money and employment for the local people

Disadvantages Of Developing Motorways In Pakistan

- ✓ Motorways are expensive to build and maintenance cost is high (as they are very long). Furthermore, they require a lot of time to build
- ✓ Industrial growth may be limited as motorways may not be the most suitable to for example a producer, who produces and sells his goods in bulk. He would prefer railways as roads cannot carry goods in bulk economically
- ✓ Also, these motorways don't always connect all major towns etc; they only connect major cities together. Thus the chronic poverty in rural areas may still not be solved

PRACTICE QUESTIONS 1.1

Question 1 N2017/P2/Q4/B

(b) Study Fig. 6, which shows the road types in the road network of Pakistan's National Highway Authority in 2016.

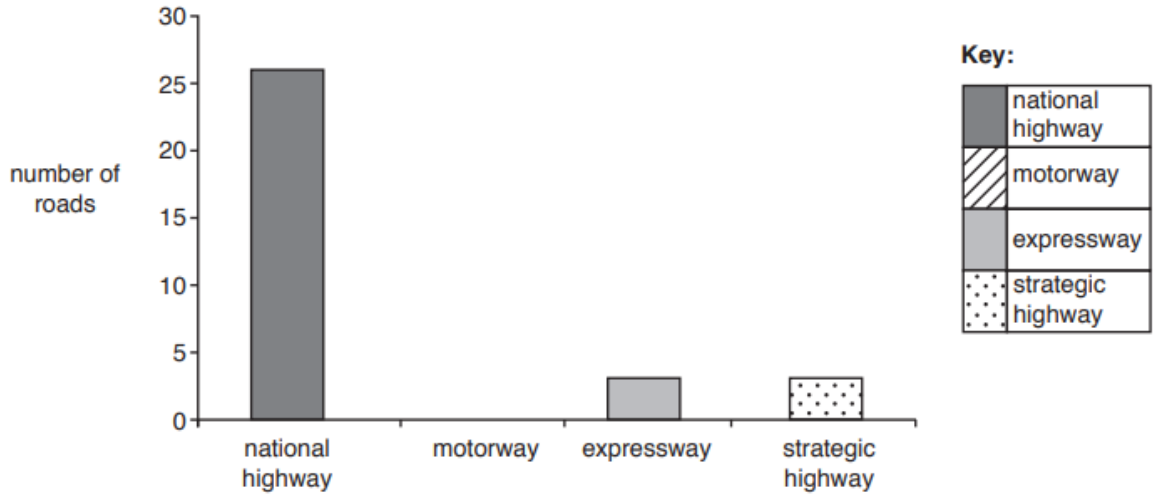

Fig. 6

(i) What is meant by the term 'road network'?

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.....[1]

(ii) **Complete** Fig. 6 by drawing the bar for the motorway, using the information below and the key provided:

Road type	Number of roads
Motorway	7

[2]

(iii) The road network is most dense on the plains of Punjab and Sindh. Explain why there are fewer roads in the mountainous areas of Pakistan. You should develop your answer.

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Question 2 J2017/P2/Q2/A

(a) Study Fig. 2, which shows changes in road type in Pakistan over a 15-year period.

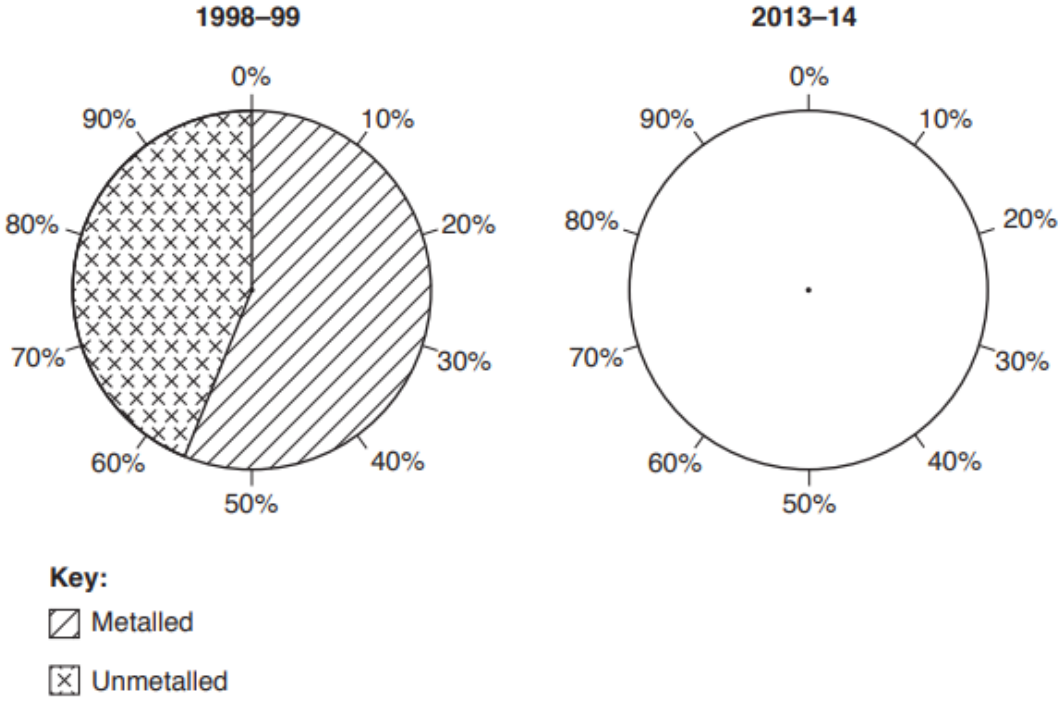

Fig. 2

(i) Complete the pie chart for 2013–14 by using the following information and the key provided:

Road type	Percent
Metalled	73
Unmetalled	27

[2]

(ii) State the increase in the percentage of metalled roads in Pakistan between 1998–99 and 2013–14.

.....[1]

(iii) Suggest **two** advantages of developing the motorway network in Pakistan.

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(iv) Explain the difficulties of building roads in the desert areas of Pakistan. You should develop your answer.

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Question 3 J2016/P2/Q2/D

(d) Read the following article:

> The Lowari Tunnel is due to open in 2017. It is 8.6 km long and will give Chitral Valley its only all-weather road to the rest of Pakistan.
>
> For some in Chitral Valley this tunnel will be of real benefit but for others it will create problems.

To what extent does the Lowari Tunnel benefit or create problems for the local people and economy of Chitral? Give reasons for your answer.

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Question 4 N2015/P2/Q5/B(iii)

(iii) Study Photographs C and D (Insert).

A. Describe the road transport that can be seen in Photograph C.

B. Explain the problems of using road transport in the northern areas of Pakistan with reference to Photograph D and your own knowledge.

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Question 5 J2015/P2/Q1/D

(d) It has been proposed that a new motorway should be built in Sindh from Hyderabad via Thatta to Keti Bandar on the Indus Delta, a town with a population of less than 25 000.

Explain why this motorway might be needed. To what extent would this proposal be possible?

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Question 6 J2014/P2/Q3/D

(d) To what extent could a better road network increase the development of small scale and craft industries of Pakistan?

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Question 7 J2010/P2/Q4/C

(c) Study Fig. 6.

Fig. 6

(i) Give **two** advantages of transporting goods by:

A bullock cart,

B lorry. [4]

(ii) To what extent would the building of more motorways, such as that between Lahore and Islamabad, help the development of industry in Pakistan? [6]

Question 8 N2006/P2/Q4/B-D

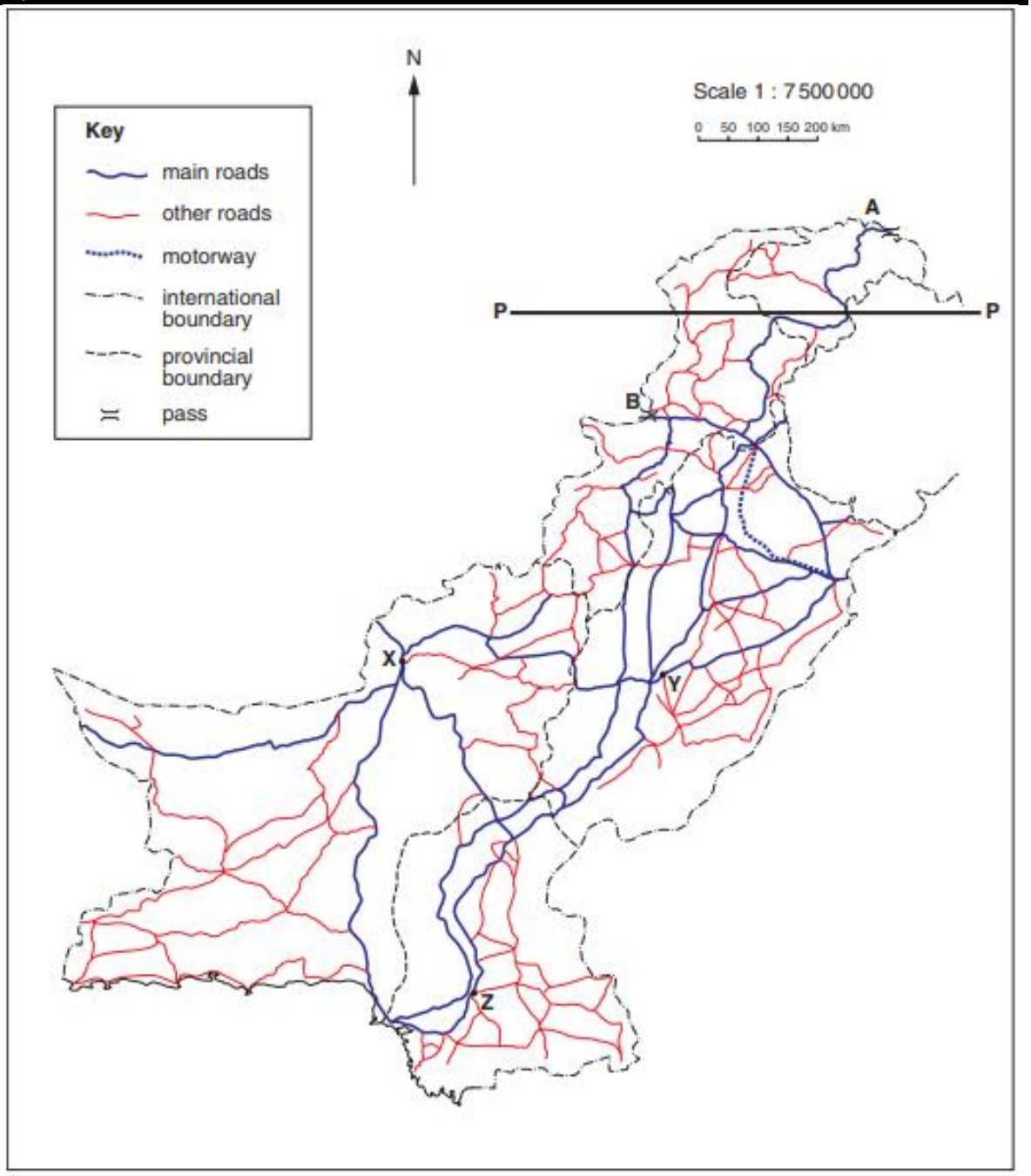


Fig. 4

(b) **(i)** Describe the ways in which the road network of Punjab is different from the road network of Sindh. [3]

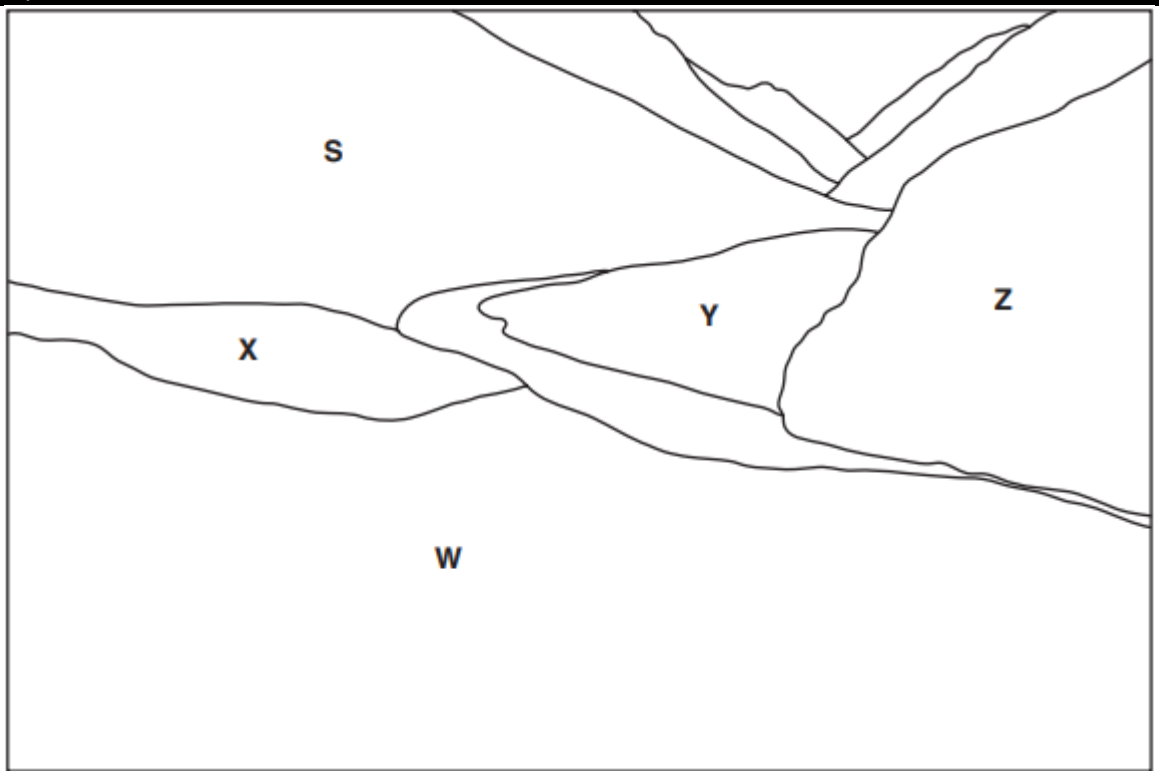
(ii) Give reasons for your answer to **(b)(i)**. [4]

(iii) Explain why there are few roads in the area north of the line **P – P** shown on Fig. 4. [4]

(c) What factors hinder the development of air transport in the area north of the line **P – P**? [4]

(d) Why was the first motorway in Pakistan built between Islamabad and Lahore? [3]

Question 9 N2005/P2/Q2/D



(d) Study the road in area **S** of Fig. 3.

(i) What is shown that is likely to block the road? [1]

(ii) What problems are there for road construction and maintenance in mountain areas? (In your answer you may refer to Photograph A and Figs 3 and 4.) [5]

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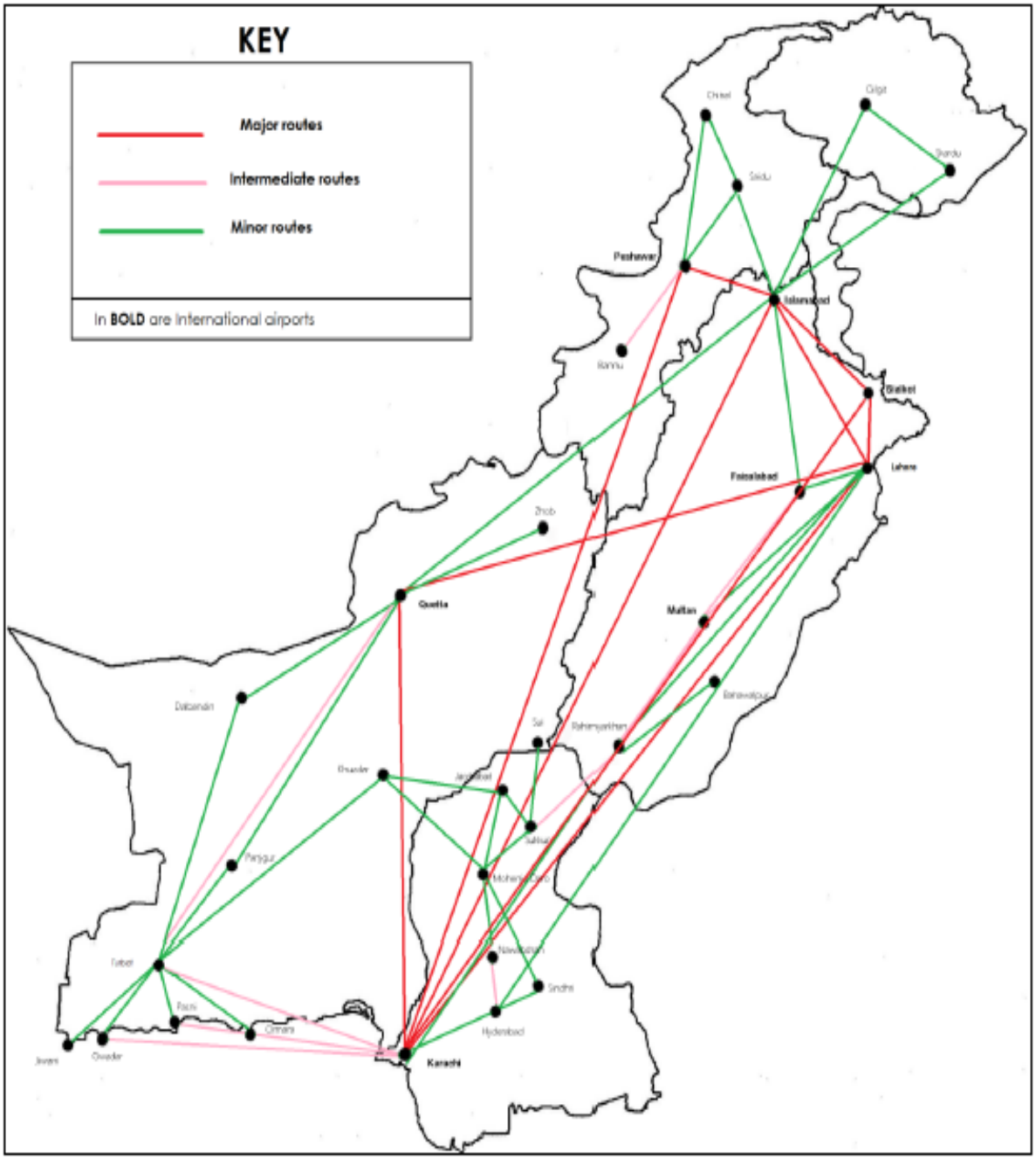
AIR ROUTE OF PAKISTAN

MUHAMMAD YOUSUF MEMON



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MUHAMMAD YOUSUF MEMON

DISTRIBUTION OF AIR ROUTES

- ✓ Most of the air routes follow the South-North direction, with less following East-West direction
- ✓ Most of the air routes run across the Indus Plains
- ✓ Karachi has the most flights in the country. Lahore, Faisalabad, Multan, Quetta and Peshawar are also major foci. All these are international airports along with the newly built airport at Sialkot
- ✓ Some minor routes branch from major airports, like Bannu is only accessible by air from Peshawar
- ✓ There are few flights in the North of country and also in West Balochistan, where low population and extremes of climate limit the number of passengers and flights

REASON FOR THIS DISTRIBUTION

- ✓ There are many flights from Karachi and other major cities because they have an international airport, not only do they serve domestic commuters but also international commuters
- ✓ The airports in bold are located in heavily populated areas where there is a greater percentage of people who are rich enough to afford air transport
- ✓ These cities have good transport infrastructure so they are easy to access and thus are preferred over other distant airports
- ✓ Areas like Karachi and Lahore etc are located in plain areas, for an international airport a long runway is necessary. Thus to accommodate large planes runway construction is impossible in steep sided hills of Northern Mountains
- ✓ Areas like Quetta, Peshawar, Lahore, Karachi and Islamabad are administrative capitals, where important offices of government are located, which need to connected

REQUIREMENTS FOR AN AIRPORT

- ✓ Cheap, flat and abundant land is required for making the most important part of airport that is the runway
- ✓ A lot of capital is required for the construction of lounges, parking facilities, control tower etc
- ✓ Facilities like water supply, electricity, sanitation along with security are necessary
- ✓ Trained officers of customs and traffic controllers are also required
- ✓ Good transport infrastructure like road and rail network is vital for success

- ✓ Nearby population which can use the airport is also a pre-requisite. It's no use building an airport far away from population for example in a desert

IMPORTANCE OF AIR TRANSPORT

- ✓ It is quick and cheap over long distances, it can serve other continents which is impossible by road and rail
- ✓ It is suitable for high value and light weight goods like computers both for import and export etc
- ✓ It can serve areas which are cut off to rail and road networks like Skardu
- ✓ It is mostly used by tourists coming to Pakistan and is also important for dispersing vital food and medical supplies during for example earthquakes etc

RECENT DEVELOPMENTS AND FUTURE PLANS

- ✓ The Sialkot Chamber of Commerce has completed the construction of Sialkot International Airport, thus making easier the export of high value and low weight goods, which were previously transported to Lahore airport 125km away. So cost of exports from the city has decreased. Also, the apron will be extended to accommodate more aircrafts with addition of construction of a jet bridge
- ✓ Multan International Airport will have an extension of runway from 9,000 to 11,000 feet, increasing the width of runway to 150 feet with 25 feet shoulders on each side E (Suitable for Boeing 747 aircraft). Other improvements will include expansion of terminal buildings. This will allow cargo flights to take place and thus suit the need of growing economy of Southern Punjab
- ✓ Gandhara Airport is being constructed to serve needs of Islamabad; it will become the biggest and most modern airport in Pakistan when it is completed in 2011

PRACTICE QUESTIONS 1.2

Question 1 N2017/P2/Q5/D

(d) Read the following two views about possibilities for air transport improvements in Pakistan:

A

It is better to build more runways at Jinnah Airport, Karachi, Pakistan's largest city.

B

It is better to build airports in smaller cities such as Sialkot and Nok Kundi.

Which view do you agree with more? Give reasons to support your answer. You should consider View A **and** View B in your answer.

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Question 2 J2015/P2/Q4/B

(b) (i) Study Photographs A and B (Insert) which show airports in Gilgit and Chitral.

Using the photographs and your own knowledge describe the problems in providing air transport in the northern areas of Pakistan.

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(ii) Explain the advantages to Pakistan as a developing country of providing more air transport routes.

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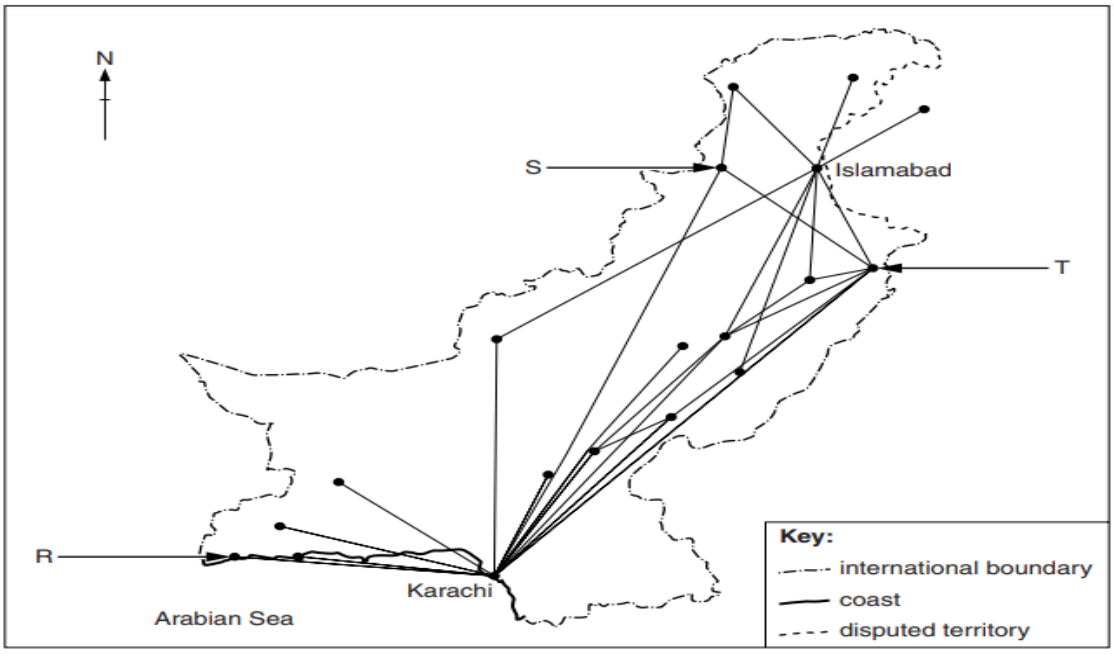
Question 3 N2014/P2/Q5/A-B

(a) Study Fig. 5, a map showing air routes in Pakistan.



(i) Name the destination of the air routes from Karachi R, S and T.

R .....

S .....

T ..... [3]

(ii) Describe the **pattern** of air routes from Islamabad.

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.....[3]

(b) Explain the benefits of air transport to the people and the local economy of the northern mountains of Pakistan.

People .....

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Local economy .....

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Question 4 N2009/P2/Q3/E

(e) Study Fig. 6, a map of air routes in Pakistan.

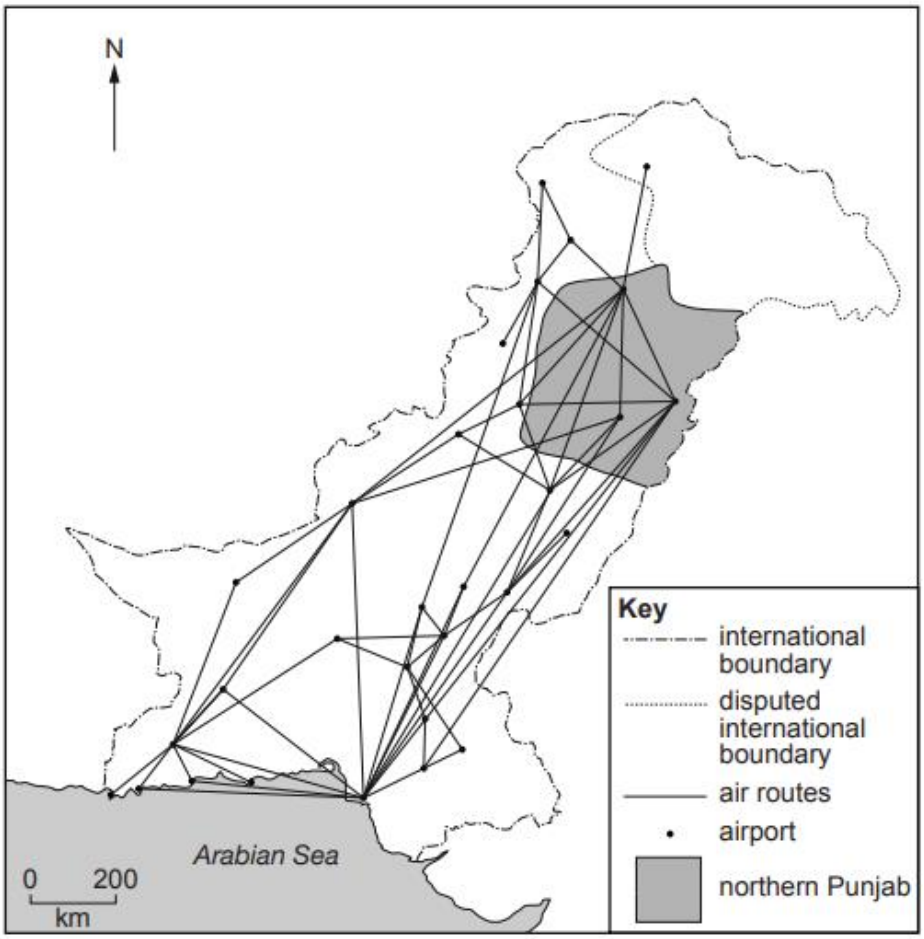


Fig. 6

(i) Name **two** major airports in the northern Punjab shown on the map. [2]

(ii) Describe the distribution of air routes from the northern Punjab. [3]

(iii) Explain the advantages and disadvantages of using air transport in the northern Punjab. [5]

Question 5 N2006/P2/Q4/C

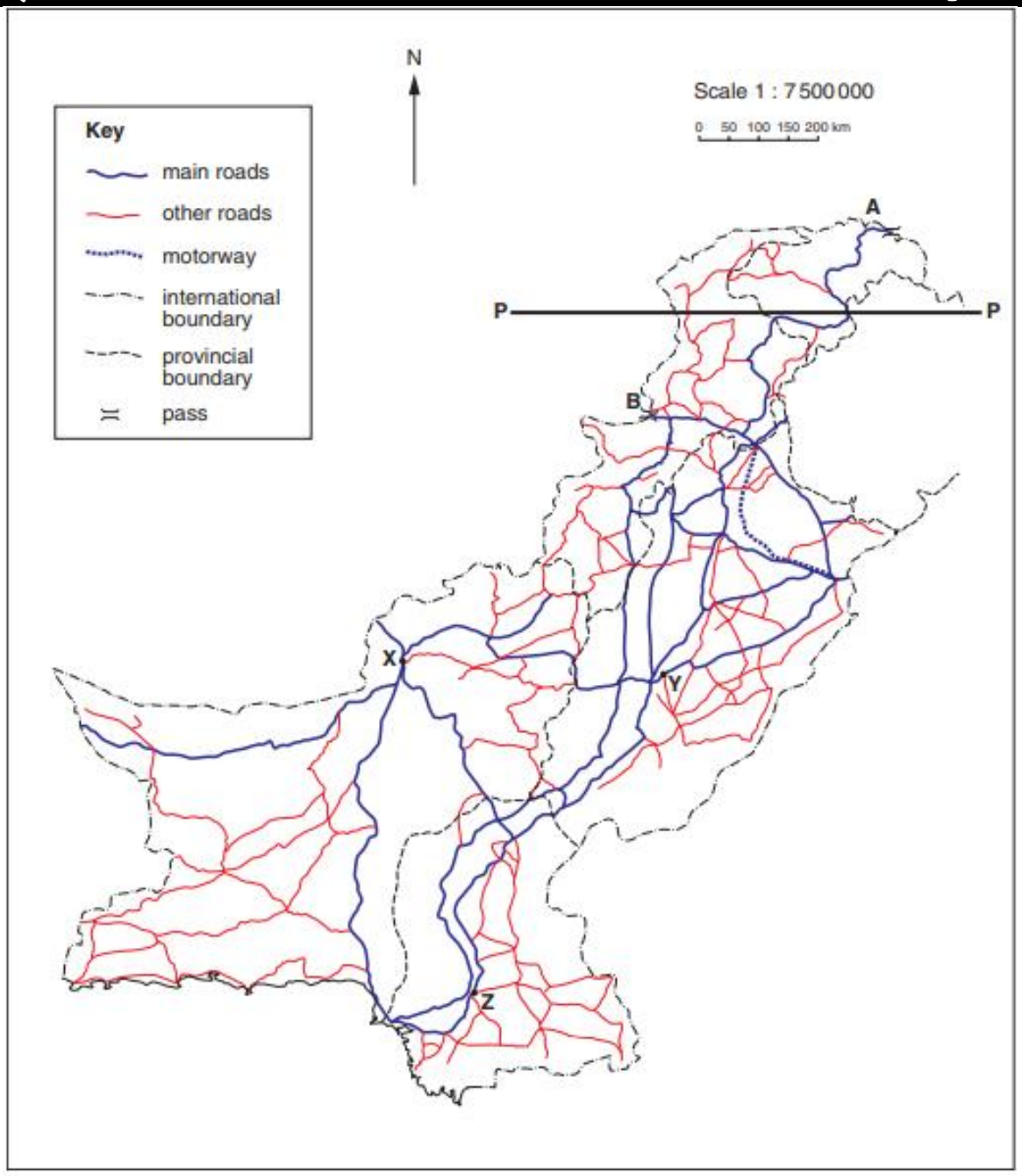
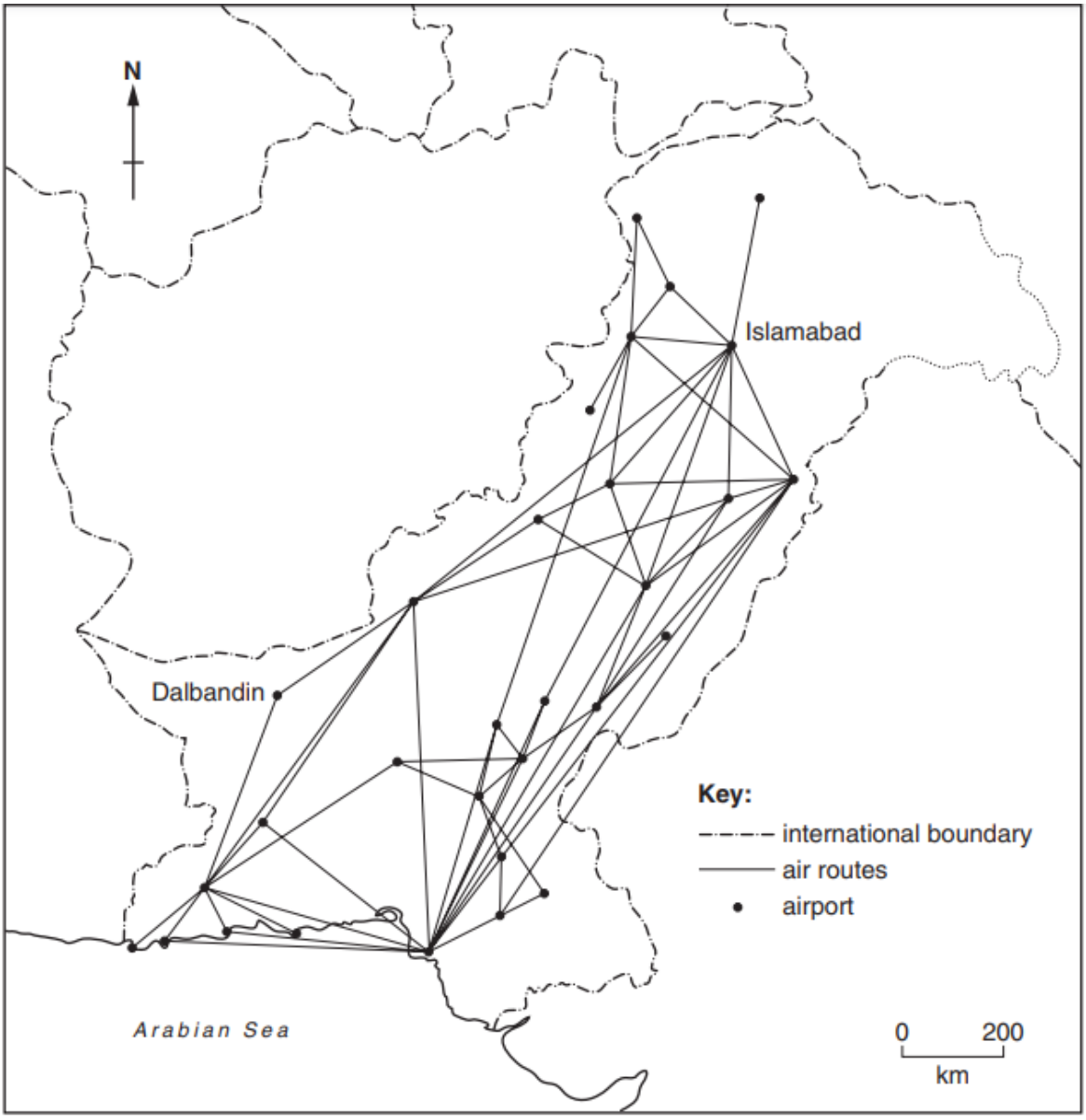


Fig. 4

(c) What factors hinder the development of air transport in the area north of the line **P – P**? [4]

Question 6 J2005/P2/Q5/A

Study the map, Fig. 6, which shows internal air routes in Pakistan.



(a) (i) Describe the distribution of air routes in Pakistan. [4]

(ii) Explain the reasons why there are more internal air routes from Islamabad than Dalbandin. [4]

(iii) Why is air transport and travel important **within** Pakistan? [3]

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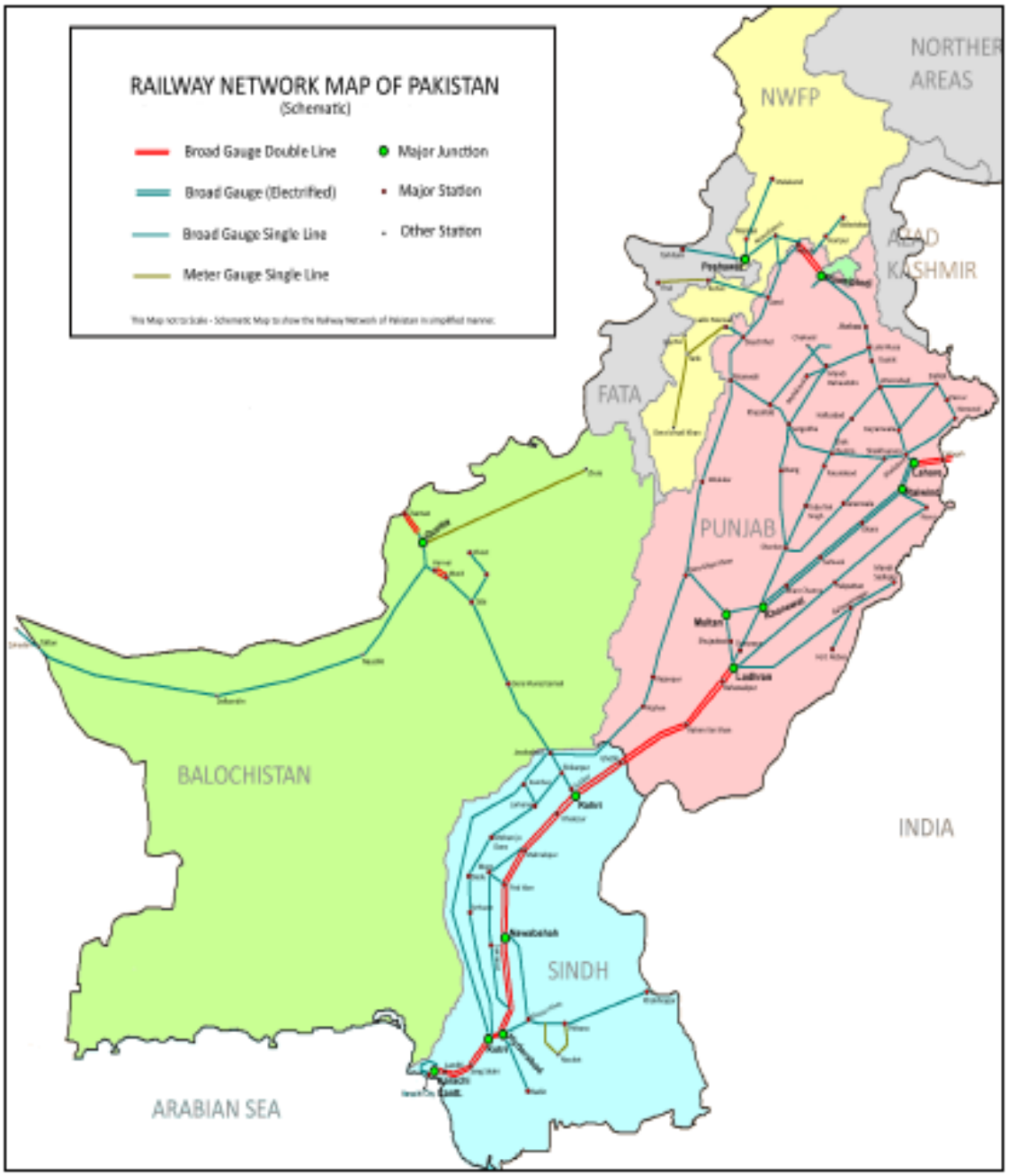
RAILWAY NETWORK OF PAKISTAN

MUHAMMAD YOUSUF MEMON



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MUHAMMAD YOUSUF MEMON

DISTRIBUTION OF RAILWAYS

Sindh

- ✓ The rail network in Sindh starts from Karachi, where broad gauge double lines lead to Hyderabad, and then follow the bank of Indus into Northern Sindh towards Rohri
- ✓ A broad gauge single line branches from Hyderabad and heads onto Khokrapar and then into India. Also many broad gauge single lines connect small cities in Sindh which are west of Indus including Dadu and Larkana etc

Balochistan

- ✓ From Rohri in Sindh, a broad gauge single line branches and heads to Quetta in Balochistan. From Quetta a broad gauge double line leads to Afghanistan through Chaman, while another single line leads to Iran via Dalbandin and Taftan. Density of rail network is very low

Punjab

- ✓ From Rohri the double broad gauge continues till Lodhran
- ✓ From Khanewal to Raiwind and ultimately Lahore a broad gauge double line (electrified) runs
- ✓ From Lahore a broad gauge double line then runs through Wagah into India
- ✓ The pattern of railways across the most of Punjab is across the doabs and across the banks of Eastern tributaries of River Indus. Broad gauge single line are the most common

Khyber-Pakhtunkhwa

- ✓ From Rawalpindi a broad gauge double line operates till Attock, after which all major cities of Khyber-Pakhtunkhwa are served by broad gauge single line or narrow gauge single line. Density of rail network is low

IMPORTANCE OF RAIL TRANSPORT

- ✓ Rail transport is cheap over long distances inside a country
- ✓ It is also quick for long distances within a country
- ✓ It can carry the goods in bulk, which is impossible with road transport and to a limited extent with air
- ✓ It is suitable for low value, high weight cargo
- ✓ It is not affected much by traffic

- ✓ It is vital for success of dry ports and for deep sea port of Gwadar, unless Makran coast is provided with a modern rail link the prospects of Gwadar developing are bleak

LIMITATIONS OF RAIL TRANSPORT

- ✓ The maintenance of railway tracks is a very costly process, involving much labour and capital
- ✓ It is expensive to send small amounts of goods over a short distance
- ✓ Railways operate by a fixed schedule so rail transport isn't flexible nor is it door to door
- ✓ A lot of time is wasted during unloading and uploading of cargo, during which it can be either stolen or lost as different trains operate on different gauges
- ✓ The rail infrastructure in Pakistan is very old and unreliable prone to accidents which kill many hundreds of people annually

RECENT DEVELOPMENTS AND FUTURE PLANS

- ✓ It was announced in 2007 that a railway line between Gwadar and Quetta will be built and the Bostan-Zhob narrow-gauge railway line will be converted into broad gauge at a cost of US$1.25 billion.
- ✓ Plans to increase train speeds, install more lengths of double track and to convert the country's railways to standard gauge are also currently under work.
- ✓ A feasibility study has been initiated to construct a rail link between Havelian (in Mansehra district Pakistan) and Kashgar (in China) via Khunjerab Pass. Thus giving China access to all year around warm waters of Indian Ocean
- ✓ A $2 billion project for whole electrification of railways was launched in 2005 to continue till 2010
- ✓ A mass transit system is planned for Lahore to be completed by 2020; it will serve many hundreds and thousands of commuters daily. Also a mass transit system is planned for Karachi

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MUHAMMAD YOUSUF MEMON

PRACTICE QUESTIONS 1.3

Question 1 J2015/P2/Q2/D

(d)

Pakistan Railways now carry less than 10 percent of Pakistan's passenger traffic and 5 percent of its freight.

To what extent is it possible to develop railways further in Pakistan? Support your answer by using examples you have studied.

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PRACTICE QUESTIONS 1.4

MUHAMMAD YOUSUF MEMON

Question 1 N2017/P2/Q4/D

(d) Evaluate whether developments in transport networks benefit or create problems for the people and the natural environment in Pakistan. Give reasons to support your **judgement** and refer to examples you have studied. You should consider benefits **and** problems in your answer.

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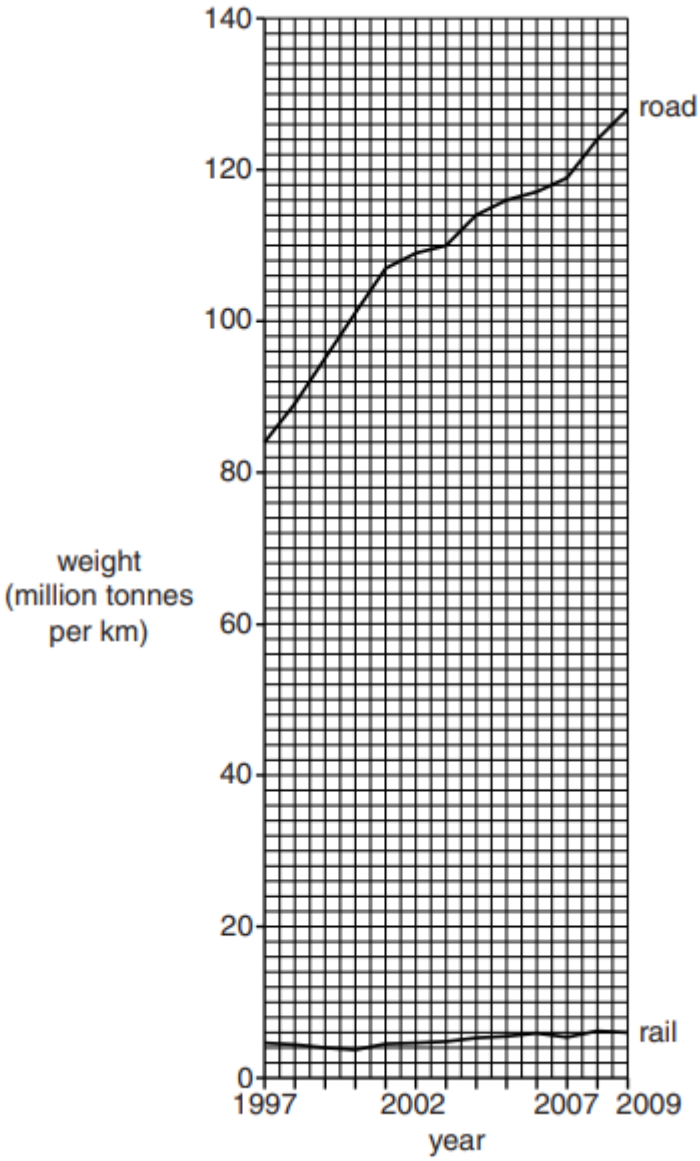
Question 2 N2013/P2/Q3/A-B

(a) Study Fig. 4, a graph showing the weight of goods carried by road and rail transport in Pakistan.



(i) What is the weight of goods carried by road in 2009?

.....[1]

(ii) How much more was carried by road than rail in 2009?

.....[1]

(iii) By how much has the weight of goods carried by road increased from 2002 to 2009?

.....[1]

(b) Why has the use of road transport increased more than rail transport since 2000?

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Question 3 J2013/P2/Q3/D

(d) To what extent could the improvement of road, rail and air transport improve the distribution of food supplies in Pakistan?

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Question 4 J2012/P2/Q3/D

(d) Study Fig. 6.

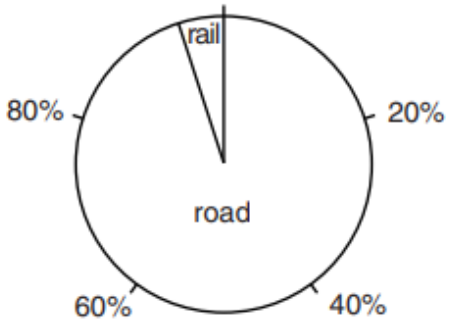

Fig. 6

(i) What is the percentage of goods carried by rail?

.....

.....[1]

(ii) Compare the advantages of transporting goods by road and rail.

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.....[4]

Question 5 J2009/P2/Q3

(a) Study Fig. 3, a map showing three major cities and two major roads.

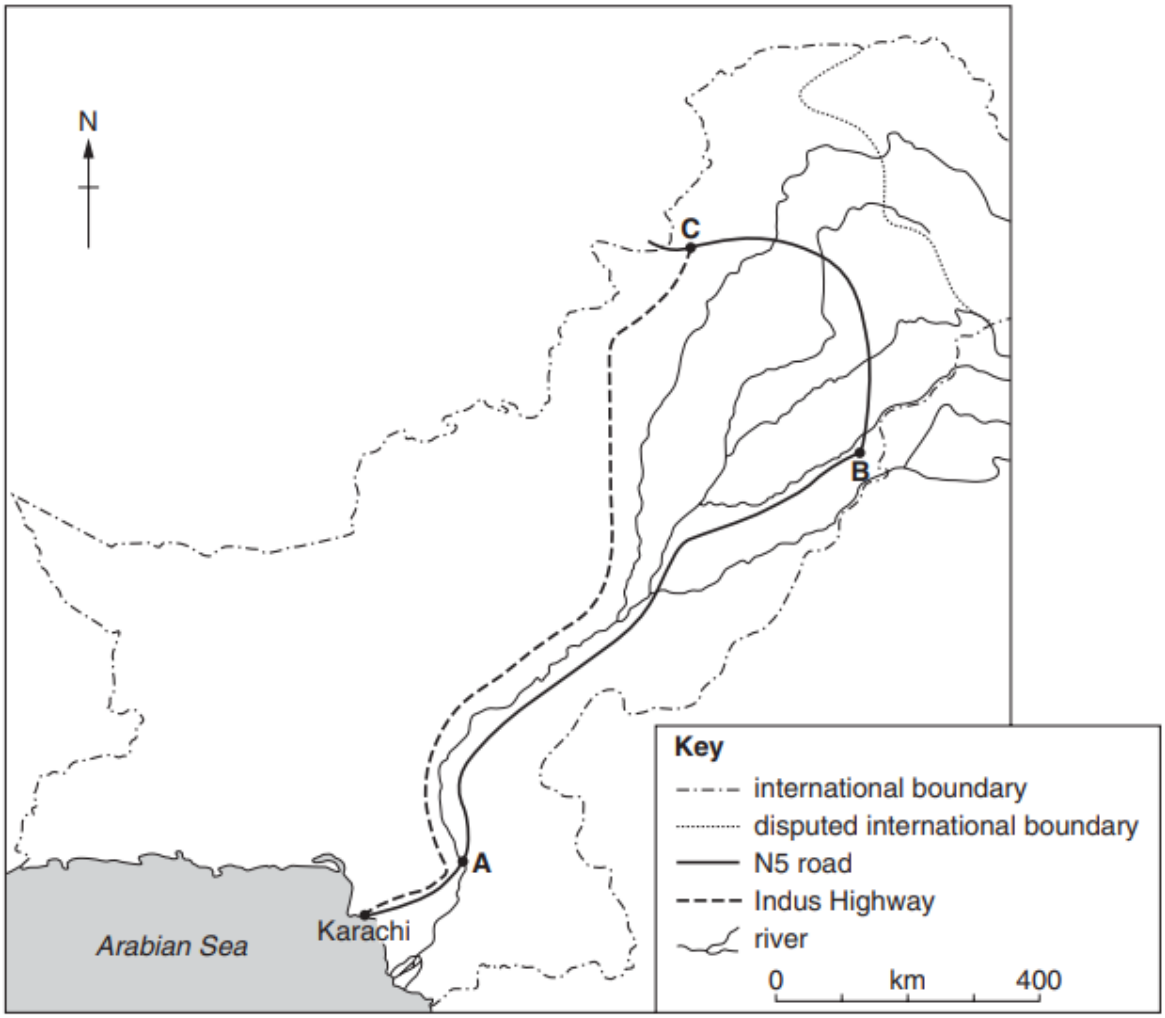

Fig. 3

(i) Name the cities **A**, **B** and **C**. [3]

(ii) Using the map, describe the route of the N5 road, starting from Karachi. [3]

(iii) Compare this to the route of the Indus Highway. [2]

(b) Study Fig. 4, a graph showing freight carried in a year by road and by railway in Pakistan.

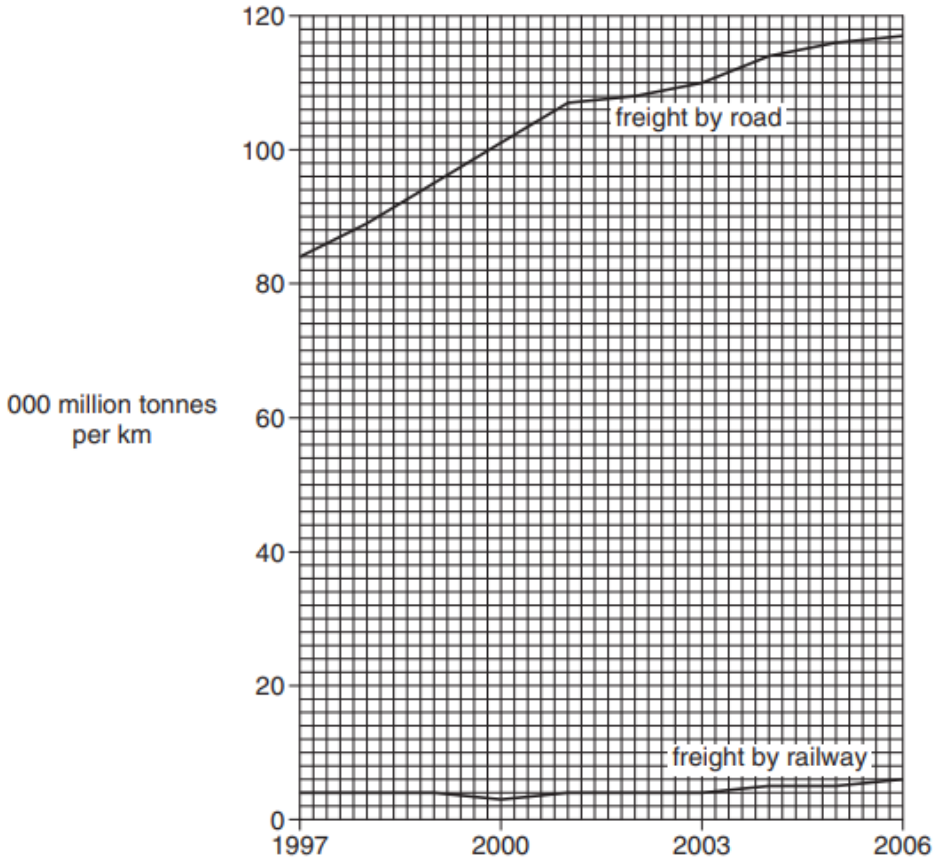

Fig. 4

(i) Compare the amounts of freight carried by road and railway between 1997 and 2006. [3]

(ii) Suggest reasons for the differences in the amounts carried by road and railway. [4]

(c) (i) Why are there very few **major** roads and railways in Balochistan? [4]

(ii) Explain how better transport routes could help to increase development in Balochistan. [6]

Question 6 N2008/P2/Q1/C

(c) Study Fig. 1 again.

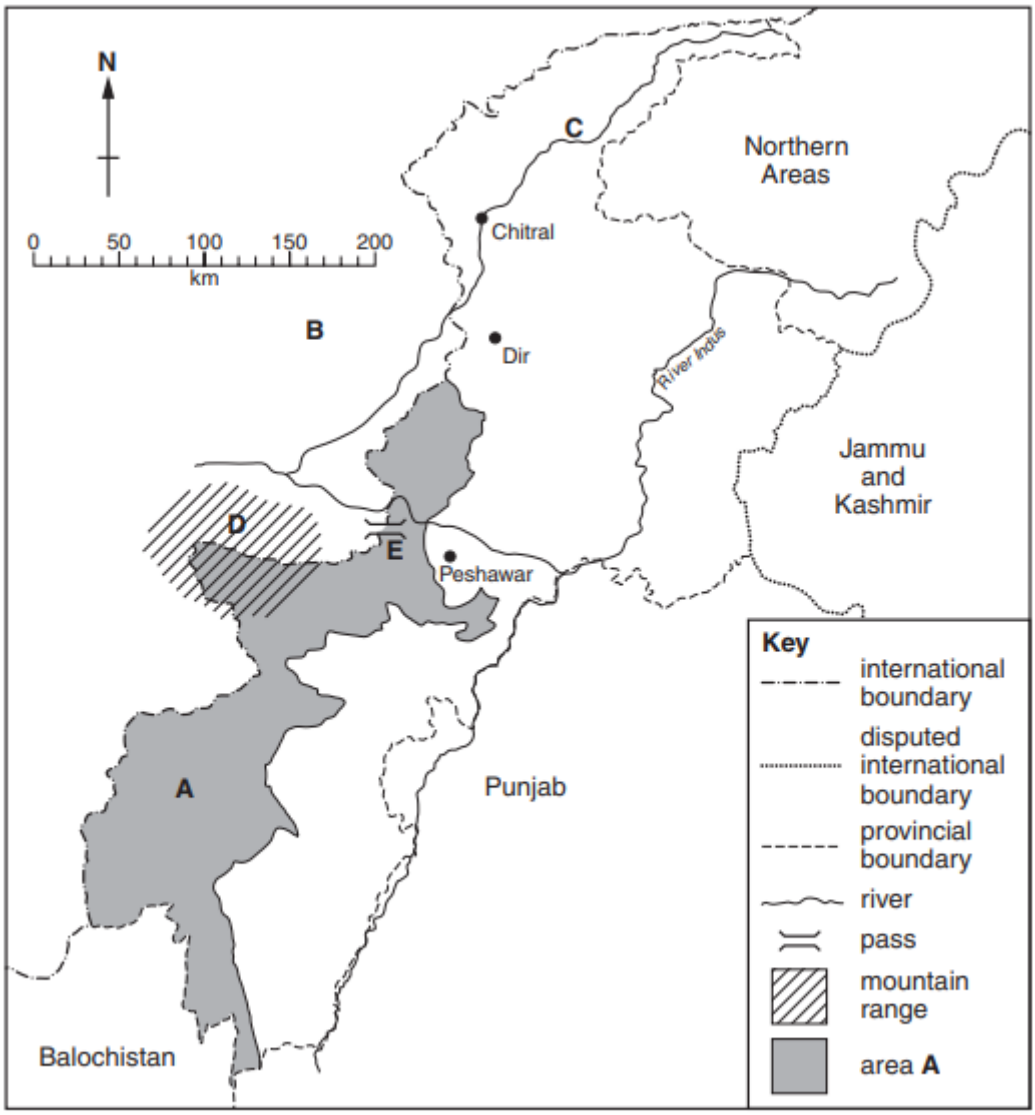

Fig. 1

(i) The distance in a straight line from Peshawar to Dir is about 135 kilometres. Using this knowledge, state how far it is from Peshawar to Chitral in a straight line. [1]

(ii) What would the most suitable form of transport from Peshawar to Chitral be for

A a rich businessman?
B the delivery of gas cylinders?
C the transport of wool and hides? [3]

(iii) Explain the problems of maintaining infrastructure and communication in these areas all through the year. [4]

PRACTICE QUESTIONS 1.5

Question 1 J2015/P2/Q4/C

(c) (i) Name or describe a border crossing by road between Pakistan and a neighbouring country. Which country is linked to Pakistan by this road?

Border crossing .....

Country .....[2]

(ii) How useful is the border crossing you have named or described in (i) for trade? Give reasons for your answer.

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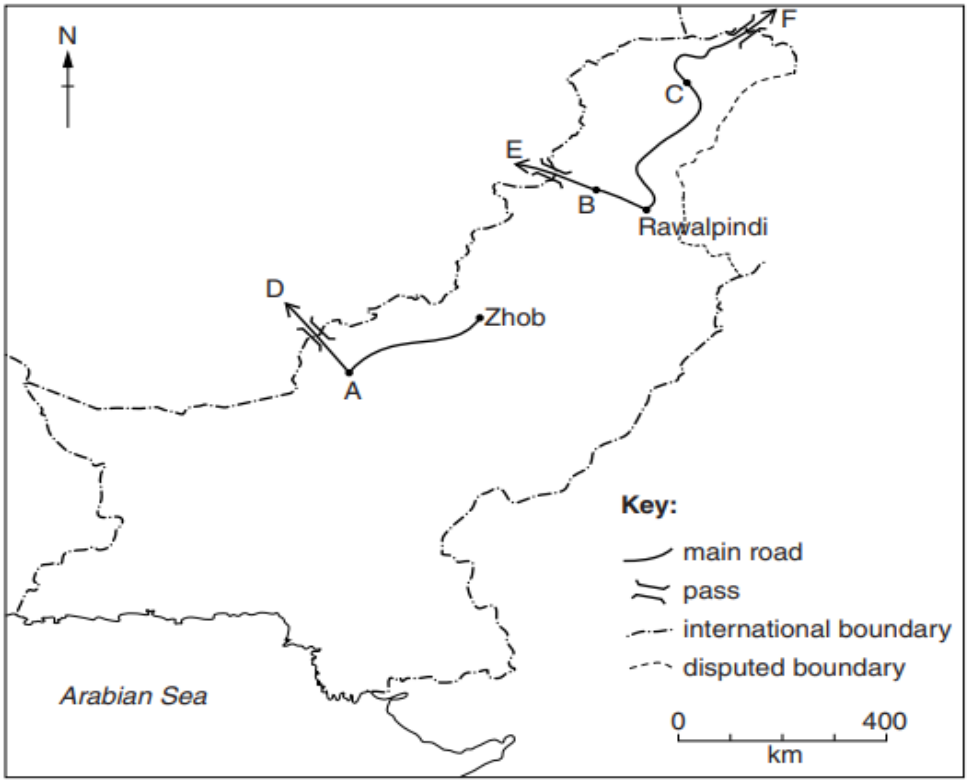
.....[4]

Question 2 J2014/P2/Q3/A

(a) Study the map Fig. 5.



(i) Name the towns A, B and C.

A ..... B .....

C ..... [3]

(ii) Name **one** of the passes D, E and F shown on Fig. 5, and name the country that it links to Pakistan.

Letter ..... Name ..... Country .....
[2]

(iii) Give **two** reasons why air transport is used to carry lightweight or valuable goods to other countries instead of roads.

1 .....

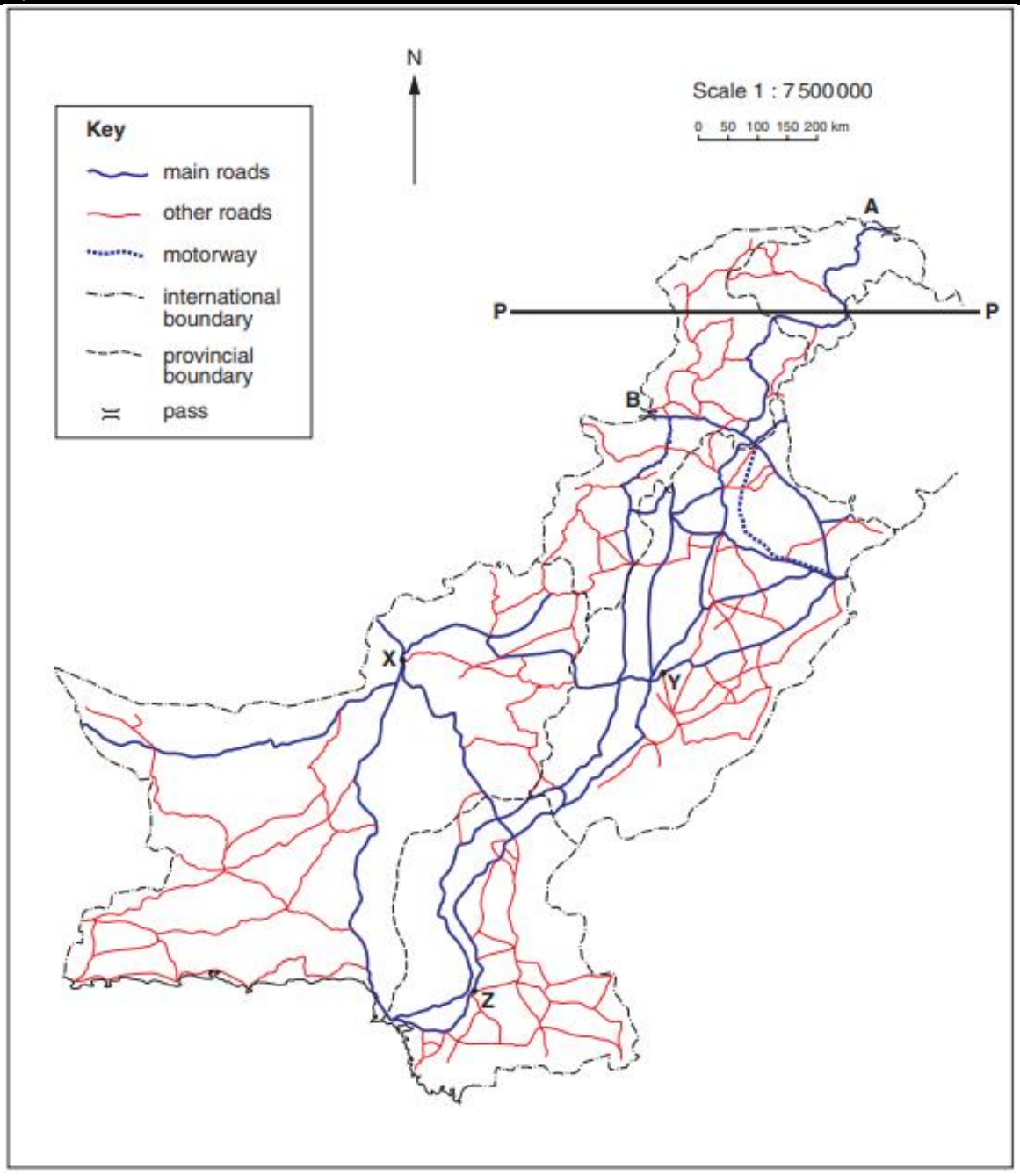
2 .....
[2]

Question 3 N2008/P2/Q5/C

(c) Sports and other manufactured goods are transported by air, sea and road both in Pakistan and across the world.

Name **two** methods of transport used for the export of sports goods from Pakistan. For **each** method, explain its advantages **and** disadvantages. [6]

Question 4 N2006/P2/Q4/A



(a) (i) Name the cities **X**,**Y** and **Z**. [3]

(ii) For each of the roads leading to **A** and **B**, state the country to which it is going, and the name of the pass through which it goes. [4]

DRY PORTS

- ✓ They are inland ports, which are basically terminals inland and are directly connected to ports by either rail or road networks.
- ✓ They can be export or import orientated.
- ✓ For example the Sialkot dry port is export orientated meaning that it is organized in such a manner that in which it is much easier to export goods as compared to importing goods.

At present, there are six dry ports running under the management of Pakistan Railways:

- ✓ Lahore Dry Port Established in 1973
- ✓ Karachi Dry Port Established in 1974
- ✓ Quetta Dry Port Established in 1984
- ✓ Peshawar Dry Port Established in 1986
- ✓ Multan Dry Port Established in 1988
- ✓ Rawalpindi Dry Port Established in 1990

In addition to the above, there are Dry Ports established and running under the management of private sector

- ✓ Sialkot Dry Port Established in 1986. Busiest dry port in Pakistan. First private dry port in Asia
- ✓ Faisalabad Dry Port Established in 1994
- ✓ Pak-China Sust Dry Port
- ✓ NLC Dry Port at Thokar Niaz Beg Lahore
- ✓ NLC Dry Port at Quetta

Features of a dry port are:

- ✓ Facilities for storage, preservation and consolidation of goods
- ✓ Refrigeration facilities
- ✓ Loading area with lifts and cranes etc
- ✓ Custom clearance services
- ✓ Connection with road and railway infrastructure

IMPORTANCE OF DRY PORTS

- ✓ Dry ports have custom clearance services, which mean that goods are cleared before they reach port, thus saving hassle at port. Time is saved this way and goods can be exported easily and on schedule.

- ✓ Storage space is saved at the port area as goods are only sent from the dry port only when they are needed by the schedule
- ✓ Furthermore, containerization means that there is less of a chance to damage to goods or that they may get stolen, as previously goods had to be sent to port where they would be then put in containers
- ✓ Taxes can be collected at the dry port. Also, less storage space is required at the sea port, thus freeing up land for extension of port
- ✓ Refrigeration facilities are present so perishable items can be stored and need not to be delivered directly to the port **immediately**.
- ✓ Transport charges are reduced as now goods are transported in bulk and this lowers the cost to importer/exporter.
- ✓ Producers inland can easily export their products (at higher price than what they would have sold to domestic consumers), this incentivizes them to produce more and improve the quality of their goods (to attract more foreign customers)

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PRACTICE QUESTIONS 1.6

MUHAMMAD YOUSUF MEMON

Question 1 J2015/P2/Q1/C

(c) Give an example of a dry port and explain why it is located where it is.

Example .....

Explanation .....

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.....[3]

Question 2 J2014/P2/Q3/C

(c) **(i)** Name **two** dry ports in Pakistan.

1 ..... 2 ..... [2]

(ii) Explain how dry ports have increased trade in Pakistan.

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.....[4]

Question 3 J2005/P2/Q5/B

(b) Study Photograph A (Insert).

(i) Describe the features of Lahore Dry Port that can be seen in Photograph A. [4]

(ii) State **two** other features of a dry port that cannot be seen in Photograph A. [2]

(iii) Why are dry ports important to the economy of Pakistan? [3]

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COMMUNICATION

- ✓ Successful communication occurs when the sender sends the correct message to the receiver, who understands the message and if necessary gives a reply acknowledging that he has understood the message and if necessary acted upon it
- ✓ Pakistan has around a million broadband users and around 100 million mobile subscribers. The growth rate of telecom industry is one of the highest in the world

MEANS OF COMMUNICATION

- ✓ Internet/Email
- ✓ Telephone
- ✓ Mobile
- ✓ Fax
- ✓ Radio
- ✓ Video Conferencing

IMPORTANCE IN BUYING AND SELLING

- ✓ Communication helps in locating the supplier, as the customer can search and then order the goods online etc or on the phone. This is done within a country and also internationally. This is much quicker and cheaper than going to the offices of the producer etc
- ✓ The producer can advertise his goods online etc. He can also show his customers the progress of their orders. Furthermore, the mode of transport and the means of payment can both be decided

IMPORTANCE IN DEVELOPING INDUSTRIES

- ✓ Machinery can be searched over the internet, prices and specifications of different models can be compared. Pictures and videos of demonstration models can also be seen. Reviews can also be read, therefore, the best choice can be made
- ✓ Advertising can increase sales and market share, thus increasing a company's profit and eventually freeing up capital for investment in the business
- ✓ People for important posts can be hired through online advertisements; this means that the best people from a wide pool are selected for the job

- ✓ Foreign investors can read news of promising new developments in other countries. For example news of Thar Coal deposits have generated excitement in mining circles. This interest can fuel the proceeding contract bidding process and help make sure that the best bid is selected
- ✓ Bank policies and interest rates can be determined online or on the phone. Online payments can also be made quickly, so there is no need to go to banks (saves time)
- ✓ Furthermore, training of employees can be done by showing them video clips etc. Research papers into new techniques can be read and the techniques then implemented in the workplace
- ✓ Video conferencing can be done between managers in different cities and countries, thus a decision which is beneficial to all of the branches of a company can be implemented

IMPORTANCE IN EDUCATION

- ✓ Communication can play a vital role in the very important sector of education. Pakistan has the largest Wimax network in the world today
- ✓ This can be used to broadcast television lectures to children in schools etc. Lectures can be recorded and put online. They can be listened to again and again, rewinded and moved forward. People can now learn at their own will. Videos can be made of complex models and also put online. All of this means that one teacher can do the work of a million teachers to a certain extent

IMPORTANCE IN ALEVIATING RURAL POVERTY

- ✓ Use of telecommunication is probably the most under estimated way of alleviating rural poverty in Pakistan. As demonstrated above if the field of education can be handled via telecommunications then this can help in controlling population growth. This is so because rural communities will be able to realize the benefits of smaller families
- ✓ Also telecommunications help in increasing agricultural productivity; farmers can be demonstrated new methods of planting, growing and harvesting crops. Also, weather patterns can be shown to farmers (rain forecast, chance of pest attack etc) so they can plan their processes. This will result in increasing yields and will lead to increased profits, so more money will be available for investment in fertilizers, insecticides etc

PRACTICE QUESTIONS 1.7

Question 1 J2014/P2/Q3/B

(b) Study Fig. 6 (Insert) an advertisement for cotton fabric.

COTTON FABRICS INTERNATIONAL

FOR THE BEST QUALITY COTTON

Look at the huge range of cotton cloth on our website

www.cottonfabricsinternational.com

Contact Cotton Fabrics International, Faisalabad, Pakistan

Tel. 041-9234188

Fax. 041-9234189

E-mail: cottonfabricsinternational@pakcom.com

(i) State **three** ways in which this company can be contacted.

1 .....

2 .....

3 .....[3]

(ii) Explain the importance of good communications to a business such as Cotton Fabrics International.

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.....[3]

Question 2 J2007/P2/Q5/D

(d) (i) State **two** methods of telecommunication. [2]

(ii) Explain how telecommunication can be used to improve the supply of goods, and increase trade in Pakistan and abroad. [6]

Question 3 N2005/P2/Q4/D

(d) How can telecommunications such as the telephone, e-mail and the internet help

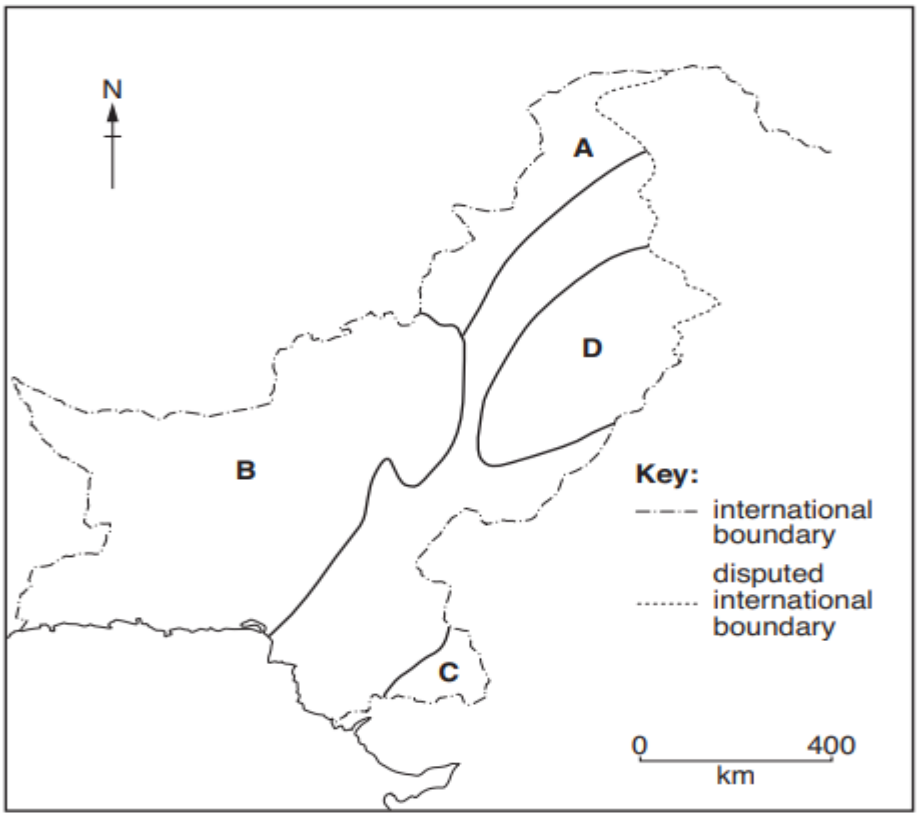
(i) to buy and sell the goods stated in **(c)(ii)**, [4]

(ii) in the expansion and modernisation of industries? [4]

REVIEW EXERCISE

Question 1 N2011/P2/Q4/C

Study Fig. 7.



(c) Choose **either** area **A** or area **B** from Fig. 7.

It is often suggested that improved transport and telecommunications can bring development to a sparsely populated area.

What are the advantages and disadvantages of these improvements to **either** area **A or** area **B**?

Advantages .....

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Disadvantages .....

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.....[6]

RECENT PAST PAPER QUESTIONS

Question 1 N2018/P2/Q4

(a) (i) Study Fig. 4.1, a map showing the rail network in Pakistan.

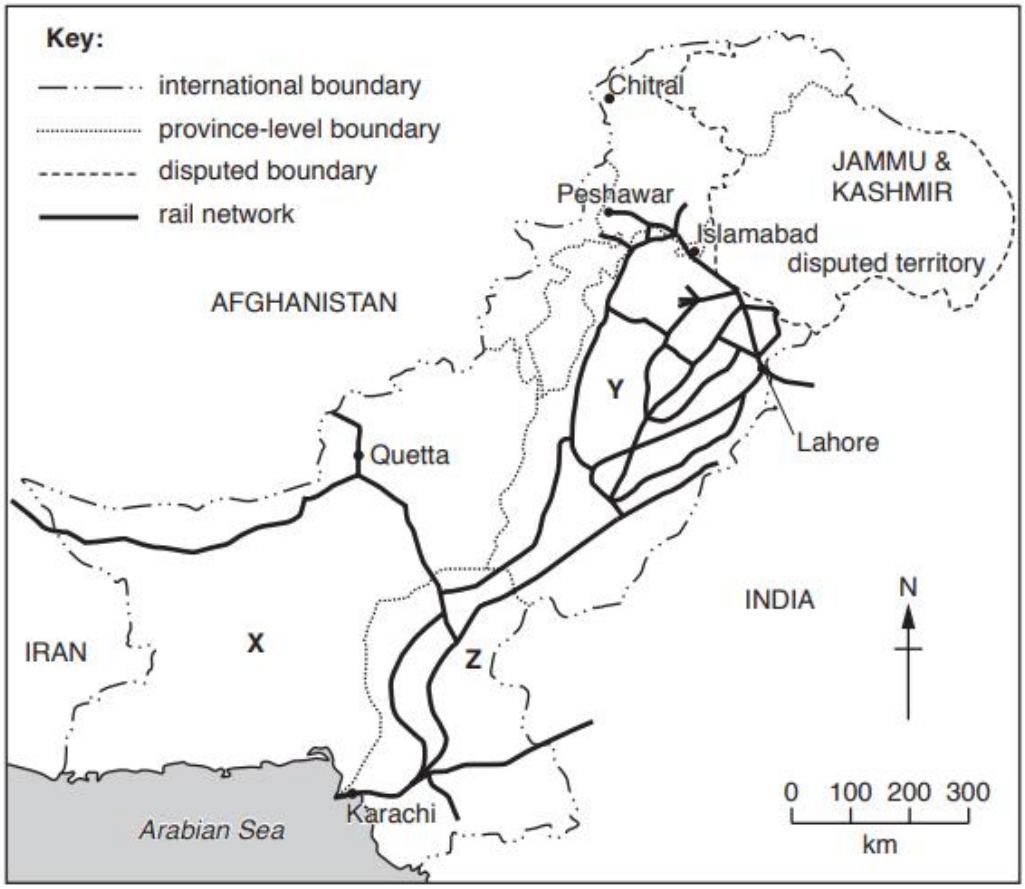

Fig. 4.1

Name the **three** provinces **X**, **Y** and **Z**.

X .....

Y .....

Z ..... [3]

(ii) Using Fig. 4.1 **only**, identify **two** countries that have international rail links with Pakistan.

1 .....

2 ..... [2]

(iii) Using Fig. 4.1 **only**, describe the regional variations of the rail network in Pakistan.

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.....[3]

(b) (i) State **one** improvement that has taken place on the railways in Pakistan since 2000.

.....[1]

(ii) Suggest reasons why the government is improving the railways in Pakistan.

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.....[4]

(c) (i) Study Fig. 4.2, a survey of internet usage in Pakistan in 2014.

Approximately 87% of households own mobile phones but only 7% have an internet connection. Mobile phone ownership is higher in urban areas (95%) than rural areas (83%). Approximately 17% of urban homes have an internet connection compared with 2% of rural homes.

Fig. 4.2

Suggest **two** reasons why a small percentage of the rural population use the internet.

1 .....

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2 .....

.....[2]

(ii) Explain why internet access is important in education. You should develop your answer.

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.....[4]

(d) It is important to improve telecommunications in Pakistan to encourage development. Read the following two views about improving internet access in Pakistan:

A

It is better to invest in improving internet access in the major cities of Pakistan.

B

It is better to invest in extending internet access to the rural regions of Pakistan.

Which view do you agree with more? Give reasons to support your answer and refer to examples you have studied. You should consider View **A and** View **B** in your answer.

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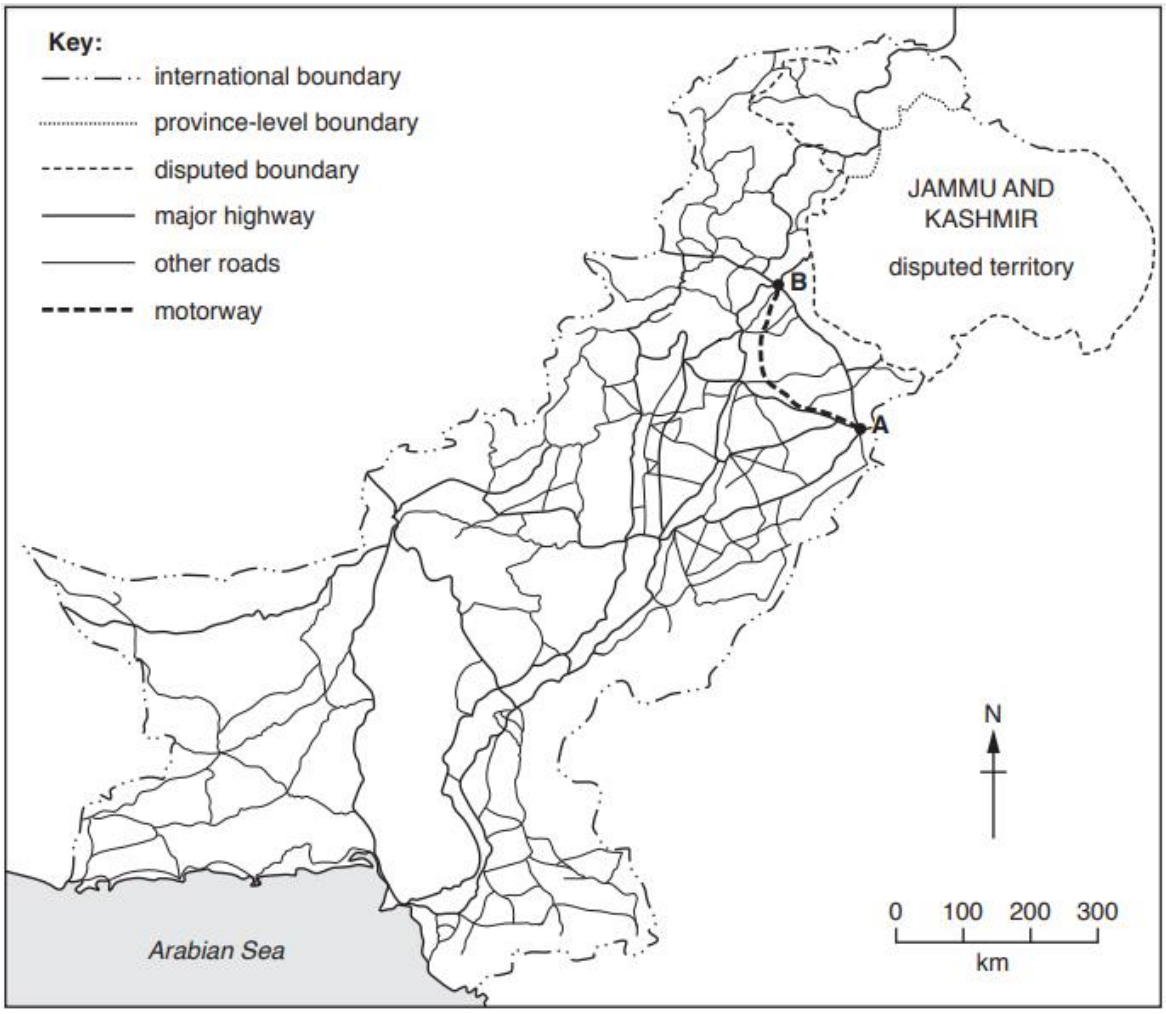
.....[6]

Question 2 N2019/P2/Q4

(a) Study Fig. 4.1, which is a map of Pakistan's road network.



(i) Name the **two** cities labelled **A** and **B** on Fig. 4.1.

A .....

B .....

[2]

(ii) Name the road on Fig. 4.1 that crosses an international boundary.

.....

[1]

(iii) Using Fig. 4.1 **only**, describe the regional variations of the road network in Pakistan.

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..... [2]

(b) (i) State **three** reasons why motorways are needed.

1 .....

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2 .....

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3 .....

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[3]

(ii) Describe the benefits of rail transport for people and goods.

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..... [4]

(c) (i) Define the term 'dry port'.

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..... [1]

(ii) Name **two** examples of dry ports that are currently in use.

1 .....

2 .....

[2]

(iii) Explain **two** advantages of using a dry port. You should develop your answer.

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..... [4]

(d) Read the following two views about extending and developing the rail network in Pakistan:

A

The existing rail network could be extended in Balochistan to encourage further industrial development and settlement growth in this province.

B

The rail network could be developed in the northern regions with a link to China to encourage further economic development in this area.

Which view do you agree with more? Give reasons to support your answer and refer to examples you have studied. You should consider View A **and** View B in your answer.

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..... [6]

ANSWER KEY

Practice Questions 1.1

Question 1 — N2017/P2/Q4/B

Bar drawn at 7 for number of roads (allow 6–8) — 1 @ 1 mark
Correctly shaded using key — 1 @ 1 mark

- Rugged / steep slopes / high / hilly terrain (making road building difficult) or (more expensive to build – embankments / cuttings / tunnels / bridges);
- Unstable land – landslide / rock falls (dangerous);
- Remote / uninhabited / low population density areas / few people live in these areas (so less demand for roads / so hard to supply equipment / lack of labour to build roads);
- Groups who live in these areas may be traditional in outlook (and therefore oppose areas being opened up by roads / are resistant to modernisation);
- Long distance to cover between towns (making road projects expensive);
- Lack of investment;
- Extreme weather / extremely cold / snow / frost (roads blocked by snow).

ETC.

Note: One mark for identification of appropriate idea and a further mark for development (in parentheses).

Note: Max. 2 marks if no development.

2 @ 2 marks

Question 2 — J2017/P2/Q2/A

First radial line at 0% and second at 73% (allow 72–74%)
Correctly shaded using key

2 @ 1 mark

1998–99 = 56%
2013–14 = 73%
73 – 56 = **17** (% increase) (allow 14–20)

1 @ 1 mark

- Quicker/faster connection/more direct routes/saves time;
- Cities/towns/rural areas will be better connected/connect remote areas;
- Faster supply/delivery of raw materials/finished goods/ exports/imports/trade will be more efficient/quicker trade routes;
- Promote industrial growth/industrialisation/industries will develop/build industrial estates along route;
- To relieve pressure on existing roads;
- Create employment opportunities/attract foreign investment;
- To connect to Afghanistan and Central Asian Republic/or other named countries;
- Establish new settlements along the route;
- Increase development of tourism.

2 @ 1 mark

- Rugged/hilly/undulating/sandy terrain (increases construction cost)/(due to extra bridges/cuttings/ embankments/extra length to curve around features);
- Extreme aridity/heat/hot/high temperatures/sand/dust storms (making difficult working conditions for construction workers)/(causing dehydration/heat-related illnesses of workers/workers might find it exhausting/traffic can be hampered due to sand storms);
- Remote/uninhabited/low population density areas (increasing cost of transporting/housing workers/so not cost effective)/(meaning a shortage of local labour);
- Lack of government investment/government funding;
- Opposition from tribal areas;
- Lack of security/insurgency;
- Lack of water;
- High construction costs.

ETC.

Note: One mark for identification of appropriate idea and a further mark for development (in parentheses).

Note: Max 2 marks if no development.

2 @ 2 marks

Question 3 J2016/P2/Q2/D

(d) Read the following article:

> **The Lowari Tunnel is due to open in 2017. It is 8.6km long and will give Chitral Valley its only all-weather road to the rest of Pakistan.**
>
> **For some in Chitral Valley this tunnel will be of real benefit but for others it will create problems.**

To what extent does the Lowari Tunnel benefit or create problems for the local people and economy of Chitral? Give reasons for your answer. [6]

L3	5–6 marks	6 – ***At least one developed statement about each aspect (benefits AND problems) with evaluation*** 5 – ***At least one developed statement about each aspect (benefits AND problems)***
L2	3–4 marks	4 – ***Two developed statements about either aspect (benefits AND/OR problems). No evaluation*** 3 – ***One developed statement about one aspect (benefits OR problems)***
L1	1–2 marks	2 – ***Two simple statements about either aspect (benefits AND/OR problems)*** 1 – ***One simple statement about one aspect (benefits OR problems)***

		0 – ***No valid response***

Indicative content (developed points in parentheses)

Benefits
Chitral valley no longer cut off from the rest of Pakistan for 6 months per year.
Access by road in winter when Lowari Pass closed by snow
Avoids travelling into Afghanistan and back into Pakistan (the only natural winter route)(this route not available since 2009 due to presence of militants)
Shortens duration of journey to Peshawar by half (7 hours instead of 14 hours)
Greater access to hospital/university/airports (in Peshawar and Islamabad)
Greater access for trade
Greater access for tourists/higher income from tourism
Allows greater provision of services/food in winter
Stimulates industrial development/employment

Problem
Too many visitors (commercialisation of culture)
Young/ males likely to migrate (seasonally to urban areas)
Maintenance cost
Ease of movement for terrorists / a terrorist target
Increase in air pollution from exhaust fumes (which creates breathing difficulties)
Opens area to competition in foreign goods
Loss of scenic beauty
Ongoing debt (increasing local taxation)

Question 4 N2015/P2/Q5/B(iii)

(iii) Study Photographs C and D (Insert).
A. Describe the road transport that can be seen in Photograph C.
B. Explain the problems of using road transport in the northern areas of Pakistan with reference to Photograph D and your own knowledge. [5]

A. Transport *Reserve 2 marks*
Pick-up/4×4/4-wheel-drive vehicle/jeep
Overloaded / heavily loaded
Carrying large pieces of timber/wood/sawn trunks '*Wood*' = *0*
Trucks/lorries
Painted

B. Problems *Reserve 2 marks*
Mountain roads very narrow/steep/small for large trucks
Danger of falling rocks/cliff edges
Likely to be closed/blocked due to landslides
Closed in winter due to snow/ice/avalanches
Unmetalled roads/potholes
Lack of security

Question 5 J2015/P2/Q1/D

(d) It has been proposed that a new motorway should be built in Sindh from Hyderabad via Thatta to Keti Bandar on the Indus Delta, a town with a population of less than 25 000. Explain why this motorway might be needed. To what extent would this proposal be possible? [6]

L3	5–6 marks	6 – ***Evaluation between both developed points of view, with a clear reference to question material*** 5 – ***Evaluation between both developed points of view***
L2	3–4 marks	4 – ***Developed point(s)*** on ***both points of view*** 3 – ***Developed point(s)*** supporting ***one point of view***.
L1	1–2 marks	2 – ***Simple points addressing more than one point of view or statement*** 1 – ***Simple points addressing one point of view or statement*** 0 – ***No valid response***

Why needed/Importance

New route to open up a seaport desirable (to relieve pressure on port of Karachi)
Enables quicker/more efficient trade/movement of local goods/people
Stimulates industry (industrial estates along motorway/near junctions/more efficient supply of raw materials/manufactured goods)

Possible

Possible with high government/foreign funding
Already Indus Highway as far as Thatta (and could more easily be upgraded to motorway)

Not possible

High cost
Difficult to connect to coast/construct due to mangrove swamp (as would need deep foundations/high pillars/causeways)
Difficult to connect to coast/construct due to being a delta region (and therefore prone to flooding or distributaries changing course)
Would involve felling mangrove forests (and destruction of vital habitat and a human resource)
Keti Bandar too small to be served by a motorway/serve as a port (and therefore not economically worthwhile)

Question 6 J2014/P2/Q3/D

(d) To what extent could a better road network increase the development of small scale and craft industries of Pakistan? [6]

Advantages – *Res 2*
More remote areas can be connected
e.g. Swat – *Allow other relevant examples*
Good access to raw materials

Greater access to training
Greater access to (export) markets,
Increases tourist market
Faster / safer trade

Problems – *Res 2*
Limited marketing skills / access to product markets
Roads likely to be often closed in mountain areas
Due to landslides / avalanches / snow
Cost of transport / middle man / do not have own transport
Allows more import of cheap manufactured goods / more competition

Question 7 J2010/P2/Q4/C

(c) Study Fig. 6.

(i) Give *two* advantages of transporting goods by

A Bullock Cart
Cheap / economic
No fuel cost
Available / used in other farm work

B Lorry
Quick / fast
Carries bigger / heavier load
Can go further / does not need to rest
(2 marks each) [4]

(ii) To what extent would the building of more motorways such as that between Lahore and Islamabad help the development of industry in Pakistan?

Advantages/ Potential (res. 2)
Better movement of finished products FROM industry to ports and other towns
Better movement of raw materials / machinery TO industry
Stimulates industrial development near motorway / opens up undeveloped areas
Helps development of dry ports
Better movement of businessmen / tourists / experts
Faster travel
Better road surface / wider for large vehicles / lorries / well-maintained
Shorter / by-passes towns and villages / short cut
Relieves other roads / relieves congestion

Disadvantages / Problems (res. 2)
Expensive
Takes long time to build
Needs maintenance
Cost to economy / increase debt
Only connects large centres
Will not go to many small towns / rural areas / anywhere
Not only motorways help development / other factors influence industrial development [6]

Question 8 N2006/P2/Q4/B-D

(b) (i) Describe the ways in which the road network of Punjab is different from the road network of Sindh.

Punjab more dense – Sindh less dense
Sindh 'other roads' more dense in S – Punjab all over (none in SE)
More areas in Sindh with few / no roads
More foci – fewer centres / foci
Sindh 2 main roads follow R. Indus then W to Karachi – Punjab spread out
Motorway in Punjab, not Sindh
(credit use of comparative word e.g.. more, less, fewer) **[3]**

(ii) Give reasons for your answer to (b)(i).
ideas linked to the following:
one river in Sindh – 5 in Punjab – roads follow these routes
more desert in Sindh – less habitable
large areas of low population density in Sindh — less need
fewer major cities in Sindh – less need
ideas linked to industrial development (max 2) **[4]**

(iii) Explain why there are few roads in the area north of the line P-P shown on Fig. 4.
Mountains
Steep slopes
Landslides
Snow
Avalanches
Floods
Ice / snow/ stones damage road surface
Lack of demand **[4]**

(c) What factors hinder the development of air transport in the area north of the line P-P?
Bad weather / snow / ice / fog / heavy rain / floods
Lack of flat land for runways / airports
Lack of good roads to airports
Lack of passengers / freight
Problem of blocked radio signals
(any line can be dev. to 2) **[4]**

(d) Why was the first motorway in Pakistan built between Islamabad and Lahore?
2 large centres of population
passed by other populated areas
to promote growth of industrial estates
large volume of traffic / ease congestion / save other roads
better for lorries / large vehicles
link from Lahore to Karakoram Highway
(answers must relate to motorway, not just roads) **[3]**

Question 9 N2005/P2/Q2/D

(d) Study the road shown in area S of Fig. 3.

(i) What is shown that is likely to block the road?

(loose) rocks/scree/boulders

allow landslides **[1]**

(ii) What problems are there for road construction and maintenance in mountain areas? (In your answer you may refer to Photograph A or Figs. 3 and 4.)

<u>Construction</u>

Steep gradients

Rain/snow/ice (max. 2)

Deep valleys/crossing rivers/gorges

Remote from supplies

Lack of suitable workforce
High costs
Difficult to move machinery

Maintenance
Damage by bad weather (max. 2)
Blockages restricting access
High cost, remote, labour etc. (only credit once)
Earthquakes
Dangerous place (max. 1)

[Credit figures from graph and/or references to photograph to 1 each] **[5]**

Practice Questions 1.2

Question 1 — N2017/P2/Q5/D

Levels marking

No valid response (0 marks)

Level 1 (1–2 marks)
Simple point addressing any view (1)
Simple points addressing any view (2)

Level 2 (3–4 marks)
Developed point(s) explaining one view (3)
Developed point(s) explaining both views (4)
No evaluation

Level 3 (5–6 marks)
Well-developed points explaining both views. Evaluation giving clear support to one view or appropriate example (5)
Well-developed points explaining both views. Evaluation giving clear support to one view and appropriate example (6)

Content Guide

Answers are likely to refer to:

View A
For
- High population;
- Large demand for passenger travel;
- Global airline companies more likely to fly new routes to largest cities / provincial capitals;
- Large international airport already present;

- Cheaper to expand at current site than construct at a new site as air traffic control / multiple terminal buildings already exist;
- Headquarters of Pakistan International Airlines;
- Shorter distance to travel to Middle East / Gulf states than interior such as Sialkot;
- Large industrial city;
- Good (named) infrastructure facilities present.

Against
- Increase in noise / air pollution at Jinnah site;
- Increase in traffic congestion to and from airport;
- Uneven development.

View B
For
- Shorter distance to travel to Iran / Afghanistan / China / India;
- Demand for trade in local manufactured items;
- Even development of air transport infrastructure over country;
- Bring in tourists / income from tourism.

Against
- Cost of providing air facilities at new sites;
- Serve smaller populations – less likely to generate large numbers of passengers / profit;
- Nok Kundi very remote;
- Difficulties in building in Balochistan due to climate.

ETC.

Question 2 J2015/P2/Q4/B

(b) (i) Study Photographs A and B (Insert) which show airports in Gilgit and Chitral. Using the photographs and your own knowledge describe the problems in providing air transport in the northern areas of Pakistan. [3]

Mountainous area/rugged terrain
Little level ground for airports/runways
Difficult landings/take-offs for pilots/restricted to small aircraft
Frequent poor/bad weather for flying conditions
Snow/ice/fog/low cloud/flooding/windy
Poor road access to airports
Blocked telecommunications/radio
Service unreliable causing flight cancellation/people stranded
Lack of funds for specified air transport improvements/new technology

(ii) Explain the advantages to Pakistan as a developing country of providing more air transport routes. [4]

More visitors/tourists (e.g. adventure tourists to northern areas/mountains)
More income/profit for tour operators/local economy
More business trips
More business deals/investment in Pakistan
Employment in airline industry
Increases trade/more opportunities to export/(source of) foreign exchange/tax
in low volume/lightweight/perishable/high value goods, e.g. fruits and vegetables
Assisting with natural disasters

Opening up inaccessible areas of Pakistan

Question 3 N2014/P2/Q5/A-B

(a) Study Fig. 5, a map showing air routes in Pakistan.

(i) Give the destination of the air routes from Karachi R, S, and T. **[3]**

R Gwadar
S Peshawar
T Lahore

(ii) Describe the pattern of air routes from Islamabad. **[3]**

In most directions / widely spread
More / many to the south
Longer routes to the southwest
Fewer / a few to the north
Shorter routes to the north
None to the coast

(b) Explain the benefits of air transport to the people and the local economy of the northern mountains of Pakistan. **[6]**

People
Allows movement where lack of / inaccessible by roads / railways / roads blocked by snow
Faster means of travel
Enables faster relief after earthquakes / landslides
Access to hospitals in medical emergencies / transport of medicines
Supply of imported food items
Employment e.g. air hostess / pilot / airport staff / hotel staff / waiter / guide

Local economy
Good for transport of perishable goods
Good for transport of valuable / light goods
Promotes trade
Promotes cottage / small-scale industry
Brings income / foreign exchange / currency from tourism

Question 4 N2009/P2/Q3/E

(e) Study Fig. 6, a map of air routes in Pakistan.

(i) Name two major airports in the northern Punjab shown on the map. **[2]**

two from – Lahore (Alama Iqbal)/Faisalabad/Islamabad (Benazir Bhutto) or Fateh Jang

(ii) Describe the distribution of airways from the northern Punjab. **[3]**

mostly to the south-west/south
to the coast/Karachi
follow the Indus plain/through Sindh

a few north and west
to NWFP/Peshawar

via Islamabad to Northern Areas/Chitral/Gilgit

west to Quetta

(iii) Explain the advantages and disadvantages of using air transport in the northern Punjab. **[5]**

Advantages (res. 2)

fast/saves time
over difficult relief/mountains/deserts
where no roads/railways/inaccessible
direct to other countries
businessmen/politicians/tourism
perishable/high value/light goods
more comfortable/less tiring
promotes tourism

Disadvantages (res.2)

bad climate/fog/ice/snow/dangerous
expensive
unsuitable for perishables/heavy loads/cheap goods (do not double mark)
few airports/difficult to build
does not go door-to-door/airports may be out of city
air pollution/global warming

Question 5 N2006/P2/Q4/C

(c) What factors hinder the development of air transport in the area north of the line P-P?
Bad weather / snow / ice / fog / heavy rain / floods
Lack of flat land for runways / airports
Lack of good roads to airports
Lack of passengers / freight
Problem of blocked radio signals
(any line can be dev. to 2) **[4]**

Question 6 J2005/P2/Q5/A

(a) (i) Describe the distribution of air routes in Pakistan
Largest numbers/biggest foci from Karachi (10)
Centres/foci in other major cities e.g. Lahore, Multan, Turbat, Quetta, (Any 2 examples)
More south-north/SW-NE/less east-west
Many routes follow Indus Plain
Branches up other valleys e.g. Peshawar-Chitral
None in extreme north,
Few/none in Chagai, SE Sindh/Thar **[4]**

(ii) Explain why there are more internal air routes from Islamabad than Dalbandin.

Islamabad **[Res. 2]**
Federal capital
Administration/business/tertiary industry
Larger population
More people can afford to travel/high standard of living
International airport
Access to Northern Areas
Better road links

Dalbandin **[Res.2]**
Poor road links
Lower population
Less administration/office jobs

Fewer people can afford to travel/low standard of living
No international airport
Desert/barren land 2 @ 2 **[4]**

(iii) Why is air transport and travel important within Pakistan?
Faster than road and rail
Better to reach remote places/places where roads are poor
Better in hilly/mountainous areas
Better for light, high value goods
Less chance of robbery/safer
More people can afford air fares
More demand from business
Can be used all year/not affected by snow, flood etc.
Tourism within Pakistan
Emergencies
Improved communication between cities **[3]**

Practice Questions 1.3

Question 1 J2015/P2/Q2/D

(d) To what extent is it possible to develop railways further in Pakistan? Support your answer by using examples you have studied. [6]

L3	5–6 marks	6 – ***Evaluation between both developed points of view, with reference to appropriate example(s)*** 5 – ***Evaluation between both developed points of view***
L2	3–4 marks	4 – ***Developed point(s)*** on ***both points of view*** 3 – ***Developed point(s)*** supporting ***one point of view***
L1	1–2 marks	2 – ***Simple points addressing more than one point of view or statement*** 1 – ***Simple points addressing one point of view or statement*** 0 – ***No valid response***

Indicative content (development of points or examples in parentheses)

Possible

Government/private funding (providing faster trains, e.g. Shalimar Express/launching new services/computerising ticket system)
Allowing private operating companies who pay to use track
Electrification
Changing single track to dual (e.g. Khanewal to Lodhran)
Foreign funding (e.g. Karakoram Express, Lahore to Karachi, launched 2002, mostly funded by China)

Not possible

Hilly/difficult terrain (especially SW Balochistan/high mountains in N/NW)
Much of network single line/track
Lack of maintenance over a long period (worn out rails/sleepers)
Inefficiently managed (overstaffed/operational inefficiencies/delays/corruption/uneconomic stations)
Outdated locomotives
Shortage of rolling stock
Lack of funding

Practice Questions 1.4

Question 1 — N2017/P2/Q4/D

Levels marking

No valid response (0 marks)

Level 1 (1–2 marks)
Simple point addressing any view (1)
Simple points addressing any view (2)

Level 2 (3–4 marks)
Developed point(s) explaining one view (3)
Developed point(s) explaining both views (4)
No evaluation

Level 3 (5–6 marks)
Well-developed points explaining both views – benefits and problems with reference to people or environment with evaluation giving clear support to one view or appropriate example (5)
Well-developed points explaining both views – benefits and problems with reference to people or environment with evaluation giving clear support to one view and appropriate example (6)

Content Guide

Answers are likely to refer to:

Benefits

- Quicker / cheaper long distance travel for passengers / goods;
- More developed public transport network means less need for / expense of car ownership;
- Employment in named transport industry / building motorways;
- Greater mobility of labour / university students;
- Greater ability to transport bulky / low value goods / freight / minerals;
- Rail development reduces number of cars / lorries on the roads and amount of air pollution / fumes from road vehicles;
- Development of industrial estates / settlements alongside new roads.

Problems
- Rail not door-to-door / trains only stop at stations;
- Fumes from diesel trains cause air pollution / very polluting;
- Noise pollution;
- Railway tracks / motorways use up / divide farmland;
- Railway tracks / motorways destroy / disturb / divide natural habitat;
- Relocation of people / loss of homes / reduces value of property.

ETC.

Question 2 N2013/P2/Q3/A-B

(a) Study Fig. 4, a graph showing the weight of goods carried by road and rail transport in Pakistan.

(i) What is the weight of goods carried by road in 2009? [1]

128 million tonnes per km

(ii) How much more was carried by road than rail in 2009? [1]

122 million (tonnes per km)

(iii) By how much has the weight of goods carried by road increased from 2002 to 2009? [1]

18–20 million (tonnes per km)

(b) Why has the use of road transport increased more than rail transport since 2000? [4]

Roads go everywhere } *(Accept converses for these two lines)*
Door-to-door }
More roads built
Improved/pucca roads
Motorways/dual carriageways
Little investment in railways
Damaged track
Poor engines/trucks/carriages
Rail suffers delays

Question 3 J2013/P2/Q3/D

(d) To what extent could the improvement of road, rail and air transport improve the distribution of food supplies in Pakistan?

Improvements (res. 2)
general comments, e.g. quicker, further, use for emergencies (max. 2)
air quick for perishable food
rail slow for bulky goods
road goes everywhere, door-to-door

Problems (res. 2)
air expensive
roads congested
rail lack of maintenance, not door-to-door
general comments, e.g. lack of funding, difficult topography, poor maintenance (max. 2) **[6]**

Question 4 J2012/P2/Q3/D

(d) Study Fig. 6.

(i) What is the percentage of goods carried by rail? [1]

4, 5, 6 or 7

(ii) Compare the advantages of transporting goods by road and rail. [4]

All answers must be comparative.

Road
Door-to-door / goes everywhere
Reaches all areas / remote areas / more roads
Available to all / no special vehicles
More modern / better maintained
Better for short distances / local deliveries
Cheaper because
Faster because

Rail
Only goes to stations
Limited network
Cheaper because
Faster because
Carries more bulky / larger / heavier loads
Old infrastructure / equipment
Better for long distances

Question 5 J2009/P2/Q3

(a) Study Fig. 3, a map showing three major cities and two major roads.

(i) Name the cities A, B, and C.
A – Hyderabad
B – Lahore
C – Peshawar [3]

(ii) Using the map, describe the route of the N5 road starting from Karachi.
NE (to Lahore)
NW/N then W (to Peshawar/Afghanistan/Durand line)
(East side of) River Indus
Khyber Pass to Afghanistan
Crosses river at Hyderabad
Follows River Chenab then Ravi
Crosses River Ravi (near Lahore)/other named rivers/Indus tributaries [3]

(iii) Compare this to the route of the Indus Highway.
other/west side of River Indus
heads north in Punjab instead of NE/follows only the Indus
does not go to Lahore/other large cities
shorter/more direct
crosses only one river [2]

(b) Study Fig. 4, a graph showing freight carried in a year by road and by railway in Pakistan.

(i) Compare the amounts of freight carried by road and railway between 1997 and 2006.

Total larger by road
About 20× more than railways
Road increased/rail stayed approx. same/rail increased less
Road 84 – 117 but rail 4 – 6 (1000 million tonnes per km)/rail stayed almost the same
Both increased 2003–6
Rail decreased in 2000, road always increases [3]

(ii) Suggest reasons for the differences in the amounts carried by road and railway.

More roads than railways
More road vehicles than rail
More places accessible by road/lorries can go anywhere/door-to-door service (max 2)
Lorries more useful/carry small amounts
Railways old/lack of investment
Investment in new/better roads/motorways [4]

(c) (i) Why are there very few major roads and railways in Balochistan?

low population (density)
scattered population/few towns/lack of urban development
Rugged/rocky/mountainous/barren/badland/rock slides/hills make barrier
Desert/lack of water/difficult working conditions
lack of government investment/backward/present political instability
little industry
tribal opposition [4]

(ii) Explain how better transport routes could help to increase development in Balochistan.

Industrialisation – bigger lorries, employment
Urbanisation – better travel, less nomadism
Faster travel for cars and lorries
EPZ and dry port developed
Better access to port at Gwadar/coastal development/development of ports
Travel to Afghanistan or Iran via Quetta and passes
Access for health and education workers or travel to them
Promotion of small scale industries
Tourism
Mineral exploitation
Fishing development/better access to markets
Higher incomes/living standards/quality of life
More security [6]

Question 6 N2008/P2/Q1/C

(c) Study the map Fig. 1 again

(i) The distance in a straight line from Peshawar to Dir is about 135 kilometers. Using this knowledge, state how far it is from Peshawar to Chitral in a straight line.

190 – 210 kms [1]

(ii) What would the most suitable form of transport from Peshawar to Chitral be for

A a rich businessman?
aeroplane/car

B the delivery of gas cylinders?
road, lorry, rail

C the transport of wool and hides?
road, pack animal, lorry, rail [3]

(iii) Explain the problems of maintaining infrastructure and communication in these areas all through the year.
snow and ice
avalanche
heavy rain
flooding
earthquake
sabotage
accidents
landslides
shortage of machinery/people
inaccessible/isolated

Candidates must explain how the factors affect maintenance.
At least 2 different factors must be explained, but up to 4 factors can be credited at one mark each
List without explanation = 1 [4]

Practice Questions 1.5

Question 1 J2015/P2/Q4/C

(c) (i) Name or describe a border crossing by road between Pakistan and a neighbouring country. Which country is linked to Pakistan by this road? [2]

border crossing	country
Koh-i-Taftan/RCDHighway	Iran
Chaman/Quetta to Kandahar	Afghanistan
Khyber pass/Grand Trunk Road	Afghanistan
Khunjerab Pass/Karakoram Highway	China
Lahore to Amritsar/Grand Trunk Road	India

(ii) How useful is the border crossing you have named or described in (i) for trade? Give reasons for your answer. [4]

* Very useful/great importance	*Of very little or limited use/little importance
Encourages/improves/increases – trade/ import/export/foreign exchange E.g. example named export/import Cheaper transport/shorter distance to travel/saves time	Routes into Iran/Afghanistan are mountainous/deserts Security issues/tensions in FATA areas E.g. Khyber Pass closed

Improved relations/better relations	Karakoram Highway blocked/closed in winter Due to snow/avalanches/landslides Poor trading relations with India

Question 2 J2014/P2/Q3/A

(a) Study the map Fig.5

(i) Name the towns A, B and C **[3]**

A – Quetta
B – Peshawar
C – Gilgit

(ii) Name <u>one</u> of the passes D, E and F shown on Fig. 5, and name the country that it links to Pakistan. **[2]**

D – Khojak pass – Afghanistan
E – Khyber pass – Afghanistan
F – Khunjerab pass – China

(iii) Give <u>two</u> reasons why air transport is used to carry lightweight or valuable goods to other countries instead of roads. **[2]**

Safety / less likely to be damaged / stolen / less risk of accidents
Speed

Question 3 N2008/P2/Q5/C

(c) Sports and other manufactured goods are transported by air, sea and road both in Pakistan and across the world.

Name *two* methods of transport uses for the export of sports goods from Pakistan. For *each* method, explain its advantages *and* disadvantages.

Sea
<u>Advantages</u>
Cheap, good for bulky goods, use of dry ports, long distance
<u>Disadvantages</u>
Slow, problem of getting goods to and from coast, damage, delivery may be delayed

Air
<u>Advantages</u>
Fast, safer, preferred by managers, long distance
<u>Disadvantages</u>
Expensive, few airports, have to get goods to airport, only light or high value goods

Road
<u>Advantages</u>
Accessible/goes everywhere, lorries easily available
<u>Disadvantages</u>
Only within Pakistan (mostly), accidents, damage, theft, needed to get to port

No marks for named method
Max 4 marks for one method to include at least one advantage and one disadvantage [6]

Question 4 — N2006/P2/Q4/A

Study Fig. 4, a map of the road network in Pakistan in 2002.

(a) (i) Name the cities X, Y and Z.

X Quetta
Y Multan
Z Hyderabad **[3]**

(ii) For each of the roads leading to A and B, state the country to which they are going, and the name of the pass through which it goes.

A to China, through the Khunjerab Pass
B to Afghanistan, through the Khyber Pass 2 + 2 **[4]**

Practice Questions 1.6

Question 1 — J2015/P2/Q1/C

(c) Give an example of a dry port and explain why it is located where it is. **[3]**

Faisalabad/Hyderabad/Lahore/Larkana/Multan/Peshawar/Quetta/Rawalpindi/Sambrial (Sialkt)

Inland/far from seaport
In largest cities
Where industries/productive agricultural regions
Where good road/rail connections

Question 2 — J2014/P2/Q3/C

(c) (i) Name <u>two</u> dry ports in Pakistan. **[2]**

Any two of Sambrial / Sialkot, Lahore, Multan, Faisalabad, Rawalpindi, Hyderabad, Larkana, Quetta, Peshawar

(ii) Explain how dry ports have increased trade in Pakistan. **[4]**

Increases foreign trade / more exports / more imports
Better access to remote areas / areas away from Karachi / opened up interior
Saves time / expense of providing own transport to coast
Less congestion / relieves burden at Karachi / Keamari / Port Qasim / sea ports
Speeds up / more efficient paperwork / customs checks
Stimulated / encouraged businesses / investment
More efficient loading / containerisation

Question 3 — J2005/P2/Q5/B

(b) (i) Describe the features of Lahore Dry Port that can be seen in Photograph A

Lorries/trucks/containers/trailers
Sign to import examination area
Storage sheds/warehouses
Covered loading area/shelter with poles
Loading platform/raised area
More containers in background/behind sheds
Flat/hard/concrete ground
(2) men/drivers/labours
Forklift truck **[4]**

(ii) State two other features of a dry port that cannot be seen in the Photograph A.

Export checks and clearance
Import examination area
Railway yard
Refrigeration facilities
Management offices/customs administration
Cranes/loading facilities
Large storage area
Security gate/guards **[2]**

(iii) Why are dry ports important to the economy of Pakistan?

Speeds up customs procedures/better collection of revenue/simplified administration
Saves time transporting goods to Karachi/hassle-free transport
Reduce workload at Karachi port/Port Qasim
Stimulate foreign trade (in cities far away from ports) **[3]**
[Credit up to 2 for any line]

Practice Questions 1.7

Question 1 J2014/P2/Q3/B

(b) Study Fig. 6 (insert) an advertisement for cotton fabric.

(i) State three ways in which this company can be contacted. [3]

Any three of (Mobile) telephone, e-mail, internet / website, fax, letter, visit

(ii) Explain the importance of good communications to a business such as Cotton Fabrics International. [3]

For ordering supplies / linking to dealers / enabling best prices
For advertising
For market research
For direct (internet) sales / after sales service / customer contact / loyalty
Speed of contact
Global reach / www / international exposure
To enable deliveries / transport of workforce / businessmen

Question 2 J2007/P2/Q5/D

(d) (i) State two methods of telecommunication.

telephone
e-mail/internet
fax
computer conferencing
video conferencing
TV
radio [2]

(ii) Explain how telecommunication can be used to improve the supply of goods, and increase trade in Pakistan and abroad.

Look for how these methods are better in the 21st century (H), and what they are used for (F)
How (H) (res. 1)
Faster

Can contact other countries/long distance communication
Easier communication
Internet conferencing
Better advertising
Etc.

For (F) (res. 1)
Ordering/purchasing/buying/selling
Internet banking/transfer of funds
Finding out what it required/discussion
Call centres
Surfing the web/searching for goods or suppliers
Assembly of components/co-ordination of inputs
Etc.

(res. 1 each for 'how' and 'for')
(no reserves for supply or trade) [6]

Question 3 N2005/P2/Q4/D

(d) How can telecommunications such as the telephone, e-mail and the internet help

(i) To buy and sell the goods stated in (c)(ii)?

Locating supplies
Advertising goods/publicity
Arranging transport
Finding orders/tendering
Faster method
Arrange delivery
Can communicate internationally

(ii) In the expansion and modernisation of industries?

Credit ideas of increased funds by sales and advertising
Obtaining machinery and building materials (best prices)
Arranging transport
Expert advice
Easy communication with branches in other areas/countries
Contact with investors
Share dealing
Sites for education of workers

[Allow development marks] **[4]**

Review Exercise

Question 1 — N2011/P2/Q4/C

(c) Choose either area A or area B from Fig. 7.

It is often suggested that improved transport and telecommunications can bring development to a sparsely populated area.

What are the advantages and disadvantages of these improvements to either area A or area B? [6]

Advantages (res. 2)
Development of mineral / other resources
Trade / access to markets for local products, e.g.via Gwadar port, to Iran and Afghanistan
Industrial development
Development of employment opportunities
Access to consumer goods / better food / machines etc.
Access to health / education
Contact with buyers by telecommunications
Advertising by telecommunications
Distance learning
Tourism

Disadvantages (res. 2)
People can leave more easily / more rural-urban migration
Difficulty of construction (must be clear reference to the area), risk of damage or blockage
Cost of construction / cost of maintenance / lack of machinery etc.
Lack of power / electricity for telecommunications
People may see better lives / opportunities elsewhere
Low population therefore uneconomic
Resistance of local tribes / loss of culture
Deforestation when roads/ transmission lines are built

Recent Past Paper Questions

Question 1 — N2018/P2/Q4

X = Balochistan
Y = Punjab
Z = Sindh

3 @ 1 mark

Iran
India

2 @ 1 mark

- Northern Pakistan / FATA has no / few rail networks;
- Dense network in Punjab;
- Sparse network in Balochistan / South / Southwest / one line in Balochistan;
- There are two lines in central KPK;
- Medium / moderate network in Sindh;
- More around major cities;

- More railways in East / more railways in North East (or opposites).

3 @ 1 mark

Recent developments include:

- New services on different routes;
- Constructing a track to Gwadar linked to the port;
- Computerised ticketing system;
- One window ticketing system;
- Dual tracks;
- More electrification;
- Karakoram Express / Shalimar Express / Magno Train / new routes / more lines;
- Air-conditioned coaches;
- Public address system;
- More spacious coaches with more seats / berths;
- Greater safety;
- More privatisation – provides more comfortable coaches.

1 @ 1 mark

Ideas such as:

- To encourage more people to use railways;
- The network needed improving / was outdated;
- To carry more passengers / large amount of people on one journey;
- To enhance the transport of goods / people or examples within the country;
- To provide a service to neighbouring countries / international links;
- To improve trade links / connect more industrial areas / connect dry port to sea port / connect remote areas to developed areas/market;
- To assist business / economic growth / income for government;
- More environmentally friendly;
- To be able to travel longer distances;
- Faster than road;
- Cheaper than air;
- Better security / safer than roads;
- Provides opportunities for tourism or named examples;

Etc.

4 @ 1 mark

- Few people have mobile phones / computers in rural areas;
- Limited internet connection / internet infrastructure in rural areas;
- Limited access to internet;
- Electrical devices are expensive;
- Limited electricity;
- Lower literacy levels;
- Any valid reason(s) why internet is used in rural areas, e.g. farmers' weather forecasting / education.

2 @ 1 mark

- Assists research / websites;
- Develops skills for an ever-increasing technological world;
- Provides opportunities for learning beyond the classroom;

- Widens horizons / develops an interest in the wider world;
- Provides opportunities for future employment prospects / apply online;
- Can get information on any topic;
- Can access more information than in a library;
- Women can learn from home / online learning / distance learning;
- Increase knowledge of a subject;
- Can ask experts / interaction / receive answers in minutes;
- Up to date information;
- Assists homework assignments;

Etc.

Note: One mark for identification of appropriate idea and a further mark for development (in parentheses).

Note: Max. 2 marks if no development.

2 @ 2 marks

Levels marking

No valid response	0
Level 1 Simple point addressing any view (1) Simple points addressing any view (2)	1–2
Level 2 Developed point(s) explaining one view (3) Developed point(s) explaining both views (4) No evaluation	3–4
Level 3 Developed points explaining both views Evaluation giving clear support to one view or appropriate example (5) Evaluation giving clear support to one view and appropriate example (6)	5–6

Content Guide

Answers are likely to refer to:

improving internet access in major cities:

- More people will benefit;
- More schools and children are more likely to go to school in the urban areas as opposed to the rural areas (where they may have to work);
- More businesses which would benefit;

Etc.

extending internet access to rural areas:

- Reduces isolation;
- May help and encourage small businesses to grow or set up there;
- May reduce rural to urban migration if opportunities are provided in rural areas;

Etc.

Question 2 N2019/P2/Q4

A= Lahore

B= Rawalpindi / Islamabad

2 @ 1 mark

Karakoram Highway / KKH

1 @ 1 mark

- More roads in / most dense in east / north-east / south-east;
- Fewer roads in / least dense in south-west / north;
- One region the north / north-east has a motorway;
- Motorway connects cities (A and B) in the north / north-east;
- Many minor roads compared to major highways in all regions.

2 @ 1 mark

- Faster / more efficient form of transport / to reduce time of journey;
- Industrial estates are built along the route / promotes industrial growth;
- Trading / raw materials can be delivered to industries / finished products can be delivered to markets / dry ports;
- More employment opportunities can be provided (due to industrial expansion);
- Motorway can be further expanded to connect Afghanistan and the Central Asian Republic / increase foreign trade / increase in imports and exports;
- New settlements can be established along the route;
- Connects cities / to outlying rural areas;
- Promote tourism;
- Relieve traffic on other roads , e.g. N5;
- Reduce accidents / safer.

3 @ 1 mark

- Fast / efficient;
- Can move bulky goods / a lot of people;
- Cheaper;
- More suitable for long distances;
- More comfortable / sleepers;
- Less stressful / pay in advance;
- Cost effective / economical;
- Safe / fewer accidents;
- No traffic jams;
- More sustainable / less air pollution

4 @ 1 mark

- It is an inland terminal connected to a seaport by road or rail;
- Operates as a centre for the transhipment of sea cargo to inland destinations;
- An inland area or multimodal logistics centre connected to the sea.

1 @ 1 mark

- Faisalabad
- Gilgit
- Hyderabad
- Islamabad
- Karachi / Kemari
- Lahore
- Larkana
- Multan
- Murgha Pura
- Peshawar
- Quetta
- Rawalpindi
- Sambrial / Sialkot

2 @ 1 mark

- Can be used to relieve a major seaport of workload and congestion; named examples / Karachi / Port Qasim (dev);
- Provides facilities; like container yards/warehouses/railway sidings / cargo-handling equipment / administrative services / for export or import purposes / everything is in one place (dev);
- Speeds up / saves time / more convenient for businesses; as they do not have to transport their goods all the way to the sea port (dev);
- Efficient managerial staff; saves time and money/paperwork completed quickly / smooth collection of revenue for government (dev);
- Refrigeration facilities provided; for perishable items, e.g. fruit and vegetables (dev);
- Employment opportunities provided / warehousing / customs (dev);
- Allows trade away from sea port / allows all regions to be productive / encourages foreign trade in each region (dev);
- Saves money for exporters; makes more profit (dev);

Etc.

Note: One mark for identification of appropriate idea and a further mark for development (in parentheses).

Note: Max. 2 marks if no development.

2 @ 2 marks

Levels marking

No valid response 0

Level 1 1–2
Simple point referring to one view (1)
Simple points referring to any view (2)

Level 2 3–4
Developed point referring to one view (3)
Developed points referring to both views (4)

Level 3 5–6
Developed points referring to both views with evaluation or relevant example (5)
Developed points referring to both views with evaluation and relevant example (6)

Content Guide
Answers are likely to refer to:

Develop rail network in Balochistan
- Balochistan is one of the least developed areas with low population density / few opportunities for trade;
- Direct links to Gwadar or Pasni ports would help develop trade and industry;
- The rail network in the central area of Balochistan is virtually undeveloped / currently runs around the outskirts of the province;
- Towns and cities would be more accessible and less isolated;
- It would reduce the amount of migration from the area;
- Further links into Iran and / or Afghanistan could be developed;

Etc.

Develop rail network through the Northern Regions
- The Northern Regions are one of the least developed areas with low population density / few opportunities for trade;
- A rail route through to China would provide increased revenue for the country, and save journey time;
- Raw materials from the Northern areas could be transported to other parts of Pakistan more efficiently;
- Tunnels through the Himalayas would reduce the environmental impact and will reduce the risk to the railway from landslides and avalanches;
- Tourism can be developed more in this area;
- People can commute;
- May reduce rural to urban migration;
- Attract businesses and industries to the region / improve cottage industries;

Etc.