

UNIT 11

TRANSPORT AND COMMUNICATION

- The development of transport system provides a sound base for the socio economic growth of a country.
- With a growing population and expansion in agriculture and industry , the demand for efficient transport has increased over the years.
- There are four major means of transport in Pakistan
 - (i) Rail
 - (ii) Road
 - (iii) Air
 - (iv) Water

(1) Pakistan railways:

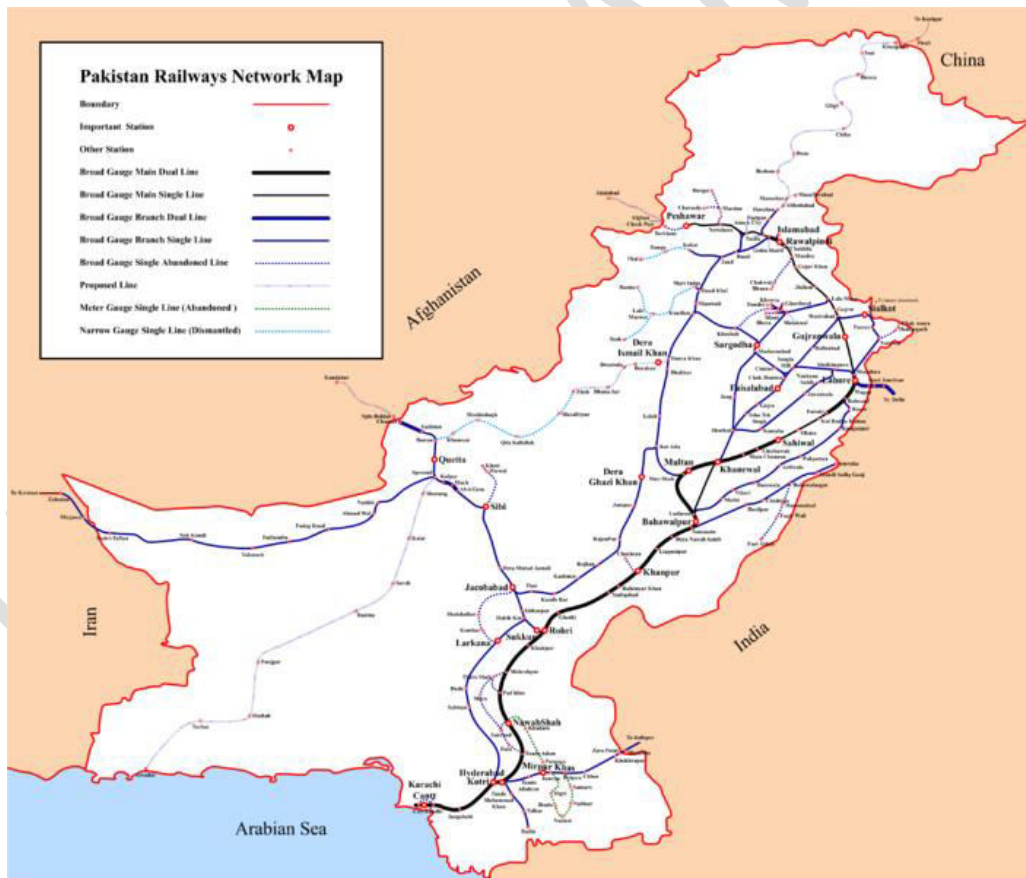
- The network of PR extends to 8775 km of track with about 900 stations & 54 train halts.
- It stretches from Karachi to Peshawar & from Peshawar to Dargai.
- A branch of railway extends its way from Sukkur to Sibi & on to Quetta.
- From Quetta one branch terminates at Chaman and the other goes to Zahidan in Iran.
- There is a dense railway network in Punjab and Sindh.

Gauge system of PR:

- PR has a multi gauge system.
 - (i) broad gauge (5 feet 3 inches wide)
 - (ii) metre gauge (3 feet 3 inches wide)
 - (iii) narrow gauge (2 feet 6 inches)

Causes for PR deterioration:

- lack of investment
- worn out rails & sleepers
- operational inefficiencies
- overstaffing & corruption
- uneconomic stations
- a poor reservation system
- absence of dual line
- 65 % rails, 55 % sleepers, 60 % diesel locomotives and 100 % steam & electric locomotive are outdated.
- Track increased from 8570 km to 8775 km from 1960 to 2000.

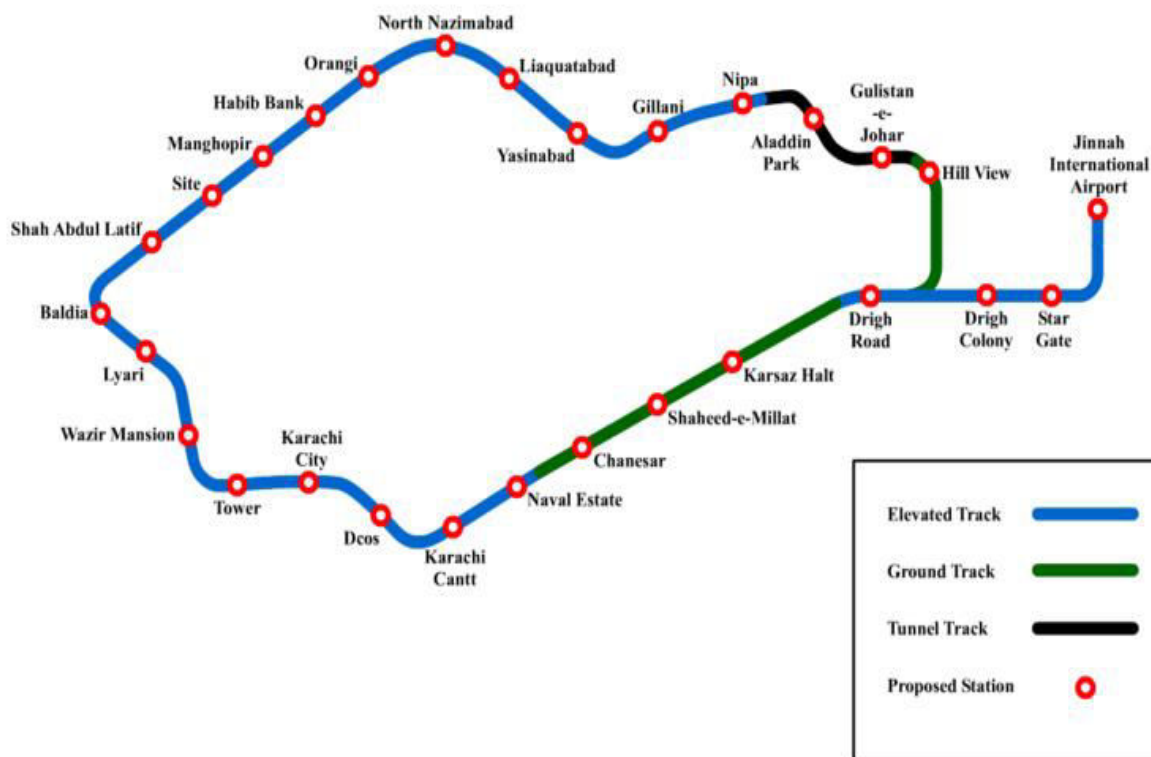


Developments in PR:

- Replacement of steam engines with diesel engine
- Introduction of faster trains from Karachi to Lahore
- Electric traction on 289 m from Lahore to Khanewal.
- Establishment of repair workshop (Moghhalpore)
- Construction of Karachi Circular Railway
- Construction of railway track to Gwadar.
- Computerized ticketing system

Karachi Circular Railway began operation in 1969 through Pakistan Railways with the aim of providing better transportation facilities to Karachi and the surrounding suburbs. The original KCR line extended from Drigh Road Station and ended at Karachi City Station carrying 6 million passengers annually. The KCR was an instant success and made a significant profit in its first year of operation. During the 1970s and 1980s the KCR was at its peak with 104 daily trains, of which 80 trains ran on the main track while the remaining 24 ran on the loop line. During the 1990s, the private transporters of Karachi contracted KCR staff who became indulged in corruption. By 1994 the KCR was incurring major losses and as a result the vast majority of trains were discontinued with only a few running on the Loop. In 1999 KCR operations were discontinued. The result was instant gridlock on Karachi streets. In 2005, revival plans for the railway were initiated to fulfil the growing transportation needs of Karachi. The City District Government Karachi was already making plans for a revival and construction of a combined "Karachi Metro".

Karachi Circular Railway Network Proposed by "Japan International Cooperation Agency"



Karakorum express:

- Major development by PR was the launching of a new Chinese made train in 2002.
- 200 \$ financed by Exim bank, met 88 % of total financial requirements.
- It has 14 coaches with 9 compartments & 6 berths, which are air conditioned.

(2) Dry ports:

- Some inland cities which are far from the seaports have established dry ports to promote foreign goods.
- It also speeds up export & import procedures.
- At present there are 9 dry ports

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 four Dry Ports established and running under the management of private sector

- Sialkot Dry Port Established in 1986
- Faisalabad Dry Port Established in 1994
- Pak-China Sust Dry Port
- NLC Dry Port at Thokar Niaz Beg Lahore
- NLC Dry Port at Quetta
- QICT Dry port at Premnagar Railway station Established in 2010(Karachi)

Aims of establishing dry ports:

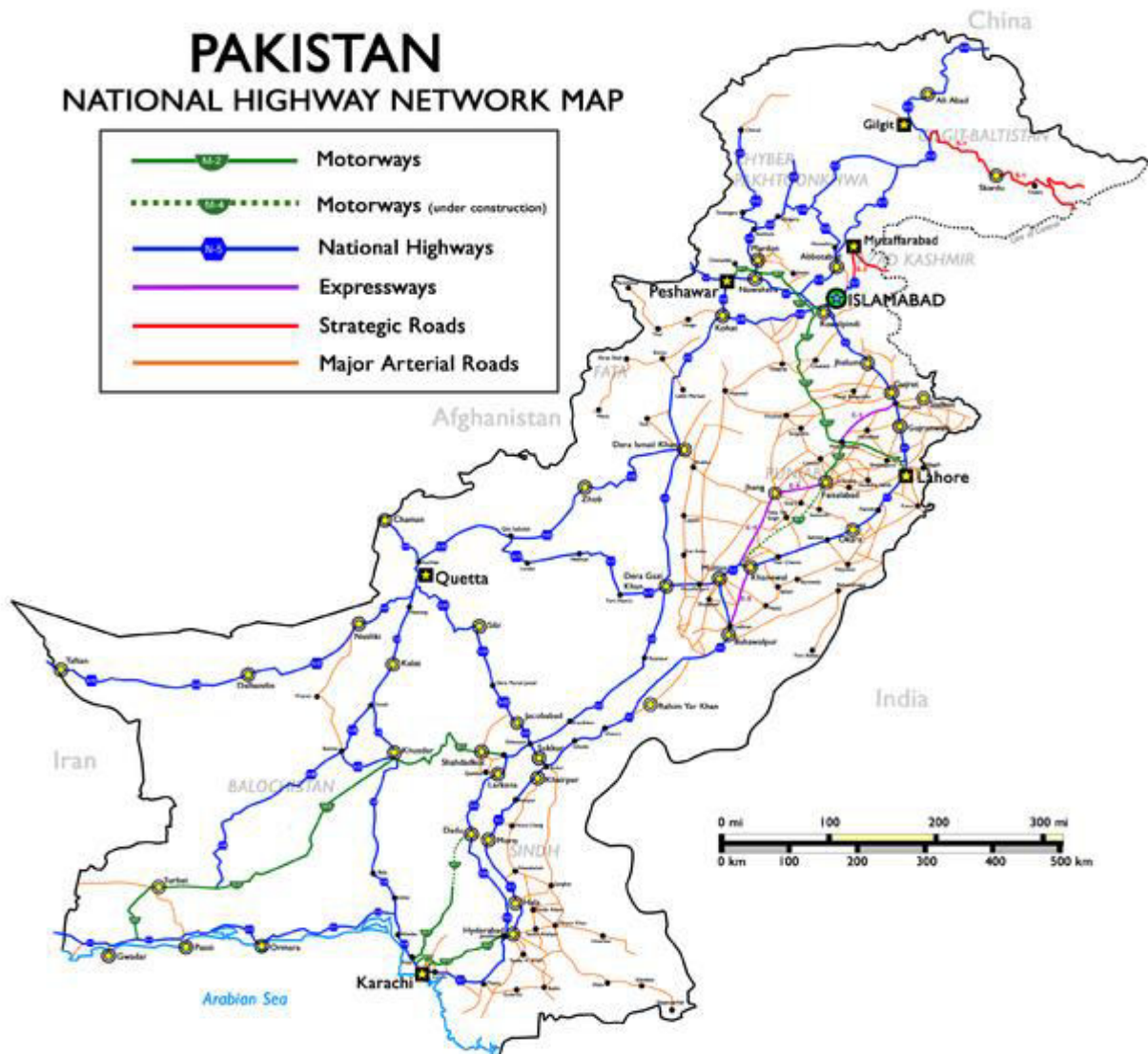
- To reduce the workload at Karachi port & port Qasim in order to speed up the checking and clearance of cargo.
- To help govt. in the smooth collection of revenue.
- To provide hassle-free transportation of cargo from their production point to the sea port directly.
- To stimulate foreign trade activities in those cities which are far way from the sea port.

Requirements for the dry ports:

- Highly efficient rail transport with a container service to carry bulk cargo.
- Efficient managerial staff.
- Huge storage sheds & open areas.
- Refrigeration facilities for perishable items.

(3) Roads:

- Road transport carries 82 % of the total passenger traffic & 54 % of the total freight in the country.
- Total network is 181836 km, 118194 km are metalled & 63642 non metalled,
- .little development in KPK & Baluchistan.
- The National high way authority is responsible for the construction and maintenance of all national highways.



Principle roads of Pakistan:

(1) The N5

- N5 stretches for 1260 km from Karachi through Lahore and Peshawar to Turkham. It changes name at Lahore.
- (a) The National highway:
 - 1 The N5 is called the national highway from Karachi to Lahore.
 - 2 It passes through Hyderabad, Sukkur, Bahawalpur and Multan.
- (b) the Grand trunk road:
 - 1 From Lahore to Peshawar the N5 is called GTR.
 - 2 Built by Sher Shah Suri. Linking Kabul, Peshawar, Rawalpindi, Lahore, Delhi and Bengal.
 - 3 Its total network is 181836 km.

(2) The Indus Highway:

The **Indus Highway**, also known by its technical designation **N-55**, is a 1,264 km long four-lane highway that runs along the Indus River in Pakistan connecting the port city of Karachi with the north western city of Peshawar via D.G.Khan. It is part of Pakistan's National Highways network and is maintained and operated by Pakistan's National Highway Authority. The Indus Highway passes through the Kohat Tunnel.

In 1980, the Indus Highway was proposed to provide an alternative and shorter route to the heavily used N-5 and to also aid the development of western Sindh province and eastern Khyber Pakhtunkhwa province. Construction began in 1981 from Karachi and was completed in 1985 in Peshawar.

(3) the RCD highway:

- connects Karachi to Quetta over 600 km away
- After passing through Lasbela, Khuzdar, Quetta, Nushki and Nok Khundi in Pakistan, it then leads to Iran & Turkey.

(4) Lahore – Quetta

(5) Sukkur-Quetta

(6) Karakoram Highway

The **Karakoram Highway (KKH)** is the highest paved international road in the world. It connects China and Pakistan across the Karakoram mountain range, through the Khunjerab Pass, at an elevation of 4,693 metres (15,397 ft). It connects China's Xinjiang region with Pakistan's Gilgit-Baltistan and Khyber Pakhtunkhwa regions and serves as a popular tourist attraction. Due to its high elevation and the difficult conditions in which it was constructed, it is sometimes referred to as the "Eighth Wonder of the World."

The Karakoram Highway is known informally as the **KKH** and — within Pakistan — officially as the **N-35**; within China, officially as **China National Highway 314 (G314)**. It is also a part of the Asian Highway AH4.

(7) **Makran Coastal Highway** is a 653 km-long coastal highway along Pakistan's Arabian Sea coastline. It is a part of Pakistan's National Highways network. It runs primarily through Balochistan province between Karachi and Gwadar, passing near the port towns of Ormara and Pasni. The official and technical designation of the Makran Coastal Highway is **N10**, which is the abbreviation for **National Highway 10**.

(8) The **Motorways of Pakistan** are a network of multiple-lane, high-speed, limited-access or controlled-access highways in Pakistan, which are owned, maintained and operated federally by Pakistan's National Highway Authority.

List of motorways

Motorways						
Name & Sign	Course	Length	Lanes	Completion Year	Status	Remarks
M-1	<u>Peshawar – Islamabad</u>	155 km	6	2007	Operational	
M-2	<u>Islamabad – Lahore</u>	367 km	6	1997	Operational	
M-3	<u>Pindi Bhattian – Faisalabad</u>	54 km	4	2003	Operational	Connects the M-2 Motorway (near Pindi Bhattian) to Faisalabad and the M-4 Motorway
M-4	<u>Faisalabad – Multan</u>	233 km	4	2014	Under Construction	Under construction since 2009. Faisalabad-Gojra section scheduled for completion in march 2014. ^[1]
M-5	<u>Multan – Rajanpur</u>	165 km	4	2017	Planned	Construction planned to commence in 2014. ^[2]
M-6 (M-6A)	<u>Rajanpur – Ratodero</u>	264 km	4	2017	Planned	Designated the M-6A, construction is planned to commence in 2014. ^[3]
M-6 (M-6B)	<u>Ratodero – Dadu</u>	150 km	4	2017	Planned	Designated the M-6B, construction is planned to

					commence in 2014. ^[4]	
M-7	Dadu – Hub – Liyari	350 km	4	2017	Planned	Construction is planned to commence in 2014. ^[5]
M-8	Ratodero – Gwadar	892 km	4	2016	Partially Operational/Under Construction	2-lane Ratodero-Khuzdar section complete and operationalized. 2 lanes nearing completion, 2 additional lanes to be added in future. Work on Gwadar-Turbat-Hoshab section suspended for security reasons. 60-km Shahdaskot - Khuzdar section 80% complete. ^[6]
M-9	Hyderabad – Karachi	136 km	6	2017	Planned	Upgradation of existing Super Highway into 6-lane motorway. Construction scheduled to commence in 2014 and to be completed in 4 years. ^[7]
M-10	M-9 – N-25 (Karachi Northern Bypass)	57 km	4	2009	Operational	Currently 2-lanes, to be upgraded to 4-lanes

Why Need Motorways:

- Quicker and faster mode of transport
- Industrial estates to be established close to highway
- Promote industrial growth
- Employments opportunities
- The motorways can be connected to Afghanistan and central Asian States to provide all year round sea access to landlocked countries

(4) Air Transport:

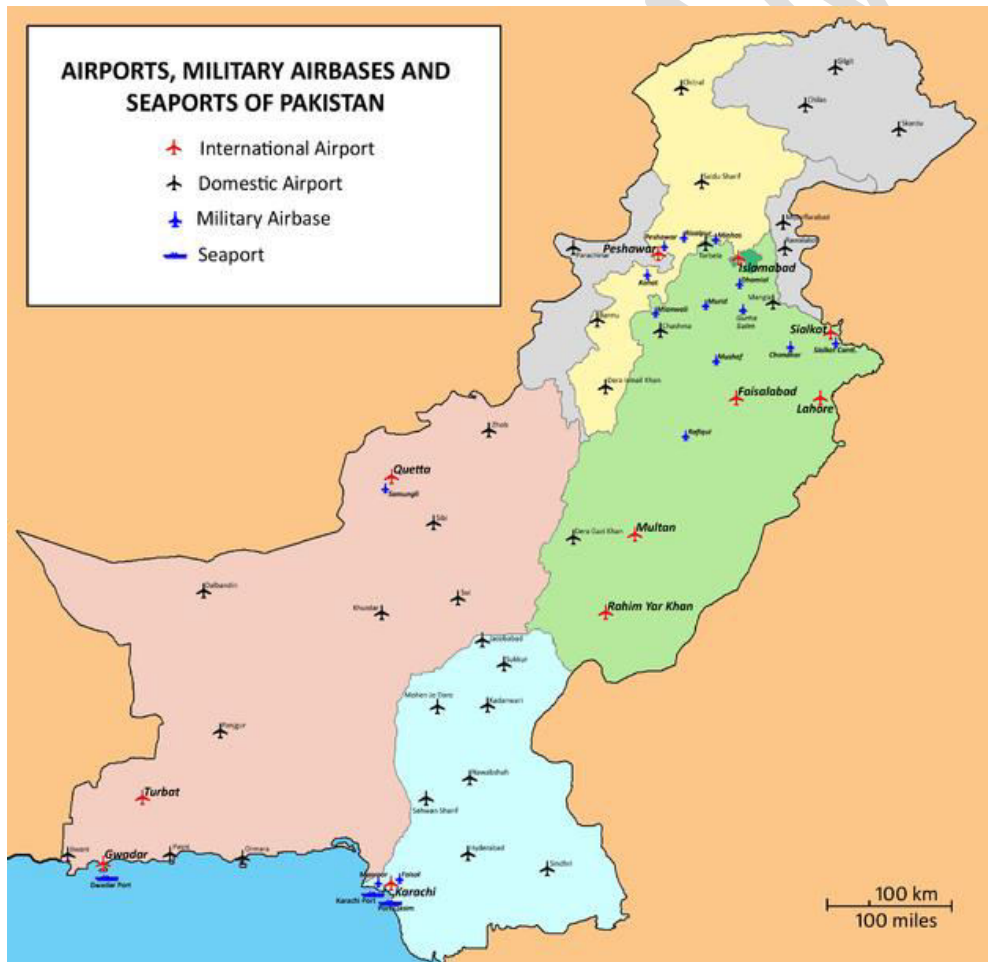
Pakistan International Airlines less formally known as **PIA**; or **Pakistan International**), is the national flag carrier and a state-owned enterprise of the Government of Pakistan. Headquartered at Jinnah International Airport in Karachi · It operates scheduled services to 24 domestic

destinations and 38 international destinations in 27 countries across Asia, Europe and North America. Its main bases are at Karachi, Lahore and Islamabad/Rawalpindi. Secondary bases include Peshawar, Faisalabad, Quetta, Sialkot and Multan.

PIA has a long history of milestones in aviation, being the first Asian airline to operate a jet aircraft and Boeing 737 aircraft, it today remains by far Pakistan's largest airline with a fleet of 33 airplanes and at least 20 more on order. It is currently going through a procedure of privatisation to shift management from government to private sector. It employed 18,043 people as of May 2008.

HISTORY:

- In 1947, Orient Airways, a small air company operated in Pakistan.
- By 1949, Pakistan Airways, Orient Airways & Crescent Airways were operating in Pakistan.
- PIA was established in 1955 to provide safe & efficient national & international airways.
- Some private airlines like Aero Asia, Shaheen & Air Blue are operating in Pakistan.



Development of Air Transport:

- Faster means of communication
- Rise in general living of standard.
- Air transport can be accessed through the mountains while roads and railways mainly operate in plains.
- Large numbers of people have now settled in Middle East, Far East, European Countries and America.
- The world has turned into a Global village due to improvement in Communication as more and more people opt for air transport.
- Karachi is an important air transit air route to and from Europe and East – Asia and vice versa.
- Frequent visits of diplomats and foreign delegations.
- Faster movement of perishable items

(5) Water Transport

Pakistan shares a 1,200 kilometres long coast line with the Arabian Sea - a mid sea which joins the strategic oil line of Persian Gulf with the Indian Ocean. On it lie the Karachi Port which has been serving this part of the erstwhile Indian subcontinent and later Pakistan on its creation in 1947. However, owing to the growing needs of the country, there was a need to develop other smaller coastal ports into major cargo handling ports. Beside Karachi, Pasni, Jiwani, Gadani, Ormara and Gwadar are other ports which are being developed into world class ship handling centres. Of these Gwadar is the latest development, which is almost completed and recently in December 2008, it has started handling shipping operations with the arrival of three urea laded ships.

- WT in Pakistan developed only for international transport as no intercity water transport is available
- Kemari port and Mohammad Bin Qasim are two important ports of Karachi.

Kemari Port:

- It is deep sea port
- It has larger coaches
- Flyover & overhead etc. are being developed to ease out traffic problems.
- Extension in the facilities to handle cargo.
- Provision of navigational aids & radars.
- Expansion in the storage & refrigeration facilities.
- Environment protection equipment to keep sea water clean.

Port Qasim:

- It is located at about 20 km South East of Karachi at the Gharo Creek.
- It is also deep sea port and was built in 1980.
- It has modern facilities to handle raw material for Pakistan steel.
- It is integrated multipurpose deep sea port and the industrial zone.
- It is spread over 12,000 acres of land.

Pakistan National Shipping Corporation (PNSC)

- It was established in 1979 to develop the maritime shipping industries.
- Its objective are to serve as an operational links between major trading partners
- To maintain influence on the freight rate
- To save foreign exchange

Gwader Port:

- It is located on the Makran coast in Baluchistan.
- Gwader could be a support port for bin qasim and Kamari.
- It can provide a short way to central Asian States
- Central Asian States can open their warehouses at Gwader.
- The total area would be 2500 acres.
- The idea was initiated in 1993 but in 2001, Pakistan sign an agreement with China so that the plan could go ahead.

Future Prospects of Gwader:

- Baluchistan, being the largest province has to be provided with its own fully developed sea port.
- Support port to bin Qasim & Kamari
- It can help industries to be set up in the region.

Unit 12

POPULATION

Population:

- The number of people living in an area at a particular time.

Overpopulation:

- When the population of a country couldn't generate its resources according to their need, this situation is called overpopulation.

Birth Rate:

- No. of babies/infant born per thousand or per hundred in one year.

Death rate:

- No. of people dying per thousand or per hundred in one year.

Growth rate:

- Birth rate-death rate.

Life expectancy:

- No. of years a person is supposed to live unless killed by an unnatural way(calamity, murder & accidents etc.)

Population density:

- No. of people living per square area
- $150000000/796096=188.5$ people/km

Causes of High Population Growth rate:

- (i) Early marriages:
 - about 60 % the population lives in villages where an early marriage takes place more frequently.
- (ii) Religious Controversies:
 - Allah is undoubtedly the sole provider so the people think that he would nourish all the souls.
- (iii) opposition to contraceptives
- (iv) wish to have son
- (v) illiteracy

- (vi) refugees (afghan)
- (vii) frequent changes in government hinders population welfare programmes
- (viii) children are employed as labour force in the farms and in the cottage industry
- (ix) Larger families are preferred in villages to be employed in agricultural fields.

Solution to high population:

- 1 educating the people
- 2 Convincing the people about use of contraceptives
- 3 Convincing the ulemas to give fatwas about the population planning
- 4 Improving the role of NGOs and other organization.
- 5 Delayed marriages
- 6 Educating the women.

Migration:

Migration:

- The process of moving from one place to another with intent of staying at the destination, permanently or for a long period of time.
- Migration can be done by push factor or pull factor.

Push Factor:

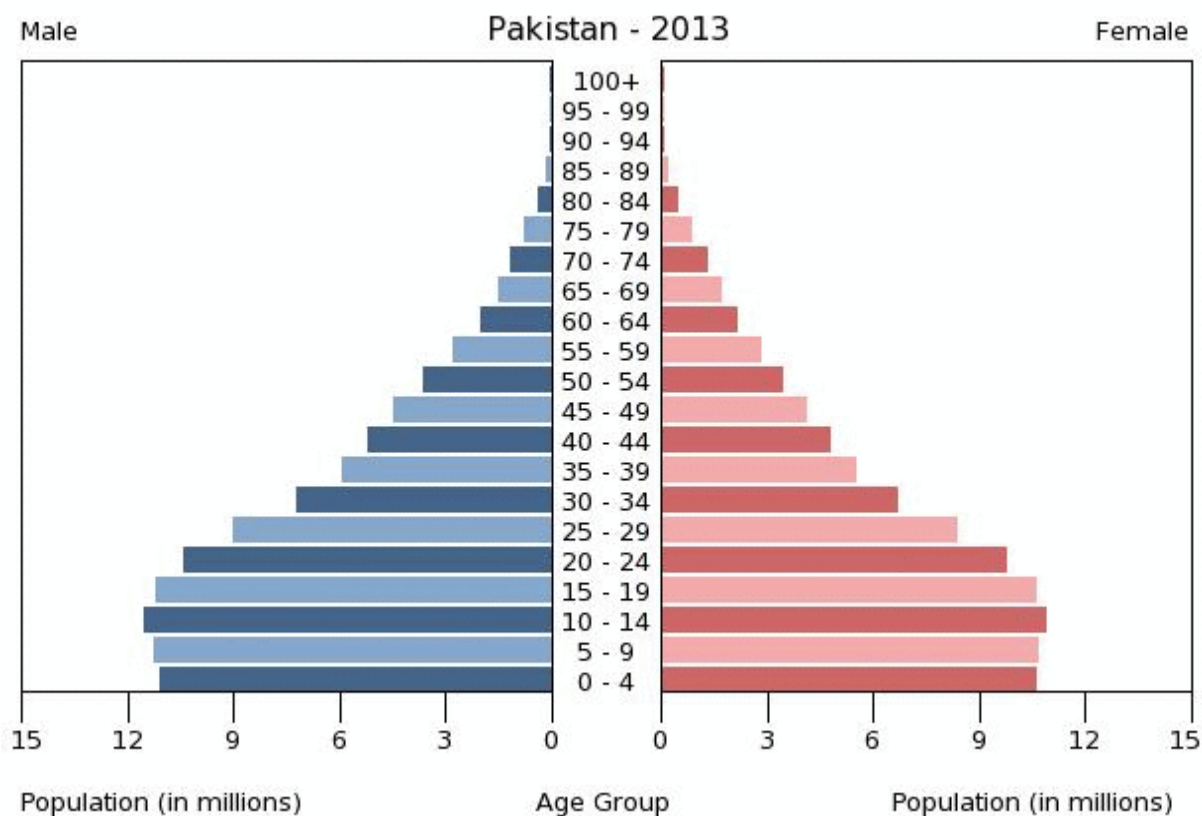
- Lack of study opportunities
- Lack of job opportunities
- Social discrimination
- Less medical facilities
- Religious discrimination lawlessness
- Lack of infrastructure
- Political instability

Pull Factor:

- Study opportunities
- More jobs opportunities
- More or less social equality
- More medical facilities
- Less religious discrimination
- Law is properly followed and obeyed
- More infrastructure
- Political stability.

Population Pyramid

A population pyramid illustrates the age and sex structure of a country's population and may provide insights about political and social stability, as well as economic development. The population is distributed along the horizontal axis, with males shown on the left and females on the right. The male and female populations are broken down into 5-year age groups represented as horizontal bars along the vertical axis, with the youngest age groups at the bottom and the oldest at the top. The shape of the population pyramid gradually evolves over time based on fertility, mortality, and international migration trends.



Age structure: 0-14 years: 34% (male 33,774,720/female 31,967,787)

15-24 years: 21.6% (male 21,560,699/female 20,223,691)

25-54 years: 35.1% (male 35,272,193/female 32,587,417)

55-64 years: 5% (male 4,767,260/female 4,832,047)

65 years and over: 4.3% (male 3,877,418/female 4,375,636) (2013 est.)

Definition: This entry provides the distribution of the population according to age. Information is included by sex and age group (*0-14 years, 15-64 years, 65 years and over*). The age structure of a population affects a nation's key socioeconomic issues. Countries with young populations (high percentage under age 15) need to invest more in schools, while countries with older populations (high percentage ages 65 and over) need to invest more in the health sector. The age

structure can also be used to help predict potential political issues. For example, the rapid growth of a young adult population unable to find employment can lead to unrest.

