

DIGITALISATION - Pakistan's Vision 2025

“One Nation One Vision”

CHARACTERIZATION OF DIGITALIZATION:

Digitalization is the use of digital technologies to change a business model and provide new revenue and value-producing opportunities; it is the process of moving to a digital business. Hence digitalization is already transforming all Transport & Logistics segments in Pakistan and it is expected to be the most impactful trend over the coming years, reshaping entire businesses.

Digitalization solutions influence business processes and models, and their application is driven by consumer behavior, the availability of technology and tangible business opportunities. Consumers, and particularly Generation C, are already fully adapted to the digital environment. They naturally expect to be always connected and they are increasingly willing to share their data.

Digital technology continues to expand its influence. The infrastructure backbone of the digital world now brings affordable broadband to billions of consumers.

The economic benefits to be captured through digitization are real. A wave of capital has poured into the new digitalization technologies and companies, and the public markets reward early innovators with unprecedented valuations.

Pakistan's digitalization framework assumes 58% of the T&L heads in our 2018 CEO Survey Understanding client and end-user needs as well as industry changes and applying lean startup and growth hacking approaches to prototype growth solutions.

Redesigning existing and developing new services, products and business models, including mobile solutions, business architecture, digitized functions, managerial, transactional, back-end and core T&L processes Developing base digital capabilities in the areas of innovation management, data, system interactions, digital talent, digital culture, partner networks, digital tools and resources.

What value is expected from your digital technology investments? They will enable us to, create better customer experiences by 11% increase, grow revenue by 54% increase, & will Increase profits by 16%. Report: Transport and Logistics Trends 2019 | Five forces transforming the industry in Central and Eastern Europe (pwc.pl)

PAKISTAN'S VISION ABOUT DIGITALIZATION - MAJOR GOALS:

For a nation to progress, it must have a clear idea of its longer-term aspirations. Without this clarity it will neither be able to prepare a coherent roadmap for action nor adopt and

implement the policies that would lead towards the objectives. A national vision is meant to provide clarity to our shared vision of the future. Indeed, Pakistan was founded on such a vision—the “Pakistani Dream”, a vision of a prosperous, equitable, tolerant, and dynamic society.

Plans succeed when they manifest the aspirations of a nation, empower the citizens, and especially the private sector, to play their respective roles, provide equal equitable opportunities to all and assign a very well defined role to government as a supporter, facilitator, regulator and performance driven service provider.

Pakistan Vision 2025 is designed to represent an inspirational destination. It will serve as a critical guide-post for the development of an effective strategy and road-map to reach our national goals and aspirations. It is not meant to represent the resultant strategy and program itself. The Vision will be realized through strategies and programs defined in associated five-year and annual plans.

Pakistan today faces formidable social, economic, security and governance challenges. Many nations have faced similar challenges in history and successfully turned them into opportunities through sound economic planning, good governance and consistency in policy implementation. We believe that, once effectively addressed, our challenges likewise offer unprecedented opportunities for transformational progress. As we pass through an era of unprecedented change and complexity, it is imperative that we refresh our framework for national development.

A renewed commitment to the founding vision is needed, both to address the current challenges and set out realistic and ambitious targets for the future. Including ensuring that Pakistan succeeds in achieving the following **Goals**:

- Proposed Sustainable Development Goals (SDGs) of zero poverty and hunger
- Universal access to health services
- Provision of education & modern energy services
- Clean water and sanitation
- Join the league of Upper Middle Income countries by 2025.

Our ultimate aspiration is to see Pakistan among the ten largest economies of the world by 2047 – the centennial year of our independence. Pakistan is currently facing extremely **Serious Challenges** on various fronts, internal and external security threats. These include:

- The combination of low growth and high inflation, which is one of the major factors leading to the perpetuation of poverty and unemployment.
- Energy shortages have posed great problems to the citizens as well as businesses and agriculture.

- Social indicators reflect serious deficiencies in education, health and population, gender equity and social services.
- The law and order situation in the country poses a critical threat to internal security as well as the economy.
- The decade-long struggle against terrorism and extremism continues to impose immense social, economic, and human costs.

POLICY VISION OF PAKISTAN – 2018

The Government of Pakistan (GOP) strives to improve its citizens' quality of life and economic well-being by ensuring availability of accessible, affordable, reliable, universal and high quality ICT services. GOP strongly believes in mass adoption of emerging digital technologies and innovative applications to enable cross-sector socio-economic development and transformation of economic activities, governance models, social interaction, and achievement of Sustainable Development Goals (SDGs).



THE VISION WITH REGARDS TO DIGITAL PAKISTAN POLICY (PAKISTAN 2025 - ONE NATION ONE VISION):

With a population approaching 210 million, Pakistan is the 6th most populous nation in the world and continues to grow at a high rate of 2.4% per annum. Pakistan's Information Technology (IT) sector is carving a differentiated position as the preferred source for software development, Business Process Outsourcing (BPO) and freelancing. Pakistan was

ranked at number four (odesk.com) for freelance development in the world and IT exports have increased 70% (State Bank of Pakistan's report) during the last three years. To become a strategic enabler for an accelerated digitization eco system to expand the knowledge based economy and spur socio economic growth following are the **Policy Objectives:-**

- **Holistic Digital strategy** A key goal of the Digital Pakistan Policy is to create a digital ecosystem with infrastructure and institutional frameworks for the rapid delivery of innovative digital services, applications and content. This policy represents a shift away from a piece-meal approach to a holistic technology strategy clearly focused on ICT as a broad enabler of every sector of socio economic development.
- **Digitalization in Multiple Sectors:** Promote the use of technology in education, health, agriculture and other key socio economic sectors. Encourage the use of ICT in public schools and ensure they are online and have a meaningful impact on the current education eco-system in a phased manner.
- **E/M-Commerce Enhance the current market size of e/m-commerce.** According to some estimates, the market carries an enormous growth potential due to exponential growth in broadband subscribers Pakistan has about 118.8 million internet users, making it the 8th-largest population of internet users in the world. Information and Communications technology (ICT) is one of the fastest growing industries in the country. In 2001 just 1.3% of the population used the Internet. By 2006 this figure had grown to 6.5% and in 2012 to 10.0%. As of July 2021; the percentage of internet users in Pakistan is 54%, which translates into approximately 118 million citizens having access to internet. With these growth trends projected to persist in the future, overseas investments will continue to grow in e-commerce. Promote e-commerce by providing and enabling an environment where Payment Service Providers (PSP) and Payment Service Operators (PSO) can operate and establish an effective e-commerce platform and take e-commerce activities in Pakistan to the next level.
- **Youth, Women and Girls empowerment using IT:** Youth and Women represent roughly 60% and 49% respectively of the population. Ensuring women and girls have equal access to ICTs will help reduce inequalities and support gender equality. The value of ICTs is largely seen through increased productivity, improved access to health and education, equitable participation in social, political and economic spheres, thus breaking barriers of isolation. Initiate specific ICT for Girls' programs for imparting quality trainings in computer skills, including software coding, across the country to reduce inequalities, provide decent work and promote economic growth in line with relevant SDGs.

- **Promote Innovation, Entrepreneurship, Incubators /Startups in IT sector:** Generate sustainable innovation, entrepreneurship and employment opportunities for the country's rapidly growing technology savvy and entrepreneurial youth. To conduct digital skills programs for the human resource development in current and emerging technology domains. Collaborate with international partners to boost innovation. Set up venture capital funds to hold national level competitions on regular basis in all key emerging technologies and applications. Establish and build a framework for setting-up incubation centers in provincial capitals & major secondary cities facilitating IT startups to get off the ground more quickly and smoothly by tapping into a vast network of business partners and mentors, including specialized innovation centers in thematic areas including FinTech, Artificial Intelligence (AI), Internet of Things (IoT) and Robotics. Promote and encourage entrepreneurship by providing incentives to IT sector and training for young professionals to become freelancers.
- **Increase software exports, IT remittances & Domestic Market** The success of the IT industry and freelance sector, the ability of Pakistani IT professionals to win international awards and the availability of a large highly qualified English speaking workforce point to a huge potential for boosting software exports and outsourcing opportunities expanding the domestic market.
- **ICT Ranking of Pakistan:** Improve Pakistan's ICT ranking based on international indices and benchmarks measuring the business & innovation environment, infrastructure, affordability, skills readiness, and socioeconomic impact. Improve the provision of data to the international rating agencies.
- **Digital Inclusion:** Bridge the digital divide including the urban and rural divide, gender disparity, un-served and underserved areas, inequality for the person with disabilities, by connecting the unconnected with broadband.
- **E-Governance:** Promote e-Governance to make Pakistan the frontrunner in good governance through IT enablement at all levels. Ensure efficiency, transparency and accountability by setting up integrated government databases and applications.
- **Increase foreign and domestic investment** Make Pakistan an attractive destination for investment in the IT / IT Enabled Services (ITes) industries to create jobs and fuel economic growth.
- **Persons with Disabilities** Reduce barriers to online access for "Persons with Disabilities" (PWDs). Include provisions of prodigious empowerment of PWDs in IT accessibility.

- **Standardization** Coordinate and support standardization efforts, maximize reusability, create synergies and deliver cost effectiveness. This includes facilitation of international standards certification e.g. CMMI, ISO, procurement etc.

ACHIEVING ENVIRONMENTAL SUSTAINABILITY THROUGH INFORMATION TECHNOLOGY: “DIGITAL PAKISTAN” INITIATIVE FOR “GREEN DEVELOPMENT”

The importance of information and communication technologies (ICTs) in environmental resource management opens a new debate for the policy makers in order to promote green technologies to mitigate high mass carbon emissions across the globe.

“Digital Pakistan” Initiative is taken by the government that aimed to use technology for country’s social welfare, which further be enhance for achieving environmental sustainability over a time horizon.

The study examined the long-run relationship between ICTs, energy demand, and carbon emissions in a context of Pakistan by using a time series data from 1975 to 2021. The results show that energy demand increases economic growth in the short-run while it decreases economic growth in the long-run. The country’s economic growth substantially increases along-with an increase in trade openness and mobile-telephone subscription (ICTs) in the short-run. The results provoke that continued economic growth and ICT penetration substantially decreases energy demand, whereas urbanization increases energy demand in a country. The results of the study show that variations in emissions associated with proportionate changes in ICTs penetration, economic growth, energy demand, and population growth. Human capital, trade openness, and energy demand are the significant drivers of ICT penetration in a country. The study concludes that the use of green technology is imperative for achieving long-term sustainable growth in a country.
<https://link.springer.com/article/10.1007/s11356-020-07683-x>

International reports shows enormous growth in Pakistan in the fields of “Green Technologies” and as per Global Finance World Economic Union Report Jan 2021, Pakistan is the 2nd largest country of the world, in the growth of “Green Technologies” after China, during COVID – 19 Pandemic.

<http://cppg.fcollege.edu.pk/wp-content/uploads/2020/04/CPG-Covid-19-Policy-Document.pdf>

https://www.google.com/search?q=Global+Financ+World+Economic+Union+Report+Jan+2021%2C&rlz=1C1SQJL_enPK921PK921&og=Global+Financ+World+Economic+Union+Report+Jan+2021%2C&aqs=chrome..69i57.1920j0j4&sourceid=chrome&ie=UTF-8

PAKISTAN'S VISION ABOUT TRANSPORT & LOGISTICS (T&L) SECTORS

The challenges are compounded by a number of adverse exogenous developments, especially the looming threat of climate change, the aftermath of global economic, financial, and energy crises, unabated fragility of the global financial system, and the continued stagnation in developed country import demand as well as aid flows.

Having taken necessary short-term actions to stabilize the economy, it is logical that the focus shifts towards the medium to long term framework that will bring Pakistan's economy to its full strength and potential. Pakistan Vision 2025 should be seen as the first stage in the development journey, providing a balanced and solid platform of sustainable growth and development, and enabling the achievement of the larger vision of transforming Pakistan into a high income economy by 2047 - the first centenary of Independence.

Overall digitalization Product development and engineering digital business models, product service portfolio and simplified internal processes with wider application of digital solutions, which will have **following Benefits:**

- Increased revenues with extended digital reach to customers
- Extended possibilities for online marketing
- Lower business risk due to online payments
- Lower impact of talent supply gaps
- Lower cost to serve clients
- Opportunities to address clients' needs with completely new services

GROWTH OF AUTOMOBILE INDUSTRY IN PAKISTAN:

- Pakistan Stock Exchange report for the month of Aug – Sep 2021 shows following encouraging growth rates:
- The total industry sales in Aug'21 clocked in at 25,679 units (+73%YoY) compared to 29,593 units in Jul'21 (-13%MoM). The sales consisted of 17,908 passenger cars, a contraction of 13%MoM after hitting abnormally high volumes in Jul'21. Cumulative 2MFY22 sales, on the other hand, ballooned by 82%YoY. Other sales consist of 3,852 LCVs (-9%MoM/+107%YoY), and 553 trucks (73%MoM/148%YoY).
- 2MFY22 total industry sales of 55,272 units (+82%YoY) consist of 38,577 passenger cars (+93%YoY), 8,101 LCVs (+139%YoY) and 873 trucks (+98%YoY), hitting all time high in the back of price reductions, handsome GDP growth, low interest rate environment and rising farmers' income.
- Amongst major OEMs, PSMC/INDU registered sales of 12,071/5,639 units, down 20/60%MoM but up 101/71%YoY. The volumes of HCAR, on the other hand, grew by

40/43%MoM/YoY as the company started delivering the 6th Generation City.

http://research.akdtrade.com/documents/AKD_Daily_Sep_14_2021.pdf

FUTURE PROSPECTS OF T&L IN PAKISTAN AND LOGISTICS POLICY (VISION 2025): The salient features of the policy are:

- Infrastructure building and financing institutions will be encouraged through public private partnerships to expedite infrastructure development.
- The establishment of the Bureau of Infrastructure Development (BID) has been proposed, which will coordinate and oversee the program for the private sector participation in infrastructure development.
- Facilitate the freight traffic movement from the Special Economic Zones (SEZs) in Pakistan & Western China along the economic corridor.
- Investment in Pakistan Railways, Ministry of Maritime Affairs, Ministry of Communications, National Highway Authority, Pakistan Maritime Security Agency, Aviation Division.
- Infrastructure packages for Karachi's infrastructure, which includes Karachi Circular Railway project (KCR) and Karachi Mass Transit Project KMTP / Karachi Transportation Improvement Project (KTIP).

Pakistan has always stressed the need of a world class T&L infrastructure for the speedy movement of goods and business in the region of Economic Cooperation Organization (ECO) and since the ECO is the formation for the boost of Central Asian countries trade and within its limited markets and export prospects China-Pakistan Economic Corridor (CPEC) is a major initiative that would help achieve the core objectives of ECO. The CPEC is anticipated as a game-changer not only in Pakistan-China economic context but it would also complement the economies of the entire neighborhood, especially the ECO region.

In transport and storage, the recently unveiled China's One Belt One Road (OBOR) plan aims to build a nationwide logistics network, and enlarge the warehousing and distribution network between major cities of Pakistan with a focus on grains, vegetables and fruits. Storage bases will be built first in all major cities of Pakistan.

Due to lack of cold-chain logistics and processing facilities, 50% of agricultural products go stale during harvesting and transport. For agriculture, the OBOR plan outlines an engagement that run from one end of the supply chain all the way to the other. Logistics companies will operate a large storage and transportation system for agrarian produce.

Nine Special Economic Zones are being established along CPEC route where foreign companies can invest in factories, warehouses, logistic centers and much more for

consumption in Pakistani market and export. Transport itself contributes 22.3% of the services sector GDP and accounts for approximately 6% of the nation's total employment. International transport is connecting Pakistan via its border crossings, ports and airports to its neighboring countries and further abroad. Pakistan's economy relies on these international connections, including a large Pakistani workforce in the Gulf States that fly in and out. In addition, there is a growing emphasis to increase trade with the Central Asian region.

Inter-urban transport facilitates domestic connectivity to and from the main destinations within Pakistan. Inter-urban passenger and freight transport in Pakistan is primarily via road (94% of all passenger kilometers (pkm) and 98% of freight tons kilometers (tkm), wherein 80% is via the National Highway Network and rail (5% of all pkm and 2% of all tkm). A small proportion of passenger trips and freight are by domestic flights (1% of all pkm).

Located at the crossroads of Afghanistan, Central Asia, the People's Republic of China, India, and Iran, Pakistan has huge potential to become a hub for regional transport and trade. As a member of the CAREC program, and in accordance with the priorities of the CAREC Transport and Trade Facilitation Strategy 2020, Pakistan is attempting to increase transit traffic with its neighboring countries.

Increased availability of locomotives and implementation of necessary reforms for Pakistan Railway. With continued strong domestic economic growth and the ongoing reforms in Pakistan Railways, there exists great potential for the rail sector to grow from its current position and play a key role in the transport sector in the future.

The United Nations Conference on Trade and Development (UNCTAD) estimates that roughly 80% of global trade by volume and 70 percent by value is transported by sea. 60% of maritime trade passes through Asia.

OPPORTUNITIES TO INVEST IN THE LOGISTICS SECTOR

The trade route from Kashgar, Xinjiang province of China to Gwadar Port, Karachi will significantly ease the strategic and financial cost of trade and give undeterred access to China to Europe and Africa.

Almost 80% of China's oil is currently transported from the Strait of Malacca to Shanghai, (distance is almost 16,000 km and takes 2-3 months), with Gwadar becoming operational, the distance would reduce to less than 5,000 km. Shipments of crude oil into the country last month stood at 37.12 million tons, or 9.05 million barrels per day (bpd)

Approximately 200 freight stations are operated by Pakistan Railways' freight business unit with 16436 freight wagon which in 2017 carried 5.63 million tons.

Plans by the government for the development of logistic hubs in the private sector, integrated into the existing industrial estates, industrial parks, export processing zones and others, will be carried out on pilot basis in all the provinces.

Pakistan Customs is in the process of developing an integrated web-based and paperless arrangement 'Web-based one customs system'. The system is expected to significantly reduce the custom clearance time from two days (current) to a few hours, and add efficiency to facilitate trade immensely

Pakistan Railways: Work will continue on the following projects:

- Improvement to the existing Rehabilitation of 300 Traction Motors.
- Mechanization of track maintenance.
- Special repair of 100 Diesel Locomotives.
- Procurement / Manufacture of 75 new diesel electric Locomotives.
- Reconstruction of Assets Damaged during the 2010 Floods.
- Rehabilitation & expansion of Concrete Slapper Factories.
- Rehabilitation of Rolling Stock and Track.
- Replacement of Old and Obsolete Signal in all section of Pakistan Railways.
- Renovation and upgrades to major railway stations. As part of Vision 2025 plans to upgrade the railway system include:
 - Increasing speed from 95 km/h to 120/140 km/h.
 - Doubling tracks of the main line sections.
 - Increasing line capacity with a modern signaling system.
 - Establishing North-South and East-West corridors and developing linkages through road and rail to Central Asian States, China, and other neighboring countries.
 - Development of a separate freight corridor on the railway tracks

Ports & Shipping Ministry of Maritime Affairs is working on the following projects:

- Construction of East bay Expressway (under CPEC financing).
- Development & construction of port allied structures at different locations.
- Provision of coal conveying system from Pakistan International Bulk Terminal (PIBT) to the railway network.
- New CPEC projects which include capital dredging of berthing areas & channel for additional terminal and feasibility study for construction of break waters.

MINISTRY OF COMMUNICATIONS & NATIONAL HIGHWAY AUTHORITY (NHA) Projects include:

- Initiation of Mass Transit Project
- Construction of new expressway Phase-II (184-km).

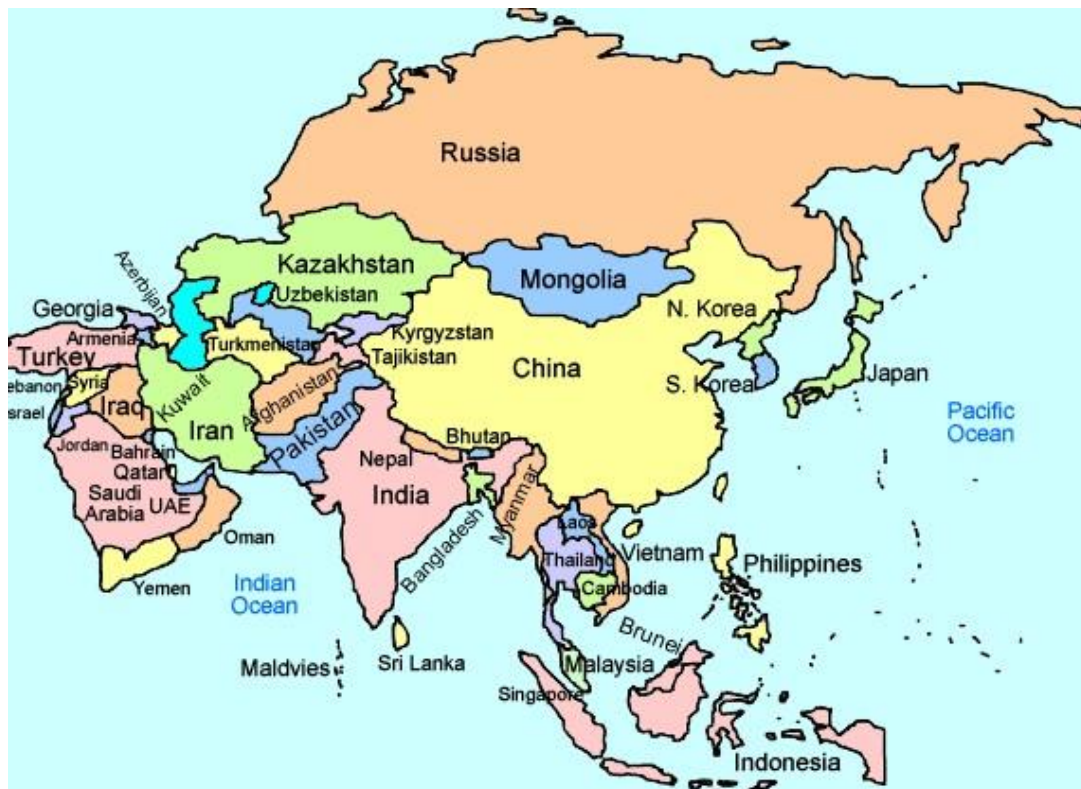
- Dualization & Improvement of Indus Highway (N-55 - 128 km) from 2-Lane to 4-Lane.
- National Highway Development Sector Project (NHDSP) for the improvement and construction of 687 km of roads under the Asian Development Bank's financing.

Supply Chain Management: Local businesses are looking to maximize the value generated by the organization, and so look towards logistics companies for outsourcing levels of their supply chain to free up their resources.

Significant Railway Network: The railway network totals 7,791 km. With the continued strong domestic economic growth and the ongoing reforms in Pakistan Railways, there exists a great potential for the rail sector to play an important role in the sector.

Public Private Initiatives: The establishment of the Bureau of Infrastructure Development (BID) has been proposed, which will coordinate and oversee the program for private sector participation in infrastructure development.

Strategic Important Geographic Location of Pakistan: Pakistan is located at the crossroads of Afghanistan, Central Asia, the People's Republic of China, India, and Iran, Pakistan has huge potential to become a hub for regional transport and trade. For most of the central Asian countries Pakistan is the only option to access warm waters of Indian Ocean. Reportedly trade agreements between Kazakhstan, Tajikistan, Turkmenistan and few other states are also being concluded shortly.



Pakistan's significant location in Asia.

PAKISTAN'S VISION 2025 – 35 - 47 THE CENTENNIAL YEAR OF PAKISTAN IS BASED UPON FOLLOWING SEVEN MAJOR PILLARS: Learning from the experience of the Asian Tigers, the process identified seven priority areas for action known as “Pillars of Transformational Growth”. These are further elaborate as:-

Pillar I: Putting People First - Developing Human and Social Capital

- Increase Primary school enrolment and completion rate to 100% & literacy rate to 90%.
- Increase Higher Education coverage from 7% to 12%, and increase number of PhD's from 7,000 to 15,000.
- Improve Primary and Secondary Gender Parity Index to 1, and increase female workforce participation rate from 24% to 45%.
- Increase proportion of population with access to improved sanitation from 48% to 90%.
- Reduce infant mortality rate from 74 to less than 40 (per 1000 births) and reduce maternal mortality rate from 276 to less than 140 (per 1000 births).
- Reduce the incidence/prevalence of Hepatitis, Diahorea, Diabetes and Heart Disease by 50%.
- Pakistan will be World Champions in 2 sports and win at least 25 medals in the Asian games.

Pillar II: Achieving Sustained, Indigenous and Inclusive Growth

- Become one of the largest 25 economies in the World, leading to Upper Middle Income country status.
- Reduce poverty level by half.
- Increase annual Foreign Direct Investment from USD 600 million to over USD 15 billion.
- Increase tax to GDP ratio from 9.8% to 18%

Pillar III: Democratic Governance, Institutional Reform & Modernization of the Public Sector

- Place in the top 50th percentile for Political Stability (from bottom 1 percentile), No Violence/Terrorism (from bottom 1 percentile), and Control of Corruption (from bottom 13th percentile) as measured by the World Bank's Worldwide Governance Indicators.

Pillar IV: Energy, Water & Food Security

- Energy: double power generation to over 45,000 MW to provide uninterrupted and affordable electricity, and increase electricity access from 67% to over 90% of the population
- Energy:-
 - Reduce average cost per unit by over 25% by improving generation mix (15%) and reducing distribution losses (10%);
 - Increase percentage of indigenous sources of power generation to over 50%;
 - Address demand management by increasing usage of energy efficient appliances/products to 80%
- Water: increase storage capacity to 90 days, improve efficiency of usage in agriculture by 20%, and ensure access to clean drinking water for all Pakistanis
- Food: Reduce food insecure population from 60% to 30%

Pillar V: Private Sector and Entrepreneurship Led Growth

- Rank in the top 50 countries on the World Bank's Ease of Doing Business Rankings
- Increase Diaspora investment (via remittances) in private sector from USD 14 billion to USD 40 billion.
- Create at least 5 global Pakistani brands (having more than 50% sales coming from consumers outside Pakistan), and make 'Made in Pakistan' a symbol of quality

Pillar VI: Developing a Competitive Knowledge Economy through Value Addition

- Join the ranks of the top 75 countries as measured by the World Economic Forum's Global Competitiveness Report
- Triple labour and capital productivity
- Improve Pakistan's score on the World Bank Institute's Knowledge Economy Index from 2.2 to 4.0, and increase internet penetration to over 50%
- Increase the number of tourist arrivals to 2 million

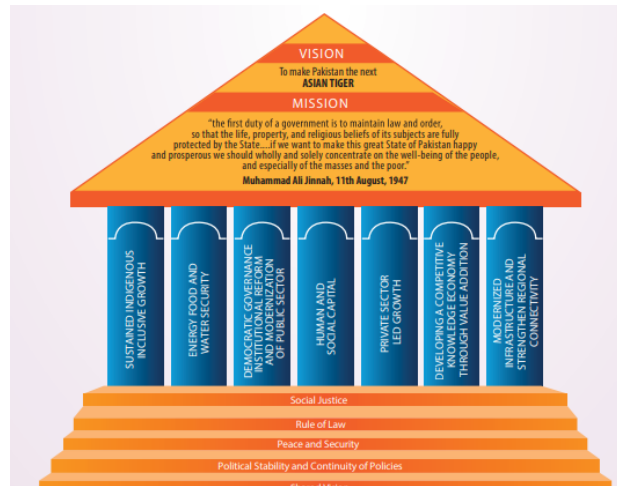
Pillar VII: Modernizing Transportation Infrastructure & Greater Regional Connectivity

- Transport contributes about 10% to the GDP and accounts for over 6% of employment in the country. Development of modern transportation infrastructure plays a pivotal role in economic development and attracting investments. Pakistan Vision 2025 seeks to establish an efficient and integrated transportation system that

will facilitate the development of a competitive economy. Key related targets are to ensure reduction in transportation costs, safety in mobility, effective connectivity between rural areas and markets /urban centers, inter-provincial high-speed connectivity, integrated road/rail networks between economic hubs (including air, sea and dry ports) and also high capacity transportation corridors connecting major regional trading partners. Some of the specific targets include:

- **Roads** – Raise road-density to a level of 0.45 km/sq.km, which will increase the existing road national network from around 260,000 km to 358,000 km.
- **Railways** – Increase road density from 32 km/100 kmsq to 64 km / 100 kmsq, and share of rail in transport from 4% to 20%. Major upgrade of the railway system includes increasing speed from 95 km/h to 120/140 km/h; doubling tracks of the main line sections; increasing line capacity with a modern signaling system; establishing North-South and East-West corridors and developing linkages through road and rail to Central Asian States, China, and other neighboring countries and development of a separate freight corridor on railway tracks. Pakistan Railways will be made more profitable and will be the quality service provider for passengers and freight.
- **Aviation** – A key objective related to the aviation sector, will be enhancement of the cargo and passenger infrastructure and handling capacity at important airports to meet the delivery needs of a modern global supply chain. Further, a revised civil aviation policy will be formulated. National Flag Carrier will become a leading airline.
- **Shipping and Ports** – Pakistan’s seaports will require significant additional investments to upgrade their facilities and infrastructure to meet global efficiency and cargo-handling standards and shipping services shall be made competitive. A strategic program of regional connectivity is envisaged to connect Pakistan through enhanced physical infrastructure development (physical connectivity), effective institutional arrangements (institutional connectivity) and business and individual contact (people connectivity). Building enhanced regional connectivity requires not only the development of new strategies and institutions, but also investment in more effective implementation of existing and future initiatives. Pakistan has a coastline of over 1000 km and an offshore Exclusive Economic Zone covering an area of 240,000sq km that remains unexplored. Two major ports, Port Karachi and Port Qasim, handle 95% of all international trade, and 14 dry ports cater to high value external trade. Gwadar Port will be built as a leading port in the region to serve as a gateway to the China- Pakistan Economic Corridor.

- Most importantly, increase annual exports from US\$ 25 billion to US\$ 150 billion



“Seven Pillars of Transformational Growth”

CONCLUSION:

Pakistan have the potentials to lead Central Asia and according will command complete Asia in particular, and as per decade old theory, “Who so ever command Asia, which is the heart land of the World, will command the World”, “STRONGER TOGETHER” & “PAKISTAN ZINDABAD”

About Author:

Lt Col Kaukab Ikram Mughal (Retd.) is Honorary Secretary CILT Pakistan 2021 - 2022, having unique multidimensional experiences in the fields of Telecomm, IT, MIS, designing / deployment of security systems, and having passion for Green Technologies, always adopted state of the art new technologies / latest trends in digitalization and their effective utilizations is always been achieved in last 37 years of practical life.

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Useful Websites / Links:

- Report: Transport and Logistics Trends 2019 | Five forces transforming the industry in Central and Eastern Europe (pwc.pl)
- Pakistan-Vision-2025.pdf (pc.gov.pk)
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- <http://foap.pk/> - Fleet Operators Association of Pakistan
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