

*** VEHICLE OD *** 80

YEAR 1987 / 1988
CLASS TRUCK
CASE - A

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	
1. MARDAN	0.	856.	2.	17.	1.	1.	79.	389.	66.	109.	7.	4.	15.	18.	25.	1.	65.	1.	18.	7.	0.	1.	8.	1.	1.	0.	
2. PESHAWAR	0.	0.	424.	124.	54.	128.	33.	136.	354.	714.	1.	48.	54.	70.	73.	14.	412.	13.	111.	45.	4.	3.	39.	36.	1.	9.	
3. KOHAT	0.	0.	0.	0.	0.	298.	1.	2.	81.	110.	1.	5.	22.	11.	23.	1.	252.	0.	23.	5.	0.	1.	10.	6.	1.	0.	
4. ABBOTTABAD	0.	0.	0.	0.	0.	0.	1.	1.	516.	877.	15.	41.	4.	61.	17.	1.	9.	0.	61.	12.	0.	0.	5.	21.	0.	0.	
5. D.I.KHAN	0.	0.	0.	0.	0.	232.	0.	0.	2.	3.	5.	1.	8.	61.	17.	1.	9.	0.	5.	0.	57.	3.	27.	0.	0.	4.	
6. BANNU	0.	0.	0.	0.	0.	0.	0.	0.	1.	3.	25.	0.	26.	120.	41.	5.	21.	1.	4.	1.	0.	0.	16.	2.	0.	0.	
7. DIR	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	
8. SWAT (SAIDU SHARIF)	0.	0.	0.	0.	0.	0.	0.	0.	28.	74.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	3.	0.	0.	
9. ATTOCK	0.	0.	0.	0.	0.	0.	0.	0.	0.	1906.	101.	17.	0.	0.	17.	5.	46.	7.	33.	4.	1.	2.	14.	1.	1.	2.	
10. RAWALPINDI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	962.	211.	24.	116.	74.	15.	729.	19.	348.	79.	10.	10.	73.	136.	4.	3.	
11. JHELUM	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	143.	116.	36.	7.	230.	8.	220.	85.	2.	1.	23.	19.	1.	1.	
12. GUJRAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	143.	23.	74.	7.	195.	18.	772.	65.	3.	3.	68.	21.	4.	2.	
13. SARGODHA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	273.	32.	47.	13.	390.	53.	178.	43.	17.	26.	311.	88.	68.	8.	
14. MIANWALI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	169.	64.	40.	5.	59.	7.	4.	51.	125.	15.	2.	0.	
15. FAISALABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1323.	165.	69.	184.	41.	69.	79.	569.	277.	26.	27.	
16. JHANG	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	207.	32.	174.	15.	15.	53.	281.	44.	22.	15.	
17. LAHORE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	210.	936.	206.	37.	29.	483.	982.	30.	59.
18. SHEIKHUPURA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	226.	27.	3.	2.	221.	56.	12.	10.
19. GUJRANWALA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	421.	18.	9.	101.	54.	6.	1.	
20. SIALKOT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	3.	7.	19.	0.	1.	
21. D.G. KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	365.	368.	3.	16.	0.	
22. MUZAFFARGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	770.	18.	75.	5.	
23. MULTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	752.	418.	64.	41.
24. SAHIAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	56.	86.
25. BAHAWALPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
26. BAHAWALNAGAR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
27. RAHIM YAR KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
28. JACOBABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
29. SUKKUR (ROHRI)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
30. LARKANA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
31. NAWABSHAH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
32. KAHRPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
33. HYDERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
34. DADU	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
35. THARPARKAR (UMAR KOT)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
36. SANGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
37. THATTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
38. BADIN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
39. KARACHI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40. QUETTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
41. LORALAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
42. CHAGHAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
43. KALAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
44. LASBELA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
45. NASEERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
46. PANJGUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
47. GILGIT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
48. MUZAFFARABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
49. AFGHANISTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
50. INDIA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
51. IRAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
52. (TOTAL)	0.	856.	424.	124.	54.	128.	33.	136.	354.	714.	1.	48.	54.	70.	73.	14.	412.	13.	111.	45.	4.	3.	39.	36.	1.	9.	

	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.	39.	40.	41.	42.	43.	44.	45.	46.	47.	48.	49.	50.	51.	52.	
1. MARDAN	2.	0.	3.	0.	0.	0.	5.	0.	0.	0.	0.	0.	35.	3.	1.	0.	1.	2.	1.	0.	0.	0.	0.	0.	0.	0.	1748.
2. PESHAWAR	10.	3.	13.	1.	0.	13.	36.	13.	0.	0.	0.	0.	743.	49.	1.	0.	1.	5.	1.	0.	0.	4.	2.	0.	0.	4694.	
3. KOHAT	3.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	34.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1109.	
4. ABBOTTABAD	3.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	40.	1.	1.	0.	0.	0.	0.	0.	13.	60.	0.	0.	0.	2117.	
5. D.I.KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	19.	2.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	972.	
6. BANNU	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	117.	
7. DIR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	738.	
8. SWAT (SAIDU SHARIF)	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3456.	
9. ATTOCK	10.	0.	2.	11.	1.	2.	1.	39.	12.	0.	1.	1.	40.	5.	0.	0.	0.	0.	0.	0.	1.	0.	149.	0.	0.	7188.	
10. RAWALPINDI	24.	0.	2.	11.	1.	2.	1.	50.	17.	5.	1.	0.	137.	26.	1.	0.	1.	0.	0.	0.	0.	2.	0.	0.	0.	2440.	
11. JHELUM	2.	0.	5.	0.	1.	0.	0.	9.	4.	0.	0.	1.	39.	9.	1.	0.	1.	0.	1.	0.	0.	24.	0.	0.	0.	2474.	
12. GUJRAT	17.	0.	7.	0.	0.	0.	0.	18.	0.	0.	1.	0.	30.	47.	10.	0.	1.	0.	0.	0.	0.	4.	0.	0.	0.	4160.	
13. SARGODHA	165.	1.	23.	2.	2.	1.	35.	0.	0.	0.	0.	0.	149.	47.	6.	0.	1.	0.	0.	0.	0.	2.	0.	0.	0.	1331.	

*** VEHICLE OD *** 37

YEAR 1999 / 2000
CLASS TRUCK
CASE - A

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
1. MARDAN	0.	1488.	5.	26.	2.	3.	171.	776.	110.	244.	11.	12.
2. PESHAWAR	0.	0.	793.	268.	81.	191.	65.	262.	639.	1450.	78.	98.
3. KOHAT	0.	0.	0.	0.	19.	394.	1.	6.	163.	247.	2.	9.
4. ABBOTTABAD	0.	0.	0.	0.	0.	0.	5.	2.	1119.	2040.	1.	92.
5. D.I.KHAN	0.	0.	0.	0.	0.	0.	0.	4.	3.	7.	1.	2.
6. BANNU	0.	0.	0.	0.	0.	0.	1.	3.	5.	51.	1.	3.
7. DIR	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	0.	0.
8. SWAT (SAIDU SHARIF)	0.	0.	0.	0.	0.	0.	0.	0.	0.	163.	0.	0.
9. ATTOCK	0.	0.	0.	0.	0.	0.	0.	0.	0.	3923.	170.	32.
10. RAWALPINDI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1750.	381.
11. JHELUM	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
12. GUJRAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
13. SARGODHA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
14. MIANWALI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
15. FAISALABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
16. JHANG	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
17. LAHORE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
18. SHEIKHUPURA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
19. GUJRANWALA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
20. SIALKOT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
21. D.G. KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
22. MUZAFFARGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
23. MULTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
24. SAHIWAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
25. BAHAWALPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
26. BAHAWALNAGAR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
27. RAHIM YAR KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
28. JACOBABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
29. SUKKUR (ROHRI)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
30. LARKANA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
31. NANABSHAH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
32. KAHRPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
33. HYDERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
34. DADU	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
35. THARPARKAR (UMAR KOT)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
36. SANGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
37. THATTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
38. BADIN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
39. KARACHI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40. QUETTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
41. LORALAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
42. CHAGHAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
43. KALAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
44. LASBELA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
45. NASEERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
46. PANJGUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
47. GILGIT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
48. MUZAFFARABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
49. AFGHANISTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
50. INDIA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
51. IRAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
52. (TOTAL)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.
13.	30.	39.	46.	3.	130.	2.	34.	13.	1.	2.	19.	2.	2.	0.
14.	112.	150.	139.	31.	889.	29.	232.	82.	8.	5.	78.	78.	4.	17.
15.	44.	7.	44.	20.	34.	0.	51.	10.	0.	1.	25.	14.	2.	0.
16.	8.	26.	47.	3.	402.	19.	142.	23.	2.	0.	11.	57.	0.	0.
17.	14.	132.	30.	2.	19.	0.	8.	0.	129.	4.	49.	0.	0.	7.
18.	46.	220.	67.	9.	43.	2.	9.	1.	15.	2.	79.	3.	1.	0.
19.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	0.	0.	0.
20.	0.	0.	34.	0.	137.	0.	7.	3.	0.	0.	8.	5.	1.	0.
21.	0.	244.	27.	8.	105.	14.	65.	7.	2.	3.	40.	2.	2.	3.
22.	47.	227.	149.	28.	1684.	37.	791.	160.	20.	24.	142.	263.	9.	7.
23.	207.	50.	54.	12.	470.	14.	408.	153.	2.	2.	61.	37.	1.	1.
24.	531.	81.	84.	27.	433.	37.	1693.	121.	5.	6.	255.	49.	4.	4.
25.	0.	615.	1446.	1627.	920.	117.	369.	78.	38.	56.	708.	175.	152.	18.
26.	0.	0.	0.	2171.	320.	97.	323.	66.	127.	164.	966.	522.	59.	44.
27.	0.	0.	0.	0.	517.	76.	351.	33.	28.	118.	882.	97.	56.	37.
28.	0.	0.	0.	0.	0.	335.	2372.	455.	91.	63.	1106.	2117.	79.	119.
29.	0.	0.	0.	0.	0.	0.	496.	51.	5.	6.	486.	110.	23.	21.
30.	0.	0.	0.	0.	0.	0.	0.	693.	38.	21.	209.	110.	10.	2.
31.	0.	0.	0.	0.	0.	0.	0.	0.	7.	5.	13.	41.	0.	1.
32.	0.	0.	0.	0.	0.	0.	0.	0.	0.	829.	819.	36.	33.	1.
33.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1517.	169.	10.	10.
34.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	860.	127.
35.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1430.	112.
36.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	153.
37.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
38.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
39.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
41.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
42.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
43.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
44.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
45.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
46.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
47.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
48.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
49.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
50.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
51.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
52.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
1. MARDAN	4.	0.	5.	0.	0.	0.	9.	0.	0.	0.	0.	0.
2. PESHAWAR	20.	6.	26.	2.	0.	25.	71.	39.	7.	1.	1.	0.
3. KOHAT	5.	2.	2.	0.	0.	0.	2.	0.	0.	0.	0.	0.
4. ABBOTTABAD	6.	1.	0.	1.	0.	0.	9.	0.	0.	0.	0.	0.
5. D.I.KHAN	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
6. BANNU	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
7. DIR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
8. SWAT (SAIDU SHARIF)	15.	0.	3.	0.	0.	0.	59.	46.	6.	2.	2.	0.
9. ATTOCK	44.	4.	25.	2.	5.	3.	94.	67.	0.	2.	1.	0.
10. RAWALPINDI	3.	0.	10.	1.	1.	0.	15.	12.	0.	0.	3.	0.
11. JHELUM	38.	0.	17.	0.	0.	1.	32.	0.	0.	0.	0.	0.
12. GUJRAT	390.	1.	51.	3.	0.	1.	67.	14.	4.	1.	1.	0.
13. SARGODHA	22.	0.	3.	0.	0.	1.	56.	0.	0.	0.	0.	0.
14. MIANWALI	180.	7.	112.	6.	18.	10.	135.	13.	32.	11.	3.	0.
15. FAISALABAD	160.	1.	26.	0.	0.	2.	30.	32.	20.	1.	3.	0.
16. JHANG	256.	34.	105.	12.	3.	26.	439.	452.	21.	3.	6.	0.
17. LAHORE	38.	0.	1.	0.	0.	0.	6.	11.	0.	0.	0.	0.
18. SHEIKHUPURA	87.	1.	14.	1.	6.	0.	106.	6.	0.	11.	1.	0.
19. GUJRANWALA	12.	0.	11.	0.	4.	0.	4.	11.	0.	15.	0.	0.
20. SIALKOT	265.	202.	17.	3.	0.	0.	31.	0.	0.	2.	0.	0.
21. D.G. KHAN	142.	0.	20.	2.	1.	2.	15.	0.	0.	7.	1.	0.
22. MUZAFFARGARH	437.	34.	235.	20.	29.	21.	287.	287.	28.	7.	3.	0.
23. MULTAN	113.	2.	53.	1.	3.	0.	64.	109.	7.	5.	3.	0.
24. SAHIWAL	1145.	12.	213.	2.	14.	9.	60.	13.	1.	1.	0.	0.
25. BAHAWALPUR	57.	0.	18.	1.	1.	1.	21.	0.	7.	2.	0.	0.
26. BAHAWALNAGAR	0.	482.	877.	45.	20.	4.	115.	120.	8.	2.	4.	0.
27. RAHIM YAR KHAN	0.	0.	838.	76.	9.	40.	60.	29.	50.	98.	2.	0.
28. JACOBABAD	0.	0.	0.	383.	147.	732.	337.	986.	19.	0.	12.	0.
29. SUKKUR (ROHRI)	0.	0.	0.	0.	1.	12.	283.	827.	46.	147.	1.	0.
30. LARKANA	0.	0.	0.	0.	0.	177.	650.	56.	35.	3.	0.	0.
31. NANABSHAH	0.	0.	0.	0.	0.	0.	65.	5.	1.	0.	0.	0.
32. KAHRPUR	0.	0.	0.	0.	0.	0.	0.	1952.	1409.	1247.	146.	0.
33. HYDERABAD	0.	0.	0.	0.								

*** VEHICLE OD *** 88

YEAR 1980 / 1981
CLASS SUM

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
1. MARDAN	0.	2216.	6.	30.	2.	3.	80.	566.	46.	250.	6.	11.
2. PESHAWAR	0.	0.	729.	191.	73.	186.	63.	480.	300.	1092.	38.	11.
3. KOHAT			0.	1.	1.	343.	0.	3.	58.	216.	2.	11.
4. ABBOTTABAD			0.	0.	1.	2.	1.	5.	395.	1164.	15.	11.
5. D.I. KHAN				0.	0.	0.	0.	2.	2.	5.	0.	11.
6. BANNU					0.	446.	0.	1.	3.	28.	1.	11.
7. DIR						0.	0.	0.	1.	14.	0.	11.
8. SWAT (SAIDU SHARIF)						0.	0.	0.	26.	84.	0.	11.
9. ATTOCK							0.	0.	0.	1973.	139.	11.
10. RAWALPINDI									0.	0.	1099.	11.
11. JHELUM											0.	11.
12. GUJRAT												11.
13. SARGODHA												11.
14. MIANWALI												11.
15. FAISALABAD												11.
16. JHANG												11.
17. LAHORE												11.
18. SHEIKHUPURA												11.
19. GUJRAHWALA												11.
20. SIALKOT												11.
21. D.G. KHAN												11.
22. MUZAFFARGARH												11.
23. MULTAN												11.
24. SAHIAL												11.
25. BAHAWALPUR												11.
26. BAHAWALNAGAR												11.
27. RAHIM YAR KHAN												11.
28. JACOBABAD												11.
29. SUKKUR (ROHRI)												11.
30. LARKANA												11.
31. NAVABSHAH												11.
32. KAHRPUR												11.
33. HYDERABAD												11.
34. DADU												11.
35. THARPARKAR (UMAR KOT)												11.
36. SANGARH												11.
37. THATTA												11.
38. BADIN												11.
39. KARACHI												11.
40. QUETTA												11.
41. LORALAI												11.
42. CHAGHAI												11.
43. KALAT												11.
44. LASBELA												11.
45. NASEERABAD												11.
46. PANJGUR												11.
47. GILGIT												11.
48. MUZAFFARABAD												11.
49. AFGHANISTAN												11.
50. INDIA												11.
51. IRAN												11.
52. (TOTAL)												11.

	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.
13.	4.	5.	17.	1.	51.	1.	10.	3.	0.	1.	6.	1.	0.	0.
14.	56.	26.	41.	4.	271.	5.	64.	27.	3.	2.	19.	1.	1.	2.
15.	8.	8.	14.	4.	24.	0.	11.	2.	0.	1.	5.	3.	1.	0.
16.	8.	4.	17.	1.	188.	6.	39.	10.	1.	0.	4.	0.	0.	0.
17.	8.	61.	16.	2.	7.	0.	3.	0.	42.	6.	57.	0.	0.	7.
18.	25.	148.	75.	4.	16.	2.	3.	1.	7.	4.	22.	1.	0.	0.
19.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.
20.	1.	0.	8.	0.	37.	2.	3.	2.	0.	0.	1.	4.	0.	0.
21.	24.	130.	17.	7.	115.	5.	25.	8.	1.	10.	2.	1.	2.	2.
22.	372.	86.	238.	11.	1105.	14.	226.	207.	5.	7.	28.	86.	3.	5.
23.	143.	14.	34.	8.	240.	6.	165.	87.	7.	1.	18.	14.	1.	1.
24.	447.	12.	51.	13.	549.	12.	456.	280.	2.	3.	327.	14.	2.	1.
25.	0.	0.	289.	87.	382.	33.	216.	59.	8.	17.	327.	61.	44.	10.
26.			0.	1570.	518.	136.	198.	126.	64.	104.	424.	762.	102.	184.
27.				0.	179.	24.	156.	12.	10.	75.	289.	152.	26.	17.
28.					0.	346.	1714.	937.	34.	61.	831.	950.	31.	159.
29.						0.	225.	23.	2.	4.	31.	40.	8.	8.
30.							0.	782.	9.	7.	34.	40.	4.	1.
31.								0.	2.	7.	14.	1.	1.	1.
32.									0.	265.	331.	6.	9.	6.
33.										0.	1046.	12.	120.	6.
34.											0.	823.	794.	119.
35.												0.	0.	200.
36.													0.	271.
37.														0.

	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
1. MARDAN	1.	0.	2.	0.	0.	0.	4.	0.	0.	0.	0.	1.
2. PESHAWAR	4.	2.	9.	0.	0.	5.	28.	4.	1.	0.	0.	1.
3. KOHAT	1.	0.	1.	0.	0.	0.	1.	0.	0.	0.	0.	1.
4. ABBOTTABAD	2.	1.	0.	0.	0.	0.	6.	0.	0.	0.	0.	1.
5. D.I. KHAN	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.	1.
6. BANNU	0.	0.	2.	0.	0.	4.	0.	0.	0.	0.	0.	1.
7. DIR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
8. SWAT (SAIDU SHARIF)	0.	0.	0.	0.	0.	0.	25.	2.	0.	0.	0.	1.
9. ATTOCK	7.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
10. RAWALPINDI	14.	1.	7.	1.	4.	2.	33.	3.	3.	1.	1.	1.
11. JHELUM	2.	0.	3.	0.	1.	0.	8.	1.	3.	1.	0.	1.
12. GUJRAT	7.	0.	4.	0.	0.	1.	14.	0.	0.	0.	1.	1.
13. SARGODHA	53.	1.	15.	1.	1.	1.	22.	2.	2.	1.	0.	1.
14. MIANWALI	9.	0.	2.	0.	0.	1.	19.	0.	0.	0.	0.	1.
15. FAISALABAD	44.	3.	39.	3.	8.	4.	57.	2.	10.	4.	1.	1.
16. JHANG	18.	7.	0.	0.	0.	1.	10.	7.	5.	0.	1.	1.
17. LAHORE	51.	1.	26.	4.	2.	6.	130.	41.	12.	2.	2.	1.
18. SHEIKHUPURA	11.	0.	1.	0.	0.	0.	4.	1.	2.	1.	0.	1.
19. GUJRAHWALA	16.	0.	4.	0.	2.	1.	34.	0.	1.	3.	1.	1.
20. SIALKOT	2.	0.	5.	0.	1.	0.	5.	3.	3.	0.	0.	1.
21. D.G. KHAN	14.	65.	26.	2.	0.	1.	9.	0.	4.	1.	0.	1.
22. MUZAFFARGARH	23.	2.	10.	2.	1.	1.	7.	0.	0.	1.	0.	1.
23. MULTAN	299.	11.	137.	8.	9.	9.	135.	35.	7.	3.	0.	1.
24. SAHIAL	12.	2.	17.	1.	2.	0.	32.	12.	2.	2.	2.	1.
25. BAHAWALPUR	459.	5.	64.	1.	4.	4.	26.	2.	1.	1.	0.	1.
26. BAHAWALNAGAR	6.	0.	6.	0.	1.	1.	10.	0.	0.	0.	0.	1.
27. RAHIM YAR KHAN	0.	103.	522.	8.	3.	4.	56.	9.	1.	1.	0.	1.
28. JACOBABAD		0.	426.	65.	5.	15.	26.	4.	3.	1.	5.	1.
29. SUKKUR (ROHRI)			0.	343.	82.	511.	275.	180.	15.	27.	2.	1.
30. LARKANA				0.	2.	18.	177.	700.	7.	1.	9.	1.
31. NAVABSHAH					0.	88.	474.	10.	22.	212.	1.	1.
32. KAHRPUR						0.	3.	3.	1.	2.	0.	1.
33. HYDERABAD							0.	698.	1098.	1075.	150.	1.
34. DADU								0.	9.	18.	5.	1.
35. THARPARKAR (UMAR KOT)									0.	548.	1.	1.
36. SANGARH										0.	0.	1.
37. THATTA											0.	1.
38. BADIN												1.
39. KARACHI												5.
40. QUETTA												5.
41. LORALAI												5.
42. CHAGHAI												5.
43. KALAT												5.
44. LASBELA												5.
45. NASEERABAD												5.
46. PANJGUR												5.
47. GILGIT												5.
48. MUZAFFARABAD												5.
49. AFGHANISTAN												5.
50. INDIA												5.
51. IRAN												5.
52. (TOTAL)												5.

	39.	40.	41.	42.	43.	44.	45.	46.	47.	48.	49.	50.	51.	52.
39.	22.	0.	1.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	3358.
40.	266.	22.	0.	0.	0.	0.	0.	0.	0.	1.	4.	0.	0.	6303.
41.	7.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1463.
42.	25.	1.	0.	0.	0.	0.	0.	0.	28.	99.	0.	0.	0.	2290.
43.	15.	10.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	780.
44.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1354.
45.	10.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	143.
46.	24.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1244.
47.	88.	7.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3391.
48.	22.	5.	0.	0.	0.	0.	0.	0.	0.	1.	315.	0.	0.	9037.
49.	21.	15.	4.	0.	0.	0.	0.	0.	0.	0.	0.	30.	0.	3099.
50.	110.	29.	5.	0.	0.	0.	0.	0.	0.	0.	4.	0.	0.	4492.
51.	54.													

*** VEHICLE OD *** 80
 YEAR 1987 / 1988
 CLASS SUM
 CASE - A

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
1. NARDAN	0.	3080.	6.	38.	2.	3.	113.	765.	77.	341.	8.	7.
2. PESHAWAR		0.		305.	97.	252.	95.	761.	428.	1818.	45.	51.
3. KDHAT			1055.	2.	11.	497.	1.	5.	90.	329.	1.	3.
4. ABBOTTABAD			0.	0.	0.	0.	1.	7.	580.	1956.	19.	0.
5. D.I.KHAN				0.	0.	610.	0.	2.	3.	43.	0.	0.
6. BANNU						0.			1.	12.	0.	0.
7. DIR						0.	0.	0.	32.	129.	0.	0.
8. SWAT(SAIDU SHARIF)								0.	0.	2924.	174.	26.
9. ATTOCK									0.	0.	1632.	381.
10. RAWALPINDI										0.	0.	381.
11. JHELUM												381.
12. GUJRAT												381.
13. SARGODHA												381.
14. MIANWALI												381.
15. FAISALABAD												381.
16. JHANG												381.
17. LAHORE												381.
18. SHEIKHUPURA												381.
19. GUJRANWALA												381.
20. SIALKOT												381.
21. D.G. KHAN												381.
22. MUZAFFARGARH												381.
23. MULTAN												381.
24. SAHIVAL												381.
25. BAHAWALPUR												381.
26. BAHAWALNAGAR												381.
27. RAHIM YAR KHAN												381.
28. JACOBABAD												381.
29. SUKKUR (ROHRI)												381.
30. LARKANA												381.
31. NAWABSHAH												381.
32. KAHRPUR												381.
33. HYDERABAD												381.
34. DADU												381.
35. THARPARKAR (UMAR KOT)												381.
36. SANGARH												381.
37. THATTA												381.
38. BADIN												381.
39. KARACHI												381.
40. QUETTA												381.
41. LORALAI												381.
42. CHAGHAI												381.
43. KALAT												381.
44. LASBELA												381.
45. NASEERABAD												381.
46. PANJGUR												381.
47. GILGIT												381.
48. MUZAFFARABAD												381.
49. AFGHANISTAN												381.
50. INDIA												381.
51. IRAN												381.
52. (TOTAL)												381.

	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.
13.	15.	18.	27.	2.	81.	1.	19.	7.	0.	1.	9.	1.	1.	0.
14.	99.	72.	79.	15.	511.	13.	118.	48.	4.	3.	39.	37.	1.	9.
15.	22.	4.	29.	11.	46.	0.	24.	5.	0.	1.	10.	7.	1.	0.
16.	6.	12.	25.	1.	310.	9.	63.	13.	1.	0.	6.	21.	0.	0.
17.	11.	89.	22.	2.	111.	0.	5.	0.	72.	1.	4.	0.	1.	4.
18.	33.	200.	97.	6.	24.	1.	4.	1.	10.	2.	32.	2.	0.	0.
19.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.
20.	0.	0.	13.	0.	62.	0.	4.	2.	0.	0.	1.	3.	0.	0.
21.	34.	204.	21.	9.	163.	7.	35.	7.	1.	2.	15.	1.	1.	2.
22.	610.	160.	354.	18.	1883.	22.	302.	10.	11.	78.	139.	5.	4.	4.
23.	191.	27.	44.	9.	358.	8.	238.	106.	2.	1.	26.	21.	1.	1.
24.	677.	34.	72.	20.	883.	20.	1082.	384.	3.	3.	71.	23.	4.	2.
25.	0.	469.	1478.	1018.	631.	54.	344.	81.	18.	27.	516.	95.	69.	8.
26.		0.	380.	129.	121.	5.	61.	7.	5.	58.	361.	15.	3.	0.
27.			0.	2255.	761.	178.	297.	159.	106.	150.	938.	1110.	143.	260.
28.				0.	325.	41.	262.	18.	20.	123.	506.	247.	25.	15.
29.					0.		514.	2779.	1348.	63.	100.	1512.	51.	252.
30.							0.	358.	32.	3.	221.	60.	12.	11.
31.							0.	0.	1101.	18.	11.	104.	64.	6.
32.								0.	0.	4.	3.	9.	22.	0.
33.									0.	0.	430.	605.	9.	20.
34.										0.	1624.	20.	193.	8.
35.											0.	1437.	0.	17.
36.												0.	0.	310.
37.													0.	390.
38.														0.

	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
27.	2.	0.	3.	0.	0.	0.	6.	0.	0.	0.	0.	0.
28.	11.	4.	13.	1.	0.	13.	38.	13.	3.	0.	0.	0.
29.	3.	1.	1.	0.	0.	0.	1.	0.	0.	0.	0.	0.
30.	4.	1.	0.	0.	0.	0.	5.	0.	0.	0.	0.	0.
31.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.
32.	0.	0.	2.	0.	0.	0.	6.	0.	0.	0.	0.	0.
33.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
34.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
35.	10.	0.	0.	0.	0.	39.	12.	0.	0.	0.	0.	0.
36.	10.	0.	1.	0.	0.	51.	17.	3.	1.	1.	1.	1.
37.	24.	2.	12.	1.	1.	10.	4.	2.	1.	0.	0.	0.
38.	2.	0.	5.	0.	0.	18.	0.	0.	0.	0.	1.	1.
39.	17.	0.	7.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40.	165.	1.	23.	2.	2.	1.	34.	5.	2.	1.	0.	0.
41.	13.	1.	2.	0.	0.	1.	29.	1.	0.	6.	2.	1.
42.	85.	4.	55.	4.	10.	5.	78.	5.	16.	4.	2.	1.
43.	65.	1.	12.	0.	1.	16.	16.	9.	2.	3.	3.	1.
44.	111.	7.	41.	7.	1.	190.	151.	9.	7.	0.	0.	0.
45.	18.	0.	1.	0.	0.	0.	60.	2.	0.	5.	1.	1.
46.	40.	0.	7.	0.	3.	0.	3.	5.	2.	0.	0.	0.
47.	6.	0.	34.	2.	0.	2.	15.	0.	7.	0.	0.	0.
48.	93.	126.	34.	2.	1.	7.	0.	0.	0.	0.	0.	0.
49.	71.	0.	12.	1.	1.	163.	107.	12.	3.	3.	2.	1.
50.	521.	19.	215.	11.	14.	15.	42.	3.	0.	0.	0.	0.
51.	46.	1.	25.	1.	0.	36.	42.	3.	0.	0.	0.	0.
52.	981.	8.	103.	1.	6.	4.	33.	5.	0.	0.	0.	0.
53.	25.	0.	9.	0.	1.	12.	0.	0.	1.	0.	0.	0.
54.	0.	265.	798.	20.	9.	4.	75.	0.	3.	4.	4.	1.
55.	0.	0.	648.	100.	6.	26.	42.	23.	44.	2.	11.	1.
56.			0.	518.	122.	804.	392.	421.	10.	1.	11.	1.
57.				0.	0.	138.	666.	24.	34.	319.	1.	1.
58.						0.	51.	12.	2.	2.	0.	0.
59.							0.	1157.	33.	1560.	173.	4.
60.								0.	0.	49.	4.	10.
61.									0.	848.	9.	10.
62.										0.	0.	0.

	39.	40.	41.	42.	43.	44.	45.	46.	47.	48.	49.	50.	51.	52.
39.	36.	3.	1.	0.	1.	2.	1.	0.	0.	0.	0.	0.	0.	4674.
40.	750.	54.	1.	0.	1.	5.	1.	0.	5.	2.	0.	0.	0.	9961.
41.	36.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2209.
42.	42.	1.	1.	0.	1.	0.	0.	0.	15.	127.	0.	0.	0.	3620.
43.	26.	1.	4.	0.	1.	0.	1.	0.	0.	0.	0.	0.	0.	1067.
44.	23.	2.	11.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1874.
45.	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	228.
46.	18.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1814.
47.	41.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4946.
48.	141.	26.	1.	0.	1.	0.	0.	1.	0.	454.	0.	0.	0.	14280.
49.	39.	9.	1.	0.	1.	0.	0.	0.	0.	20.	0.	0.	0.	3881.
50.	33.	48.	10.	0.	1.	0.	1.	0.	0.	39.	0.	0.	0.	4832.
51.	151.	47.	6.	0.	1.	0.	0.	0.	0.	5.	0.	0.	0.	6951.
52.	96.	2.	1.	0.	1.	0.	0.	0.	0.	2.	0.	0.	0.	2580.
53.	325.	101.	66.	0.	1.	0.	0.	0.	0.	3.	0.	0.	0.	9772.
54.	59.	26.	34.	0.	1.	1.	0.	0.	0.	1.	0.	0.	0.	5310.
55.	1002.	128.	13.	0.	2.	0.	0.	0.	40.	0.	0.	0.	0.	16041.
56.	25.	5.	15.	0.	1.	0.	0.	0.	0.	9.	0.	0.	0.	1646.
57.	266.	83.	26.	0.	1.	0.	0.	0.	0.	41.	0.	0.	0.	7929.
58.	33.	43.	1.	0.	1.	0.	0.	0.	0.	5.	0.	0.	0.	3771.
59.	104.	17.	225.	0.	0.	0.	4.	0.	0.	0.	0.	0.	0.	2033.
60.	118.	18.	14.	0.	0.	1.	0.	0.	0.	1.	0.	0.	0.	3023.
61.	526.	67.	17.	0.	1.	0.	5.							

*** VEHICLE OD *** 41

YEAR 1987 / 1988
 CLASS BUS
 CASE - 8

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
1. HARDAN	0.	1424.	1.	5.	0.	1.	29.	210.	2.	185.	0.	0.
2. PESHAWAR	0.	0.	400.	73.	30.	87.	48.	494.	8.	686.	1.	0.
3. KOHAT	0.	0.	0.	0.	1.	181.	0.	1.	6.	189.	0.	0.
4. ABBOTTABAD	0.	0.	0.	0.	0.	1.	0.	3.	13.	613.	0.	0.
5. D.I.KHAN	0.	0.	0.	0.	0.	341.	0.	1.	0.	0.	0.	0.
6. BANNU	0.	0.	0.	0.	0.	0.	0.	0.	1.	13.	0.	0.
7. DIR	0.	0.	0.	0.	0.	0.	0.	0.	4.	37.	0.	0.
8. SWAT (SAIDU SHARIF)	0.	0.	0.	0.	0.	0.	0.	0.	0.	667.	37.	0.
9. ATTOCK	0.	0.	0.	0.	1.	0.	1.	0.	0.	0.	450.	0.
10. RAWALPINDI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
11. JHELUM	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
12. GUJRAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
13. SARGODHA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
14. MIANWALI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
15. FAISALABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
16. JHANG	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
17. LAHORE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
18. SHEIKHUPURA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
19. GUJRANWALA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
20. SIALKOT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
21. D.G. KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
22. MUZAFFARGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
23. MULTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
24. SAHIAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
25. BAHAWALPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
26. BAHAWALNAGAR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
27. RAHIM YAR KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
28. JACOBABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
29. SUKKUR (ROHRI)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
30. LARKANA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
31. NAWABSHAH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
32. KAHRPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
33. HYDERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
34. DADU	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
35. THARPARKAR (UMAR KOT)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
36. SANGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
37. THATTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
38. BADIN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
39. KARACHI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40. QUETTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
41. LORALAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
42. CHAGHAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
43. KALAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
44. LASBELA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
45. NASEERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
46. PANJGUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
47. GILGIT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
48. MUZAFFARABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
49. AFGHANISTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
50. INDIA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
51. IRAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
52. (TOTAL)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.
13.	0.	0.	1.	0.	11.	0.	0.	0.	0.	0.	0.	0.	0.	0.
14.	41.	1.	2.	0.	56.	0.	0.	0.	0.	0.	0.	0.	0.	0.
15.	0.	0.	3.	0.	21.	0.	0.	0.	0.	0.	0.	0.	0.	0.
16.	1.	0.	0.	0.	41.	0.	0.	1.	0.	0.	0.	0.	0.	0.
17.	2.	24.	4.	1.	1.	0.	0.	0.	14.	1.	53.	0.	1.	0.
18.	6.	66.	56.	0.	1.	0.	0.	0.	3.	0.	16.	0.	0.	0.
19.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
20.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
21.	0.	75.	3.	3.	109.	0.	0.	2.	0.	0.	1.	0.	0.	0.
22.	438.	29.	258.	0.	783.	1.	15.	170.	0.	1.	1.	0.	1.	0.
23.	20.	1.	5.	0.	73.	0.	4.	11.	0.	0.	2.	0.	0.	0.
24.	271.	0.	19.	3.	310.	0.	167.	335.	0.	0.	1.	0.	0.	0.
25.	0.	161.	584.	196.	191.	0.	160.	26.	0.	0.	187.	3.	0.	0.
26.	0.	0.	194.	55.	71.	0.	0.	0.	0.	5.	225.	0.	0.	0.
27.	0.	0.	0.	803.	533.	112.	91.	118.	36.	66.	313.	771.	105.	228.
28.	0.	0.	0.	0.	89.	9.	84.	1.	2.	61.	206.	197.	2.	0.
29.	0.	0.	0.	0.	0.	260.	997.	866.	23.	66.	939.	410.	13.	180.
30.	0.	0.	0.	0.	0.	0.	119.	2.	0.	0.	0.	1.	0.	0.
31.	0.	0.	0.	0.	0.	0.	0.	475.	0.	1.	0.	4.	0.	0.
32.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.
33.	0.	0.	0.	0.	0.	0.	0.	0.	0.	41.	211.	4.	2.	0.
34.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	756.	0.	111.	2.
35.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	704.	91.
36.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	233.
37.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	185.
38.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
39.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
41.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
42.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
43.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
44.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
45.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
46.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
47.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
48.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
49.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
50.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
51.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
52.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
27.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
28.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
29.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
30.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
31.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
32.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
33.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
34.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
35.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
36.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
37.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
38.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
39.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
41.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
42.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
43.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
44.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
45.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
46.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
47.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
48.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
49.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
50.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
51.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
52.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

	39.	40.	41.	42.	43.	44.	45.	46.	47.	48.	49.	50.	51.	52.
39.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1878.
40.	1.	2.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	3356.
41.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	803.
42.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	40.	0.	0.	794.
43.	3.	1.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	480.
44.	2.	0.	6.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	779.
45.	0.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	89.
46.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	758.
47.	0.	0.	0.	0.	0.									

*** VEHICLE OD *** 42

YEAR 1999 / 2000
CLASS BUS
CASE - B

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
1. MARDAN	0.	2204.	1.	7.	0.	1.	45.	320.	4.	284.	0.	0.
2. PESHAWAR	0.	0.	702.	135.	53.	147.	92.	918.	19.	1308.	1.	1.
3. KOHAT	0.	0.	0.	0.	1.	279.	0.	1.	10.	329.	0.	0.
4. ABBOTTABAD	0.	0.	0.	0.	0.	1.	0.	6.	31.	1129.	0.	0.
5. D.I.KHAN	0.	0.	0.	0.	0.	552.	0.	2.	0.	0.	0.	0.
6. BANNU	0.	0.	0.	0.	0.	0.	0.	0.	0.	21.	0.	0.
7. DIR	0.	0.	0.	0.	0.	0.	0.	0.	1.	18.	0.	0.
8. SWAT(SAIDU SHARIF)	0.	0.	0.	0.	0.	0.	0.	0.	6.	67.	0.	0.
9. ATTOCK	0.	0.	0.	0.	0.	0.	0.	0.	0.	1084.	54.	0.
10. RAWALPINDI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	750.	30.
11. JHELUM	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	231.
12. GUJRAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
13. SARGODHA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
14. MIANWALI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
15. FAISALABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
16. JHANG	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
17. LAHORE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
18. SHEIKHUPURA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
19. GUJRANWALA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
20. SIALKOT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
21. D.G. KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
22. MUZAFFARGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
23. MULTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
24. SAHIAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
25. BAHAWALPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
26. BAHAWALNAGAR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
27. RAHIM YAR KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
28. JACOBABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
29. SUKKUR (ROHRI)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
30. LARKANA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
31. NAWABSHAH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
32. KAHRPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
33. HYDERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
34. DADU	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
35. THARPARKAR (UMAR KOT)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
36. SANGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
37. THATTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
38. BADIN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
39. KARACHI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40. QUETTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
41. LORALAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
42. CHAGHAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
43. KALAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
44. LASBELA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
45. NASEERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
46. PANJGUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
47. GILGIT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
48. MUZAFFARABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
49. AFGHANISTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
50. INDIA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
51. IRAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
52. (TOTAL)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.
13. MARDAN	0.	0.	1.	0.	17.	0.	0.	0.	0.	0.	0.	0.	0.	0.
14. PESHAWAR	72.	1.	2.	0.	98.	0.	0.	1.	0.	0.	0.	0.	0.	0.
15. KOHAT	0.	0.	4.	1.	36.	0.	0.	0.	0.	0.	0.	0.	0.	0.
16. ABBOTTABAD	1.	0.	0.	0.	72.	0.	0.	1.	0.	0.	0.	0.	0.	0.
17. D.I.KHAN	3.	37.	6.	1.	2.	0.	0.	0.	24.	1.	94.	0.	1.	0.
18. BANNU	10.	96.	82.	1.	1.	0.	0.	0.	5.	0.	27.	0.	0.	0.
19. DIR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
20. SWAT(SAIDU SHARIF)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
21. ATTOCK	0.	89.	3.	4.	164.	0.	1.	2.	0.	0.	1.	0.	0.	0.
22. RAWALPINDI	6.	31.	397.	0.	1406.	1.	43.	261.	0.	1.	1.	0.	1.	0.
23. JHELUM	780.	31.	4.	0.	128.	0.	10.	24.	0.	0.	2.	0.	0.	0.
24. GUJRAT	21.	0.	47.	4.	972.	0.	470.	632.	0.	0.	1.	1.	0.	0.
25. SARGODHA	442.	0.	1005.	406.	374.	0.	313.	27.	1.	1.	308.	3.	0.	0.
26. MIANWALI	0.	278.	259.	79.	102.	0.	1.	0.	0.	6.	348.	0.	0.	0.
27. FAISALABAD	0.	0.	0.	1389.	972.	265.	191.	183.	52.	105.	409.	1323.	139.	364.
28. JHANG	0.	0.	0.	0.	147.	25.	117.	2.	3.	121.	416.	394.	2.	0.
29. LAHORE	0.	0.	0.	0.	0.	699.	2054.	1466.	39.	123.	1662.	823.	16.	325.
30. SHEIKHUPURA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
31. GUJRANWALA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
32. SIALKOT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
33. D.G. KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
34. MUZAFFARGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
35. MULTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
36. SAHIAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
37. BAHAWALPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
38. BAHAWALNAGAR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
39. RAHIM YAR KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40. JACOBABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
41. SUKKUR (ROHRI)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
42. LARKANA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
43. NAWABSHAH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
44. KAHRPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
45. HYDERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
46. DADU	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
47. THARPARKAR (UMAR KOT)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
48. SANGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
49. THATTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
50. BADIN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
51. KARACHI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
52. QUETTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
53. LORALAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
54. CHAGHAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
55. KALAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
56. LASBELA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
57. NASEERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
58. PANJGUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
59. GILGIT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
60. MUZAFFARABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
61. AFGHANISTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
62. INDIA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
63. IRAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
64. (TOTAL)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
1. MARDAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
2. PESHAWAR	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
3. KOHAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
4. ABBOTTABAD	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
5. D.I.KHAN	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
6. BANNU	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
7. DIR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
8. SWAT(SAIDU SHARIF)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
9. ATTOCK	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
10. RAWALPINDI	0.	0.	1.	0.	1.	0.	1.	0.	0.	0.	0.	0.
11. JHELUM	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.
12. GUJRAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
13. SARGODHA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
14. MIANWALI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
15. FAISALABAD	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
16. JHANG	2.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.
17. LAHORE	4.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.
18. SHEIKHUPURA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
19. GUJRANWALA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
20. SIALKOT	0.	0.	1.	0.	0.	0.	0.	3.	0.	0.	0.	0.
2												

*** VEHICLE OD *** 48

YEAR 1987 / 1988
CLASS CAR
CASE - B

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
1. HARDAN	0.	801.	3.	17.	1.	1.	5.	158.	9.	68.	1.	1.
2. PESHAWAR	0.	0.	231.	109.	13.	37.	14.	131.	68.	425.	4.	1.
3. KOHAT	0.	0.	0.	1.	1.	18.	0.	2.	4.	31.	1.	1.
4. ABBOTTABAD	0.	0.	0.	0.	0.	1.	1.	2.	54.	471.	4.	1.
5. D.I.KHAN	0.	0.	0.	0.	0.	37.	0.	0.	0.	1.	0.	0.
6. BANNU	0.	0.	0.	0.	0.	0.	0.	1.	1.	5.	0.	0.
7. DIR	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	0.	0.
8. SWAT(SAIDU SHARIF)	0.	0.	0.	0.	0.	0.	0.	0.	1.	18.	0.	0.
9. ATTOCK	0.	0.	0.	0.	0.	0.	0.	0.	0.	365.	38.	1.
10. RAWALPINDI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	225.	0.
11. JHELUM	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
12. GUJRAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
13. SARGODHA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
14. MIANWALI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
15. FAISALABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
16. JHANG	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
17. LAHORE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
18. SHEIKHUPURA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
19. GUJRANWALA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
20. SIALKOT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
21. D.G. KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
22. MUZAFFARGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
23. MULTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
24. SAKIAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
25. BAHAWALPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
26. BAHAWALNAGAR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
27. RAKIM YAR KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
28. JACOBABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
29. SUKKUR (ROHRI)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
30. LARKANA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
31. RAWALPINDI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
32. KANPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
33. HYDERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
34. DADU	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
35. THARPARKAR (UMAR KOT)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
36. SANGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
37. THATTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
38. BADIN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
39. KARACHI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40. QUETTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
41. LORALAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
42. CHAGHAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
43. KALAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
44. LASBELA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
45. NASEERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
46. PANJGUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
47. GILGIT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
48. MUZAFFARABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
49. AFGHANISTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
50. INDIA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
51. IRAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
52. (TOTAL)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.
13.	0.	0.	1.	0.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.
14.	4.	1.	4.	1.	43.	1.	7.	3.	0.	0.	0.	0.	0.	0.
15.	0.	1.	0.	0.	2.	0.	1.	0.	0.	0.	0.	0.	0.	0.
16.	1.	1.	2.	0.	16.	0.	2.	1.	0.	0.	1.	0.	0.	0.
17.	1.	3.	1.	0.	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.
18.	1.	14.	1.	0.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.
19.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
20.	0.	10.	0.	1.	6.	0.	1.	1.	0.	0.	0.	0.	0.	0.
21.	2.	10.	14.	3.	357.	2.	36.	48.	0.	0.	4.	3.	1.	0.
22.	22.	2.	2.	1.	60.	0.	16.	12.	1.	0.	1.	2.	0.	0.
23.	22.	2.	10.	3.	198.	2.	184.	46.	0.	0.	2.	1.	0.	0.
24.	0.	46.	126.	106.	64.	1.	14.	4.	0.	0.	9.	4.	0.	0.
25.	0.	0.	10.	6.	6.	0.	1.	0.	0.	0.	5.	1.	0.	0.
26.	0.	0.	0.	144.	116.	26.	45.	10.	0.	4.	25.	75.	3.	4.
27.	0.	0.	0.	0.	22.	2.	22.	1.	9.	31.	10.	0.	0.	0.
28.	0.	0.	0.	0.	0.	109.	42.	306.	2.	4.	69.	152.	5.	12.
29.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
30.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
31.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
32.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
33.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
34.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
35.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
36.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
37.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
38.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
39.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
41.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
42.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
43.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
44.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
45.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
46.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
47.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
48.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
49.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
50.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
51.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
52.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
1. HARDAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
2. PESHAWAR	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.
3. KOHAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
4. ABBOTTABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
5. D.I.KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
6. BANNU	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
7. DIR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
8. SWAT(SAIDU SHARIF)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
9. ATTOCK	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
10. RAWALPINDI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
11. JHELUM	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
12. GUJRAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
13. SARGODHA	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.
14. MIANWALI	1.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.
15. FAISALABAD	3.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.
16. JHANG	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.
17. LAHORE	2.	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.
18. SHEIKHUPURA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
19. GUJRANWALA	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
20. SIALKOT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
21. D.G. KHAN	0.	12.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.
22. MUZAFFARGARH	4.	1.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.
23. MULTAN	13.	1.	3.	0.	0.	0.	1.	0.	1.	1.	0.	0.
24. SAKIAL	40.	0.	1.	0.	0.	0.	1.	0.	0.	0.	0.	0.
25. BAHAWALPUR	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
26. BAHAWALNAGAR	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
27. RAKIM YAR KHAN	0.	8.	26.	0.	0.	1.	0.	0.	0.	0.	0.	0.
28. JACOBABAD	0.	0.	85.	35.	1.	4.	2.	2.	0.	0.	0.	0.
29. SUKKUR (ROHRI)	0.	0.	0.	50.	12.	140.	37.	8.	1.	0.	0.	0.
30. LARKANA	0.	0.	0.	0.	0.	0.	171.	0.	1.	0.	0.	0.
31. RAWALPINDI	0.	0.	0.	0.	1.	7.	20.	0.	0.	0.	0.	0.
32. KANPUR	0.	0.	0.	0.	0.	26.	134.	1.	7.	81.	0.	0.
33. HYDERABAD	0.	0.	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.
34. DADU	0.	0.	0.	0.	0.	0.	0.	91.	229.	408.	29.	0.
35. THARPARKAR (UMAR KOT)	0.	0.	0.	0.	0.	0.	0.	0.	2.	1.	1.	0.
36. SANGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	159.	0.	0.
37. THATTA	0.	0.	0.	0								

*** VEHICLE OD *** 44
 YEAR 1999 / 2000
 CLASS CAR
 CASE - B

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
1. HARDAN	0.	1296.	4.	25.	1.	1.	6.	250.	11.	71.	1.	
2. PESHAWAR		0.	420.	221.	25.	68.	26.	256.	117.	855.	7.	
3. KOHAT			0.	2.	2.	28.	0.	3.	6.	51.	1.	
4. ABBOTTABAD			0.	0.	1.	2.	1.	4.	85.	884.	6.	
5. D.I. KHAN				0.	0.	59.	0.	0.	0.	1.	0.	
6. BANNU					0.	0.	0.	1.	0.	3.	0.	
7. DIR						0.	0.	0.	2.	33.	0.	
8. SWAT(SAIDU SHARIF)								0.	0.	582.	57.	
9. ATTOCK									0.	0.	397.	
10. RAWALPINDI										0.	0.	
11. JHELUM											0.	
12. GUJRAT											0.	
13. SARGODHA											0.	
14. MIANWALI											0.	
15. FAISALABAD											0.	
16. JHANG											0.	
17. LAHORE											0.	
18. SHEIKHUPURA											0.	
19. GUJRANWALA											0.	
20. SIALKOT											0.	
21. D.G. KHAN											0.	
22. MUZAFFARGARH											0.	
23. MULTAN											0.	
24. SAHIVAL											0.	
25. BAHAWALPUR											0.	
26. BAHAWALNAGAR											0.	
27. RAHIM YAR KHAN											0.	
28. JACOBABAD											0.	
29. SUKKUR (ROHRI)											0.	
30. LARKANA											0.	
31. MAMABSHAH											0.	
32. KAHRPUR											0.	
33. HYDERABAD											0.	
34. DAOU											0.	
35. THARPARKAR (UMAR KOT)											0.	
36. SANGARH											0.	
37. THATTA											0.	
38. BADIN											0.	
39. KARACHI											0.	
40. QUETTA											0.	
41. LORALAI											0.	
42. CHAGHAI											0.	
43. KALAT											0.	
44. LASBELA											0.	
45. NASEERABAD											0.	
46. PANJGUR											0.	
47. GILGIT											0.	
48. MUZAFFARABAD											0.	
49. AFGHANISTAN											0.	
50. INDIA											0.	
51. IRAN											0.	
52. (TOTAL)											0.	

	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.
13.	0.	0.	1.	0.	7.	0.	1.	0.	0.	0.	0.	0.	0.	0.
14.	8.	2.	8.	2.	86.	1.	14.	5.	1.	0.	0.	1.	1.	0.
15.	0.	1.	0.	0.	3.	0.	2.	0.	0.	0.	0.	0.	0.	0.
16.	1.	4.	3.	0.	29.	0.	4.	1.	0.	0.	0.	0.	0.	1.
17.	1.	4.	2.	1.	1.	0.	0.	0.	1.	0.	0.	0.	0.	0.
18.	2.	20.	2.	0.	3.	0.	0.	1.	0.	0.	0.	0.	0.	0.
19.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.
20.	0.	0.	0.	0.	7.	0.	2.	1.	0.	0.	0.	0.	0.	0.
21.	3.	13.	0.	1.	9.	0.	2.	1.	0.	0.	0.	0.	1.	0.
22.	45.	16.	28.	6.	644.	3.	70.	82.	0.	0.	9.	6.	1.	0.
23.	38.	3.	4.	2.	102.	1.	29.	20.	1.	1.	2.	3.	0.	0.
24.	226.	2.	19.	7.	363.	4.	363.	80.	0.	0.	4.	2.	1.	1.
25.	0.	67.	227.	194.	112.	2.	27.	7.	0.	1.	16.	7.	1.	0.
26.		0.	0.	15.	9.	10.	1.	0.	1.	2.	7.	1.	1.	0.
27.				267.	208.	46.	86.	17.	1.	7.	47.	137.	1.	8.
28.				0.	40.	3.	43.	2.	2.	17.	59.	18.	1.	1.
29.														2.
30.														2.
31.														2.
32.														2.
33.														2.
34.														2.
35.														2.
36.														2.
37.														2.
38.														2.
39.														2.
40.														2.
41.														2.
42.														2.
43.														2.
44.														2.
45.														2.
46.														2.
47.														2.
48.														2.
49.														2.
50.														2.
51.														2.
52.														2.

	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
27.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
28.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
29.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
30.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
31.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
32.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
33.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
34.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
35.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
36.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
37.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
38.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
39.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
41.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
42.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
43.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
44.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
45.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
46.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
47.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
48.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
49.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
50.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
51.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
52.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

	39.	40.	41.	42.	43.	44.	45.	46.	47.	48.	49.	50.	51.	52.
39.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1660.
40.	6.	4.	1.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	3454.
41.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	527.
42.	4.	0.	0.	0.	0.	0.	0.	0.	0.	48.	0.	0.	0.	1337.
43.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	108.
44.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	201.
45.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	38.
46.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	540.
47.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	899.
48.	4.	0.	0.	0.	0.	0.	0.	0.	0.	111.	0.	0.	0.	4155.
49.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1256.
50.	21.	0.	0.	0.	0.	0.	0.	0.	0.	20.	0.	0.	0.	1948.
51.	1.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	990.
52.	3.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	180.
53.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1152.
54.	12.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	683.
55.	0.	0.	0.	0.	0.	0.	0.	0.	0.	14.	0.	0.	0.	4498.
56.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	361.
57.	1.	1.	0.	0.	0.	0.	0.	0.	0.	5.	0.	0.	0.	2893.
58.	1.	1.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1179.
59.	3.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	138.
60.	13.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	502.
61.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1278.
62.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	745.
63.	14.	2.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	536.
64.	14.	22.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	319.
65.	75.</													

*** VEHICLE OD *** 45

YEAR 1987 / 1988
CLASS TRUCK
CASE - 8

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.
1. HARDAN	0.	1168.	2.	17.	1.	1.	79.	389.	67.	109.	7.	1.	15.	18.	25.	1.	73.	1.	18.	0.	0.	1.	7.	1.	1.	0.
2. PESHAWAR	0.	0.	781.	127.	55.	128.	35.	286.	400.	916.	43.	1.	67.	179.	72.	14.	441.	13.	111.	45.	4.	3.	37.	39.	1.	9.
3. KOHAT	0.	0.	0.	0.	12.	298.	1.	2.	88.	135.	1.	1.	22.	3.	25.	10.	28.	0.	24.	0.	0.	1.	9.	6.	1.	0.
4. ABBOTTABAD	0.	0.	0.	0.	0.	0.	1.	1.	632.	1600.	15.	0.	4.	12.	23.	1.	254.	9.	61.	12.	1.	0.	21.	0.	0.	0.
5. D.I.KHAN	0.	0.	0.	0.	0.	234.	0.	2.	3.	3.	0.	1.	8.	186.	17.	1.	9.	0.	5.	0.	57.	3.	27.	0.	0.	0.
6. BAHNU	0.	0.	0.	0.	0.	0.	0.	1.	0.	26.	0.	1.	26.	268.	40.	5.	21.	1.	4.	1.	7.	1.	16.	2.	0.	0.
7. DIR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
8. SWAT(SAIDU SHARIF)	0.	0.	0.	0.	0.	0.	0.	0.	28.	74.	0.	0.	0.	0.	13.	0.	60.	0.	4.	2.	0.	0.	1.	3.	0.	0.
9. ATTOCK	0.	0.	0.	0.	0.	0.	0.	0.	0.	2271.	101.	0.	24.	123.	17.	4.	52.	7.	33.	4.	1.	2.	14.	1.	1.	2.
10. RAWALPINDI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1125.	0.	188.	239.	81.	14.	766.	20.	355.	81.	10.	11.	72.	133.	4.	3.
11. JHELUM	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	144.	24.	37.	7.	283.	50.	263.	116.	2.	1.	23.	19.	1.	1.
12. GUJRAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	293.	42.	120.	13.	220.	18.	2088.	506.	3.	3.	68.	24.	4.	2.
13. SARGODHA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
14. MIANWALI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
15. FAISALABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
16. JHANG	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
17. LAHORE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
18. SHEIKHUPURA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
19. GUJRAMWALA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
20. SIALKOT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
21. D.G. KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
22. MUZAFFARGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
23. MULTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
24. SAHIVAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
25. BAHAWALPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
26. BAHAWALNAGAR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
27. RAHIM YAR KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
28. JACOBABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
29. SUKKUR (ROHRI)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
30. LARKANA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
31. RAWALSHAH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
32. KAHRPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
33. HYDERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
34. DADU	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
35. THARPARKAR (UMAR KOT)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
36. SANGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
37. THATTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
38. BADIN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
39. KARACHI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40. QUETTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
41. LORALAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
42. CHAGHAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
43. KALAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
44. LASBELA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
45. NASEERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
46. PANJGUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
47. GILGIT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
48. MUZAFFARABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
49. AFGHANISTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
50. INDIA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
51. IRAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
52. (TOTAL)	0.	1168.	781.	127.	55.	128.	35.	286.	400.	916.	43.	1.	15.	18.	25.	1.	73.	1.	18.	0.	0.	1.	7.	1.	1.	0.

	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.	39.	40.	41.	42.	43.	44.	45.	46.	47.	48.	49.	50.	51.	52.	
1. HARDAN	2.	0.	3.	0.	0.	0.	4.	0.	0.	0.	0.	0.	20.	2.	1.	0.	1.	2.	1.	0.	0.	0.	0.	0.	0.	0.	2051.
2. PESHAWAR	9.	3.	13.	1.	0.	11.	30.	8.	3.	0.	0.	0.	178.	42.	1.	0.	1.	5.	0.	0.	0.	4.	0.	0.	0.	5364.	
3. KOHAT	2.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	10.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1479.	
4. ABBOTTABAD	3.	0.	0.	0.	0.	0.	4.	0.	0.	0.	0.	0.	23.	1.	1.	0.	0.	0.	0.	0.	13.	60.	0.	0.	0.	2944.	
5. D.I.KHAN	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	16.	2.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	648.	
6. BAHNU	0.	0.	2.	0.	0.	0.	5.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1119.	
7. DIR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	879.	
8. SWAT(SAIDU SHARIF)	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	26.	4.	0.	0.	0.	0.	0.	0.	0.	4.	0.	0.	0.	3973.	
9. ATTOCK	8.	0.	1.	0.	0.	0.	31.	8.	3.	1.	1.	1.	83.	23.	1.	0.	1.	0.	0.	1.	0.	149.	0.	0.	0.	8878.	
10. RAWALPINDI	22.	2.	11.	1.	2.	1.	38.	11.	3.	2.	1.	0.	22.	6.	1.	0.	1.	0.	0.	0.	2.	0.	0.	0.	0.	3368.	
11. JHELUM	2.	0.	6.	0.	0.	0.	18.	0.	0.	0.	0.	1.	15.	36.	8.	0.	1.	0.	1.	0.	0.	24.	0.	0.	0.	5108.	
12. GUJRAT	16.	0.	7.	0.	0.	0.	35.	4.	2.	1.	35.	0.	91.	45.	5.	0.	1.	0.	0.	0.	4.	0.	0.	0.	0.	4387.	
13. SARGODHA	152.	1.	21.	0.	0.	0.	24.	0.	0.	0.	0.	0.	48.	2.	1.	0.	1.	0.	0.	0.	0.	2.	0.	0.	0.	2143.	
14. MIANWALI	11.	0.	5.	0.	0.	0.	77.	3.	15.	4.	0.	2.	222.	84.	62.	0.	1.	0.	0.	0.	0.	2.	0.	0.	0.	5674.	
15. FAISALABAD	83.	4.	53.	4.	9.	5.	77.	3.	15.	4.	0.	2.	34.	22.													

*** VEHICLE OD *** 46

YEAR 1999 / 2000
CLASS TRUCK
CASE - B

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.
1. HARDSAN	0.	2323.	5.	26.	2.	3.	171.	776.	119.	245.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.
2. PESHAWAR	0.	0.	1556.	273.	86.	191.	77.	640.	698.	1878.	89.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	
3. KOHAT	0.	0.	0.	1.	28.	594.	1.	6.	177.	317.	2.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.		
4. ABBOTTABAD	0.	0.	0.	0.	0.	1.	4.	2.	1395.	3607.	34.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.			
5. D.I.KHAN	0.	0.	0.	0.	0.	453.	0.	4.	3.	7.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
6. BANNU	0.	0.	0.	0.	0.	0.	0.	0.	0.	55.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
7. DIR	0.	0.	0.	0.	0.	0.	0.	0.	51.	164.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
8. SWAT(SAIDU SHARIF)	0.	0.	0.	0.	0.	0.	0.	0.	0.	4980.	171.	2046.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
9. ATTOCK	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
10. RAWALPINDI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
11. JHELUM	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
12. GUJRAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
13. SARGODHA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
14. MIRANWALI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
15. FAISALABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
16. JHANG	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
17. LAHORE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
18. SHEIKHUPURA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
19. GUJRANWALA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
20. SIALKOT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
21. D.G. KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
22. MUZAFFARGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
23. MULTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
24. SAHIVAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
25. BAHAWALPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
26. BAHAWALNAGAR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
27. RAHIM YAR KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
28. JACOBABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
29. SUKKUR (ROHRI)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
30. LARKANA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
31. RAWALSHAH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
32. KANUPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
33. HYDERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
34. DAOU	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
35. THARPARKAR (UMAR KOT)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
36. SANGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
37. THATTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
38. BADIN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
39. KARACHI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40. QUETTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
41. LORALAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
42. CHAGHAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
43. KALAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
44. LASBELA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
45. NASEERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
46. PANJGUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
47. GILGIT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
48. MUZAFFARABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
49. AFGHANISTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
50. INDIA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
51. IRAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
52. (TOTAL)	0.	2323.	1556.	273.	86.	191.	77.	640.	698.	1878.	89.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	

	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.	39.	40.	41.	42.	43.	44.	45.	46.	47.	48.	49.	50.	51.	52.
1. HARDSAN	3.	0.	5.	0.	0.	0.	6.	0.	0.	0.	0.	0.	22.	6.	2.	0.	3.	5.	1.	0.	0.	0.	0.	0.	0.	4098.
2. PESHAWAR	14.	4.	26.	2.	0.	15.	50.	10.	5.	1.	1.	1.	147.	75.	3.	1.	5.	14.	1.	0.	0.	7.	3.	0.	10532.	
3. KOHAT	4.	1.	2.	0.	0.	0.	2.	0.	0.	0.	0.	0.	9.	11.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3013.	
4. ABBOTTABAD	0.	0.	0.	1.	0.	0.	8.	0.	0.	0.	0.	0.	22.	2.	2.	0.	2.	0.	0.	0.	15.	95.	0.	0.	6536.	
5. D.I.KHAN	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	38.	0.	5.	0.	1.	0.	0.	0.	0.	0.	0.	0.	1293.	
6. BANNU	0.	1.	4.	0.	0.	0.	9.	0.	0.	0.	0.	0.	32.	3.	10.	0.	1.	0.	0.	0.	0.	0.	0.	0.	2286.	
7. DIR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	264.	
8. SWAT(SAIDU SHARIF)	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1864.	
9. ATTOCK	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	8353.	
10. RAWALPINDI	36.	3.	24.	2.	5.	3.	33.	25.	6.	2.	2.	2.	133.	46.	5.	0.	7.	1.	1.	2.	0.	223.	0.	0.	18745.	
11. JHELUM	3.	0.	11.	0.	0.	12.	5.	2.	0.	1.	0.	1.	32.	6.	2.	0.	2.	0.	0.	0.	0.	1.	0.	0.	6456.	
12. GUJRAT	32.	0.	16.	0.	1.	31.	0.	0.	0.	0.	1.	2.	25.	56.	16.	0.	2.	0.	1.	0.	0.	35.	0.	0.	11183.	
13. SARGODHA	328.	1.	43.	3.	3.	66.	8.	4.	1.	1.	1.	1.	163.	77.	9.	0.	2.	0.	0.	0.	7.	0.	0.	0.	9125.	
14. MIRANWALI	23.	0.	11.	0.	1.	37.	0.	0.	0.	1.	0.	0.	71.	6.	2.	0.	3.	0.	0.	0.	2.	0.	0.	0.	4606.	
15. FAISALABAD	192.	7.	105.	6.	16.	131.	8.	32.	7.	7.	2.	2.	372.	130.	124.	0.	2.	0.	2.	0.	3.	0.	0.	0.	10504.	
16. JHANG	150.	1.	23.	0.	2.	29.																				

*** VEHICLE OD *** 47

YEAR 1987 / 1988
CLASS SUM
CASE - D

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.
1. MARDAN	0.	3393.	6.	39.	2.	3.	113.	765.	78.	342.	8.	1.
2. PESHAWAR	0.	0.	1412.	308.	98.	253.	98.	911.	475.	2027.	48.	1.
3. KOHAT	0.	0.	0.	0.	13.	497.	1.	5.	98.	354.	1.	1.
4. ABBOTTABAD	0.	0.	0.	0.	0.	2.	1.	7.	699.	2684.	19.	1.
5. D.I. KHAN	0.	0.	0.	0.	0.	0.	0.	0.	2.	4.	0.	1.
6. BANNU	0.	0.	0.	0.	0.	0.	0.	0.	3.	44.	1.	1.
7. DIR	0.	0.	0.	0.	0.	0.	0.	0.	0.	12.	0.	1.
8. SWAT (SAIDU SHARIF)	0.	0.	0.	0.	0.	0.	0.	0.	33.	129.	0.	1.
9. ATTOCK	0.	0.	0.	0.	0.	0.	0.	0.	0.	3304.	176.	1.
10. RAWALPINDI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1800.	1.
11. JHELUM	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
12. GUJRAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
13. SARGODHA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
14. MIANWALI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
15. FAISALABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
16. JHANG	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
17. LAHORE	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
18. SHEIKHUPURA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
19. GUJRANWALA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
20. SIALKOT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
21. D.G. KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
22. MUZAFFARGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
23. MULTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
24. SAHIWAL	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
25. BAHAWALPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
26. BAHAWALNAGAR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
27. RAHIM YAR KHAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
28. JACOBABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
29. SUKKUR (ROHRI)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
30. LARKANA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
31. NAWABSHAH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
32. KAHRPUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
33. HYDERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
34. DADU	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
35. THARPARKAR (UMAR KOT)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
36. SANGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
37. THATTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
38. BADIN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
39. KARACHI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
40. QUETTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
41. LORALAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
42. CHAGHAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
43. KALAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
44. LASBELA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
45. HASEERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
46. PANJGUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
47. GILGIT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
48. MUZAFFARABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
49. AFGHANISTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
50. INDIA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
51. IRAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.
52. (TOTAL)	0.	3393.	1412.	308.	98.	253.	98.	911.	475.	2027.	48.	1.

	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.
13. SARGODHA	15.	18.	27.	2.	89.	1.	19.	8.	0.	1.	8.	1.	1.	0.
14. MIANWALI	112.	181.	78.	15.	540.	13.	118.	48.	4.	3.	37.	39.	1.	9.
15. FAISALABAD	22.	4.	28.	10.	51.	0.	24.	5.	0.	1.	9.	6.	1.	0.
16. JHANG	6.	13.	25.	1.	311.	9.	63.	13.	1.	0.	6.	21.	0.	0.
17. LAHORE	11.	214.	22.	2.	10.	0.	5.	0.	72.	4.	82.	0.	1.	4.
18. SHEIKHUPURA	33.	349.	97.	6.	24.	1.	4.	1.	10.	2.	32.	2.	0.	0.
19. GUJRANWALA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.
20. SIALKOT	0.	0.	13.	0.	64.	0.	4.	2.	0.	0.	1.	4.	0.	0.
21. D.G. KHAN	0.	0.	20.	8.	166.	7.	35.	6.	1.	2.	15.	5.	1.	2.
22. MUZAFFARGARH	32.	209.	353.	18.	1906.	22.	406.	299.	10.	11.	77.	136.	1.	1.
23. MULTAN	651.	27.	44.	9.	416.	51.	283.	140.	2.	1.	25.	21.	1.	4.
24. SAHIWAL	185.	44.	149.	19.	928.	20.	2440.	967.	3.	3.	71.	26.	4.	2.
25. BAHAWALPUR	882.	554.	1543.	1061.	691.	77.	390.	73.	17.	27.	508.	102.	68.	8.
26. BAHAWALNAGAR	0.	0.	0.	0.	129.	5.	61.	7.	5.	58.	364.	21.	3.	0.
27. RAHIM YAR KHAN	0.	0.	0.	0.	2712.	1035.	214.	341.	176.	105.	149.	908.	1126.	134.
28. JACOBABAD	0.	0.	0.	0.	334.	85.	260.	19.	19.	124.	545.	256.	24.	15.
29. SUKKUR (ROHRI)	0.	0.	0.	0.	0.	1155.	3036.	1400.	61.	99.	1494.	1793.	49.	256.
30. LARKANA	0.	0.	0.	0.	0.	0.	422.	34.	3.	2.	222.	60.	11.	11.
31. NAWABSHAH	0.	0.	0.	0.	0.	0.	1162.	17.	11.	104.	65.	6.	1.	1.
32. KAHRPUR	0.	0.	0.	0.	0.	0.	0.	4.	4.	3.	22.	1.	1.	1.
33. HYDERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	451.	712.	8.	20.	8.
34. DADU	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1917.	20.	200.	8.
35. THARPARKAR (UMAR KOT)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1566.	1648.	179.
36. SANGARH	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	24.	826.
37. THATTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	387.
38. BADIN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
39. KARACHI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40. QUETTA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
41. LORALAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
42. CHAGHAI	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
43. KALAT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
44. LASBELA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
45. HASEERABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
46. PANJGUR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
47. GILGIT	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
48. MUZAFFARABAD	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
49. AFGHANISTAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
50. INDIA	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
51. IRAN	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
52. (TOTAL)	20.	46.	1.	0.	1.	2.	1.	0.	0.	0.	0.	0.	0.	4979.

	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
1. MARDAN	2.	0.	3.	0.	0.	0.	5.	0.	0.	0.	0.	0.
2. PESHAWAR	10.	3.	13.	1.	0.	11.	31.	8.	3.	0.	0.	0.
3. KOHAT	3.	1.	1.	0.	0.	0.	1.	0.	0.	0.	0.	0.
4. ABBOTTABAD	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
5. D.I. KHAN	1.	1.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
6. BANNU	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
7. DIR	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
8. SWAT (SAIDU SHARIF)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
9. ATTOCK	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
10. RAWALPINDI	22.	2.	12.	1.	3.	1.	39.	11.	3.	2.	1.	0.
11. JHELUM	2.	0.	6.	0.	1.	0.	9.	3.	2.	1.	0.	1.
12. GUJRAT	16.	0.	7.	0.	0.	1.	18.	0.	0.	0.	1.	0.
13. SARGODHA	153.	1.	21.	2.	1.	1.	34.	4.	0.	0.	0.	0.
14. MIANWALI	13.	0.	5.	0.	10.	5.	77.	4.	16.	5.	2.	1.
15. FAISALABAD	88.	6.	54.	0.	0.	1.	15.	8.	9.	0.	3.	1.
16. JHANG	65.	0.	12.	0.	0.	10.	182.	119.	9.	2.	0.	0.
17. LAHORE	109.	6.	42.	7.	1.	10.	182.	119.	9.	2.	0.	0.
18. SHEIKHUPURA	17.	0.	1.	0.	0.	0.	5.	2.	0.	4.	1.	1.
19. GUJRANWALA	38.	0.	7.	0.	3.	0.	55.	1.	0.	0.	0.	0.
20. SIALKOT	6.	0.	7.	0.	2.	0.	13.	0.	2.	0.	0.	0.
21. D.G. KHAN	93.	125.	34.	2.	0.	2.	13.	0.	5.	0.	0.	0.
22. MUZAFFARGARH	70.	0.	12.	1.	1.	14.	150.	96.	10.	4.	0.	0.
23. MULTAN	518.	19.	213.	11.	12.	1.	35.	37.	3.	3.	2.	1.
24. SAHIWAL	49.	1.	26.	1.	0.	0.	35.	37.	3.	3.	2.	1.
25. BAHAWALPUR	1142.	8.	104.	1.	6.	3.	32.	5.	0.	0.	0.	0.
26. BAHAWALNAGAR	25.	0.	9.	0.	1.	1.	11.	0.	0.	0.	0.	0.
27. RAHIM YAR KHAN	0.	262.	1053.	20.	9.	5.	72.	45.	3.	1.	4.	1.
28. JACOBABAD	0.	0.	1192.	104.	7.	27.	62.	13.	5.	2.	2.	1.
29. SUKKUR (ROHRI)	0.	0.	0.	84.	116.	975.	391.	2709.	23.	44.	2.	1.
30. LARKANA	0.	0.	0.	0.	2.	34.	259.	1075.	10.	1.	11.	1.
31. NAWABSHAH	0.	0.	0.	0.	0.	134.						

*** VEHICLE OD *** 48

YEAR 1999 / 2000
CLASS SUM
CASE - B

	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.				
1. HARDAN	0.	5823.	10.	58.	3.	5.	223.	1334.	134.	600.	12.	11.	30.	39.	48.	3.	187.	2.	35.	16.	1.	1.	16.	2.	1.	0.				
2. PESHAWAR	0.	0.	2678.	629.	164.	407.	196.	1814.	834.	4041.	97.	10.	218.	366.	147.	31.	1165.	31.	247.	87.	9.	5.	69.	86.	4.	18.				
3. KOHAT				0.	31.	901.	1.	10.	193.	697.	3.	11.	46.	9.	48.	19.	109.	0.	53.	10.	1.	2.	21.	14.	2.	0.				
4. ABBOTTABAD				0.	1.	4.	6.	13.	1512.	5620.	40.	16.	12.	31.	49.	2.	702.	18.	146.	26.	2.	0.	15.	56.	0.	1.				
5. D.I.KHAN				0.	0.	1044.	0.	6.	3.	8.	1.	17.	18.	758.	150.	10.	46.	2.	9.	2.	154.	6.	145.	0.	1.	7.				
6. BAHNU				0.	0.	0.	0.	4.	0.	85.	1.	18.	0.	0.	0.	0.	1.	0.	0.	0.	20.	2.	104.	3.	1.	0.				
7. DIR				0.	0.	0.	0.	0.	0.	23.	0.	58.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.				
8. SWAT(SAIDU SHARIF)				0.	0.	0.	0.	0.	0.	264.	0.	0.	0.	0.	0.	0.	151.	0.	9.	4.	0.	0.	3.	0.	0.	0.				
9. ATTOCK				0.	0.	0.	0.	0.	0.	6646.	282.	11.	0.	373.	30.	12.	298.	14.	68.	10.	2.	4.	36.	2.	2.	4.				
10. RAWALPINDI				0.	0.	0.	0.	0.	0.	0.	3193.	12.	1219.	529.	594.	34.	3858.	44.	914.	513.	21.	27.	143.	255.	10.	7.				
11. JHELUM				0.	0.	0.	0.	0.	0.	0.	0.	11.	122.	54.	67.	14.	819.	97.	529.	264.	3.	3.	62.	43.	1.	1.				
12. GUJRAT				0.	0.	0.	0.	0.	0.	0.	0.	12.	1233.	107.	274.	38.	1833.	42.	5739.	2046.	5.	6.	226.	61.	10.	4.				
13. SARGODHA				0.	0.	0.	0.	0.	0.	0.	0.	13.	0.	1118.	2725.	2276.	1528.	175.	800.	114.	37.	57.	1034.	200.	148.	18.				
14. MIANWALI				0.	0.	0.	0.	0.	0.	0.	0.	14.	0.	0.	0.	0.	251.	14.	140.	18.	10.	118.	659.	46.	6.	0.				
15. FAISALABAD				0.	0.	0.	0.	0.	0.	0.	0.	15.	0.	0.	0.	0.	0.	0.	279.	42.	34.	257.	1464.	527.	59.	37.				
16. JHANG				0.	0.	0.	0.	0.	0.	0.	0.	16.	0.	0.	0.	0.	0.	0.	641.	42.	10.	118.	488.	116.	23.	23.				
17. LAHORE				0.	0.	0.	0.	0.	0.	0.	0.	17.	0.	0.	0.	0.	0.	0.	199.	512.	179.	258.	1427.	1985.	203.	415.				
18. SHEIKHUPURA				0.	0.	0.	0.	0.	0.	0.	0.	18.	0.	0.	0.	0.	0.	0.	6692.	2484.	128.	194.	2915.	3758.	109.	486.				
19. GUJRANWALA				0.	0.	0.	0.	0.	0.	0.	0.	19.	0.	0.	0.	0.	0.	0.	926.	66.	4.	5.	488.	116.	23.	23.				
20. SIALKOT				0.	0.	0.	0.	0.	0.	0.	0.	20.	0.	0.	0.	0.	0.	0.	0.	2034.	38.	7.	6.	215.	124.	11.	2.			
21. D.G. KHAN				0.	0.	0.	0.	0.	0.	0.	0.	21.	0.	0.	0.	0.	0.	0.	0.	0.	0.	995.	1563.	11.	38.	2.	2.			
22. MUZAFFARGARH				0.	0.	0.	0.	0.	0.	0.	0.	22.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4004.	39.	401.	14.	14.			
23. MULTAN				0.	0.	0.	0.	0.	0.	0.	0.	23.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3054.	3263.	332.	332.		
24. SAHIAL				0.	0.	0.	0.	0.	0.	0.	0.	24.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	51.	1708.	665.	0.	
25. BAHAWALPUR				0.	0.	0.	0.	0.	0.	0.	0.	25.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
26. BAHAWALNAGAR				0.	0.	0.	0.	0.	0.	0.	0.	26.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
27. RAHIM YAR KHAN				0.	0.	0.	0.	0.	0.	0.	0.	27.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
28. JACOBABAD				0.	0.	0.	0.	0.	0.	0.	0.	28.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
29. SUKKUR (ROHRI)				0.	0.	0.	0.	0.	0.	0.	0.	29.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
30. LARKANA				0.	0.	0.	0.	0.	0.	0.	0.	30.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
31. NAVABSHAH				0.	0.	0.	0.	0.	0.	0.	0.	31.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
32. KAHRPUR				0.	0.	0.	0.	0.	0.	0.	0.	32.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
33. HYDERABAD				0.	0.	0.	0.	0.	0.	0.	0.	33.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
34. DADU				0.	0.	0.	0.	0.	0.	0.	0.	34.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
35. THARPARKAR (UMAR KOT)				0.	0.	0.	0.	0.	0.	0.	0.	35.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
36. SANGARH				0.	0.	0.	0.	0.	0.	0.	0.	36.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
37. THATTA				0.	0.	0.	0.	0.	0.	0.	0.	37.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
38. BADIN				0.	0.	0.	0.	0.	0.	0.	0.	38.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
39. KARACHI				0.	0.	0.	0.	0.	0.	0.	0.	39.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
40. QUETTA				0.	0.	0.	0.	0.	0.	0.	0.	40.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
41. LORALAI				0.	0.	0.	0.	0.	0.	0.	0.	41.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
42. CHAGHAI				0.	0.	0.	0.	0.	0.	0.	0.	42.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
43. KALAT				0.	0.	0.	0.	0.	0.	0.	0.	43.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
44. LASBELA				0.	0.	0.	0.	0.	0.	0.	0.	44.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
45. NASEERABAD				0.	0.	0.	0.	0.	0.	0.	0.	45.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
46. PANJGUR				0.	0.	0.	0.	0.	0.	0.	0.	46.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
47. GILGIT				0.	0.	0.	0.	0.	0.	0.	0.	47.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
48. MUZAFFARABAD				0.	0.	0.	0.	0.	0.	0.	0.	48.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
49. AFGHANISTAN				0.	0.	0.	0.	0.	0.	0.	0.	49.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
50. INDIA				0.	0.	0.	0.	0.	0.	0.	0.	50.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
51. IRAN				0.	0.	0.	0.	0.	0.	0.	0.	51.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
52. (TOTAL)				0.	0.	0.	0.	0.	0.	0.	0.	52.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.

	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.	39.	40.	41.	42.	43.	44.	45.	46.	47.	48.	49.	50.	51.	52.	
1. HARDAN	3.	0.	5.	0.	0.	0.	6.	0.	0.	0.	0.	0.	23.	6.	2.	0.	3.	5.	1.	0.	0.	0.	0.	0.	0.	0.	8651.
2. PESHAWAR	15.	5.	26.	2.	0.	15.	52.	10.	5.	1.	1.	1.	155.	82.	4.	1.	5.	14.	1.	0.	0.	8.	3.	0.	0.	19747.	
3. KOHAT	5.	1.	2.	0.	0.	0.	2.	0.	0.	0.	0.	0.	11.	11.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	4905.	
4. ABBOTTABAD	7.	0.	0.	1.	0.	0.	8.	0.	0.	0.	0.	0.	26.	3.	2.	0.	2.	0.	0.	0.	19.	213.	0.	0.	0.	9332.	
5. D.I.KHAN	1.	1.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	47.	2.	9.	0.	2.	0.	2.	0.	0.	0.	0.	0.	0.	2172.	
6. BAHNU	0.	1.	4.	0.	0.	0.	9.	0.	0.	0.	0.	0.	39.	3.	21.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	3704.	
7. DIR	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	4.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	463.	
8. SWAT(SAIDU SHARIF)	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	0.	0.	11.	4.	1.	0.	1.	0.	0.	0.	0.	0.	0.	0.	0.	3734.	
9. ATTOCK	9.	0.	3.	0.	0.	0.	38.	14.	0.	0.	0.	0.	38.	7.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	10733.	
10. RAWALPINDI	36.	3.	26.	2.	0.	3.	54.	25.	6.	2.	2.	1.	137.	46.	5.	0.	7.	1.	1.	2.	0.	769.	0.	0.	0.	31500.	
11. JHELUM	11.	0.	11.	0.	1.	0.	13.	5.	2.	1.	0.	0.	32.	6.	2.	0.	2.	0.	0.	0.	0.	30.	0.				

*** Commodity OD Case A ***19

ZONE	ROAD																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	1141.	449.	327.	16.	117.	243.	63.	27.	13.	1.	7.	13.	20.	137.	36.	10.	2636.
2	713.	1978.	28.	19.	876.	784.	53.	20.	65.	1.	7.	3.	14.	50.	5.	135.	4754.
3	231.	87.	239.	117.	90.	63.	207.	98.	11.	1.	6.	4.	3.	87.	51.	1.	1298.
4	30.	94.	70.	0.	398.	351.	637.	404.	108.	98.	110.	50.	29.	134.	12.	2.	2438.
5	148.	831.	14.	98.	1334.	629.	136.	53.	15.	3.	14.	16.	18.	439.	53.	55.	3889.
6	245.	314.	29.	42.	460.	83.	182.	182.	223.	27.	44.	6.	38.	178.	29.	10.	1933.
7	63.	68.	160.	496.	269.	132.	982.	357.	159.	58.	48.	41.	73.	248.	49.	1.	3181.
8	33.	57.	119.	66.	113.	221.	348.	1106.	200.	14.	87.	18.	32.	145.	23.	2.	2983.
9	33.	123.	19.	11.	124.	402.	189.	107.	39.	14.	31.	27.	10.	15.	12.	0.	1231.
10	1.	6.	1.	8.	10.	21.	30.	72.	47.	0.	31.	3.	34.	13.	36.	1.	493.
11	4.	34.	2.	10.	48.	55.	59.	50.	7.	20.	0.	1.	222.	172.	20.	4.	1428.
12	28.	14.	6.	13.	209.	157.	187.	77.	33.	3.	5.	277.	1602.	1282.	755.	2.	4869.
13	21.	21.	8.	16.	31.	131.	74.	162.	47.	67.	234.	277.	470.	880.	1106.	92.	5880.
14	194.	218.	33.	105.	294.	904.	452.	297.	93.	74.	150.	277.	617.	2395.	1998.	10.	6281.
15	42.	149.	9.	51.	110.	338.	132.	283.	79.	41.	88.	30.	0.	414.	0.	0.	584.
16	22.	57.	0.	3.	17.	3.	2.	1.	0.	0.	0.	4.	0.	4.	0.	0.	584.
17	2930.	4494.	1066.	1071.	4380.	4521.	3527.	3294.	1138.	521.	838.	1143.	3312.	6896.	4336.	327.	43583.

ZONE	RAIL																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	14.	29.	10.	2.	19.	13.	1.	0.	0.	0.	1.	1.	0.	57.	8.	16.	17.
2	146.	45.	12.	5.	70.	39.	2.	3.	1.	1.	0.	3.	0.	7.	0.	0.	154.
3	59.	91.	6.	17.	36.	59.	106.	7.	0.	0.	0.	0.	3.	36.	0.	0.	334.
4	6.	26.	23.	0.	46.	36.	10.	34.	11.	51.	7.	0.	5.	30.	5.	0.	414.
5	15.	127.	3.	1.	154.	122.	34.	11.	12.	2.	6.	5.	11.	204.	17.	0.	280.
6	24.	27.	2.	4.	48.	11.	10.	11.	23.	2.	6.	10.	6.	78.	9.	0.	316.
7	33.	32.	2.	18.	71.	57.	11.	2.	0.	0.	0.	11.	0.	73.	8.	0.	469.
8	165.	105.	23.	3.	22.	47.	20.	34.	16.	25.	0.	43.	0.	62.	1.	0.	387.
9	189.	13.	1.	1.	1.	91.	2.	47.	7.	0.	0.	15.	0.	5.	0.	0.	184.
10	4.	5.	0.	0.	9.	22.	9.	0.	1.	16.	0.	2.	0.	31.	0.	0.	183.
11	1.	5.	0.	1.	6.	30.	1.	0.	6.	0.	0.	69.	18.	19.	0.	0.	268.
12	57.	57.	0.	0.	47.	52.	37.	18.	1.	12.	38.	17.	109.	164.	0.	0.	1137.
13	49.	108.	7.	8.	66.	8.	67.	74.	24.	147.	47.	138.	218.	69.	83.	0.	4180.
14	108.	311.	99.	1.	335.	85.	674.	51.	8.	4.	12.	26.	52.	151.	74.	0.	819.
15	4.	165.	1.	1.	23.	30.	4.	31.	0.	4.	0.	0.	0.	0.	0.	0.	0.
16	0.	0.	0.	0.	0.	0.	0.	964.	383.	261.	137.	404.	430.	102.	563.	0.	10328.
17	876.	1202.	189.	169.	954.	1806.	928.	964.	383.	261.	137.	404.	430.	102.	563.	0.	10328.

*** Commodity OD Case A ***50

ZONE AGGREGATION SUM ROAD 87/88

ZONE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	1592.	746.	384.	47.	283.	539.	151.	55.	37.	7.	16.	65.	51.	694.	55.	21.	4652.
2	977.	3225.	40.	35.	1311.	1402.	77.	30.	117.	7.	10.	9.	21.	97.	7.	157.	7518.
3	400.	2210.	355.	230.	275.	102.	290.	163.	22.	2.	10.	12.	4.	171.	71.	3.	2336.
4	45.	151.	108.	0.	461.	645.	952.	669.	185.	161.	171.	65.	45.	814.	20.	3.	3870.
5	206.	1270.	23.	133.	1895.	1023.	179.	84.	24.	4.	22.	32.	30.	368.	88.	47.	5863.
6	394.	541.	47.	65.	672.	124.	133.	292.	358.	37.	70.	14.	60.	368.	45.	14.	3230.
7	101.	94.	217.	665.	395.	208.	1664.	582.	237.	182.	81.	69.	47.	429.	72.	1.	4786.
8	58.	153.	208.	118.	387.	777.	1166.	1910.	430.	202.	247.	159.	129.	592.	139.	4.	6624.
9	53.	172.	25.	15.	184.	629.	1110.	159.	60.	20.	15.	58.	43.	230.	33.	0.	1866.
10	1.	10.	1.	12.	16.	36.	31.	121.	60.	0.	31.	5.	17.	73.	20.	0.	506.
11	14.	69.	1.	49.	154.	149.	137.	118.	53.	106.	0.	21.	96.	237.	64.	1.	1251.
12	71.	83.	13.	29.	718.	417.	531.	189.	184.	5.	11.	434.	471.	311.	74.	4.	3387.
13	81.	147.	10.	42.	88.	822.	147.	859.	184.	118.	464.	466.	289.	1931.	1402.	7.	9222.
14	186.	233.	54.	137.	461.	1691.	364.	470.	140.	68.	154.	454.	780.	1761.	1886.	149.	9000.
15	57.	241.	12.	71.	170.	430.	181.	241.	81.	43.	197.	49.	874.	3711.	2850.	17.	9112.
16	4.	73.	10.	4.	21.	44.	3.	2.	0.	0.	0.	7.	0.	1811.	0.	0.	1930.
17	4239.	7433.	1498.	1650.	7440.	8998.	5948.	5744.	2087.	878.	1420.	1903.	5257.	15421.	6788.	429.	73164.

ZONE AGGREGATION SUM RAIL 87/88

ZONE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	27.	46.	18.	6.	32.	27.	4.	1.	1.	0.	6.	2.	1.	271.	10.	16.	470.
2	223.	79.	19.	9.	107.	64.	4.	4.	2.	2.	0.	6.	1.	15.	1.	0.	533.
3	83.	140.	8.	14.	54.	92.	101.	13.	2.	0.	0.	0.	4.	65.	20.	0.	600.
4	10.	41.	38.	0.	80.	64.	18.	53.	18.	80.	12.	0.	7.	57.	9.	0.	487.
5	21.	214.	4.	2.	183.	190.	42.	16.	17.	3.	6.	8.	19.	305.	17.	0.	1048.
6	41.	45.	4.	7.	73.	14.	16.	18.	37.	4.	9.	18.	9.	124.	13.	0.	453.
7	41.	48.	0.	27.	102.	90.	17.	4.	0.	0.	1.	70.	0.	121.	13.	0.	483.
8	311.	456.	91.	40.	189.	283.	101.	55.	27.	182.	0.	22.	5.	116.	14.	0.	1850.
9	261.	19.	1.	1.	2.	142.	3.	32.	0.	0.	0.	24.	0.	108.	1.	0.	593.
10	8.	6.	2.	0.	9.	32.	13.	73.	10.	0.	33.	11.	0.	11.	0.	0.	203.
11	6.	12.	0.	3.	29.	82.	12.	4.	1.	25.	0.	114.	29.	50.	38.	0.	392.
12	146.	239.	0.	1.	149.	127.	18.	1.	13.	0.	0.	28.	10.	40.	0.	0.	775.
13	78.	215.	11.	13.	126.	202.	74.	36.	98.	17.	83.	104.	170.	252.	335.	0.	1908.
14	143.	209.	36.	81.	107.	604.	282.	418.	156.	58.	56.	223.	320.	107.	116.	0.	2936.
15	4.	199.	1.	1.	33.	266.	4.	17.	4.	3.	13.	44.	80.	259.	115.	0.	1044.
16	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	680.	0.	0.	0.	0.	0.
17	1427.	1968.	234.	205.	1176.	2284.	698.	745.	387.	374.	198.	654.	1905.	1905.	905.	0.	13859.

*** Commodity OD Case A *** 51

ZONE	AGGREGATION	SUM	ROAD																
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	2863.	1698.	475.	96.	492.	1125.	279.	114.	17.	34.	115.	104.	144.	107.	144.	144.	107.	42.	8885.
2	1894.	7011.	60.	2507.	3204.	156.	156.	70.	3.	19.	34.	46.	273.	14.	273.	14.	295.	235.	15831.
3	821.	537.	708.	668.	219.	535.	1891.	345.	5.	23.	34.	8.	447.	143.	447.	143.	5.	5.	8234.
4	95.	325.	222.	0.	97.	1542.	508.	173.	364.	375.	119.	98.	601.	161.	601.	161.	60.	60.	12323.
5	415.	2396.	48.	3588.	2217.	508.	292.	173.	6.	46.	75.	52.	1679.	107.	1679.	107.	23.	23.	7874.
6	868.	1272.	112.	1650.	206.	292.	278.	726.	92.	178.	35.	186.	1054.	128.	1054.	128.	3.	3.	9837.
7	212.	1772.	372.	1240.	419.	2065.	2065.	418.	438.	571.	394.	285.	1432.	279.	1432.	279.	8.	8.	14269.
8	158.	334.	542.	267.	1013.	1192.	349.	305.	41.	808.	69.	83.	540.	60.	540.	60.	0.	0.	3617.
9	99.	320.	38.	22.	331.	1192.	349.	305.	41.	98.	112.	106.	183.	40.	183.	40.	0.	0.	1045.
10	1.	20.	2.	37.	75.	59.	59.	249.	0.	25.	106.	106.	804.	111.	804.	111.	2.	2.	2801.
11	26.	113.	4.	118.	338.	335.	255.	272.	285.	137.	255.	255.	759.	113.	759.	113.	8.	8.	7415.
12	143.	212.	26.	160.	1678.	862.	1129.	419.	9.	140.	966.	966.	4078.	3128.	4078.	3128.	10.	10.	21309.
13	229.	559.	22.	107.	2428.	778.	358.	1708.	279.	515.	1182.	1182.	3320.	4472.	3320.	4472.	366.	366.	20695.
14	405.	580.	125.	280.	436.	778.	778.	1037.	170.	296.	1108.	1108.	8538.	5207.	8538.	5207.	55.	55.	17801.
15	115.	399.	20.	143.	763.	34.	34.	41.	0.	148.	97.	1538.	3734.	0.	3734.	0.	0.	0.	3821.
16	17.	114.	0.	6.	32.	8.	8.	3.	0.	0.	15.	0.	0.	0.	0.	0.	0.	0.	3821.
17	8352.	15867.	2775.	3321.	15515.	20348.	11565.	12778.	1973.	4549.	4257.	11265.	29852.	14047.	29852.	14047.	775.	775.	159817.

ZONE	AGGREGATION	SUM	RAIL																
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	113.	98.	38.	12.	61.	51.	7.	1.	0.	1.	2.	0.	11.	12.	13.	14.	15.	16.	17.
2	472.	176.	40.	25.	259.	157.	9.	10.	4.	4.	4.	0.	13.	4.	1.	585.	19.	0.	954.
3	182.	300.	18.	30.	110.	208.	180.	32.	0.	0.	4.	0.	0.	0.	1.	32.	2.	0.	1210.
4	19.	85.	88.	0.	182.	182.	39.	130.	181.	40.	60.	181.	26.	0.	9.	160.	45.	0.	1278.
5	37.	377.	9.	3.	375.	389.	69.	34.	6.	35.	35.	6.	14.	16.	15.	188.	19.	0.	1108.
6	77.	97.	8.	16.	158.	33.	37.	59.	9.	83.	83.	9.	18.	95.	32.	427.	27.	0.	183.
7	73.	91.	0.	55.	200.	192.	37.	7.	0.	0.	0.	0.	1.	97.	20.	243.	24.	0.	979.
8	61.	836.	201.	94.	186.	622.	252.	123.	408.	65.	65.	0.	1.	184.	34.	244.	34.	0.	3923.
9	426.	441.	1.	1.	4.	235.	6.	71.	0.	0.	0.	0.	0.	63.	1.	255.	3.	0.	1131.
10	13.	13.	5.	0.	19.	59.	27.	164.	23.	23.	0.	0.	0.	9.	1.	54.	1.	0.	445.
11	14.	23.	0.	7.	65.	136.	3.	1.	57.	3.	3.	0.	73.	264.	64.	104.	94.	0.	837.
12	302.	394.	0.	2.	340.	232.	37.	7.	39.	24.	24.	0.	0.	69.	22.	16.	0.	0.	1766.
13	182.	461.	17.	30.	271.	466.	156.	82.	39.	356.	356.	0.	14.	250.	384.	491.	117.	0.	4303.
14	290.	413.	81.	152.	205.	1322.	542.	1023.	114.	301.	301.	6.	117.	561.	679.	282.	253.	0.	6146.
15	6.	391.	0.	2.	60.	506.	7.	35.	10.	10.	10.	0.	25.	82.	180.	588.	256.	0.	2154.
16	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
17	2792.	3999.	510.	426.	2504.	4740.	1406.	1766.	823.	830.	1447.	1444.	3885.	2018.	3885.	2018.	0.	0.	29040.

ZONE AGGREGATION SUM ROAD 87/88

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	2120.	762.	403.	53.	248.	555.	148.	52.	35.	7.	15.	40.	45.	163.	43.	21.	4797.
2	1200.	3876.	59.	43.	1418.	1397.	81.	128.	111.	1.	9.	8.	18.	1363.	6.	157.	8474.
3	487.	361.	436.	244.	277.	117.	391.	176.	24.	2.	10.	13.	8.	118.	48.	3.	2714.
4	54.	193.	146.	0.	541.	715.	969.	468.	203.	13.	11.	65.	39.	176.	19.	3.	4096.
5	227.	1483.	27.	135.	3631.	1288.	221.	84.	24.	4.	21.	30.	30.	565.	81.	47.	7880.
6	432.	590.	52.	177.	784.	431.	182.	293.	403.	36.	67.	14.	58.	266.	44.	14.	3731.
7	101.	99.	217.	695.	497.	344.	1765.	585.	257.	102.	81.	68.	42.	318.	69.	1.	5233.
8	56.	187.	211.	118.	384.	780.	1128.	2880.	458.	384.	247.	154.	128.	505.	113.	6.	7115.
9	65.	173.	26.	16.	186.	805.	200.	191.	387.	50.	15.	29.	48.	168.	33.	0.	2337.
10	1.	10.	1.	12.	17.	38.	31.	194.	70.	0.	85.	55.	18.	66.	20.	0.	619.
11	12.	64.	2.	46.	142.	145.	134.	118.	54.	122.	0.	7.	12.	244.	64.	1.	1299.
12	58.	67.	13.	25.	508.	333.	441.	178.	61.	405.	5.	763.	481.	283.	25.	4.	3255.
13	53.	105.	11.	37.	74.	654.	138.	603.	165.	115.	10.	542.	4343.	1900.	1462.	7.	10736.
14	89.	142.	31.	37.	197.	992.	208.	328.	175.	33.	132.	340.	728.	2278.	2003.	149.	7749.
15	56.	196.	11.	70.	159.	402.	197.	242.	75.	41.	94.	68.	872.	3988.	3857.	17.	10313.
16	4.	23.	0.	4.	21.	4.	3.	622.	0.	0.	0.	7.	0.	1833.	0.	0.	1930.
17	5015.	8361.	1646.	1609.	9086.	9000.	6222.	6022.	2401.	1038.	1463.	2184.	6974.	12861.	7886.	429.	82199.

ZONE AGGREGATION SUM RAIL 87/88

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	0.	0.	0.	0.	27.	33.	6.	4.	3.	0.	7.	6.	7.	788.	21.	16	905.
2	0.	0.	0.	0.	0.	77.	0.	7.	7.	2.	1.	6.	3.	43.	0.	0.	150.
3	0.	0.	0.	0.	52.	89.	0.	0.	0.	0.	0.	0.	0.	113.	43.	0.	297.
4	0.	0.	0.	0.	0.	0.	0.	54.	0.	85.	32.	0.	13.	68.	9.	0.	263.
5	0.	0.	0.	0.	0.	0.	0.	18.	17.	3.	17.	30.	19.	509.	24.	0.	604.
6	39.	41.	0.	0.	0.	0.	0.	1.	0.	4.	13.	39.	10.	214.	14.	0.	389.
7	40.	45.	87.	40.	92.	283.	84.	0.	0.	0.	0.	59.	2.	194.	18.	0.	318.
8	316.	452.	87.	40.	0.	0.	0.	0.	0.	0.	0.	75.	7.	224.	31.	0.	169.
9	248.	18.	0.	0.	0.	0.	0.	0.	0.	0.	0.	22.	0.	145.	1.	0.	433.
10	8.	6.	2.	0.	8.	30.	13.	0.	0.	0.	0.	4.	0.	19.	0.	0.	571.
11	8.	17.	0.	6.	41.	85.	15.	0.	0.	0.	0.	110.	0.	61.	39.	0.	373.
12	158.	256.	0.	4.	359.	211.	107.	16.	28.	0.	0.	0.	0.	297.	0.	0.	1209.
13	106.	258.	13.	18.	140.	370.	84.	93.	119.	21.	0.	28.	0.	0.	536.	0.	2079.
14	221.	395.	58.	176.	337.	1187.	408.	564.	217.	93.	81.	3509.	380.	0.	0.	0.	4507.
15	5.	244.	2.	1.	43.	294.	6.	35.	10.	5.	14.	45.	82.	0.	0.	0.	786.
16	0.	0.	0.	0.	0.	0.	0.	0.	402.	0.	156.	0.	523.	0.	0.	0.	0.
17	1149.	1629.	160.	247.	1099.	2599.	713.	802.	602.	21.	156.	715.	523.	2747.	759.	0.	13898.

*** Commodity OD Case B **** 53

ZONE	ROAD																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	4125	1596	513	107	509	1196	269	99	74	16	28	93	78	126	68	42	8938
2	2366	8608	100	89	2766	3178	165	59	284	5	14	57	33	296	8	225	17862
3	1003	837	924	526	676	283	733	377	53	5	23	34	17	200	49	3	5740
4	114	411	310	0	111	1738	1930	1691	476	340	285	116	71	337	39	5	8756
5	451	1473	57	250	7801	2903	377	175	87	6	45	62	50	663	135	60	15868
6	981	1427	127	179	1932	944	430	777	958	91	158	29	164	463	93	23	8774
7	218	184	372	1294	938	785	3521	1590	371	57	205	135	90	563	114	3	10535
8	13	319	547	287	993	1629	2130	5094	873	846	514	349	282	1025	200	8	15252
9	139	328	40	23	355	1586	335	376	814	41	33	64	83	282	60	0	4580
10	2	21	2	37	40	81	60	414	121	0	179	132	37	153	39	0	1288
11	1	95	4	100	282	315	243	273	140	322	0	83	280	583	108	2	2792
12	91	128	26	43	699	1227	742	377	80	8	19	1984	1134	611	49	8	6366
13	68	217	22	76	132	1428	292	1400	392	283	1273	1127	10712	3962	3123	10	24508
14	105	190	53	50	313	1631	314	549	108	19	246	615	1717	4327	4728	366	13558
15	111	282	19	142	277	707	341	369	133	69	163	93	1532	8700	7569	35	20542
16	9928	17531	0	6	32	6	4	13144	5077	2286	3184	4899	16301	25825	16382	793	171372
17			3116	3185	18876	18913	11913										

ZONE	RAIL																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	0	0	0	0	44	80	17	16	12	1	19	25	28	1788	58	0	2888
2	0	0	0	0	0	288	0	21	30	5	5	18	14	199	0	0	507
3	0	0	0	0	108	195	0	0	0	0	0	0	0	372	134	0	809
4	0	0	0	0	0	0	0	124	0	205	116	0	48	189	0	0	699
5	0	0	0	0	0	0	0	33	34	6	16	29	33	180	53	0	1283
6	69	79	0	0	0	0	0	38	0	11	39	99	41	748	58	0	1161
7	73	82	0	0	0	0	0	0	0	0	0	43	11	595	42	0	847
8	642	831	196	94	206	612	184	0	0	0	0	209	37	710	113	0	3853
9	388	34	0	0	0	0	0	0	0	0	0	68	0	415	3	0	908
10	15	12	5	0	16	52	27	0	0	0	0	9	0	68	2	0	206
11	26	41	0	23	121	156	15	49	79	1	2	244	0	156	98	0	379
12	352	679	0	17	319	1588	613	48	0	0	0	68	0	271	0	0	3722
13	283	803	17	61	360	1414	219	390	339	53	188	896	0	666	1220	0	5915
14	335	724	151	368	743	3344	917	1522	488	218	188	86	989	0	0	0	11044
15	10	507	4	2	82	564	10	74	25	13	27	86	186	0	0	0	1591
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	2413	3792	372	565	2999	7213	1801	2267	1007	515	412	1798	1362	7356	1790	0	35662

*** Container Distribution (Case B) ***54

80/81		87/88		99/00			
ZONE	AGGREGATION	CONTAINER	ROAD	ZONE	AGGREGATION	CONTAINER	ROAD
		IMPORT	EXPORT			IMPORT	EXPORT
1		5.27	4.02	1		0.0	0.0
2		6.31	1.84	2		0.0	0.0
3		1.50	3.11	3		11.60	10.53
4		1.48	1.24	4		0.0	0.0
5		12.50	19.55	5		0.0	0.0
6		52.07	7.45	6		0.0	0.0
7		10.62	12.74	7		0.0	0.0
8		12.37	16.24	8		115.63	249.69
9		2.52	8.56	9		0.0	0.0
10		0.51	2.88	10		5.31	62.42
11		3.69	8.44	11		43.57	145.82
12		8.88	0.85	12		147.15	21.44
13		14.94	40.27	13		162.85	549.83
14		26.76	40.78	14		394.64	656.12
15		27.51	69.57	15		304.26	982.48
16		4.02	12.56	16		37.20	136.89
17		190.75	250.11	17		1222.01	2794.02

80/81		87/88		99/00			
ZONE	AGGREGATION	CONTAINER	RAIL	ZONE	AGGREGATION	CONTAINER	RAIL
		IMPORT	EXPORT			IMPORT	EXPORT
1		4.58	2.48	1		104.82	101.27
2		6.98	0.34	2		136.56	35.64
3		0.51	1.04	3		6.92	49.28
4		0.64	0.63	4		15.89	28.40
5		2.45	2.78	5		133.23	299.39
6		16.86	1.53	6		698.44	140.91
7		3.04	2.67	7		102.98	173.78
8		1.02	6.46	8		0.0	0.0
9		0.55	2.80	9		26.16	139.30
10		0.17	0.27	10		0.0	0.0
11		0.54	2.60	11		0.0	0.0
12		3.36	0.54	12		0.0	0.0
13		0.11	4.64	13		0.0	0.0
14		0.34	0.0	14		0.0	0.0
15		0.11	5.12	15		0.0	0.0
16		0.0	0.0	16		0.0	0.0
17		41.25	33.89	17		1214.99	964.98

*** Projection of Petroleum Flow from Karachi ***
 ('000 'tons)

Province	1980/81		1987/88		1999/00	
	Petroleum	Railway Oil	Petroleum	Railway Oil	Petroleum	Railway Oil
Punjab	1,983	342	2,316	531	4,762	1,197
Sind	221	130	264	201	588	453
N.W.F.P	94	0	106	0	497	0
Baluchistan	116	57	149	88	297	199
Sum	2,414	529	2,935	820	6,144	1,849
Punjab +N.W.F.P	2,419		2,953		6,456	

Source : JICA Study Team estimation.

*** Air Passenger OD ***58
Year 1980/81

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	TOTAL	
(1)	0.	3569.	1750.	9048.	20289.	10510.	0.	1291.	3654.	0.	192.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	81187.
(2)	2648.	0.	0.	0.	2310.	1.	0.	3747.	234.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	8940.
(3)	2976.	0.	0.	0.	4314.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	7480.
(4)	10291.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	10761.
(5)	14563.	1712.	3432.	0.	0.	74623.	0.	1827.	17109.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	278279.
(6)	10147.	0.	0.	0.	76381.	0.	671.	21639.	234192.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	555387.
(7)	0.	0.	0.	0.	625.	943.	0.	1105.	23098.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	23771.
(8)	1644.	3030.	0.	0.	2244.	22897.	1716.	0.	20386.	0.	224.	531.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	53112.
(9)	33790.	0.	0.	0.	187270.	229774.	22316.	20809.	0.	295.	1620.	4699.	5172.	30909.	10521.	4429.	11355.	1521.	1782.	548612.	0.	0.	0.	0.	0.
(10)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	625.
(11)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1225.
(12)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	6188.
(13)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	8779.
(14)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	601402.
(15)	0.	0.	0.	0.	10412.	14031.	0.	0.	33983.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(16)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(17)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(18)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(19)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(20)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(21)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(22)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(23)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
< TOTAL >	76099.	8511.	5582.	9094.	246005.	334777.	24943.	20372.	549019.	733.	1406.	2503.	6734.	54700.	46827.	12875.	6346.	12642.	1801.	2906.	149293.	0.	0.	0.	0.

*** Air Passenger OD ***57

Year 1987/88

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	22	23	TOTAL	
(1)	0.	9737.	4237.	17942.	41770.	22337.	0.	3229.	84921.	0.	0.	513.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	184660.
(2)	6782.	0.	0.	0.	5282.	2.	0.	10365.	601.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	23018.
(3)	7059.	0.	0.	0.	9229.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	16587.
(4)	17819.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	17819.
(5)	29751.	4120.	8146.	0.	0.	182652.	0.	4031.	250529.	0.	0.	0.	0.	0.	0.	17603.	0.	0.	0.	0.	0.	0.	0.	601783.
(6)	21868.	0.	0.	0.	146443.	0.	1331.	50243.	306146.	0.	0.	0.	0.	0.	0.	24938.	0.	0.	0.	0.	0.	0.	0.	751092.
(9)	0.	0.	0.	0.	1125.	1799.	0.	2479.	48105.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	55537.
(10)	3908.	8775.	0.	0.	4630.	49818.	3663.	0.	47398.	0.	0.	602.	1223.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	119315.
(11)	77591.	0.	0.	0.	341889.	465150.	47741.	49636.	0.	287.	1493.	12310.	11859.	66281.	8728.	22394.	16398.	19768.	3018.	0.	0.	0.	0.	3475.
(12)	0.	0.	0.	0.	0.	0.	0.	0.	413.	0.	262.	0.	156.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	831.
(13)	0.	0.	0.	0.	0.	0.	0.	0.	1460.	0.	361.	0.	49.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1870.
(14)	0.	0.	0.	0.	0.	0.	0.	751.	14462.	391.	571.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	16341.
(15)	0.	0.	0.	0.	0.	0.	0.	1712.	11460.	241.	63.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1279.
(16)	0.	0.	0.	0.	18793.	26140.	0.	0.	69271.	0.	0.	0.	0.	0.	0.	0.	0.	3287.	0.	0.	0.	0.	0.	113342.
(17)	0.	0.	0.	0.	0.	0.	0.	0.	10148.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	60.	1207.	0.	0.	11420.
(18)	0.	0.	0.	0.	0.	0.	0.	0.	23098.	0.	21.	0.	0.	0.	0.	4250.	0.	0.	1791.	6.	7.	0.	0.	29134.
(19)	0.	0.	0.	0.	0.	0.	0.	0.	11743.	0.	0.	0.	0.	0.	167.	0.	0.	1122.	0.	700.	236.	0.	0.	14357.
(20)	0.	0.	0.	0.	0.	0.	0.	0.	23351.	0.	0.	0.	0.	0.	0.	0.	0.	47.	1911.	0.	394.	0.	0.	28400.
(22)	0.	0.	0.	0.	0.	0.	0.	0.	3738.	0.	0.	0.	0.	0.	0.	0.	0.	0.	149.	160.	0.	0.	0.	4047.
(23)	0.	0.	0.	0.	0.	0.	0.	0.	3904.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3325.
(25)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	9058.
(TOTAL)	168772.	22132.	12383.	17942.	608130.	727715.	32756.	122370.	1210479.	1019.	2148.	14231.	14724.	113399.	9316.	26809.	14309.	21842.	3652.	3652.	3652.	3652.	3652.	3652.

*** Air Passenger OD ***58
 Year 1999/00

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	TOTAL
(1)	0.	17345.	7205.	28791.	44488.	34424.	0.	5253.	143094.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	204304.
(2)	12037.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	41344.
(3)	12011.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	27905.
(4)	28395.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	28595.
(5)	45757.	7165.	13500.	0.	0.	214424.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	975004.
(6)	33069.	0.	0.	0.	220412.	0.	19937.	75434.	844318.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	1224445.
(7)	0.	0.	0.	0.	1737.	2699.	0.	3928.	80604.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	88968.
(8)	6256.	15234.	0.	0.	7286.	78946.	3413.	0.	44211.	0.	971.	2060.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	200976.
(9)	133091.	0.	0.	0.	574781.	813467.	78418.	87904.	0.	411.	2549.	21221.	20933.	119315.	15246.	40661.	16469.	32940.	4927.	3530.	1968260.	0.	0.	3530.
(10)	0.	0.	0.	0.	0.	0.	0.	0.	435.	0.	0.	231.	132.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	841.
(11)	0.	0.	0.	0.	0.	0.	0.	0.	2477.	0.	0.	555.	74.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	3110.
(12)	0.	0.	0.	0.	0.	0.	0.	0.	1218.	24920.	377.	885.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	27400.
(13)	0.	0.	0.	0.	0.	0.	0.	0.	2875.	20376.	743.	182.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2232.
(14)	0.	0.	0.	0.	0.	0.	0.	0.	30289.	42157.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2232.
(15)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2232.
(16)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2232.
(17)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2232.
(18)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2232.
(19)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2232.
(20)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2232.
(21)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2232.
(22)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2232.
(23)	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	2232.
(TOTAL)	271437.	39744.	20796.	26791.	945082.	1186105.	87621.	206420.	2051717.	1031.	3570.	23832.	25370.	195361.	16909.	48178.	22234.	346035.	4853.	7917.	333273.	0.	0.	7917.

IV. FINANCIAL FRAMEWORK FOR TRANSPORT DEVELOPMENT

1. Introduction
2. Financial Framework for Transport Development
 - 2-1 Overall Framework of ADP Budget in the Future
 - 2-2 Mode-wise Framework of Investment
3. Appendix

IV. FINANCIAL FRAMEWORK FOR TRANSPORT DEVELOPMENT

1. Introduction

Economic growth and infrastructural development form an inseparable feedback loop, whose relationships can be likened to the chicken and the egg. Transport occupies a foremost position as infrastructure and it is essential that it should be vigorously developed so that the country may be economically more advanced.

The study team will decide on the amount of investment in Transport in the future periods that it considers is the most appropriate from both international and domestic standpoints. It, in doing so, will keep in mind the above mentioned importance of Transport infrastructure.

The team will not deal with how the financial resources can be tapped since it is a matter that is not confined to Transport, but covers the entire development budget scheme.

2. Financial Framework for Transport Development

2-1 Overall Framework of ADP Budget in the Future

The government of Pakistan has persistently made strenuous efforts to provide the people with fundamental socio-economic requirements in spite of the fact that the financial resources for national development is domestically limited.

Not a single sector of those which the government designates as the realms of importance for development efforts is allowed to be unduly favored at the expense of others because they together form an integrated whole to be developed in a balanced manner.

As is already mentioned, the share of Transport Sector in the Annual Development Programme has been on the average around sixteen percent. It means that in terms of the percentage of GNP public expenditure on the Sector has been about 1.6 percent. And in terms of the percentage of GDP it has been more or less 1.8 percent. With communications combined the ratio to GDP has been around 2.1 percent.

Hereunder, the study team will determine the overall framework of ADP budget for Transport in the future periods by way of three different approaches.

(1) International Comparison

Pakistan had in 1978 a population of 76,340 thousand and GDP amounting to 20,497 million dollars (at 1981 prices). She has a surface area of 804 thousand square KM.

The study team tried to pick out the countries with a population of more than 10,000 thousand and at the same time with a surface area of more than 100 thousand square KM as of 1978 to make a statistical comparison and a statistical analysis. It found that there were in all forty countries meeting the above conditions excluding the communist block, of which five were dropped on account of unavailability of financial data. Also, Sri Lanka with the surface area of less than 100 thousand square KM was added to

the list because of her proximity to Pakistan in geographical and other terms.

In short, thirty six countries were selected to be subjected to statistical observation. (Refer to Table 2-1-1.)

First, the study team examined whether the amount of public expenditure on T & C sector Pakistan yearly allocates is up to the international standard by a simple, arithmetical method. It divided the said expenditure by GDP, population, surface area, etc. for each country using the latest statistics available.

As you see in Table 2-1-1, the public expenditure on T & C sector measured in comparison with GDP is in Pakistan 2.01 percent, while in the developing countries as a whole it is 1.95 percent, and in the Asian developing countries it is on the average 1.85 percent. It is thus clarified that Pakistan spends on the said sector a little more than an economy of the same size.

When it is viewed in relation to surface area, it is found that in Pakistan 512 dollars were spent per square KM, and in the Asian developing countries 1,023 dollars were expended on the average. So, it can be said that in terms of land space public spending on on T & C is in the country considerably lower than the international standard.

Again, when it is assessed in reference to the size of population, Pakintan is found to be far behind the other countries in that while in the Asian developing countries the per capita spending is on the average 18.9 dollars it is only 5.4 dollars in the country.

(2) Alternative 1 (M - 1)

In proceeding to a further research the study team chose twenty countries from among the thirty six, the balance being excluded on account of statistical unfitness.

On the basis of their data and on the assumption that the public expenditure on transport and communications sector is the function of population, surface area and GDP multiple regression analysis was performed.

The resultant equation is as shown under.

$$\begin{aligned} \text{Log TC} = & 3.8632 + 0.160723 \times \text{Log POP} + 0.009415 \times \text{Log SA} + \\ & \qquad \qquad \qquad (5.45) \qquad \qquad \qquad (5.39) \\ & 0.8190 \times \text{Log GDP} \\ & \qquad \qquad \qquad (11.00) \end{aligned}$$

$$R = 0.996348$$

where

TC = public expenditure on T & C sector

(\$ million, '81 prices)

POP = population (thousand)

SA = surface area (thousand square KM)

GDP = GDP (\$ million, '81 prices)

The multiple correlation coefficient shows a strong reliability of the equation. Examination of the three regression coefficients and T values reveals that the scale of the eco-

years been on the average 86 percent. Hence the following formula.

$$T\text{PORT} = 0.86 \times TC$$

where TPORT = ADP expenditure on Transport

By means of the above equations together with the estimated future GDP's, the ADP expenditure on Transport in the future is to be calculated.

The resultant estimation is that the aggregated amount of 29,821 million rupees will be allocated for the sixth plan period. And for the period 1988-89 to 1999-2000 the aggregated amount of 121,811 million rupees will be appropriated. In total the amount of 151,632 million rupees is expected to be spent on Transport during the seventeen years from 1983-84 to 1999-2000 if the government pursues the investment pattern of the past.

When this alternative is compared with the preceding one, it is found that the budget of the former is by 1,930 million rupees less than that of the latter for the sixth plan period. And for the period 1988-89 to 1999-2000 the difference amounts to 3,478 million rupees. In both periods, therefore, this estimation is by 5,408 million rupees less than the preceding one.

It means that Pakistan should spend on Transport by this amount more than she is expected to in the planned periods if she is to be on an equal footing with a country of the same conditions.

(4) Alternative 3 (M - 3)

It has been already mentioned that the past behavior of ADP expenditure is such that it has more or less followed the steps of GDP.

The average ratio of ADP to GDP for the past 21 years since 1960-61 is calculated at 11.0 percent. If the said periods with irregular behavioral patterns are excluded the ratio is recalculated at 11.4 percent. Again, when the latest 7 years with stable and regular statistical achievements are adopted for the base period, it stands at 11.1 percent.

For this reason, in this alternative the size of future ADP expenditure is assumed to be 11 percent of GDP.

The behavior of the share of T & C sector in ADP expenditure has been remarkably stable for the last 21 years, the average value being calculated at 19.6 percent. When the last 7 years are adopted for the base period, the share takes an average value of 19.2 percent.

Consequently, it is logical to assume that the future share of the same sector in ADP will be 19 percent. (Refer to Table 2-1-2.)

Also, 86 percent of the expenditure on T & C sector is assumed to be allotted to Transport.

So far the study team has invariably employed a fixed pattern in calculating the expenditure on Transport: it first determined the size of the combined expenditure of transport and communications before arriving at the expenditure on Transport only.

There is an obvious and fundamental reason for it. It is a general rule all over the world in preparing statistics to put transport and communications into one and the same sector. It means that one can generally have an easy access to the statistical data on transport and communications combined. But, when one wants and tries to have the statistics on Transport separately it is not unusual to find that it is not immediately available. In this connection the country is no exception.

However, it is worthwhile to see directly where the share of Transport stands in the total ADP expenditure by availing oneself of the accessible data. (See the table below.)

The Share of Transport in the ADP Expenditure

Unit: Rs. million

Year	Total ADP	Transport	Share of Transport
1977-78	17,150	2,712	15.8%
1978-79	20,579	3,587	17.4%
1979-80	21,968	3,509	16.0%
1980-81	26,137	4,243	16.2%
Average for Four Years (1977-1981)			
		1. Weighted : 16.4%	
		2. Simple : 16.4%	

Source: Annual Plan

The above table provides a supporting evidence to the assumption in this alternative regarding the share of Transport, which is calculated at 16.34 percent by multiplying 19 percent by 86 percent.

Upon the above assumption together with the estimation of future GDP's, the ADP investments in Transport Sector in the sixth plan period and the succeeding period have been calculated at 31,130 million rupees and 131,723 million rupees respectively, resulting in 162,853 million rupees for the entire periods.

The estimation of this alternative is by 5,813 million rupees more than that of Alternative 1 (M - 1), and by 11,221 million rupees more than that of Alternative 2 (M - 2) over the entire periods.

The former difference is mainly explained by the fact that in Alternative 1 a declining growth of population in the future is taken into consideration and reflected in the declining growth of the expenditure on Transport Sector. And the latter difference is accounted for by the fact that in Alternative 2 the regression equations possess a built-in structure where the elasticity of ADP expenditure to GDP and also that of T & C expenditure to ADP expenditure automatically decline as GDP and ADP expenditure grow.

Under Alternative 3 (M - 3), in addition to the above case which is named Case-2 two

more cases are brought forth for examination.

Case-1 is based upon a conservative estimate where the ratio of ADP to GDP is assumed to be 10 percent, the share of T & C sector 18 percent and the share of Transport 84 percent. In contrast, Case-3 is based on a positive estimate with the assumption of 12, 20, 88 percents in the above order.

The resultant budgetary appropriation to Transport is in Case-1 calculated at 26,186 million rupees for the sixth plan period and at 110,808 million rupees for the succeeding period, adding up to 136,994 million rupees for the entire periods. In Case-3 it is calculated at 36,578 and 154,779 million rupees for the respective periods, adding up to 191,357 million rupees.

(5) Eventual Selection

The methodology employed in Alternative 1 (M - 1) is characterized by multiplicity of analytical angles and ahead of the other two in sophistication. The resultant solution of the equation expresses a value that is on a par with the international standard.

The methodology of Alternative 2 (M - 2) is characterized by a structural formulation, constituting an entity in its own way. It scientifically traces historical footsteps and builds a system of formulas upon them. The resultant estimate signifies a value that closely follows the past behavioral pattern.

The methodology of Alternative 3 (M - 3) is built on a simple and clearcut logic. However, it lacks scientific meticulousness. The estimation of M - 3, Case-2 is somewhat greater than that of M - 1. In the hope that Pakistan will not be satisfied with the standard requirement a country of the same GDP, population and surface area is supposed to meet, M - 3, Case-2 has been adopted as the final selection.

The selection of this alternative means that the future share of Transport Sector in the ADP expenditure is assumed to be 16.34 percent ($= 0.19 \times 0.86$). It is an established theory that Transport as a crucial infrastructure holds the key of the economic development of a country.

As it is already shown, the public expenditure on transport and communications sector in Pakistan is in relation to population and surface area very small although it is big enough in comparison with GDP. The implication is that the country is economically undersized. In a further hope that she may achieve an economic growth greater than heretofore the study team adopted one more alternative in which the size of the public investment in Transport is by 25 percent greater than M - 3, Case-2. Hence the following table.

Overall Framework of ADP Expenditure on Transport Sector

(Rs. million)

Alternatives	1983-84 — 1987-88	1988-89 — 1999-2000	Total
Standard: M - 3, Case-2	31,130	131,723	162,853
25% Increase: Standard × 1.25	38,913	164,654	203,567

In other words, in this alternative the future share of Transport Sector in the ADP expenditure is presumed to be 20.425 percent, which in turn signifies that the future share of T & C sector is set at 23.75 percent.

Table 2-1-1 International Comparison of Public Expenditure on Transport Communications

Country	Year	GDP (\$)	vis-a-vis				Country	Year	GDP (%)	vis-a-vis			
			Total Expenditure (\$)	Economic Service (%)	Population (\$/person)	Surface Area (\$/Km)				Total Expenditure (\$)	Economic Service (%)	Population (\$/person)	Surface Area (\$/Km)
Argentina	'75	1.41	11.2	50.5	31.5	289	Malaysia	'78	1.66	5.9	32.3	25.6	1,005
Australia	'78	0.92	3.6	48.3	95.9	180	Mexico	'78	1.04	6.0	23.1	18.6	631
Bangladesh	'75	0.61	10.0	25.3	1.1	588	Morocco	'78	4.81	12.0	41.3	40.8	1,727
Brazil	'78	1.68	9.4	51.4	35.6	482	Nepal	'77	2.71	20.8	39.8	4.0	370
Burma	'78	0.90	5.3	18.4	1.5	74	Nigeria	'77	5.04	23.3	50.9	52.6	3,793
Canada	'78	1.17	5.6	37.8	131.9	311	Pakistan	'78	2.01	10.3	34.2	5.4	512
Chile	'77	1.21	3.9	33.5	18.1	254	Peru	'78	0.60	4.5	17.2	5.1	67
Egypt	'77	0.65	1.2	7.1	4.3	168	Philippines	'78	2.21	14.6	35.8	14.4	2,228
Ethiopia	'75	1.88	10.6	52.0	2.8	63	Spain	'78	0.81	3.0	26.1	41.5	3,052
France	'78	1.17	2.8	39.7	133.9	13,044	Sri Lanka	'77	1.24	7.9	46.9	4.2	888
Germany	'78	2.18	6.8	79.0	293.2	72,880	Sudan	'75	1.74	9.3	22.5	9.1	57
Ghana	'75	1.48	6.8	42.1	10.7	440	Tanzania	'78	1.56	5.5	15.0	5.3	93
India	'77	1.15	7.7	27.4	2.5	482	Thailand	'78	1.63	9.0	37.1	10.2	892
Indonesia	'77	0.67	3.4	13.5	2.9	206	Turkey	'78	4.40	17.0	35.7	65.8	3,643
Iran	'75	2.49	5.7	19.8	61.9	1,239	U.K.	'76	1.18	3.1	33.2	68.3	15,654
Iraq	'75	2.42	7.0	11.7	45.7	1,169	U.S.A.	'78	0.78	3.6	30.4	98.0	2,283
Italy	'75	2.95	7.3	39.0	143.7	26,661	Venezuela	'78	3.41	12.2	33.6	133.2	1,916
Japan	'78	0.43	2.4	24.9	47.5	14,686	(Average 1)		1.79	8.0	33.5	46.6	4,785
Kenya	'76	2.05	8.4	30.2	9.8	250	(Average 2)		1.95	9.2	31.4	23.1	871
							(Average 3)		1.85	9.6	29.1	18.9	1,023

Note 1: Dollar values are expressed at 1981 prices.

Note 2: Average 1 = Total Average, Average 2 = Average for Developing Countries, Average 3 = Average for Asian Developing Countries.

Sources: Government Finance Statistics Yearbook (IMF), Statistical Yearbook (UN) Japan Statistical Yearbook (Government of Japan), JICA Estimates.

Table 2-1-2 ADP Expenditure on Transport and Communications Sector

RS, Million
Unit: unless otherwise specified

Items No	GDP, current (1)	GDP, constant (2)	Population (thousand) (3)	ADP (4)	T&C ** (5)	at 1981 prices		T&C ** (8)	(7)/(6) (%) (9)	(8)/(7) (%) (10)	(8)/(6) (%) (11)	Remarks
						GDP (6)	ADP (7)					
1960-61	18,349	17,649	46,200	1,830	385	82,898	8,268	1,739	10.0	21.0	2.1	
1961-62	19,139	18,710	47,530	2,366	529	87,882	10,864	2,429	12.4	22.4	2.8	*GDP
1962-63	20,489	20,056	48,900	3,707	632	94,204	17,044	2,906	18.1	17.0	3.1	at 1960
1963-64	22,945	21,356	50,310	3,316	759	100,310	14,497	3,318	14.5	22.9	3.3	prices
1964-65	26,202	23,360	51,760	3,707	767	109,723	15,523	3,220	14.1	20.7	2.9	
1965-66	28,969	25,126	53,260	2,970	673	118,018	12,100	2,741	10.3	22.7	2.3	**ADP
1966-67	32,622	25,901	54,790	3,705	846	121,658	13,817	3,155	11.4	22.8	2.6	expenditure
1967-68	35,542	27,659	56,370	4,515	936	129,916	16,504	3,420	12.7	20.7	2.6	on
1968-69	37,985	29,454	58,000	4,975	917	138,347	18,120	3,341	13.1	18.4	2.4	transport
1969-70	43,345	32,336	59,700	5,429	940	151,884	19,024	3,294	12.5	17.3	2.2	and
1970-71	45,702	32,434	61,490	2,948	533	152,344	9,827	1,777	6.5	18.1	1.2	communications
1971-72	49,169	32,812	63,340	2,681	439	154,120	8,404	1,376	5.5	16.4	0.9	sector
1972-73	60,795	35,179	65,240	4,455	731	165,238	12,108	1,987	7.3	16.4	1.2	
1973-74	80,441	37,901	67,200	6,506	1,285	178,023	14,398	2,844	8.1	19.8	1.6	
1974-75	104,640	39,393	69,210	10,754	2,148	185,031	19,016	3,798	10.3	20.0	2.1	1) average
1975-76	121,423	40,699	71,290	13,558	2,690	191,166	21,345	4,235	11.2	19.8	2.2	for (9)
1976-77	135,686	41,727	73,430	16,239	3,175	195,994	23,457	4,586	12.0	19.6	2.3	i) 21 years
1977-78	157,171	44,805	75,630	17,150	3,158	210,452	22,964	4,229	10.9	18.4	2.0	:11.0
1978-79	178,801	46,891	77,900	20,579	4,026	220,250	25,350	4,959	11.5	19.6	2.3	ii) 7 years
1979-80	212,471	50,157	80,230	21,968	3,898	235,590	24,358	4,322	10.3	17.7	1.8	:11.1
1980-81	249,038	53,020	82,600	26,137	5,004	249,038	26,137	5,004	10.5	19.1	2.0	2) average
												for (10)
												i) 21 years
												:19.6
												ii) 7 years
												:19.2

Sources: Pakistan Basic Facts, Pakistan Economic Survey, JICA Estimates

2-2 Mode-wise Framework of Investment

The investment in Transport Sector in Pakistan can be divided into three categories, i.e., public, semi-public and private sectors. The federal development budget allocated to the public organizations and corporations is known by the name of ADP. The development budget of semi-public corporations is compiled outside the ADP. The above two combined fall under the name of the Public Sector Development Programme (PSDP).

So far as Transport is concerned private sector is at present virtually limited to Road Transport.

(1) Modal Allocation of ADP Budget

As is already mentioned, in assigning the inland traffic to Road and Railway the study team assumes two cases, namely Case A and Case B. Besides, the team considers two alternatives regarding the overall framework of ADP budget, i.e., Standard and 25% Increase. As a result four combinations are given rise to, for each of which mode-wise investment frameworks are to be determined. When the two future periods are treated separately the number of combinations reaches eight.

In allocating ADP budget to respective modes the study team employed the following methodology.

Firstly, the allocations to Road Transport, Port and Aviation were determined by calculating the traffic to be newly generated during a given period in accordance with demand forecast, converting it into facility requirement (replacement need is also considered) and finally rendering it into investment.

Secondly, what remained after they were subtracted were divided between Road and Railway.

In Case A the division was done in conformity to the historical pattern of forty to Road and thirty to Railway. In Case B where a higher priority is accorded to the development of Railway the comparative weight of thirty five was given to it, the weight of Road being left unchanged.

Eventually in Case A - 1 (1) (Case A, Standard, Sixth Plan Period) 12,623 MRs (million rupees) (40.6%) have been allocated to Road, 2,937 MRs (9.4%) to Road Transport, 9,467 MRs (30.4%) to Railway, 3,426 MRs (11.0%) to Port and 2,677 MRs (8.6%) to Aviation. (Refer to Table 2-2-1.) In Case A - 1 (2) (Case A, Standard, Period up to 1999-2000) the allocation resulted in 62,288 MRs (47.3%) for Road, 9,840 MRs (7.5%) for Road Transport, 46,716 MRs (35.5%) for Railway, 6,431 MRs (4.9%) for Port and 6,448 MRs (4.9%) for Aviation. (Refer to Table 2-2-2.)

As regard the cases of 25% Increase in connection with the above, see Table 2-2-3 and Table 2-2-4.

In Case B - 1 (1) (Case B, Standard, Sixth Plan Period) ADP has been divided in such a way that 11,877 MRs (38.1%) is given to Road, 2,758 MRs (8.9%) to Road Transport, 10,393 MRs (33.4%) to Railway, 3,426 MRs (11.0%) to Port and 2,677 MRs (8.6%) to

Aviation. (Refer to Table 2-2-5.) And in Case B - 1 (2) (Case B, Standard, Period up to 1999-2000) 58,610 MRs (44.5%), 8,951 MRs (6.8%), 51,284 MRs (38.9%), 6,431 MRs (4.9%) and 6,448 MRs (4.9%) have been respectively allotted to Road, Road Transport, Railway, Port and Aviation. (Refer to Table 2-2-6.)

As for the cases of 25% Increase in connection with the above see Table 2-2-7 and Table 2-2-8.

It is to be remembered that the extent of road networks subjected to this study is limited, comprising 41 percent of the entire systems. In addition, the road projects costing more than ten million rupees are taken up, the rest being excluded from the study. It has been found that upon the above premise the amount of the expenditure on Road coming under the study constitutes about 50.7 percent of the entire allocation to Road.

Thus, in Case A - 1 (1) 6,400 MRs have been earmarked for the relevant road projects, and in Case A - 1 (2) 31,583 MRs are assigned to them. Likewise, in Case B - 1 (1) the related allocation is calculated at 6,022 MRs, and in Case B - 1 (2) it comes to 29,718 MRs.

As regard the cases of 25% Increase you simply multiply the above figures by 1.25.

It is to be noted that the above modal allocations are of a tentative nature and will be revised more or less when socio-economically optimal intra/inter modal splitting are arrived at.

(2) Development Expenditure on Semi-Public Sector

At present KPT, PNSC and PIA belong under the semi-public sector.

The investment requirements for the respective corporations in future were determined by calculating the traffic to be newly generated in a planned period in accordance with demand forecast, converting it into facility requirement (replacement need is also considered) and finally rendering it into financial terms.

The result is that in KPT 1,282 MRs and 2,734 MRs will be needed in the sixth plan period and the period up to 1999-2000 respectively excluding the expenditure on container berths. As for PNSC 5,152 MRs and 11,907 MRs will be required in the two periods respectively if it is to follow the future growth of sea trade. In PIA the investments amounting to 10,291 MRs and 29,557 MRs will be necessary for the respective periods if it is to catch up with the growth of aviation demand. (Refer to Table 2-2-1 and Table 2-2-2.)

In case of the expenditure on semi-public sector the alternative of 25% Increase is not assumed because it is outside ADP.

It is to be noted that the above estimation is of a tentative nature and will be revised more or less at the final stage.

It seems that the investment plan for the sixth plan period is conservative in some of the corporations. Under the circumstances the possibility that a certain difference will be created between the growth of corporations and that of demand may not be dismissed even if the raising of managerial and operational efficiencies is to be duly considered.

(3) Investment in Private Sector

The amount of private investment in Road Transport has been determined by subtracting the public portion from the entire investment requirement for the sub-sector.

Obviously between Case A and Case B it takes a different value.

In the former case it is calculated at 25,194 MRs for the sixth plan period and 88,778 MRs for the period up to 1999–2000. And in the latter (where Railway is given a higher priority) it is reduced to 22,345 MRs and 75,058 MRs for the respective periods. (Refer to Table 2-2-1, 2-2-2, 2-2-5 and 2-2-6.)

As regards the cases of 25% Increase see Table 2-2-3, 2-2-4, 2-2-7 and 2-2-8.

(4) Summary

The mode-wise investments incorporating both the public and private sectors are in Case A - 1 (1) (Case A, Standard, Sixth Plan Period) summarized as 12,623 MRs (17.1%) for Road, 28,133 MRs (38.5%) for Road Transport, 9,467 MRs (13.0%) for Railway, 4,708 MRs (6.4%) for Port, 5,152 MRs (7.1%) for Shipping and 12,968 MRs (17.8%) for Aviation. (Refer to Table 2-2-1.) In Case A - 1 (2) (Case A, Standard, Succeeding Period) they are 62,288 MRs (23.5%), 98,618 MRs (37.3%), 46,716 MRs (17.6%), 9,165 MRs (3.5%), 11,907 MRs (4.5%) and 36,005 MRs (13.6%) in the above order. (Refer to Table 2-2-2.)

Likewise, in Case B - 1 (1) (Case B, Standard, Sixth Plan Period) they are 11,871 MRs (16.9%) for Road, 25,103 MRs (35.8%) for Road Transport, 10,393 MRs (14.8%) for Railway, 4,708 MRs (6.7%) for Port, 5,152 MRs (7.3%) for Shipping and 12,968 MRs (18.5%) for Aviation. (Refer to Table 2-2-5.) And in Case B - 1 (2) (Case B, Standard, Period up to 1999–2000) they are 58,610 MRs (23.4%), 84,009 MRs (33.5%), 51,284 MRs (20.4%), 9,165 MRs (3.7%), 11,907 MRs (4.7%) and 36,005 MRs (14.3%) in the above order. (Refer to Table 2-2-6.) As regards the cases of 25% Increase see Table 2-2-3, 2-2-4, 2-2-7 and 2-2-8.

Table 2-2-1 Summary Table 1-1(1)

< CASE A-1 (1) >
 [BASIC], [STANDARD]
 [PERIOD 1983-84 TO 1987-88]

(UNIT: RS. MILLION)

MODE	FEDERAL	PRUNICIAL	ADP TTL	NON ADP	PSDP	PRIVATE	G. TOTAL
AK ETC.	1010	0	1010	0	1010	0	1010
THE REST	5302	0	5302	0	5302	0	5302
PRUNICIAL	0	6311	6311	0	6311	0	6311
ROAD T'P	2045	892	2937	0	2937	25196	28133
ROAD TTL	8357	7203	15560	0	15560	25196	40756
RAILWAY	9467	0	9467	0	9467	0	9467
CT. BRTH	1995	0	1995	0	1995	0	1995
THE REST	1431	0	1431	0	1431	0	1431
PORT TTL	3426	0	3426	1292	4708	0	4708
SHIPPING	0	0	0	5152	5152	0	5152
AVIATION	2677	0	2677	10291	12968	0	12968
G. TOTAL	23927	7203	31130	16725	47855	25196	73051

NOTES:

BASIC = EXTENSION OF HISTORICAL TRENDS
 STANDARD = STANDARD FRAMEWORK OF ADP BUDGET

AK ETC = AZAD KASHMIR, NORTHERN AREAS AND FATA
 PRUNICIAL = PROVINCIAL
 ROAD T'P = ROAD TRANSPORT
 CT. BRTH = CONTAINER BERTHS

Table 2-2-2 Summary Table 1-1(2)

< CASE A-1 (2) >
 [BASIC], [STANDARD]
 [PERIOD 1988-89 TO 1999-00]

(UNIT: RS. MILLION)

MODE	FEDERAL	PRUNCIAL	ADP TTL	NON ADP	PSDP	PRIVATE	G. TOTAL
AK ETC	4983	0	4983	0	4983	0	4983
THE REST	26161	0	26161	0	26161	0	26161
PRUNCIAL	0	31144	31144	0	31144	0	31144
ROAD T/P	7038	2802	9840	0	9840	88778	98618
ROAD TTL	38182	33946	72128	0	72128	88778	160906
RAILWAY	46716	0	46716	0	46716	0	46716
CT. BRTH	3561	0	3561	0	3561	0	3561
THE REST	2870	0	2870	0	2870	0	2870
PORT TTL	6431	0	6431	2734	9165	0	9165
SHIPPING	0	0	0	11907	11907	0	11907
AVIATION	6448	0	6448	29557	36005	0	36005
G. TOTAL	97777	33946	131723	44198	175921	88778	264699

NOTES:

BASIC = EXTENSION OF HISTORICAL TRENDS
 STANDARD = STANDARD FRAMEWORK OF ADP BUDGET

AK ETC = AZAD KASHMIR, NORTHERN AREAS AND FATA
 PRUNCIAL = PROVINCIAL
 ROAD T/P = ROAD TRANSPORT
 CT. BRTH = CONTAINER BERTHS

Table 2-2-3 Summary Table 1-2(1)

< CASE A-2 (1) >
 [BASIC], [25 % INCREASE]
 [PERIOD 1983-84 TO 1987-88]

(UNIT: RS. MILLION)

MODE	FEDERAL	PRUNICIAL	ADP TTL	NON ADP	PSDP	PRIVATE	G. TOTAL
AK ETC	1262	0	1262	0	1262	0	1262
THE REST	6627	0	6627	0	6627	0	6627
PRUNICIAL	0	7889	7889	0	7889	0	7889
ROAD T/P	2556	1115	3671	0	3671	24461	28132
ROAD TTL	10445	9004	19449	0	19449	24461	43910
RAILWAY	11834	0	11834	0	11834	0	11834
CT. BRTH	1995	0	1995	0	1995	0	1995
THE REST	2288	0	2288	0	2288	0	2288
PORT TTL	4283	0	4283	1282	5565	0	5565
SHIPPING	0	0	0	5152	5152	0	5152
AVIATION	3346	0	3346	10291	13637	0	13637
G. TOTAL	29908	9004	38912	16725	55637	24461	80098

NOTES:

BASIC = EXTENSION OF HISTORICAL TRENDS
 25 % INCREASE = ENLARGING ADP FRAMEWORK BY 25 %

AK ETC = AZAD KASHMIR, NORTHERN AREAS AND FATA
 PRUNICIAL = PROVINCIAL
 ROAD T/P = ROAD TRANSPORT
 CT. BRTH = CONTAINER BERTHS

Table 2-2-4 Summary Table 1-2(2)

< CASE A-2 (2) >
 [BASIC], [25 % INCREASE]
 [PERIOD 1988-89 TO 1999-00]

(UNIT: RS. MILLION)

MODE	FEDERAL	PRUNCIAL	ADP TTL	NON ADP	PSDP	PRIVATE	G.TOTAL
AK ETC	6229	0	6229	0	6229	0	6229
THE REST	32701	0	32701	0	32701	0	32701
PRUNCIAL	0	38930	38930	0	38930	0	38930
ROAD T/P	8798	3503	12301	0	12301	86318	98619
ROAD TTL	47728	42433	90161	0	90161	86318	176479
RAILWAY	58395	0	58395	0	58395	0	58395
CT.BRTH	3561	0	3561	0	3561	0	3561
THE REST	4478	0	4478	0	4478	0	4478
PORT TTL	8039	0	8039	2734	10773	0	10773
SHIPPING	0	0	0	11907	11907	0	11907
AVIATION	8060	0	8060	29557	37617	0	37617
G.TOTAL	122222	42433	164655	44198	208853	86318	295171

NOTES:

BASIC = EXTENSION OF HISTORICAL TRENDS
 25 % INCREASE = ENLARGING ADP FRAMEWORK BY 25 %

AK ETC = AZAD KASHMIR, NORTHERN AREAS AND FATA
 PRUNCIAL = PROVINCIAL
 ROAD T/P = ROAD TRANSPORT
 CT.BRTH = CONTAINER BERTHS

Table 2-2-5 Summary Table 2-1(1)

< CASE B-1(1) >
 [SIMULATION], [STANDARD]
 [PERIOD 1983-84 TO 1987-88]

(UNIT: RS. MILLION)

MODE	FEDERAL	PRUNCIAL	ADP TTL	NON ADP	PSDP	PRIVATE	G. TOTAL
AK ETC	950	0	950	0	950	0	950
THE REST	4988	0	4988	0	4988	0	4988
PRUNCIAL	0	5939	5939	0	5939	0	5939
ROAD T/P	1864	894	2758	0	2758	22345	25103
ROAD TTL	7802	6833	14635	0	14635	22345	36980
RAILWAY	10393	0	10393	0	10393	0	10393
CT. BRTH	1995	0	1995	0	1995	0	1995
THE REST	1431	0	1431	0	1431	0	1431
PORT TTL	3426	0	3426	1282	4708	0	4708
SHIPPING	0	0	0	5152	5152	0	5152
AVIATION	2677	0	2677	10291	12968	0	12968
G. TOTAL	24298	6833	31131	16725	47856	22345	70201

NOTES:

SIMULATION = GIVING HIGHER PRIORITY TO RAILWAY
 STANDARD = STANDARD FRAMEWORK OF ADP BUDGET

AK ETC = AZAD KASHMIR, NORTHERN AREAS AND FATA
 PRUNCIAL = PROVINCIAL
 ROAD T/P = ROAD TRANSPORT
 CT. BRTH = CONTAINER BERTHS

Table 2-2-6 Summary Table 2-1(2)

< CASE B-1 (2) >
 [SIMULATION], [STANDARD]
 [PERIOD 1988-89 TO 1999-00]

(UNIT: RS. MILLION)

MODE	FEDERAL	PRUNCIAL	ADP TTL	NON ADP	PSDP	PRIVATE	G. TOTAL
AK ETC	4689	0	4689	0	4689	0	4689
THE REST	24616	0	24616	0	24616	0	24616
PRUNCIAL	0	29305	29305	0	29305	0	29305
ROAD T'P	6158	2793	8951	0	8951	75058	84009
ROAD TTL	35463	32098	67561	0	67561	75058	142619
RAILWAY	51284	0	51284	0	51284	0	51284
CT. BRTH	3561	0	3561	0	3561	0	3561
THE REST	2870	0	2870	0	2870	0	2870
PORT TTL	6431	0	6431	2734	9165	0	9165
SHIPPING	0	0	0	11907	11907	0	11907
AVIATION	6448	0	6448	29557	36005	0	36005
G. TOTAL	99626	32098	131724	44198	175922	75058	250980

NOTES:

SIMULATION = GIVING HIGHER PRIORITY TO RAILWAY
 STANDARD = STANDARD FRAMEWORK OF ADP BUDGET

AK ETC = AZAD KASHMIR, NORTHERN AREAS AND FATA
 PRUNCIAL = PROVINCIAL
 ROAD T'P = ROAD TRANSPORT
 CT. BRTH = CONTAINER BERTHS

Table 2-2-7 Summary Table 2-2(1)

< CASE B-2 (1) >
 [SIMULATION], [25 % INCREASE]
 [PERIOD 1983-84 TO 1987-88]

(UNIT: RS. MILLION)

MODE	FEDERAL	PRUNCIAL	ADP TTL	NON ADP	PSDP	PRIVATE	G. TOTAL
AK ETC	1188	0	1188	0	1188	0	1188
THE REST	6236	0	6236	0	6236	0	6236
PRUNCIAL	0	7423	7423	0	7423	0	7423
ROAD T'P	2330	1117	3447	0	3447	21655	25102
ROAD TTL	9754	8540	18294	0	18294	21655	39949
RAILWAY	12991	0	12991	0	12991	0	12991
CT. BRTH	1995	0	1995	0	1995	0	1995
THE REST	2288	0	2288	0	2288	0	2288
PORT TTL	4283	0	4283	1282	5565	0	5565
SHIPPING	0	0	0	5152	5152	0	5152
AVIATION	3346	0	3346	10291	13637	0	13637
G. TOTAL	30374	8540	38914	16725	55639	21655	77294

NOTES:

SIMULATION = GIVING HIGHER PRIORITY TO RAILWAY
 25 % INCREASE = ENLARGING ADP FRAMEWORK BY 25 %

AK ETC = AZAD KASHMIR, NORTHERN AREAS AND FATA
 PRUNCIAL = PROVINCIAL
 ROAD T'P = ROAD TRANSPORT
 CT. BRTH = CONTAINER BERTHS

Table 2-2-8 Summary Table 2-2(2)

< CASE B-2 (2) >
 [SIMULATION], [25 % INCREASE]
 [PERIOD 1988-89 TO 1999-00]

(UNIT: RS. MILLION)

MODE	FEDERAL	PRUNCIAL	ADP TTL	NON ADP	PSDP	PRIVATE	G. TOTAL
AK ETC	5861	0	5861	0	5861	0	5861
THE REST	30770	0	30770	0	30770	0	30770
PRUNCIAL	0	36631	36631	0	36631	0	36631
ROAD T'P	7697	3491	11188	0	11188	72821	84009
ROAD TTL	44328	40122	84450	0	84450	72821	157271
RAILWAY	64105	0	64105	0	64105	0	64105
CT. BRTH	3561	0	3561	0	3561	0	3561
THE REST	4478	0	4478	0	4478	0	4478
PORT TTL	8039	0	8039	2734	10773	0	10773
SHIPPING	0	0	0	11907	11907	0	11907
AVIATION	8060	0	8060	29557	37617	0	37617
G. TOTAL	124532	40122	164654	44198	208852	72821	281673

NOTES:

SIMULATION = GIVING HIGHER PRIORITY TO RAILWAY
 25 % INCREASE = ENLARGING ADP FRAMEWORK BY 25 %

AK ETC = AZAD KASHMIR, NORTHERN AREAS AND FATA
 PRUNCIAL = PROVINCIAL
 ROAD T'P = ROAD TRANSPORT
 CT. BRTH = CONTAINER BERTHS

3. Appendix

- (1) Transport Sector Development Expenditure
- (2) ADP Budget Framework for Transport Sector – Three Alternatives
- (3) Public Expenditure on Transport and Communications in the World
- (4) Modal Allocation of Investment (Tentative)
- (5) Computer Programmes for Modal Allocation of Investment
- (6) Initial Budgetary Demand versus Framework – ADP

(1) Transport Sector Development Expenditure

Table 1 Overall Framework of Transport Sector Development Expenditure

		(Rs. million unless otherwise specified)					
Items	Years	1977-78	1978-79	1979-80	1980-81	Total (Average)	
Growth Rate of GNP (%)	1	10.4	5.2	6.7	5.5	7.0	
Growth Rate of GDP (%)	2	7.4	4.7	7.0	5.7	6.2	
GNP, Current	3	169.310	193.315	230.658	275.132	868.415	
Growth Rate of GNP, Current (%)	4	19.9	14.2	19.3	19.3	18.2	
GDP, Current	5	157.171	178.801	212.471	249.038	797.481	
Growth Rate of GDP, Current (%)	6	15.8	13.8	18.8	17.2	16.4	
Population (million)	7	76.34	78.72	81.23	83.78	—	
Per Capita Income (Rs.)	8	2,218	2,456	2,840	3,284	—	
A D P	9	17,150	20,579	21,968	26,137	85,834	
ADP as % of GNP	10	10.1	10.6	9.5	9.5	9.9	
	= 9 / 3						
Financing Domestic	11	29	12	21	42	27	
of Foreign	12	49	53	62	41	51	
A D P (%) Deficit	13	22	35	17	17	22	
Non-ADP	14	*4,000	*3,500	*4,150	*4,500	*16,150	
P S D P	15	21,150	24,079	26,118	30,637	101,984	
	= 9 + 14						
PSDP as % of GNP	16	13.0	12.2	11.3	11.2	11.8	
	= 15 / 3						
ADP	17	2,712	3,537	3,509	4,243	14,001	
Share in ADP (%)	18	15.8	17.2	16.0	16.2	16.3	
	= 17 / 9						
Non-ADP	19	336	406	256	295	1,293	
P S D P	20	3,048	3,943	3,765	4,538	15,294	
Transport							
	= 17 + 19						
PSDP to ADP Ratio (%)	21	112	111	107	107	109	
	= 20 / 17						
Corporate Development Programme	22	0	807	3,764	1,485	6,057	
Sector							
Total PSDP	23	3,048	4,750	7,529	6,023	21,350	
	= 20 + 22						
Total PSDP to ADP Ratio (%)	24	112	134	215	142	152	
	= 23 / 17						
Private Sector Investment	25	1,763	1,396	2,070	**2,443	7,672	
Total Development Expenditure	26	4,811	6,146	9,599	8,466	29,022	
	= 23 + 25						
Total Development Expenditure to ADP Ratio (%)	27	177	174	274	200	207	
	= 26 / 17						

Source: National Accounts of Pakistan, Pakistan Economic Survey, Annual Plan, Annual Development Programme, etc.

Notes: i) Figures with a single asterisk are budgetary values.
ii) Figures with double asterisks is the target value.

**Table 2 Transport Sector Development
Expenditure – Public Total**

Modes	Years	1977-78	1978-79	1979-80	1980-81	Total (Average)
Road	Federal	588.9	706.5	697.8	972.4	2,965.6
	(%)	(47)	(54)	(49)	(56)	(52)
	Provincial	675.6	612.1	628.2	774.3	2,690.2
	(%)	(53)	(46)	(51)	(44)	(48)
	Sub-Total	1,264.5	1,318.6	1,326.0	1,746.7	5,655.8
	(%) (%)	(42) (100)	(33) (100)	(35) (100)	(39) (100)	(37) (100)
Transport	Federal	34.3	171.5	346.0	393.6	945.4
	(%)	(97)	(99)	(98)	(97)	(97)
	Provincial	1.2	1.8	8.5	13.6	25.1
	(%)	(3)	(1)	(2)	(3)	(3)
	Sub-Total	35.5	173.3	354.5	407.2	970.5
	(%) (%)	(1) (100)	(4) (100)	(9) (100)	(9) (100)	(6) (100)
Railway (PR)		660.0	820.0	853.0	1,100.0	3,433.0
	(%)	(22)	(21)	(23)	(24)	(22)
	KPT	156.0	190.0	256.0	295.0	897.0
	(%)	(20)	(15)	(24)	(28)	(21)
	PCA	590.0	1,035.7	755.3	731.1	3,112.1
	(%)	(75)	(82)	(71)	(68)	(74)
Port	Others	45.5	44.7	51.3	46.3	187.8
	(%)	(6)	(4)	(5)	(4)	(4)
	Sub-Total	791.5	1,270.4	1,062.6	1,072.4	4,196.9
	(%) (%)	(26) (100)	(32) (100)	(28) (100)	(24) (100)	(27) (100)
	Shipping (PNSC)	0.0	0.0	*712.9	*729.1	*1,442.0
	(%)	(0)	(0)	(0)	(0)	
Aviation (PIA)		179.8	*807.4 216.1	*3,051.5 0.0	*755.9 0.0	*4,614.8 395.9
	(%)	(6)	(5)	(0)	(0)	(3)
	Airport (CAD)	116.6	144.3	169.3	212.0	642.2
	(%)	(4)	(4)	(4)	(5)	(4)
Total		3,047.9	*807.4 3,942.7	*3,764.4 3,765.4	*1,485.0 4,538.3	*6,056.8 15,294.3
	(%)	(100)	(100)	(100)	(100)	(100)

Source: Annual Plan, Annual Development Programme, etc.

Note: Asterisked expenditure is incurred outside the governmental programme.

(2) ADP Budget Framework for Transport Sector – Three Alternatives

Fig. 1 Summary – Three Alternatives for Overall Framework of ADP Budget

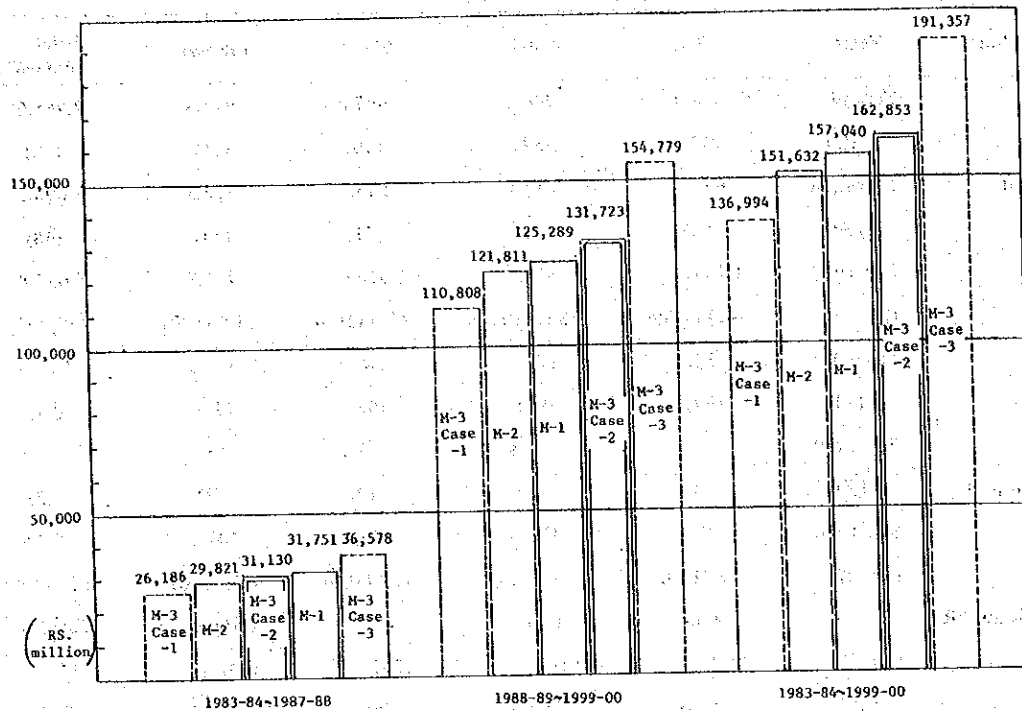


Fig. 2 Summary – Yearly Trend of ADP Budget in Respective Alternatives

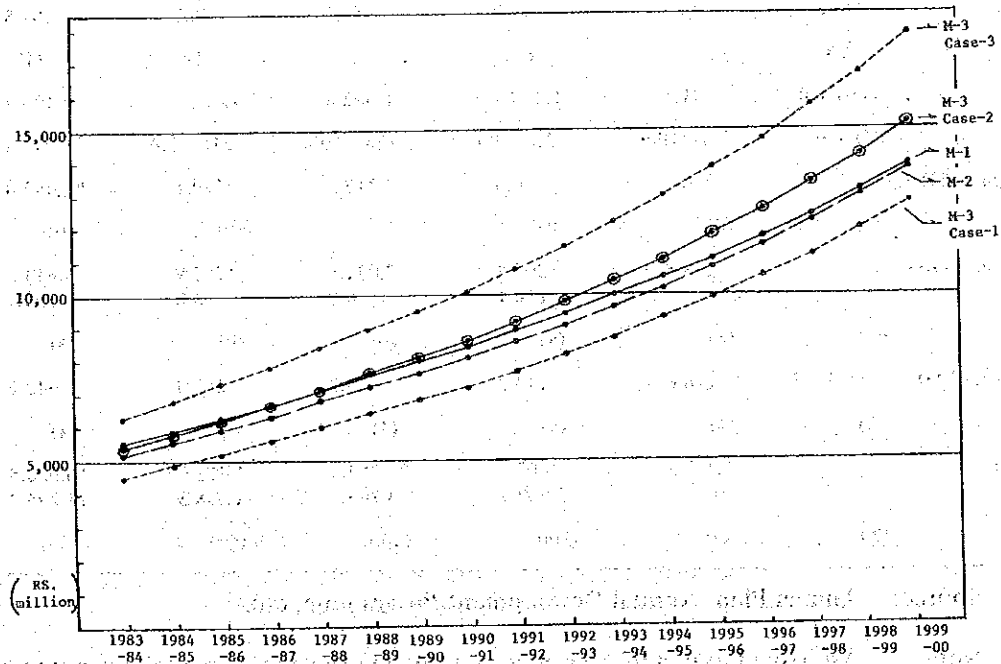


Fig. 3 Correlation between Population and Public Expenditure on Transport and Communications

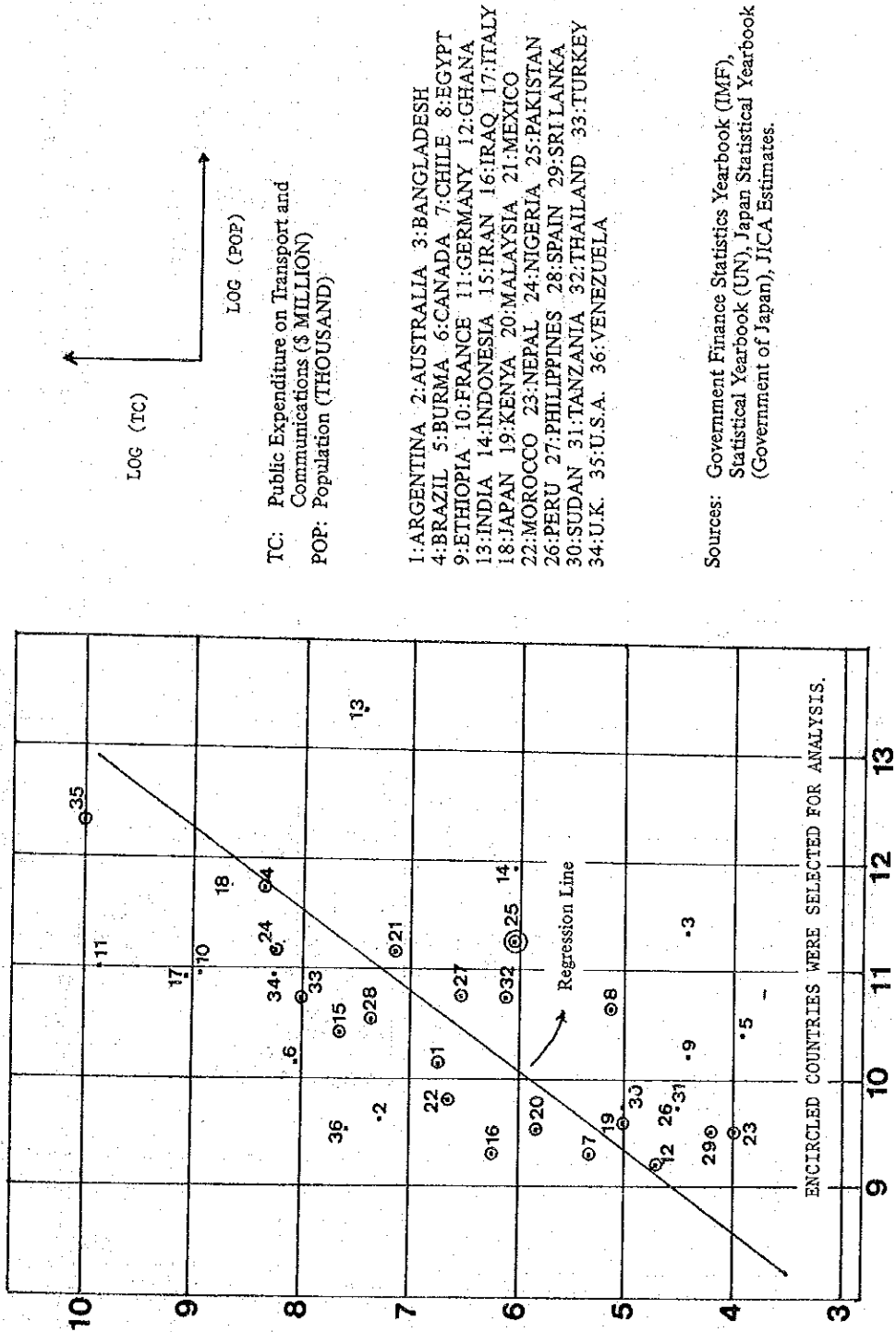
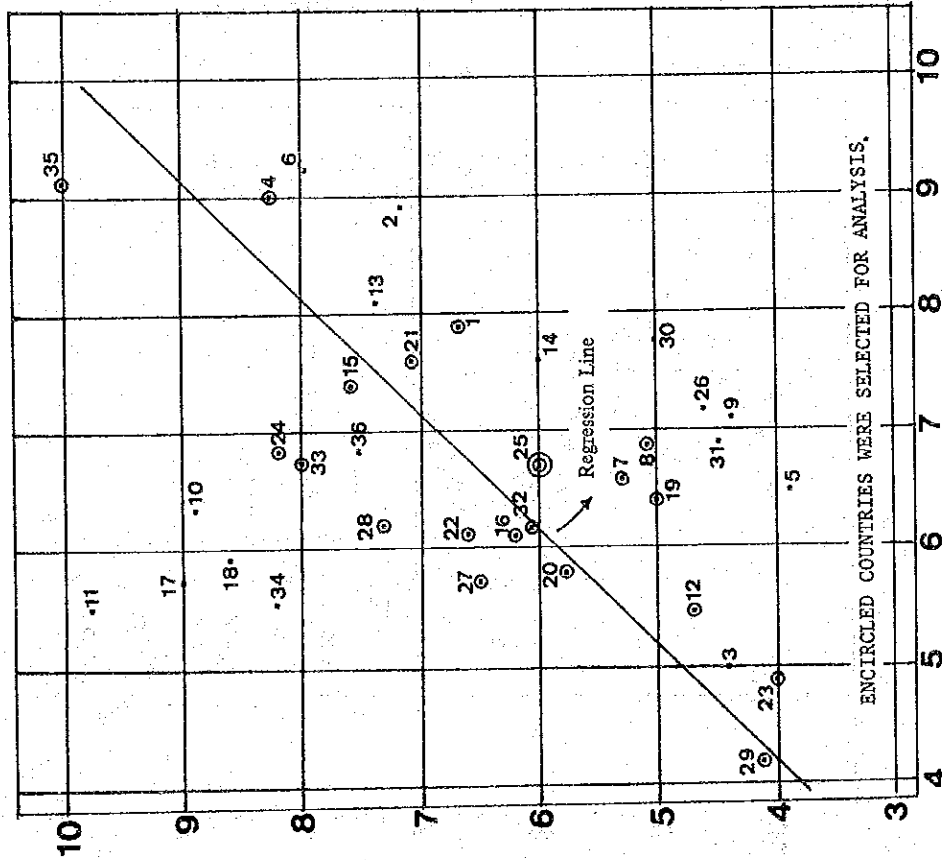


Fig. 4 Correlation between Surface Area and Public Expenditure on Transport and Communications

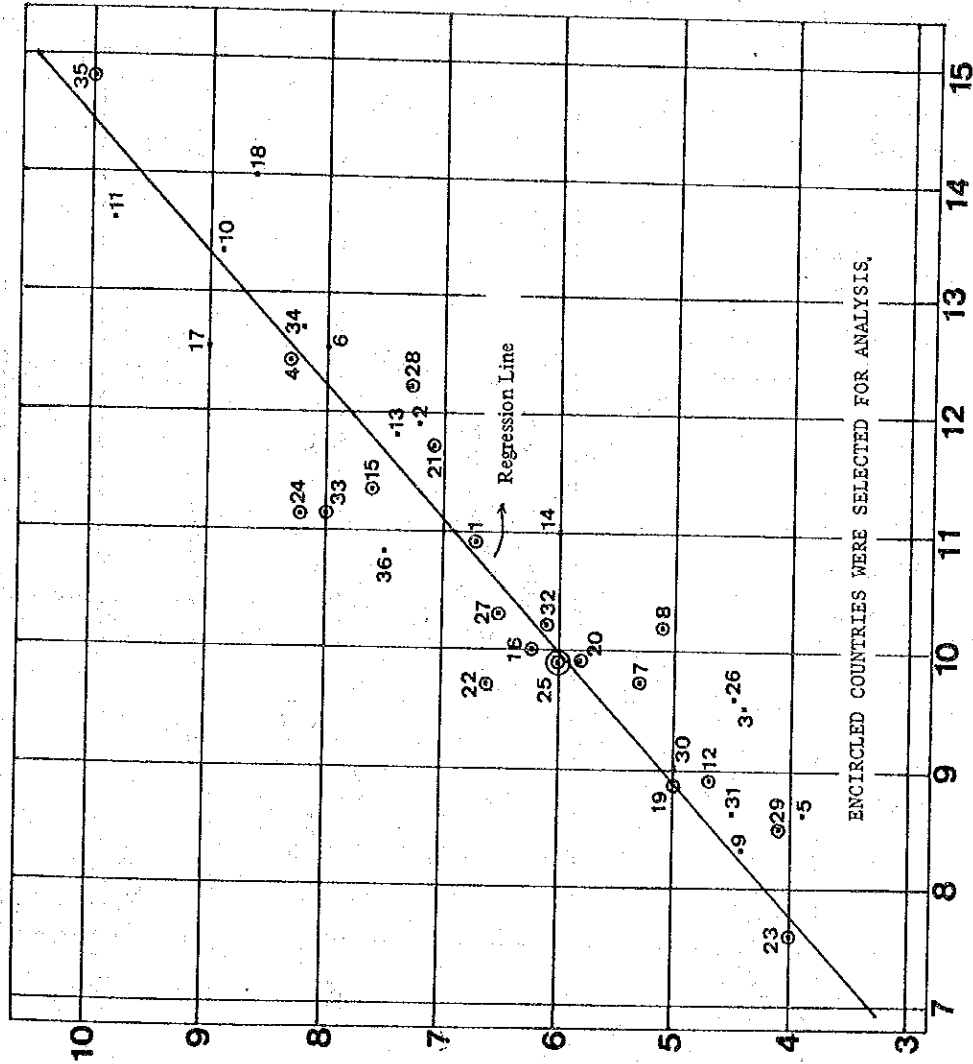


TC: Public Expenditure on Transport and Communications (\$ MILLION)
 SA: Surface Area (THOUSAND SQ. KM)

- 1: ARGENTINA 2: AUSTRALIA 3: BANGLADESH
 4: BRAZIL 5: BURMA 6: CANADA 7: CHILE 8: EGYPT
 9: ETHIOPIA 10: FRANCE 11: GERMANY 12: GHANA
 13: INDIA 14: INDONESIA 15: IRAN 16: IRAQ 17: ITALY
 18: JAPAN 19: KENYA 20: MALAYSIA 21: MEXICO
 22: MOROCCO 23: NEPAL 24: NIGERIA 25: PAKISTAN
 26: PERU 27: PHILIPPINES 28: SPAIN 29: SRI LANKA
 30: SUDAN 31: TANZANIA 32: THAILAND 33: TURKEY
 34: U.K. 35: U.S.A. 36: VENEZUELA

Sources: Government Finance Statistics Yearbook (IMF),
 Statistical Yearbook (UN), Japan Statistical Yearbook
 (Government of Japan), JICA Estimates.

Fig. 5 Correlation between Gross Domestic Product and Public Expenditure on Transport and Communications

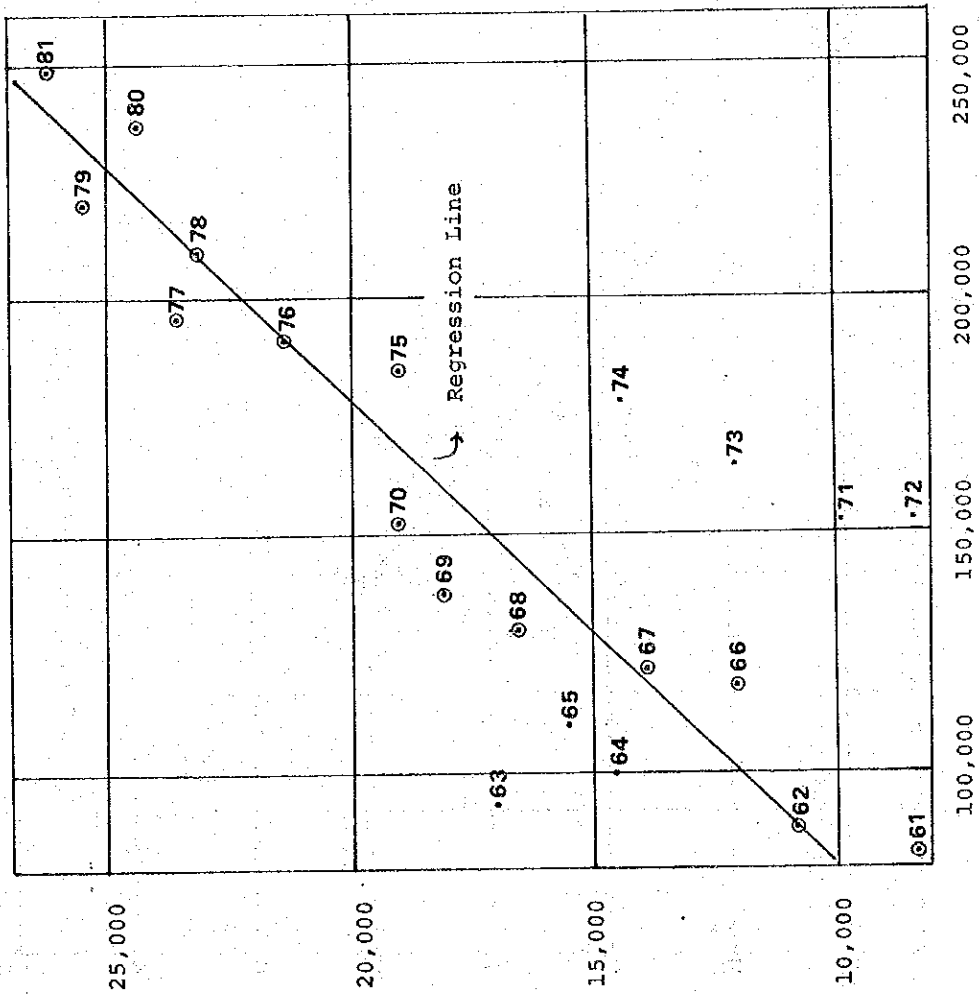


TC: Public Expenditure on Transport and Communications (\$ MILLION)
 GDP: Gross Domestic Product (\$ MILLION)

- 1: ARGENTINA 2: AUSTRALIA
 3: BANGLADESH 4: BRAZIL 5: BURMA
 6: CANADA 7: CHILE 8: EGYPT 9: ETHIOPIA
 10: FRANCE 11: GERMANY 12: GHANA
 13: INDIA 14: INDONESIA 15: IRAN
 16: IRAQ 17: ITALY 18: JAPAN 19: KENYA
 20: MALAYSIA 21: MEXICO 22: MOROCCO
 23: NEPAL 24: NIGERIA 25: PAKISTAN
 26: PERU 27: PHILIPPINES 28: SPAIN
 29: SRI LANKA 30: SUDAN 31: TANZANIA
 32: THAILAND 33: TURKEY 34: U.K.
 35: U.S.A. 36: VENEZUELA

Sources: Government Finance Statistics Yearbook (IMF), Statistical Yearbook (UN), Japan Statistical Yearbook (Government of Japan), JICA Estimates.

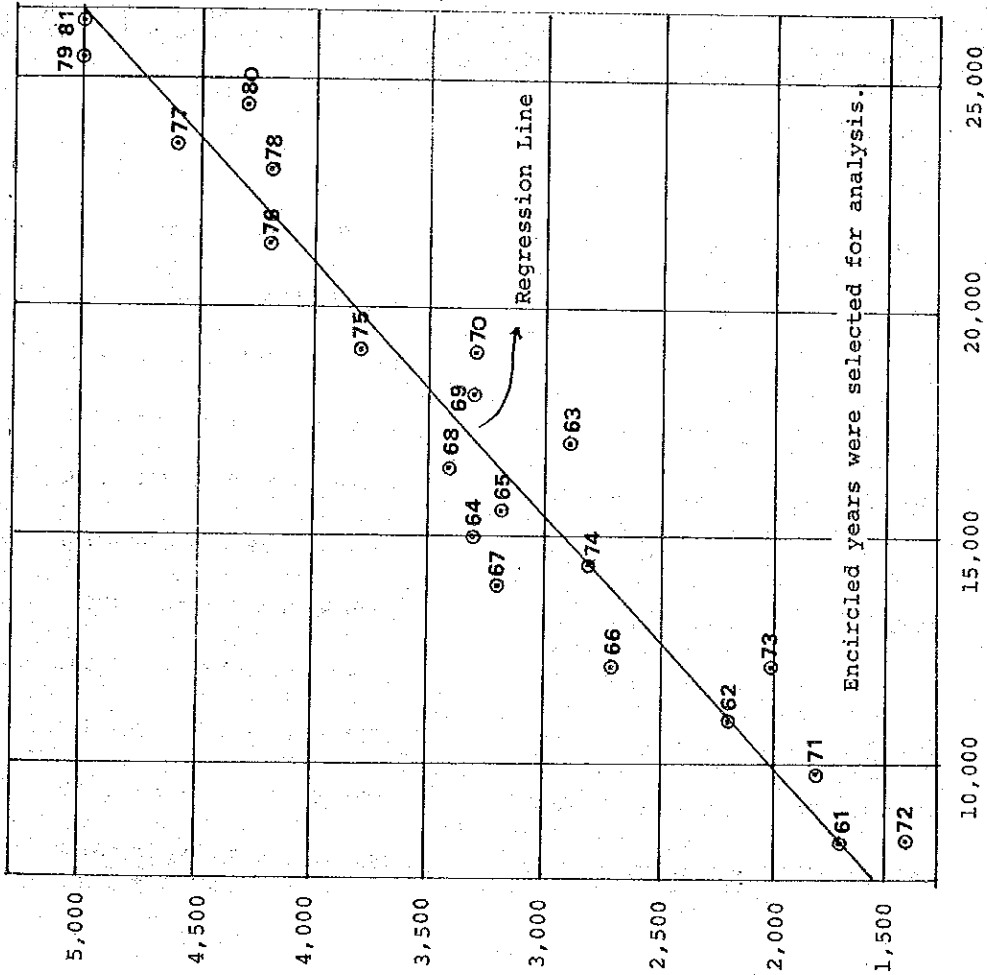
Fig. 6 Correlation between GDP and ADP Expenditure



Encircled years were selected for analysis.

Sources: Pakistan Basic Facts, Pakistan Economic Survey, JICA Estimates

Fig. 7 Correlation between ADP Expenditure and ADP Expenditure on Transport and Communications



TC: ADP Expenditure on Transport and Communications (Rs. million)

ADP: ADP Expenditure (Rs. million)

Sources: Pakistan Basic Facts, Pakistan Economic Survey, JICA Estimates

ADP Budget Formation by M-1 (Alternative 1)

1. BASIC FORMULAS

$$\text{LOG}(TC) = A + B1 * \text{LOG}(POP) + B2 * \text{LOG}(SA) + B3 * \text{LOG}(GDP) \quad R = 0.99634786$$

(5.45) (5.39) (11.00)

$$TPORT = C * TC$$

WHERE TC=ADP BUDGET FOR TRANSPORT & COMMUNICATIONS (RS . MILLION)
 POP=POPULATION (THOUSAND)
 SA=SURFACE AREA (THOUSAND SQ. KM)
 GDP=GDP (RS. MILLION)
 TPORT=ADP BUDGET FOR TRANSPORT (RS. MILLION)

2. PROGRAMME LIST

```

10 DIM TIME$(20),POP(20),GDP(20)
20 INPUT N
30 FOR I=1 TO N
40 INPUT TIME$(I)
50 NEXT I
60 FOR I=1 TO N
70 INPUT POP(I)
80 NEXT I
90 FOR I=1 TO N
100 INPUT GDP(I)
110 NEXT I
114 PRINT FEED(1)
116 PRINT " TIME POP GDP
TC TPORT"
120 FOR I=1 TO N
130 SA=804
140 A=-3.86321758
150 B1=0.16072336 (5.49)
160 B2=0.00941503 (5.39)
170 B3=0.81906701 (11.00)
180 TC=9.9*EXP(A+B1*LOG(POP(I))+B2*LOG(SA)+B3*LOG(GDP(I)/9.9))
182 REM MR=0.99634786
185 TPORT=0.86*TC
200 PRINT FEED(1)
210 PRT.U 220,TIME$(I),POP(I),GDP(I),TC,TPORT
220 FORMAT:#####.#####.#####/####/####
230 NEXT I
240 END
    
```

3. OUTPUT

TIME	POP	GDP	TC	TPORT	TIME	POP	GDP	TC	TPORT
					1990-91	110054	478520	9823	8448
					1991-92	112647	509624	10382	8928
1982-83	88760	279819	6115	5259	1992-93	115301	542749	10972	9436
1983-84	91364	299966	6503	5593	1993-94	118019	578028	11596	9973
1984-85	94053	321564	6916	5948	1994-95	120803	615600	12256	10540
1985-86	96826	344716	7356	6326	1995-96	123653	655614	12953	11140
1986-87	99685	369536	7824	6728	1996-97	126572	698229	13690	11774
1987-88	102635	396142	8321	7156	1997-98	129560	743614	14469	12443
1988-89	105050	421892	8794	7563	1998-99	132621	791949	15292	13151
1989-90	107523	449315	9294	7993	1999-00	135755	843425	16162	13900

ADP Budget Formation by M-2 (Alternative 2)

1. BASIC FORMULAS

$$ADP = A_0 + A_1 * GDP \quad R = 0.96725663, \quad T = 13.20$$

$$TC = B_0 + B_1 * ADP \quad R = 0.96424685, \quad T = 15.86$$

$$TPORT = C * TC$$

WHERE

ADP = ADP BUDGET (RS. MILLION)
 GDP = GDP (RS. MILLION)
 TC = ADP BUDGET FOR TRANSPORT AND COMMUNICATIONS
 (RS. MILLION)
 TPORT = ADP BUDGET FOR TRANSPORT (RS. MILLION)

2. PROGRAMME LIST

```

10 DIM TIME$(20), GDP(20)
20 INPUT N
30 FOR I=1 TO N
40 INPUT TIME$(I)
50 NEXT I
60 FOR I=1 TO N
70 INPUT GDP(I)
80 NEXT I
82 PRINT FEED(1)
84 PRINT " TIME GDP
ADP TC TPORT"
86 PRINT FEED(1)
90 FOR I=1 TO N
100 ADP=1802.153081429+0.101846949023*GDP(I)
102 REM R=0.96725663,T=13.20
110 TC=229.6257526734+0.180836415416*ADP
112 REM R=0.96424685,T=15.86
120 TPORT=TC*0.86
130 PRT,U 140,TIME$(I),GDP(I),ADP,TC,TPORT
140 FORMAT "##### /##### /#### /#### /####"
142 PRINT FEED(1)
144 NEXT I
150 END
    
```

3. OUTPUT

TIME	GDP	ADP	TC	TPORT	TIME	GDP	ADP	TC	TPORT
					1990-91	478520	50538	9369	8057
					1991-92	509624	53706	9942	8550
1992-83	279819	30301	5709	4910	1992-93	542749	57079	10552	9074
1993-84	299966	32353	6080	5229	1993-94	578028	60673	11201	9633
1994-85	321564	34552	6478	5571	1994-95	615600	64499	11893	10228
1995-86	344716	36910	6904	5938	1995-96	655614	68574	12630	10862
1996-87	369536	39438	7362	6331	1996-97	698229	72915	13415	11537
1997-88	396142	42148	7852	6752	1997-98	743614	77537	14251	12256
1998-89	421892	44771	8326	7160	1998-99	791949	82460	15141	13022
1989-90	449315	47564	8831	7595	1999-00	843425	87702	16089	13837

ADP Budget Formation by M-3, Case-2 (Alternative 3-2)

1. BASIC FORMULAS

$ADP = C1 * GDP$	$C1 = 0.11$	WHERE	
$TC = C2 * ADP$	$C2 = 0.19$		ADP=ADP BUDGET (RS. MILLION)
$TPORT = C3 * TC$	$C3 = 0.86$		GDP=GDP (RS. MILLION)
			TC=ADP BUDGET FOR TRANSPORT AND COMMUNICATIONS (RS. MILLION)
			TPORT=ADP BUDGET FOR TRANSPORT (RS. MILLION)

2. PROGRAMME LIST

```

20 DIM CFADP(3),CFTC(3),CFTPORT(3)
30 DIM TIME$(20),GDP(20)
35 INPUT M
40 INPUT N
70 FOR J=1 TO M
80 INPUT CFADP(J)
90 NEXT J
100 FOR J=1 TO M
110 INPUT CFTC(J)
112 NEXT J
120 FOR J=1 TO M
130 INPUT CFTPORT(J)
140 NEXT J
150 FOR I=1 TO N
160 INPUT TIME$(I)
170 NEXT I
180 FOR I=1 TO N
190 INPUT GDP(I)
200 NEXT I
210 FOR J=1 TO M
212 PRINT FEED(1)
214 PRINT " TIME GDP ADP TC TPORT"
216 PRINT FEED(1)
220 FOR I=1 TO N
230 ADP=GDP(I)*CFADP(J)
240 TC=ADP*CFTC(J)
250 TPORT=TC*CFTPORT(J)
260 PRT.U 270,TIME$(I),GDP(I),ADP,TC,TPORT
270 FORMAT "##### /### /### /###"
275 PRINT FEED(1)
280 NEXT I
290 NEXT J
300 END
    
```

3. OUTPUT

TIME	GDP	ADP	TC	TPORT	TIME	GDP	ADP	TC	TPORT
					1990-91	478520	52637	10001	8601
					1991-92	509624	56059	10651	9160
1982-83	279819	30780	5848	5029	1992-93	542749	59702	11343	9755
1983-84	299966	32996	6269	5392	1993-94	578028	63583	12081	10389
1984-85	321564	35372	6721	5780	1994-95	615600	67716	12866	11065
1985-86	344716	37919	7205	6196	1995-96	655614	72118	13702	11784
1986-87	369536	40649	7723	6642	1996-97	698229	76805	14593	12550
1987-88	396142	43576	8279	7120	1997-98	743614	81798	15542	13366
1988-89	421892	46408	8818	7583	1998-99	791949	87114	16552	14234
1989-90	449315	49425	9391	8076	1999-00	843425	92777	17628	15160

ADP Budget Formation by M-3 (Except Case-2)

1. CASE-1 (C1=0.10 C2=0.18 C3=0.84)

TIME	GDP	ADP	TC	TPORT
1982-83	279819	27982	5037	4231
1983-84	299966	29997	5399	4535
1984-85	321564	32156	5788	4862
1985-86	344716	34472	6205	5212
1986-87	369536	36954	6652	5587
1987-88	396142	39614	7131	5990
1988-89	421892	42189	7594	6379
1989-90	449315	44932	8088	6794

TIME	GDP	ADP	TC	TPORT
1990-91	478520	47852	8613	7235
1991-92	509624	50962	9173	7706
1992-93	542749	54275	9769	8206
1993-94	578028	57803	10405	8740
1994-95	615600	61560	11081	9308
1995-96	655614	65561	11801	9913
1996-97	698229	69823	12568	10557
1997-98	743614	74361	13385	11243
1998-99	791949	79195	14255	11974
1999-00	843425	84343	15182	12753

2. CASE-3 (C1=0.12 C2=0.20 C3=0.88)

TIME	GDP	ADP	TC	TPORT
1982-83	279819	33578	6716	5910
1983-84	299966	35996	7199	6335
1984-85	321564	38588	7718	6791
1985-86	344716	41366	8273	7280
1986-87	369536	44344	8869	7805
1987-88	396142	47537	9507	8367
1988-89	421892	50627	10125	8910
1989-90	449315	53918	10784	9490

TIME	GDP	ADP	TC	TPORT
1990-91	478520	57422	11484	10106
1991-92	509624	61155	12231	10763
1992-93	542749	65130	13026	11463
1993-94	578028	69363	13873	12208
1994-95	615600	73872	14774	13001
1995-96	655614	78674	15735	13847
1996-97	698229	83787	16757	14747
1997-98	743614	89234	17847	15705
1998-99	791949	95034	19007	16726
1999-00	843425	/####	20242	17813

(3) Public Expenditure on Transport and Communications in the World

Table 3 Public Expenditure on Transport and Communications in the World

(1)

Country	Year	Public Expenditure (million dollars)			Population (thousand)	Surface Area (thousand km ²)	GDP (million dollars)	Density (person / km ²)	Per Capita GDP (dollars)	Remarks
		Total	Economic Service	Transport & Communications						
		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	
1	Argentina	7,152	1,584	800.7	25,384	2,767	56,704	9	2,234	1) The value for (1), (2), (3), (6) and (8) are expressed in terms of 1981 prices. 2) Countries with a population of more than 10,000,000 and a surface area of more than 100,000km ² as of 1978 are picked up and shown here. However, Colombia, Afghanistan, Algeria, South Africa and Uganda which meet the above conditions are not on the list because of the unavailability of financial data.
2	Australia	38,593	2,864	1,383.1	14,429	7,687	150,123	2	10,404	
3	Bangladesh	848	334	84.6	78,961	144	13,796	548	175	
4	Brazil	43,435	7,980	4,104.1	115,397	8,512	243,642	14	2,111	
5	Burma	936	270	49.8	32,205	677	5,550	48	172	
6	Canada	54,987	8,191	3,099.2	23,499	9,976	265,022	2	11,278	
7	Chile	4,893	574	192.4	10,656	757	15,915	14	1,494	
8	Egypt	13,857	2,387	168.3	38,741	1,001	26,013	39	671	
9	Ethiopia	734	149	77.5	27,465	1,222	4,118	22	150	
10	France	252,841	17,979	7,134.9	53,278	547	608,824	97	11,427	
11	Germany	265,391	22,756	17,974.8	61,310	249	824,690	247	13,451	
12	Ghana	1,538	250	105.2	9,866	239	7,089	41	719	
13	India	20,490	5,778	1,585.0	625,018	3,288	138,121	190	221	
14	Indonesia	12,300	3,089	417.3	143,282	2,027	62,450	71	436	
15	Iran	35,967	10,304	2,042.5	33,019	1,648	81,873	20	2,480	
16	Iraq	7,302	4,363	508.3	11,124	435	21,039	26	1,891	
17	Italy	109,652	20,562	8,024.9	55,830	301	271,971	185	4,871	
18	Japan	226,211	21,961	5,463.2	114,898	372	1,257,376	309	10,943	
19	Kenya	1,728	483	145.9	14,856	583	7,105	25	478	

Public Expenditure on Transport
and Communications in the World

(2)

Country	Year	Public Expenditure (million dollars)			Population (thousand)	Surface Area (thousand km ²)	GDP (million dollars)	Density (person /km ²)	Per Capita GDP (dollars)	Remarks
		Total	Economic service	Transport & Communica- tions						
20	Malaysia	5,594	1,026	331.8	12,960	330	19,976	39	1,541	Also, Sri Lanka with the surface area of less than 100,000km ² is included on account of her geographical proximity to Pakistan.
21	Mexico	20,877	5,385	1,244.9	66,944	1,973	119,346	34	6,313	
22	Morocco	6,415	1,869	772.1	18,906	447	16,043	42	849	
23	Nepal	251	131	52.2	13,136	141	1,923	93	146	
24	Nigeria	15,028	6,881	3,505.0	66,628	924	69,510	72	1,043	
25	Pakistan	4,016	1,203	411.9	76,340	804	20,497	95	268	
26	Peru	1,901	501	86.2	16,819	1,285	14,447	13	859	
27	Philippines	4,583	1,868	668.4	46,351	300	30,260	155	674	
28	Spain	50,658	5,896	1,541.3	37,109	505	189,903	74	5,117	
29	Sri Lanka	745	125	58.6	13,971	66	4,720	213	338	
30	Sudan	1,541	635	142.7	15,726	2,506	8,193	6	521	
31	Tanzania	1,590	586	87.9	16,553	945	5,621	18	340	
32	Thailand	5,093	1,237	458.7	45,100	514	28,201	88	625	
33	Turkey	16,762	7,961	2,844.9	43,210	781	64,652	55	1,496	
34	U.K.	121,493	11,489	3,819.6	55,946	244	323,618	229	5,784	
35	U.S.A.	593,573	70,273	21,380.2	218,059	9,363	2,727,226	23	12,507	
36	Venezuela	14,368	5,205	1,747.7	13,122	912	51,223	14	3,904	

Sources: Government Finance Statistics Yearbook (IMF),
Statistical Yearbook (UN), Japan Statistical Yearbook
(Government of Japan), JICA Estimates.

(4) Modal Allocation of Investment (Tentative)

Investment on Road/Rail (1)

< CASE 1-1 > [BASIC], [STANDARD]					< CASE 1-2 > [BASIC], [25 % INCREASE]				
ITEM	SHARE	1984-88	1989-00	TOTAL	ITEM	SHARE	1984-88	1989-00	TOTAL
FED.	50.0	6311	31144	37455	FED.	50.0	7889	38930	46819
PROV.	50.0	6311	31144	37455	PROV.	50.0	7889	38930	46819
ROAD	100.0	12623	62288	74911	ROAD	100.0	15779	77860	93639
<hr/>					<hr/>				
AK ETC	16.0	1010	4983	5993	AK ETC	16.0	1262	6229	7491
REMAINDR	84.0	5302	26161	31463	REMAINDR	84.0	6627	32701	39328
FED.	100.0	6311	31144	37455	FED.	100.0	7889	38930	46819
<hr/>					<hr/>				
PUNJAB	40.0	2525	12458	14982	PUNJAB	40.0	3156	15572	18728
SIND	30.0	1893	9343	11237	SIND	30.0	2367	11679	14046
NWFP	20.0	1262	6229	7491	NWFP	20.0	1578	7786	9364
BCHISTAN	10.0	631	3114	3746	BCHISTAN	10.0	789	3893	4682
PROV.	100.0	6311	31144	37455	PROV.	100.0	7889	38930	46819
<hr/>					<hr/>				
ITEM	SHARE	1984-88	1989-00	TOTAL	ITEM	SHARE	1984-88	1989-00	TOTAL
ROAD	57.1	12623	62288	74911	ROAD	57.1	15779	77860	93639
RAIL	42.9	9467	46716	56183	RAIL	42.9	11834	58395	70229
TOTAL	100.0	22090	109004	131094	TOTAL	100.0	27612	136255	163867

Investment on Road/Rail (2)

< CASE 2-1 >
[SIMULATION 1, [STANDARD]

ITEM	SHARE	1984-88	1989-00	TOTAL
FED.	50.0	5939	29305	35244
PROV.	50.0	5939	29305	35244
ROAD	100.0	11877	58610	70487

AK ETC	16.0	950	4689	5639
REMAINDR	84.0	4988	24616	29605
FED.	100.0	5939	29305	35244

PUNJAB	40.0	2375	11722	14097
SIND	30.0	1782	8792	10573
MWFP	20.0	1188	5861	7049
BCHISTAN	10.0	594	2931	3524
PROV.	100.0	5939	29305	35244

ITEM	SHARE	1984-88	1989-00	TOTAL
ROAD	53.3	11877	58610	70487
RAIL	46.7	10393	51284	61677
TOTAL	100.0	22270	109894	132164

< CASE 2-2 >
[SIMULATION 1, [25 % INCREASE]

ITEM	SHARE	1984-88	1989-00	TOTAL
FED.	50.0	7423	36631	44055
PROV.	50.0	7423	36631	44055
ROAD	100.0	14847	73263	88109

AK ETC	16.0	1188	5861	7049
REMAINDR	84.0	6236	30770	37006
FED.	100.0	7423	36631	44055

PUNJAB	40.0	2969	14653	17622
SIND	30.0	2227	10989	13216
MWFP	20.0	1485	7326	8811
BCHISTAN	10.0	742	3663	4405
PROV.	100.0	7423	36631	44055

ITEM	SHARE	1984-88	1989-00	TOTAL
ROAD	53.3	14847	73263	88109
RAIL	46.7	12991	64105	77096
TOTAL	100.0	27837	137367	165205

Investment on Main Roads

< CASE 1-1 >
[BASIC], [STANDARD]

ITEM	SHARE	1984-88	1989-00	TOTAL
FED.	75.5	4830	23835	28666
PROV.	24.5	1570	7748	9318
ROAD	100.0	6400	31583	37984

PUNJAB	33.1	520	2566	3086
SIND	20.4	320	1577	1897
MWFP	20.1	315	1555	1870
BCHISTAN	26.5	415	2050	2465
PROV.	100.0	1570	7748	9318

< CASE 1-2 >
[BASIC], [25 % INCREASE]

ITEM	SHARE	1984-88	1989-00	TOTAL
FED.	75.5	6038	29794	35832
PROV.	24.5	1963	9685	11648
ROAD	100.0	8001	39479	47480

PUNJAB	33.1	650	3208	3858
SIND	20.4	400	1971	2371
MWFP	20.1	394	1943	2337
BCHISTAN	26.5	519	2562	3082
PROV.	100.0	1963	9685	11648

< CASE 2-1 >
[SIMULATION], [STANDARD]

ITEM	SHARE	1984-88	1989-00	TOTAL
FED.	75.5	4545	22428	26973
PROV.	24.5	1477	7291	8768
ROAD	100.0	6022	29718	35741

PUNJAB	33.1	489	2415	2904
SIND	20.4	301	1484	1785
MWFP	20.1	296	1463	1759
BCHISTAN	26.5	391	1929	2320
PROV.	100.0	1477	7291	8768

< CASE 2-2 >
[SIMULATION], [25 % INCREASE]

ITEM	SHARE	1984-88	1989-00	TOTAL
FED.	75.5	5681	28035	33716
PROV.	24.5	1847	9113	10960
ROAD	100.0	7528	37148	44676

PUNJAB	33.1	612	3018	3630
SIND	20.4	376	1855	2231
MWFP	20.1	371	1829	2199
BCHISTAN	26.5	489	2411	2900
PROV.	100.0	1847	9113	10960

Investment on Road Transport (1)

< CASE 1-1 >
[BASIC], [STANDARD]

ITEM	SHARE	1984-88	1989-00	TOTAL
CGO		19211	70596	89808
PAX		8921	28021	36942
TOTAL		28132	98617	126750
<hr/>				
PRIV.	94.0	18059	66361	84419
PUB.	6.0	1153	4236	5388
CGO	100.0	19211	70596	89808
<hr/>				
PRIV.	80.0	7137	22417	29553
PUB.	20.0	1784	5604	7388
PAX	100.0	8921	28021	36942
<hr/>				
PRIV.	50.0	892	2802	3694
FED.	50.0	892	2802	3694
PUBBUS	100.0	1784	5604	7388
<hr/>				
CGO		1153	4236	5388
PAX		1784	5604	7388
PUB.		2937	9840	12777

< CASE 1-2 >
[BASIC], [25 % INCREASE]

ITEM	SHARE	1984-88	1989-00	TOTAL
CGO		19211	70596	89808
PAX		8921	28021	36942
TOTAL		28132	98617	126750
<hr/>				
PRIV.	92.5	17770	65302	83072
PUB.	7.5	1441	5295	6736
CGO	100.0	19211	70596	89808
<hr/>				
PRIV.	75.0	6691	21016	27706
PUB.	25.0	2230	7005	9235
PAX	100.0	8921	28021	36942
<hr/>				
PRIV.	50.0	1115	3503	4618
FED.	50.0	1115	3503	4618
PUBBUS	100.0	2230	7005	9235
<hr/>				
CGO		1441	5295	6736
PAX		2230	7005	9235
PUB.		3671	12300	15971

Investment on Road Transport (2)

< CASE 2-1 >
[SIMULATION], [STANDARD]

ITEM	SHARE	1984-88	1989-00	TOTAL
CGO		16167	56083	72250
PAX		8935	27925	36860
TOTAL		25102	84008	109110

PRIV.	94.0	15197	52718	67915
PUB.	6.0	970	3365	4335
CGO	100.0	16167	56083	72250

PRIV.	80.0	7148	22340	29488
PUB.	20.0	1787	5585	7372
PAX	100.0	8935	27925	36860

PROV.	50.0	894	2793	3686
FED.	50.0	894	2793	3686
PUBBUS	100.0	1787	5585	7372

CGO		970	3365	4335
PAX		1787	5585	7372
PUB.		2757	8950	11707

< CASE 2-2 >
[SIMULATION], [25 % INCREASE]

ITEM	SHARE	1984-88	1989-00	TOTAL
CGO		16167	56083	72250
PAX		8935	27925	36860
TOTAL		25102	84008	109110

PRIV.	92.5	14954	51877	66831
PUB.	7.5	1213	4206	5419
CGO	100.0	16167	56083	72250

PRIV.	75.0	6701	20944	27645
PUB.	25.0	2234	6981	9215
PAX	100.0	8935	27925	36860

PROV.	50.0	1117	3491	4608
FED.	50.0	1117	3491	4608
PUBBUS	100.0	2234	6981	9215

CGO		1213	4206	5419
PAX		2234	6981	9215
PUB.		3446	11188	14634

Investment on Port

[STANDARD]				[25 % INCREASE]			
ITEM	1984-88	1989-00	TOTAL	ITEM	1984-88	1989-00	TOTAL
CON.BRTH	1995	3561	5556	CON.BRTH	1995	3561	5556
ADDITNL	0	0	0	ADDITNL	499	890	1389
FACILITY	855	1823	2678	FACILITY	1068	2279	3347
OTHERS	577	1047	1624	OTHERS	721	1309	2030
PUB	3426	6431	9857	PUB	4283	8039	12322
SEMI-PUB	1282	2734	4016	SEMI-PUB	1282	2734	4016
TOTAL	4708	9165	13874	TOTAL	5565	10773	16338

Investment on Shipping

ITEM	1984-88	1989-00	TOTAL
TOTAL	5152	11907	17060

Investment on Aviation

[STANDARD I

ITEM	1984-88	1989-00	TOTAL
AIRCRAFT	9259	27072	36331
HANGAR	885	2131	3015
CGO TANK	147	354	502
SEMI-PUB	10291	29557	39848
PUB	2677	6448	9125
TOTAL	12968	36005	48973

[25 % INCREASE I

ITEM	1984-88	1989-00	TOTAL
AIRCRAFT	9259	27072	36331
HANGAR	885	2131	3015
CGO TANK	147	354	502
SEMI-PUB	10291	29557	39848
PUB	3346	8060	11406
TOTAL	13637	37617	51254


```

910 PRINT FEED(2)
912 RUPSDP=AVRUB+AUSEMI
920 PRT,U 720,AUSEMI,RUPSDP,BLANK,RUPSDP
930 PRINT FEED(2)
940 SEMITL=PTSEMI+SHIP+AUSEMI
950 PSDPTL=RDIL+RAIL+PT+SHIP+RUPSDP
960 GTL=PSDPTL+RTPRIU
970 PRT,U 720,SEMITL,PSDPTL,RTPRIU,GTL
980 END

```

```

< CASE 1-2 (1) >
[ BASIC 1, [ 25% INCREASE ]
[ PERIOD 1983-84 TO 1987-88 ]
1262
6627
7889
2556
1115
24461
11834
2288
1995
1282
5152
3346
10291

```

```

< CASE 1-2 (2) >
[ BASIC 1, [ 25% INCREASE ]
[ PERIOD 1988-89 TO 1999-00 ]
6229
32701
38930
8798
3503
86318
58395
4478
3551
2734
11907
8060
29557

```

```

< CASE 1-1 (1) >
[ BASIC 1, [ STANDARD ]
[ PERIOD 1983-84 TO 1987-88 ]
1010
5302
6311
2045
892
25196
9467
1431
1995
1282
5152
2677
10291

```

```

< CASE 1-1 (2) >
[ BASIC 1, [ STANDARD ]
[ PERIOD 1988-89 TO 1999-00 ]
4983
26161
31144
7038
2802
8878
46716
2870
3551
2734
11907
6448
29557

```

```

< CASE 2-1 (2) >
[ SIMULATION 1, [ STANDARD ]
[ PERIOD 1988-89 TO 1999-00 ]
4689
24616
29305
6158
2793
75058
51284
2870
3961
2734
11907
6448
29557

```

```

< CASE 2-2 (1) >
[ SIMULATION 1, [ 25% INCREASE ]
[ PERIOD 1983-84 TO 1987-88 ]
1189
6236
7423
2330
1117
21655
12991
2288
1995
1282
5152
3346
10291

```

```

< CASE 2-2 (2) >
[ SIMULATION 1, [ 25% INCREASE ]
[ PERIOD 1988-89 TO 1999-00 ]
5861
30770
36631
7697
3491
72821
64105
4478
3561
2734
11907
8060
29557

```



```

RGV
400 PRINT FEED(2)
410 PRINT FEED(2)
420 PRINT FEED(2)
430 PRT.U 200,ITEM$,SHARE$,INV1$,INV2$,TOTAL$
440 PRINT FEED(1)
450 PRT.U 230,ROAD$,SHARED,ROAD1,ROAD2,ROAD
460 PRINT FEED(1)
470 PRT.U 230,RAIL$,SHARERL,RAIL1,RAIL2,RAIL
480 PRINT FEED(1)
490 PRT.U 230,TOTAL$,SHARE100,RR1,RR2,RR
500 END

```

```

LINE 24
24 SHARED=4/7*100
LINE 25
25 ROAD1=22090*SHARED/100*CF
LINE 26
26 ROAD2=109004*SHARED/100*CF
LINE 66
66 SHARERL=3/7*100
LINE 68
68 RAIL1=22090*SHARERL/100*CF
LINE 70
70 RAIL2=109004*SHARERL/100*CF

```

```

< CASE 1-1 >
[ BASIC 1, [ STANDARD ]
1
50
50
16
40
30
20
10

```

```

< CASE 1-2 >
[ BASIC ] , [ 25 % INCREASE ]
1.25
50
50
16
40
30
20
10

```

```

LINE 24
24 SHARED=4/7.5*100
LINE 25
25 ROAD1=22270*SHARED/100*CF
LINE 26
26 ROAD2=109894*SHARED/100*CF
LINE 66
66 SHARERL=3.5/7.5*100
LINE 68
68 RAIL1=22270*SHARERL/100*CF
LINE 70
70 RAIL2=109894*SHARERL/100*CF

```

```

< CASE 2-1 >
[ SIMULATION ] , [ STANDARD ]
1
50
50
16
40
30
20
10

```

```

< CASE 2-2 >
[ SIMULATION ] , [ 25 % INCREASE ]
1.25
50
50
16
40
30
20
10

```


LIST

2 REM TENTATIVE FRAMEWORK OF INVESTMENT
 4 REM MAIN ROADS, OVER 10 MRS
 6 REM ON 07 AUE., 1982 BY N. ISHIBASHI
 7 INPUT CF

- 8 INPUT SHARFED
- 9 INPUT SHARER0
- 10 INPUT SHAREAK
- 11 INPUT SHAREP J
- 12 INPUT SHARED
- 13 INPUT SHARENW
- 14 INPUT SHAREBL
- 15 INPUT SHARRM
- 16 INPUT SHARPP J
- 17 INPUT SHARSD
- 18 INPUT SHARRNA
- 19 INPUT SHARBL
- 24 SHARED=4.7.5*100
- 25 ROAD1=22270*SHARERD/100*CF
- 26 ROAD2=109894*SHARED/100*CF
- 27 RDFED1=ROAD1*SHARFED/100
- 28 RDFED2=ROAD2*SHARFED/100
- 29 RDAK1=RDFED1*SHAREAK/100
- 30 RDAK2=RDFED2*SHAREAK/100
- 31 SHARER=100-SHAREAK
- 32 RDRM1=RDFED1*SHARER/100
- 33 RDRM2=RDFED2*SHARER/100
- 34 RDRK=RDRM1+RDAK2
- 35 RRR1=RDRM1+RRM2
- 36 RRRM1=RDRM1*SHARRM/100
- 37 RRRM2=RDRM2*SHARRM/100
- 38 RRRN=RRR1+RRRN2
- 42 RDFED2=ROAD2*SHARFED/100
- 43 RDRP01=RDRM1*SHAREP0/100
- 44 RDRP02=RDRM2*SHAREP0/100
- 45 RDFED=RDFED1+RDFED2
- 46 RDRP0=RDRP01+RDRP02
- 47 RDP J1=RDRP01*SHAREP J/100
- 48 RDP J2=RDRP02*SHAREP J/100
- 49 RSD1=RDRP01*SHARSD/100
- 50 RSD2=RDRP02*SHARSD/100
- 51 RDNM1=RDRP01*SHARENW/100
- 52 RDNM2=RDRP02*SHARENW/100
- 53 RDBL1=RDRP01*SHAREBL/100
- 54 RDBL2=RDRP02*SHAREBL/100
- 55 RDP J=RDP J1+RDP J2
- 56 RSD=RSD1+RSD2
- 57 RDNW=RDNM1+RDNM2
- 58 RDBL=RDBL1+RDBL2
- 59 RRP J1=RDP J1+SHARPP J/100
- 60 MRSD1=RSD1*SHARRSD/100
- 61 MRNM1=RDNM1*SHARRNM/100
- 62 MRBL1=RDBL1*SHARRBL/100
- 63 MRPJ2=RDP J2*SHARRPJ/100
- 64 MRSD2=RSD2*SHARRSD/100
- 65 MRNM2=RDNM2*SHARRNM/100
- 66 MRBL2=RDBL2*SHARRBL/100
- 67 RRP J1=RRPJ1+RRPJ2
- 68 MRSD=MRSD1+MRSD2
- 69 MRNM=MRNM1+MRNM2
- 70 MRBL=MRBL1+MRBL2
- 71 MRPR01=MRPJ1+MRSD1+MRNM1+MRBL1
- 72 MRPR02=MRPJ2+MRSD2+MRNM2+MRBL2
- 73 MR1=MRM1+MRPR01
- 74 MR2=MRM2+MRPR02
- 75 MRPR0=MRPR01+MRPR02
- 76 MR=MR1+MR2
- 80 ROAD=ROAD1+ROAD2
- 91 SHARRFED=RRR/RR*100
- 92 SHARRPR0=MRPR0/RR*100
- 93 SHRP J=MRPJ/RRPR0*100
- 94 SHRSO=MRSD/RRPR0*100
- 95 SHRNA=MRNM/RRPR0*100
- 96 SHRBL=MRBL/RRPR0*100
- 100 ITEMS="ITEM"
- 102 SHARE100=100
- 104 SHARE\$="SHARE"
- 110 INU1\$="1984-88"
- 120 INU2\$="1989-00"
- 122 ROAD\$="ROAD"
- 124 FED\$="FED."
- 132 PR0\$="PR0V."
- 133 P J\$="PUNJAB"
- 134 SD\$="SIND"
- 135 NM\$="NMF"
- 136 BL\$="BCHISTAN"
- 150 TOTAL\$="TOTAL"
- 160 PRINT FEED(2)
- 170 PRINT C"<INVEST. ON MAIN ROADS>"
- 180 PRINT FEED(2)
- 190 PRT.U 200, ITEMS, SHARES, INU1\$, INU2\$, TOTAL\$
- 200 FORMAT ##### # /##### # /##### # /##### # /##### #
- #
- 210 PRINT FEED(1)
- 220 PRT.U 230, FED\$, SHARRFED, MRRM1, MRRM2, MRRM
- 230 FORMAT ##### # /##### # /##### # /##### # /##### #
- #
- 240 PRINT FEED(1)
- 250 PRT.U 230, PR0V\$, SHARRPR0, MRPR01, MRPR02, MRP
- R0U
- 260 PRINT FEED(1)

< CASE 1-2 >
[BASIC 1, [25 % INCREASE]

1.25
50
50
16
40
30
20
10
91.11
20.60
16.88
24.96
65.82

LINE 24
24 SHARED=4/7.5*100
LINE 25
25 ROAD1=22270*SHARED/100*CF
LINE 26
26 ROAD2=109894*SHARED/100*CF

< CASE 2-1 >
[SIMULATION 1, [STANDARD]

< CASE 2-2 >
[SIMULATION 1, [25 % INCREASE]

1.25
50
50
16
40
30
20
10
91.11
20.60
16.88
24.96
65.82

270 PRT.U 230, ROAD\$, SHARE100, MR1, MR2, MR
290 PRINT FEED(1)
300 PRINT FEED(1)
312 PRT.U 230, PJ\$, SHRPJ, MRPJ1, MRPJ2, MRPJ
320 PRINT FEED(1)
330 PRT.U 230, SD\$, SHRS, MRSO1, MRSO2, MRSO
340 PRINT FEED(1)
350 PRT.U 230, MW\$, SHRMW, MRMW1, MRMW2, MRMW
360 PRINT FEED(1)
370 PRT.U 230, BL\$, SHRBL, MRBL1, MRBL2, MRBL
380 PRINT FEED(1)
390 PRT.U 230, PROV\$, SHARE100, MRPROV1, MRPROV2, MRP
400 PRINT FEED(2)
500 END

LINE 24
24 SHARED=4/7*100
LINE 25
25 ROAD1=22090*SHARED/100*CF
LINE 26
26 ROAD2=109004*SHARED/100*CF

< CASE 1-1 >
[BASIC 1, [STANDARD]

1
50
50
16
40
30
20
10
91.11
20.60
16.88
24.96
65.82

930 PRT.U 840, PRU\$, SHAREPRT, PRUTRK1, PRUTRK2, PRUT
 RK
 940 PRINT FEED(1)
 950 PRT.U 840, PUB\$, SHAREPBT, PUBTRK1, PUBTRK2, PUBT
 RK
 960 PRINT FEED(1)
 970 PRT.U 840, CB\$, SHARE100, INVTRK1, INVTRK2, INUT
 RK
 980 PRINT FEED(1)
 990 PRINT _____
 1000 PRINT FEED(1)
 1010 PRT.U 840, PRU\$, SHAREPRB, PRUBUS1, PRUBUS2, PRU
 BUS
 1020 PRINT FEED(1)
 1030 PRT.U 840, PUB\$, SHAREPRB, PUBBUS1, PUBBUS2, PUB
 BUS
 1040 PRINT FEED(1)
 1050 PRT.U 840, PRX\$, SHARE100, INVBUS1, INVBUS2, INV
 BUS
 1060 PRINT FEED(1)
 1070 PRINT _____
 1080 PRINT FEED(1)
 1090 PRT.U 840, PRU\$, SHAREPRG, PRGBUS1, PRGBUS2, PR
 GBUS
 1100 PRINT FEED(1)
 1110 PRT.U 840, FED\$, SHAREFED, FEDBUS1, FEDBUS2, FED
 BUS
 1120 PRINT FEED(1)
 1130 PRT.U 840, PUBBUS\$, SHARE100, PUBBUS1, PUBBUS2,
 PUBBUS
 1140 PRINT FEED(1)
 1150 PRINT _____
 1160 PRINT FEED(1)
 1170 PRT.U 835, CG\$, BLANK\$, PUBTRK1, PUBTRK2, PUBTR
 K
 1180 PRINT FEED(1)
 1190 PRT.U 835, PRX\$, BLANK\$, PUBBUS1, PUBBUS2, PUBBU
 S
 1200 PRINT FEED(1)
 1210 PRT.U 835, PUB\$, BLANK\$, PUB1, PUB2, PUB
 1220 PRINT FEED(2)
 1230 END

LINE 280
 280 TRK93=18207*1.081**2/0.36
 LINE 290
 290 TRK98=31407/0.36
 LINE 510
 510 TRK00=70039/0.36
 LINE 340
 340 BUS83=65991*1.06386**2/3.2
 LINE 350
 350 BUS88=101784/3.2
 LINE 560
 560 BUS00=182052/3.2

< CASE 1-1 > < CASE 1-2 >
 [BASIC 1, [STANDARD] [BASIC 1, [25 % INCREASE]
 94.0 92.5
 6.0 7.5
 80.0 75.0
 20.0 25.0

LINE 280
 280 TRK93=18207*1.062**2/0.36
 LINE 290
 290 TRK98=27745/0.36
 LINE 510
 510 TRK00=55081/0.36
 LINE 340
 340 BUS83=65991*1.064**2/3.2
 LINE 350
 350 BUS88=101897/3.2
 LINE 560
 560 BUS00=181339/3.2

< CASE 2-1 > < CASE 2-2 >
 [SIMULATION 1, [STANDARD] [SIMULATION 1, [25 % INCREASE]
 94.0 92.5
 6.0 7.5
 80.0 75.0
 20.0 25.0

LIST

```
10 REM TENTATIVE FRAMEWORK OF INVESTMENT
20 REM PORT
30 REM ON 17 JUL., 1982 BY N. ISHIBASHI
35 INPUT CF
40 IMP83=11515
50 EXP83=3799
60 TRD83=IMP83+EXP83
70 IMP88=17227
80 EXP88=7398
90 TRD88=IMP88+EXP88
100 TRD1BL=TRD88-TRD83
110 TRD1BLK=TRD1BL*0.685
120 INPTFC1=TRD1BLK*0.335*CF
130 INPTCT1=1995
140 INPTOT1=358*1.10**5*CF
150 IMP00=29168
160 EXP00=19521
170 TRD00=IMP00+EXP00
180 TRD2BL=TRD00-TRD88
190 TRD2BLK=TRD2BL*0.678
200 INPTFC2=TRD2BLK*0.335*CF
210 INPTCT2=3561
220 INPTOT2=358*1.10**5*1.051**12*CF
222 ADD1=INPTCT1*(CF-1)
224 ADD2=INPTCT2*(CF-1)
226 ADD=ADD1+ADD2
230 PUB1=INPTFC1*0.4+INPTCT1+INPTOT1+ADD1
240 SEMI1=INPTFC1*0.6/CF
250 PUB2=INPTFC2*0.4+INPTCT2+INPTOT2+ADD2
260 SEMI2=INPTFC2*0.6/CF
270 INPT1=PUB1+SEMI1
280 INPT2=PUB2+SEMI2
290 INPTFC=INPTFC1+INPTFC2
300 INPTCT=INPTCT1+INPTCT2
310 INPTOT=INPTOT1+INPTOT2
320 PUB=PUB1+PUB2
330 SEMI=SEMI1+SEMI2
340 INPT=INPT1+INPT2
350 ITEM$="ITEM"
360 INV1$=" 1984-88"
370 INV2$=" 1983-00"
380 TOTAL$=" TOTAL"
390 CT$="CON.BRTH"
400 FC$="FACILITY"
410 OT$="OTHERS"
420 PUB$="PUB"
430 SEMI$="SEMI-PUB"
432 ADD$="ADDITNL"
440 PRINT FEED<2>
```

```
450 PRINT FEED<2>
460 PRINT FEED<2>
470 PRI.U 480,ITEM$,INV1$,INV2$,TOTAL$
480 FORMAT ##### /##### /##### /##### /#####
490 PRINT FEED<1>
500 PRI.U 510,CT$,INPTCT1,INPTCT2,INPTCT
510 FORMAT ##### /##### /##### /##### /#####
520 PRINT FEED<1>
522 PRI.U 510,ADD$,ADD1,ADD2,ADD
524 PRINT FEED<1>
530 PRI.U 510,FC$,INPTFC1*0.4,INPTFC2*0.4,INPT
TFC*0.4
540 PRINT FEED<1>
550 PRI.U 510,OT$,INPTOT1,INPTOT2,INPTOT
560 PRINT FEED<2>
570 PRI.U 510,PUB$,PUB1,PUB2,PUB
580 PRINT FEED<2>
590 PRI.U 510,SEMI$,SEMI1,SEMI2,SEMI
600 PRINT FEED<2>
610 PRI.U 510,TOTAL$,INPT1,INPT2,INPT
620 END
```

[STANDARD]

1

[25 % INCREASE]

1.25

LIST

```

10 REM TENTATIVE FRAMEWORK OF INVESTMENT
20 REM SHIPPING
30 REM ON 17 JUL., 1982 BY N. ISHIBASHI
40 DWT83=689700
50 GCS83=DWT83/18200
60 DWT88=(DWT83*1.10**5)*(40/36)*(0.9)
70 GCS88=DWT88/18200
80 GCS1NM=GCS88-GCS83
90 GCS1RP=GCS83*0.25
100 GCS1=GCS1NM+GCS1RP
110 INUSP1=GCS1*158
120 DWT00=(DWT88*1.051**12)*(0.9)
130 GCS00=DWT00/18200
140 GCS2NM=GCS00-GCS88
150 GCS2RP=GCS88*0.60
160 GCS2=GCS2NM+GCS2RP
170 INUSP2=GCS2*158
180 INUSP=INUSP1+INUSP2
190 ITEM="ITEM"
200 INV1$="1984-88"
210 INV2$="1989-00"
220 TOTAL$="TOTAL"
230 PRINT FEED(2)
240 PRINT ["<INVESTMENT ON SHIPPING>"]
250 PRINT FEED(2)
260 PRT.U.270,ITEM$,INV1$,INV2$,TOTAL$
270 FORMAT ##### /##### ##### /##### /#####
280 PRINT FEED(1)
290 PRT.U.300,TOTAL$,INUSP1,INUSP2,INUSP
300 FORMAT ##### /##### /##### /##### /#####
310 END
REC.P

```

LIST

```

10 REM TENTATIVE FRAMEWORK OF INVESTMENT
20 REM AVIATION
30 REM ON 17 JUL., 1982 BY N. ISHIBASHI
35 INPUT CF
40 SEAT83=4338
50 AB83=SEAT83/231
60 SEAT88=(SEAT83*1.084**5)*0.97
70 AB88=SEAT88/231
90 AB1M=AB88-AB83
90 AB1RP=AB83*0.40
100 AB1=AB1M+AB1RP
110 INVAC1=AB1*519
120 INVCF1=511*1.116**5
130 INVTM1=85*1.116**5
140 INVCAR1=(1031*1.116**5)*1.5*CF
150 SEAT00=SEAT88*1.046**12
160 AB00=SEAT00/231
170 AB2M=AB00-AB88
180 AB2RP=AB88*1.0
190 AB2=AB2M+AB2RP
200 INVAC2=AB2*519
210 INVCF2=511*1.116**5*1.076**12
220 INVTM2=85*1.116**5*1.076**12
230 INVCAR2=(1031*1.116**5*1.076**12)*1.5*CF
240 ITEM$="ITEM"
250 INV1$="1984-88"
260 INV2$="1989-00"
270 TOTAL$=" TOTAL"
280 PUB$="PUB"
290 SEMI$="SEMI-PUB"
300 INVAC=INVAC1+INVAC2
310 INVCF=INVCF1+INVCF2
320 INVTM=INVTM1+INVTM2
330 INPIA1=INVAC1+INVCF1+INVTM1
340 INPIA2=INVAC2+INVCF2+INVTM2
360 INVCAR=INVCAR1+INVCAR2
370 INVAV1=INUPIA1+INVCAR1
380 INVAV2=INUPIA2+INVCAR2
390 INVAV=INVAV1+INVAV2
400 AC$="AIRCRAFT"
410 GF$="HANGAR"
420 TM$="CGO TML"
430 PRINT FEED(2)
440 PRINT I("<INVESTMENT ON AVIATION>")
450 PRINT FEED(2)
460 PRT.U 470, ITEM$, INV1$, INV2$, TOTAL$
470 FORMAT ##### /##### /##### /##### /#####
480 PRINT FEED(1)

```

```

490 PRT.U 500, AC$, INVAC1, INVAC2, INVAC
500 FORMAT ##### /##### /##### /##### /#####
510 PRINT FEED(1)
520 PRT.U 500, GF$, INVCF1, INVCF2, INVCF
530 PRINT FEED(1)
540 PRT.U 500, TM$, INVTM1, INVTM2, INVTM
550 PRINT FEED(2)
570 PRT.U 500, SEMI$, INUPIA1, INUPIA2, INUPIA
580 PRINT FEED(2)
590 PRT.U 500, PUB$, INVCAR1, INVCAR2, INVCAR
600 PRINT FEED(2)
610 PRT.U 500, TOTAL$, INVAV1, INVAV2, INVAV
620 END

```

[STANDARD]

1

[25 % INCREASE]

1.25

(6) Initial Budgetary Demand versus Framework - ADP

Table 4 Initial Budgetary Demand versus Framework - ADP

= Rs. Million

Mode	Item	6th Plan Period (1983-88)				Beyond 1987-88				Total			
		D	F	D-F	D/F	D	F	D-F	D/F	D	F	D-F	D/F
Road	On-Going	897	6,022	28,913	580%	0	29,718	-17,461	41%	897	35,740	11,452	132%
	New	34,038				12,257				46,295			
	Outside the Study	5,855	5,855	0	100%	28,892	28,892	0	100%	34,747	34,747	0	100%
	Sub-Total	40,790	11,877	28,913	343%	41,149	58,610	-17,461	70%	81,939	70,487	11,452	116%
Road Transport	New+On-Going	2,142	1,865	277	115%	5,163	6,158	-995	84%	7,305	8,023	-718	91%
	Outside the Study	893	893	0	100%	2,793	2,793	0	100%	3,686	3,686	0	100%
	Sub-Total	3,035	2,758	277	110%	7,956	8,951	-995	89%	10,991	10,709	-718	94%
Railway	On-Going	1,500				0				1,500			
	New	15,210				44,100				59,310			
	Minor	1,521				4,410				5,931			
	Sub-Total	18,231	10,393	7,838	175%	48,510	51,284	-2,774	95%	66,741	61,677	5,064	108%
Port	On-Going	1,168				0				1,168			
	New	1,331				1,884				3,215			
	Sub-Total	2,499	3,426	-927	73%	1,884	6,431	-4,547	29%	4,383	9,857	-5,474	44%
Airport	On-Going	114				0				114			
	New	4,848				3,948				8,791			
	Sub-Total	4,962	2,677	2,285	185%	3,948	6,448	-2,500	61%	8,905	9,125	-220	98%
Total		69,517	31,131	38,386	223%	103,447	131,724	-28,277	79%	172,959	162,855	10,104	106%

Source: JICA Estimation

D = Initial Budgetary Demand
F = "Standard" Budgetary Framework