

# Profile of district Mianwali

with focus on livelihood related issues



South Asia Partnership-Pakistan

Profile of district  
**Mianwali**  
with focus on livelihood related issues

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This publication is a result of a research exercise carried out to understand and document the current status of different ways and means of earning livelihoods in a group of selected districts of Pakistan and other factors that have an impact on people's capacity to utilize available resources and that of creating new ones. The study is a part of South Asia Partnership, Pakistan's (SAP-PK) strategy to realize its mission of creating an engendered, critical society in South Asia based on the universal principles of human dignity, justice, democracy and peaceful coexistence. As member of South Asian civil society movement, SAP-Pk is striving to empower marginalized sections of society and working to influence policies in their favor.

Data for the study is collected through secondary as well as primary sources. The secondary data is mostly quoted from Population Census 1998, Agriculture Census 2000, Agriculture Machinery Census 2004, Industry Census 2004, Animal Census 2006, Punjab Development Statistics 2008 and other government sources. Information from some departmental studies like Multiple Indicator Cluster Study by Planning Commission 2003-04 has also been used. The figures have been projected to the latest year using growth rates. But growth rates for some parameters are either not available or are generalized for the national or provincial level as their district break-ups are not available. This may have resulted in not very accurate projected figures for the district. We however believe that this is unlikely to undermine the broader conclusions drawn from these.



**Livelihood** has very rarely been a subject for any scientific research despite its utmost importance. The need to initiate such work was absolutely necessary, as the traditional livelihood sources are rapidly depleting. This situation has pushed a large portion of population, especially those who have been associated with agriculture and traditional sources of earning in rural areas. They are left stranded as far as their livelihood sources are concerned. This factor contributes substantial rise in poverty. The situation is particularly affecting the landless and the farmers with small land holdings and rural workers. The women farmers and tillers belonging to religious minorities are the worst affected as they were solely dependent on traditional modes of earning.

In this scenario the work in hand is a commendable task undertaken and completed by the writers. It is a wonderful effort in the right direction. The work definitely provides a basis for further research on livelihood sources. There is not only occasional analysis included in the profile but the facts and figures provided also stimulate the reader to build up different analysis. The book very clearly shows how the nature and availability of livelihood sources can have effects on poverty and poor people.

This research work was conducted in 15 districts of all four provinces. The districts selected include

where the South Asia Partnership has been working since its inception for the betterment of poorer sections of the society through various initiatives. The publication gives a detail description of demographic factors such as population of male and female in the district and how these differences denote to discrimination and bias against women-folk of the country. The research focuses more on female population of the rural areas with stress on maternity health, literacy, enrollment and drop-out ratio among girl students.

The district profile also notes the changes in pattern of livelihood sources. It also deals with the number of issues such as health facilities, transportation and communication, irrigation, pattern of crops, land ownership patterns, livestock and industrial growth in the district. The work includes the politics of international trade agreements and its implications on Pakistan's industrial and agricultural sectors and especially on livelihood sources of the population. All the facts are substantiated by related data which is another quality of this work.

It is in fact a valuable addition in the efforts of South Asia Partnership- Pakistan spanning over the periods of two decades in the field of research especially on the subjects related to poor farmers and rural workers. And of course livelihood stands high in this list.

I want to conclude by removing some misconceptions prevalent in our 'intellectual' brethren about the efficacy and usefulness of written work. They opine that since the South Asia Partnership-Pakistan is working for the peasant and rural workers, the big majority of those are unable to read so the written work will be fruitless. I wonder if one goes with this approach then the publishing and printing of books should be halted at once, for even the big majority of literate population has no tendency towards reading the books especially on serious subjects. The efficacy of the written work cannot be measured by mere number of souls who have actually read it but by the effects the work has generated. To quote an example "DAS CAPITAL" would have been, most probably, read by some thousand people but the effect it produced and still generating is even immeasurable.

This work will definitely be helpful for the policy makers, for the development experts, for non governmental organization in evolving their strategies to coup poverty and deprivation. The research is capable of organizing peasants and workers both rural and industrial around identified issues.

Mohammed Tahseen  
Executive Director





**Mianwali** district's area once formed an integral part of the Greco-Bactrian Empire of Kabul and the Punjab. According to some historical accounts the area was called Hindu Shahia when Alexander the Great invaded India in 325 BC. Mahmud Ghaznavi and later Muhammad Ghauri annexed greater part of Punjab to the empire of Ghazna. The local Hindu population converted and has remained staunch believers in Islam ever since.

The ruins found in the eastern and northern parts of the district suggest that the area has been part of ancient civilizations, however, it can be said that in southern waterless Thal there was no inhabitation prior to 14th century due to non existence of any livelihood source.

The district was populated by the migration of tribes from three sides. Awans came from the north-east,

Jats and Baloch moved up north into the area from the valley of Indus, and Pakhtuns tribes descended from the north-west. Jats migrated mainly for the economic reasons while the area was a safer haven for feuding Pashtun tribes. Almost all the prominent tribes of present-day Mianwali came to this region after 13th century.

Before the fifteenth century the lower portion of the district was probably occupied by a few scattered Jat tribes, depending on their cattle for subsistence.

The valley of Indus was a dense jungle, swarming with pigs and hog-deer and frequented by tigers; while the Thal must have been almost unoccupied.

Niazi Pathans poured into the area from the west and got a foot hold on both the high banks of Indus during the reign of Lodhi dynasty. Awans who had been occupying the area formerly ascended the eastern hills and settled in the plains beyond the

Salt Range. During the Mughal rule, Ghakkars became feudatories. They were uprooted and driven out by Niazis at the decline of Mughal Empire and in the time of Nadir Shah's invasion of India. The area fell to Sikhs in the last decades of nineteenth century. Sikhs ruled until the annexation of Punjab in 1849 by the British.

During British rule, the Indian empire was subdivided into provinces, divisions and districts. The British had made the towns of Mianwali and Isakhel tehsil headquarters of Bannu District then part of Dera Ismail Khan Division of Punjab province.

In November 1901, the North-West Frontier Province was carved out of Punjab and the towns of Mianwali, Isakhel, Kalabagh, and Kundian were separated from Bannu District (Bannu became part of NWFP) and hence a new district was made with the headquarters in Mianwali city and placed in Punjab. The district became a part of Rawalpindi Division. There were four tehsils namely Mianwali, Isakhel, Bhakkar, and Layyah. Layyah was included in the Muzaffargarh District in 1909. The district became a part of Sargodha Division in 1961. Bhakkar tehsil was carved out of Mianwali district and made a separate district inside Sargodha division in 1982.

District Mianwali derives its name from a local saint, Mian Ali who had a small hamlet in the 16th century on the eastern bank of Indus, which came to be called Mianwali after his name. The area was formally known as Kachachi.

Mianwali district, which is rightly called gateway to NWFP is the last district in northwest of Punjab and



#### Total population in 2007

**12,62,001**

Around 1.3 million in 2008

#### Tehsil population (as percent of total)

Isakhel	Piplan	Mianwali
23.1%	25.1%	51.8%

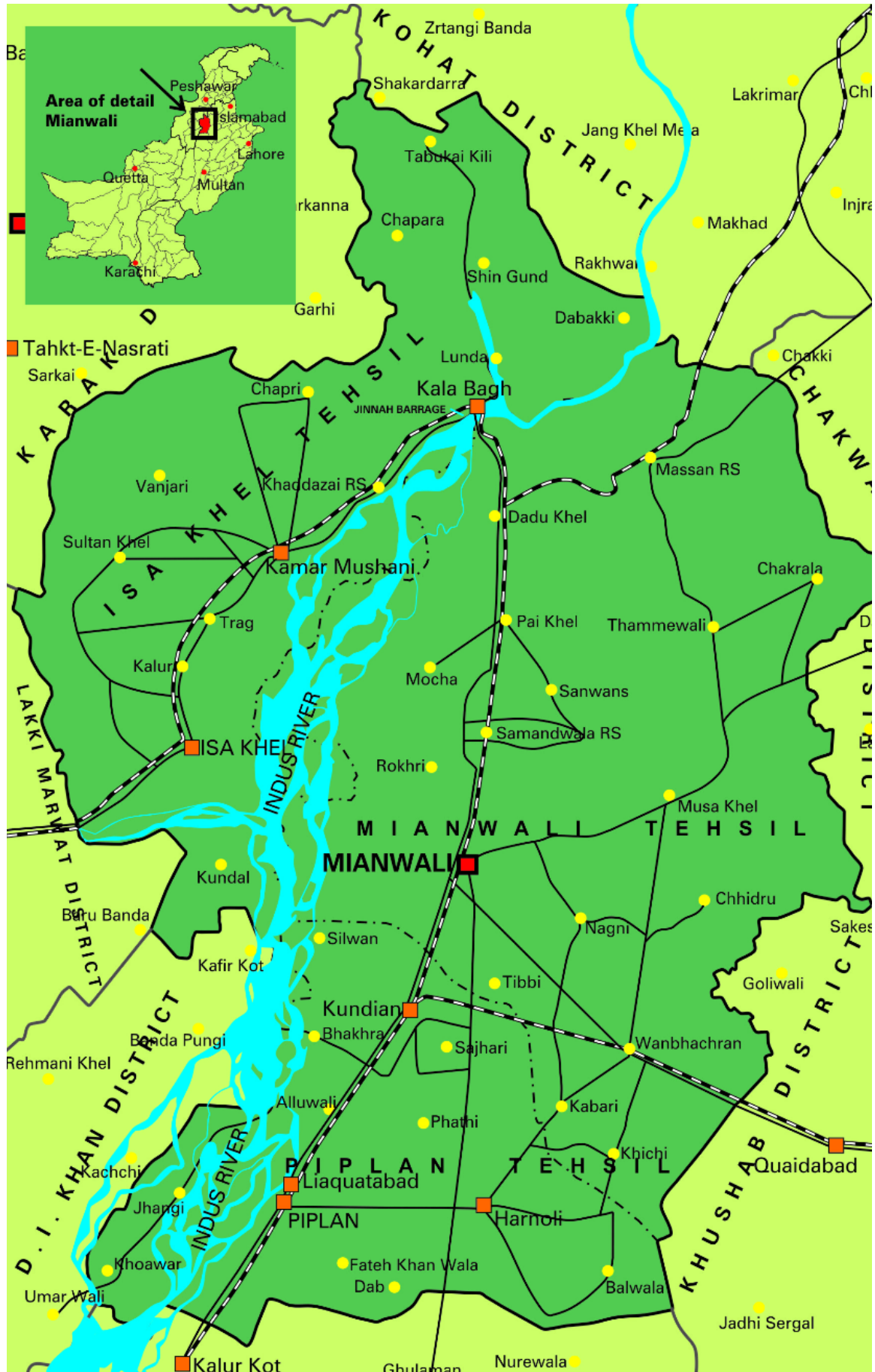
#### Population distribution among villages

Population	No	% share
Above 10,000	23	40.9
10,000 to 5,000	30	26.6
5,000 to 2,000	53	20.4
Less than 2,000	127	12.0
All villages	233	100.0

occupies an **area** of 5,840 square kilometers. It is an average sized district in terms of area and stands at number 15 among the 35 districts of Punjab province, largest being Rajanpur and smallest being Lahore.

The district lies in the east of Indus with the exception of Isakhel Tehsil that is on the west of Indus River. The district's geography can be divided into







three parts, a hilly terrain in the north, south-west and north-east, firm clay plain falling in front of Salt Range and the Dhak hills and sandy plain in the centre and south. The main mountains are Bhangikhel, Khattak and Niazi hills in the northwest and the Salt Range in the southeast. The Central and Southern plain area consists of a cultivated tract between the river Indus and its high banks and a sandy desert known as Thal. The Thal plain starts south of Sakesar Hills and extends across the southern limit of the district. It was an area notorious for scanty rainfall and devoid of trees and vegetation but due to availability of canal water its sandy look has turned greenish.

The district is of considerable geological interest as it includes both cis-Indus and trans-Indus portions of Salt Range. The Dhak Range is conveniently known as the geological museum of Pakistan. The district is adequately rich in minerals like rock salt, alum, coal, iron ore, silica sand, fire clay, dolomite and gypsum. Mianwali district is bounded on the north by Kohat district of NWFP and Attock district of Punjab, on the east Chakwal and Khushab districts, on the south by Bhakkar district of Punjab and on the west by Lakki Marwat, Karak and Dera Ismail Khan districts of NWFP.

The district has extremes of **climate**. The summer however, has an edge over winter in ferocity. It begins in April and continues till October. May, June and July are the hottest months when the temperature shoots above 40 degree centigrade. The winter season lasts from November to mid February. The first fortnight of January is the coldest when the



233 villages

8 towns

Rural

Urban

79.2%

20.8%

## Towns

Towns	Tehsil	Population 07
Mianwali	Mianwali	95,754
Kundian	Piplan	40,802
Liaqatabad	Piplan	30,485
Daudkhel	Mianwali	26,933
Isakhel	Isakhel	18,657
Kalabagh	Isakhel	17,425
Kamar Mashani	Isakhel	16,432
Harnoli	Piplan	16,285

## Top 10 villages

Villages	Tehsil	Population 07
Musakhel	Mianwali	33,109
Wan Bhachran	Mianwali	32,327
Daudkhel Pacca	Mianwali	28,227
Wattakhel Pacca	Mianwali	22,563
Khola	Piplan	21,797
Mochh Wala	Mianwali	20,192
M. Yar Wala	Mianwali	20,192
Piplan Pacca	Piplan	20,147
Muzaffarpur	Mianwali	18,215
Shadia Janubi	Mianwali	17,825

## A typical household

- Average household size in Mianwali district is 7.1 persons. Urban household size at 7.3 higher than the rural.

- Households having four or less family members make only 26 percent of the total in the district while 38 percent

consists of eight or more family members.

- 22 percent of the total families live in one room houses, although their average family size is 5 persons.

- On an average each housing unit has 2.7 rooms and each room houses 2.6 persons.

- Only 3.4 percent of the rural houses were on rent while figure was 9.2 percent for the urban areas.

- 11 percent of the houses in rural areas were aged less than 5 years while the same figure for urban areas was 9 percent.

- 67.2 percent of the houses in villages have walls made of baked bricks while the rest have katcha walls. In towns however 80 percent of the houses are built with baked bricks. Similarly in urban areas 15 percent of the roofs are built with reinforced concrete and 63 percent with wood while in rural areas only 8 percent houses have RCC roofs and the majority (74 percent) are



made of wooden planks.

- 50 percent of the rural households have a hand pump and 19 percent have tap water within the house while in urban areas 40 percent depend on tap water and 50 percent use hand pump for daily use water.

- In towns 90 percent have electricity connections while in villages only 59 percent have this facility and 41 percent burn oil for light.

- 10 percent use natural gas as cooking fuel in urban areas with the rest burning wood or kerosene oil while in rural areas only 2.3 percent use natural gas and 90.2 percent burn wood for cooking their food.

- In rural area 78 percent of the houses do not have a latrine while in urban area 28.2 percent houses lack this facility.

- 20 percent of the rural households have access to television while the ratio for urban areas is 40.2 percent.

temperature drops to as low as 4 degree centigrade in the night.

Mianwali has three **teshils** namely Mianwali, Isakhel and Piplan. Only 21 per cent of population lives in eight urban centers, largest being Mianwali city with a population of just under 100 thousand. Rest of the 79 per cent population is



rural. Total number of rural localities is 233. Mianwali is among the Punjab districts, that are essentially rural and the urban centers mostly house the district administration besides a few markets. The district exhibits a predominantly rural character and its seven towns wear the look of big villages. They offer little in terms of livelihood sources that a city normally does.

The overwhelming majority of urban population lives in five metros. Though there are many districts of Punjab with even less percentage of population living in cities, Mianwali being a less populated district is home to just 1 per cent of Punjab's urbanites.

At the time of 1998 enumeration, there were 23 villages in the district with a population of more than 10,000 and 40 per cent of the district's rural population was living here. This suggests that rural population is not spread far and wide and instead

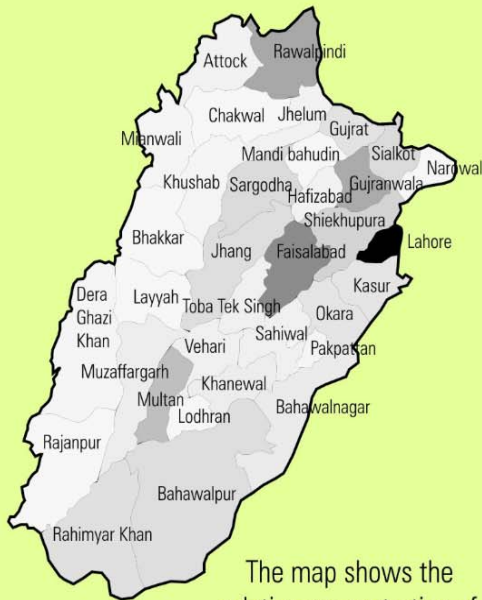
prefers to crowd into fewer rural localities.

Total **population** of the district according to 1998 census was 1,056,620 with an inter-censal percentage increase of 48.4 percent since March 1981 when it was 711,529. The average annual growth rate was 2.35 percent during this period. Propagated at the national annual growth rate, the population should be 1,262,001 in 2007 or around 1.3 million by 2008.

The total area of district is 5,840 sq km that gives population density of just 181 souls per square kilometer, which is eighth lowest in Punjab province with Lahore leading as the most dense districts (3,566 persons per sq km) and Rajanpur being the thinnest (90 persons per sq km). The northwestern and south western belts of Punjab are thinly populated as most of the least dense districts are situated in a row from Attock to Mianwali, Bhakkar,



## Urban concentration in Punjab



The map shows the relative concentration of urban population in Punjab with Lahore housing the most shown as the darkest.

Here is how many of every 1,000 urbanites in Punjab live where:

Lahore	226	Vehari	15
Faisalabad	101	Toba Tek Singh	13
Rawalpindi	78	Sahiwal	13
Gujranwala	75	Attock	12
Multan	57	Jhelum	11
Shiekhpura	38	Hafizabad	11
Sargodha	33	Khushab	10
Sialkot	31	Dera Ghazi Khan	10
Bahawalpur	29	Mianwali	10
Jhang	29	Pakpattan	8
Rahimyar Khan	27	Mandi Bahauddin	8
Gujrat	25	Lodhran	7
Kasur	24	Bhakkar	7
Okara	22	Rajanpur	7
Bahawalnagar	17	Narowal	7
Khanewal	16	Layyah	6
Muzaffargarh	15	Chakwal	6

Layyah, Muzaffargarh, Rajanpur, DG Khan and Bahawalpur. Only Khushab and Chakwal are little out of this pattern. Four in top ten low density districts of Punjab border with Mianwali. The population growth in the district was modest between 1971 and 1981 as the density grew from 78 to 98 in this decade despite inflow of migrants to Thal, the major part of which is in Bhakkar and Layyah districts now. However population density grew between 1981 and 1998 quite sharply, perhaps due to continued inhabitation of Thal desert and migrations from NWFP.

As emerged from the 1998 census the population of district is predominantly Muslim that is 99.1 per cent. The other important religion can be called Christianity with 0.8 per cent of the population following it, followed by the Ahmedis (0.1 per cent). In real numbers the population of Christians and Ahmedis is less than 10,000 and less than 1,000 persons only respectively.

Though Mianwali is considered an integral part of Seraiki speaking belt by the Seraiki language activists but Punjabi-Seraiki division seems to hold little influence on common people in this district. According to 1998 census three fourth (74.2 per cent) of the population named their spoken language as Punjabi while only 12 per cent answered that they speak Seraiki. One in every 10 citizens of Mianwali speaks Pashto. Only 3.5 per cent people got Urdu entered in the field of mother tongue during the census.

In urban areas, 10 and 20 per cent people called



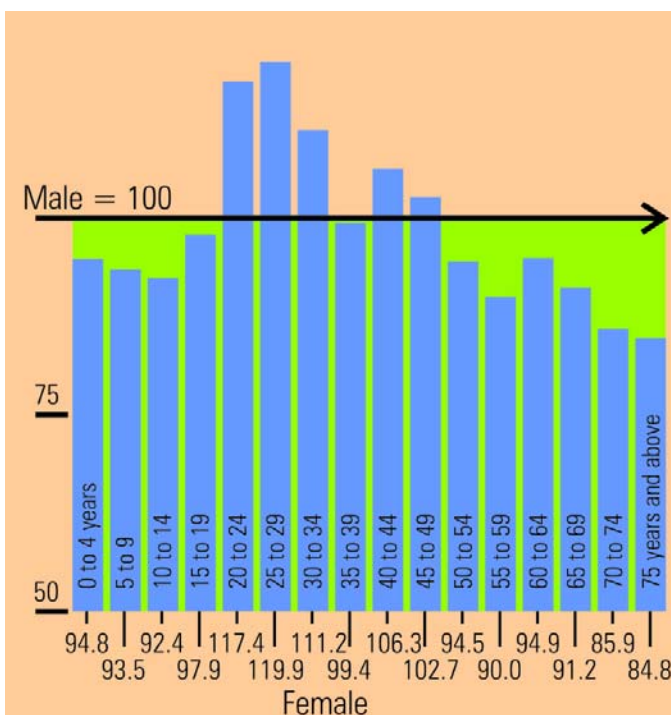
their mother tongue Urdu and Seraiki respectively against the majority of 68 per cent who called their language Punjabi. In rural areas there were only two per cent people who said their mother tongue is Urdu while only 10 percent called it Seraiki and an overwhelming majority (76 per cent) named their mother tongue as Punjabi. Pashto is also a major language in Isakhel tehsil where 35 per cent population speaks it.

Population of male and **female** is not and has never been equal in most parts of the globe.

Females are naturally more in numbers, for a variety of reasons. United Nations figures tell us that there are more females than males in 119 of the total 191 countries in the world. It is equal in 10 and female population is less than that of males in the rest 62.

In the developed countries of Europe, USA, Australia and Japan, there are 105 women against every 100 men. The figure is 102 in the poor continent of Africa as well as in Latin America. In a sharp contrast, number of females is less than that of males in China, South Asia and Middle East. Pakistan besides falling in the list of countries with negative female to male ratio, is also one of the only four countries where life expectancy at birth of females is less than males. In Pakistan, female population per hundred male population is 92. Situation is worst in Balochistan where the ratio is 87, while it is 89 in Sindh, 93 in Punjab and 95 in NWFP.

Number of female per 100 male population in the Mianwali district (sex ratio) is 99. This is more than national average of 92 and provincial average of 93.



A large number of young males of the district migrate to other parts as they join defense or police services or take up jobs in transport sector. This raises the number of young females in the district's population inflating the sex ratio to high levels of 120 women against 100 men.

If the impact of the male migration is taken out the three troughs in female population will still be visible. These are caused by son preference and discrimination against girl child; very high maternal mortality rate and poor health care of older women.



If all the districts of Pakistan are arranged in descending order of sex ratio, Mianwali stands at number 13 among 106 districts. Highest ratio is in Chakwal (109.1) while the lowest is in District Malir of Karachi (78.9). There are only ten districts where the ratio touches hundred mark.

All the districts with positive sex ratio have one thing in common; a large number of males migrate to other areas of the country for livelihood. Young men from Jhelum, Gujrat, Attock, Mianwali and Chakwal jointly make a sizeable portion of defense and police services and all these districts show a positive sex-ratio. This implies that better sex ratio in these districts is not due to better treatment of female population rather the comparative number

of females improves only as the male members leave the area in search of livelihood.

The number of males aged 10 to 20 years in rural Mianwali was around 102 thousand at the time of 1998 census while of those in 20 to 30 year age group was half of this. This ostensibly implies that a large number of young men left villages. In comparison the number of women dropped only by a third between the two age groups. With less women migrating out of villages their comparative ratio increases. The sex ratio for the rural Mianwali for the 20 to 30 year age group is 125!

If the impact of migration is taken out, the graph will be flattened a bit and would exhibit three troughs in number of females that are typical for all parts of the country. Following is a description of these:

The first decline in number of female population starts right after birth and lasts till the age of 15 years as the nutritional and health care requirements of the girl child are not taken care of by the families that prefer sons over daughters. Number of females drops by 2.4 percentage points in the district between the age of 0 to 15 years.

Girls and young women play a very important role in agriculture. There are numerous house and farm chores that are considered solely the job of women. As they cross puberty, their 'productive value' increases and their number improves dramatically. But the good luck of the female population starts and stops in the same age group as they start bearing children and suffer heavily from maternal health problems. This is also the age when they become victims of honor related crimes

## Wanni: Enemy-in-law

Mianwali is notorious for gender discrimination where the brutal ancient customs like Wanni and Sawara are still practiced. Under the custom of Wanni, disputes between two feuding parties are settled when 'the aggressor' agrees to give some of his women in marriage to 'the victim' party. The agreements are brokered by tribal reconciliatory bodies, called jirga, that judge the crime and decide about the number of women to be given in Wanni according to the gravity of the crime. The crime usually is murder and in the blood-for-blood tribal society the victim's family is considered justified in murdering a member of the aggressor family unless a Wanni agreement is reached. The Wanni women are given a sub-human status by the recipient families and they treat them as slaves. Innocent women bear the brunt of the crimes committed by their male members and spend all their lives under torture of all kinds. If the aggressor party does not have women of marriage age, they have to give their young girls and in some cases baby girls or even not-yet-born girls in Wanni under the jirga verdict. The young girls are raised by their parents only to be given in Wanni years later upon reaching the age of marriage. Wanni is practiced in various parts of Pakistan but it made headlines in near past when an educated girl from Mianwali refused to oblige a ten years old jirga verdict. The girl sought media and judicial support resulting in a suo-moto action by Chief Justice Iftikhar Muhammad Chaudhry. According to jirga verdict two sisters and two cousins of Aamina Niazi, a master degree holder in English literature, were to be married with the male members of their erstwhile enemy family. In return the

enemy family had withdrawn a murder case against an uncle of Aamina.

The hyper-active Supreme Court of 2006 ordered the police of all provinces to eradicate Wanni. This attracted a lot of media attention. Shujaat Hussain, the main face of the then ruling party also tried to turn this public fervor into political capital and tabled a bill in the parliament in February 2007 seeking end to all anti-women customs. The bill had a status of Private Member Bill and was not tabled by the party, as it was already feeling the heat of protests by religious parties angered on the passage of Women Protection Bill a few months back. Needless to mention that the bill soon went astray in the files of parliament.

The prevailing laws of the land probably can still help in acting against this practice provided there is will. The obstacle in uprooting the crime is that it is largely condoned by the tribal societies, vehemently supported by their male heads and allowed by the administration and the police in the name of maintaining peace in their areas.

For instance, after much hue and cry in the media against Wanni, a jirga, with Daudkhel Nazim Aminullah Khan in the chair, decreed that a party will have to pay a compensation of Rs 175,000 if it does not wish to implement an earlier Wanni verdict. Similarly a jirga in Sindh declared to Wanni five young girls. The jirga was led by the eminent leader of Pakistan People's Party, Mir Hazar Khan Bajarani. The Supreme Court ordered the police to arrest Mr Bajarani. As the court rejected his pre-arrest bail plea, he escaped from the court and remained at large for months. Mr Bajarani however continued to enjoy his position in the party. He won elections to the National Assembly in 2008 and is now a Federal Minister for Education.



## Gender gap in literacy

Number of literate female per 100 literate males

Best districts		Worse districts	
Rawalpindi	86.4	Mianwali	34.6
Sialkot	78.1	Bhakkar	35.3
Gujranwala	76.7	Muzaffargarh	36.1
Lahore	72.9	Khushab	36.6
Gujrat	70.6	Lodhran	37.4

and discriminations. As the graph shows their numbers start tumbling sharply after this age

Women get a brief respite at the end of reproductive age and their number again climbs up. But this relief is also short lived and their number again takes a downward slide never to rise. At around the age of 50, generally the daughters-in-law take over the charge and the old women's role in the family shrinks to marginal and complementary jobs. They don't have any social security resources to draw upon for their health care. They neither have ownership of any resources like land. In comparison old men are more likely to be enjoying some pension or might be in possession of a property which makes them a better candidate for their children's attention when it comes to expenditure on health care and taking care of other old age needs.

Overall literacy rate of the district is just 42.8 per cent according to 1998 census report, with highest being for urban males (73.5 percent) and lowest for rural females (17.3 percent).

Mianwali is a perfect example of gender discrimination with respect to **education** of children.

Overall literacy rate among female population is 22

per cent against 64 per cent for male population.

This huge difference implies that male children are prioritized over girls as the male education is attached to livelihood while girl education is considered an additional burden and an affront to family values of the rural society of the district, characteristics of which resemble more with the nearby tribal agencies.

Mianwali competes with the better developed districts of the province in male education and holds 9th position with respect to male literacy but at the same time it tops the list of the districts where female education in comparison with the male education is worst. There are only 34.6 literate women here against every 100 literate men. This unfortunate situation further strengthens the argument that the status of women in the district is worst than most other parts of the province.

Highest literacy rate (61 per cent) in the district is in Mianwali city where 77 per cent male and 43 per cent female were literate in 1998. In rural areas of Mianwali tehsil male literacy rate is 64 per cent while for female it is just 18 per cent. In the urban Piplan tehsil the overall literacy rate is 54 per cent with 71 per cent male and 37 per cent female



literacy ratio. In rural Piplan overall literacy rate is 41 per cent with male literacy at 59 percent and female literacy at 22 per cent.

Isakhel tehsil is the worst in terms of female literacy in the district. It registered only 11 per cent female literacy ratio in 1998 for rural areas and 36 per cent for urban centers. This breakup of literacy ratios shows that it is sharply divided along the rural-urban and gender lines.

A later study, Punjab Multiple Indicator Cluster Survey (MICS) conducted in 2003-04, notes that overall literacy in the district has accrued up to 55 percent.

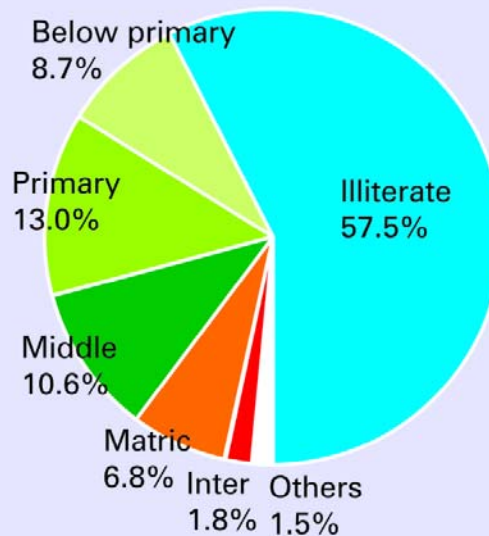
School **enrollment** for children aged 5 to 9 in Punjab was 51 percent (excluding Katchi class) during the year 2002-2003. The difference between the districts in overall enrollment figures is quite big. It was over 70 percent in Rawalpindi, Chakwal, Jhelum and Hafizabad while in Dera Ghazi Khan, Rajanpur, Bahawalpur, Lodhran and Muzaffargarh it was under 35 percent. Net enrollment rate at primary level in district Mianwali is 47 percent which is lower than the provincial average and the district ranked as 13th lowest with respect to school enrollment. It means that almost every 3 in every 5 children of school-going age do not go to schools in Mianwali.

Of every 1,000 live births in Mianwali 83 children die before their first birthday. The overall figure for Punjab is 77. Mianwali is one the districts with high **infant mortality** rate in the province. Rajanpur with an IMR of 97 is the worst district of Punjab while Lahore with an IMR of 55 is the best.



### Educational Attainment

by population 10 years and above  
1998 Census



There are no signs suggesting any major change in the educational profile of the district over last ten years.

	Schools	Students	Teachers
Primary	1,276	112,438	3,265
Middle	164	48,674	1,520
High	77	47,476	1,255
Total	1,517	208,588	6,040

Students per school: 137  
Students per teacher: 35



Under-5 mortality rate for Mianwali is 129 while average for Punjab is 112 per 1000 live births. As many as 34 percent of the children in the district are malnourished meaning they are underweight for their age. The names of as many as 22 per cent of newborn babies are not registered in the government records in Mianwali district while 13 per cent of children are not vaccinated against the diseases under the immunization program of the government. Only 11 per cent of households in Mianwali use iodized salt. 91 per cent of the households in district have access to drinking water within their dwellings.

There are a total of 90 government health facilities in the district that includes three hospitals in Mianwali tehsil with total number of beds reaching 260 and two hospitals in Isakhel tehsil with the facility of treating 84 in-patients at a time. There is however, no hospital in Piplan tehsil at all. There are six dispensaries, 9 rural health centers and 41

basic health units in the district.

The total number of available beds in the **hospitals** of the district is 604, which means that there is only one bed for 2,100 people or in other words 4.8 beds for 10,000 people. Pakistan in general is ranked in the bottom 10 countries of the world in this regard as the country on average has only 7 beds for every 10,000













persons. This average is 165 for Japan, 30 in Sri Lanka, 17 in Iran and 13 in Iraq. The ratio is little better in some big districts like Rawalpindi (8.32) and Faisalabad (16.31) but worse in others like Multan (6.5) and Sargodha (5.5). Mianwali is among the worst districts.

A comprehensive Lady Health Worker (LHW) program was started in Pakistan some years back, under which around 100,000 LHWs have been trained till today. These LHWs are trained to provide antenatal (before birth), delivery and postnatal (after birth) medical care to the pregnant women besides treating other minor illnesses. Currently 49 percent of the households in district Mianwali are covered by the Lady Health Workers. This coverage is not low if we compare with other districts like Rajanpur 8 and Sheikhpura 11. The district with highest LHW coverage is Hafizabad where 89 percent of households have access to LHWs' assistance. The overall coverage in Punjab is 35 per cent.

Rokhris, Shadikhels, Awan Nawabs and Niazis have been traditionally ruling over the politics of the district, 70 per cent of population of which claims an Afghan origin.

Mianwali's pre-partition **politics** was a classical reflection of Muslim League-Unionist conflict in Punjab. Most of the tribal sardars were Unionist with the exception of Rokhri family. In 1945-46 elections for provincial legislature, two Muslim seats were allotted to the district. Young and vibrant Muslim League leader Maulana Abdul Sattar Khan Niazi, who belonged to a middle class family, defeated Unionist Khaliq Dad Khan with a margin of more than 4,000 votes out of a total 12,000 polled votes. However, Muslim League was not fortunate enough on the other seat and Unionist Abdullah Khan overpowered his Muslim Leaguer rival Amir Abdullah Khan Rokhri though with a slight margin of just 200 votes.

In 1950-51 elections for the Punjab Assembly, six seats were allotted to the then huge Mianwali district that included the present day district of Bhakkar. By then famous League activist Amir Abdullah Khan had joined the dissident group called Jinnah Awami League. It was almost due to his influence that three seats were won by the Jinnah League with Fateh Sher, Muhammad Afzal and Amir Abdullah himself returning to the legislature. Maulana Abdul Sattar Khan Niazi had also developed differences with League leadership and contested elections as an independent candidate defeating League candidate Muhammad Azim. The other two seats were clinched by Nawab of Kalabagh Amir Muhammad Khan and Malik

2002	2008
<b>NA 71 Mianwali I</b> Isakhel and northern parts	
 <b>PTI</b>	 <b>Independent</b>
PP 43  <b>PML-Q</b>	 <b>Independent</b>
PP 44  <b>PML-Q</b>	 <b>Independent</b>
<b>NA 72 Mianwali II</b> Mianwali city and other areas	
 <b>PPP</b>	 <b>Independent</b>
PP 45  <b>PML-Q</b>	 <b>PPP</b>
PP 46  <b>PML-Q</b>	 <b>Independent</b>

Muzaffar Khan, an Awan of Wan Bachran. The politics of Mianwali is revolving around these political families since then with the addition of a few new players.

Nawab of Kalabagh Amir Muhammad Khan reputed as having an impolite personality and a harsh manager was a member of second constituent assembly of Pakistan. He remained epicenter of controversy during General Ayub's era when he was made Punjab Governor and the opponents claimed political persecution. His eldest son Nawab Muzaffar Khan was elected to parliament in the

indirect 1965 elections.

Kalabagh Nawabs are Awans, who make a fraction of Mianwali population. By the 1970 elections Maulana Abdul Sattar Khan Niazi had joined Jamiat Ulema-e-Pakistan (JUP). Nawab Muzaffar Khan defeated Maulana with a slight margin of over

1,000 votes. Mianwali had two NA seats in these first ever adult-franchised based general elections in the country. The second seat was won by Convention Muslim League's Ghulam Hassan Khan with the JUP candidate being a runner-up.

Mianwali was one of the very few districts of the country, where PPP influence remained insignificant in 1970 elections. There was no runner-up or winner from the PPP.

By the time of 1977 elections both Malik of Kalabagh and Rokhri families had joined PPP and Nawab

Muzaffar Khan and Amir Abdullah Rokhri won both the seats despite that Pakistan National Alliance had pitted their best bet on both the seats; Maulana Abdul Sattar Khan Niazi.

Both the winners of 1977 elections met defeat in 1985 non-party general elections. Nawab Muzaffar Khan lost these elections to Maqbool Ahmed Khan with the latter enjoying the active support of Maulana Abdul Sattar Khan Niazi. On the other seat of the district, a new entrant Sher Afgan Niazi overpowered Rokhri family's Amir Hayat Khan after a very tight race. The results were however reversed by an Election Tribunal following an elec-

tion petition by Rokhri.

The 1988 elections were almost a replication of 1985 with both the runner-ups of 1985 once again facing the defeat at the hands of their rivals.

Runner-up Amir Hayat Khan had got a ticket from IJI while Malik Muzaffar contested elections as

independent candidate. The only difference in winners was that Maqbool Ahmed Khan was replaced by Maulana Niazi himself. Sher Afgan settled the score of his legal defeat. Both the winners Maulana and Sher Afgan contested on the tickets of a relatively unknown alliance Pakistan Awami Ittehad (PAI). It is understandable that the victory belonged to their personal charisma and not PAI as the alliance managed to win just a single seat outside Mianwali.

Dr Sher Afgan joined PPP after 1988 elections and contested polls from its

platform in 1990 from both the Mianwali seats only to be defeated by IJI's Maulana Abdul Sattar Niazi and Gul Hameed Rokhri.

Maulana Abdul Sattar Khan Niazi was not fortunate enough to win 1993 elections from the PML-N platform and lost to his erstwhile comrade and now an independent candidate Sher Afgan. While in the other constituency Obaidullah Khan from rising Shadikhel family defeated Gul Hameed Rokhri. In this constituency Maulana Niazi stood at third position.

In 1997 elections PML-N completed clean sweep in the district winning both its seats. Maqbool







Ahmed Khan and Inamullah Khan Niazi got returned to the assembly while Obaidullah Khan Shadikhel, who represented dissident PML group in these elections, and Sher Afgan who had joined PPP once again remained runner-ups.

Pakistan Tehreek-e-Insaf Chief Imran Khan also tried his luck from a Mianwali constituency in 1997 and could manage to win the approval of just 18,000 voters standing third in the race. In 2002 elections, Imran Khan, however, clinched victory, that was his party's first and last so far. He defeated PML-Q candidate Obaidullah Khan Shadikhel from NA 71. On the other seat Dr Sher Afgan of PPP managed to easily defeat a relatively less known contender Malik Feroz Joya of PML-Q and his rival Inamullah Khan Niazi of PML-N. Dr Sher Afgan later joined PML-Q to become an ardent

## Imran Khan

Cricket icon Imran Khan who belongs to Niazi tribe of Mianwali launched his political party in 1996. His emphasis has been on strengthening of the institutions responsible for provision of justice. The party named Tehreek-e-Insaf fielded 133 candidates for the 207 National Assembly seats in 1997 and was thoroughly defeated on all. Imran himself contested elections from 9 constituencies and lost on all. His party polled 311 thousand votes in all. In 2002 elections Imran succeeded in winning from a Mianwali seat but his party's vote bank shrank to 238 thousand. Of these 100 thousand were polled by Imran Khan alone. It is believed that the party's main support comes from the educated urban youth though Imran banked on the traditional support from Niazi tribe for his party's sole electoral victory. Imran has ambitious plans to develop his constituency in Mianwali in rather untraditional way. He has founded Namal College in Mianwali that is associated with University of Bradford, UK and plans to impart quality education to the youth of this underdeveloped and neglected part of the province. The College inaugurated in 2008 has just started with the first batch of students. Imran Khan's Tehreek-e-Insaf boycotted the 2008 elections calling these illegitimate under the presidency of Pervaiz Musharraf. But he has been quite visible on the political scene for he is a favorite with most talk show anchorpersons.

advocate of General Musharraf earning notoriety for his manipulation of constitution in favor of the military dictator.

Imran may have retained his Mianwali seat in 2008 but he announced to boycott these elections giving a chance to Nawabs of Kalabagh to reclaim their once empire like constituency. Nawab Amad Khan defeated Amanatullah Khan Shadikhel on this seat. Both the winner and runner-up were independent candidates. Inamullah Khan Niazi of PML-N could get only 2,100 votes from this constituency. On NA-72, however, Inamullah Khan Niazi performed better though his tallies fell short of independent winner Humair Hayat Khan Rokhri and PML-Q's Sher Afgan Niazi. Humair bagged 49 thousand, Afgan 47 thousand and Inam 46 thousand votes. The transport tycoon, Rokhri family switched loyalty to PML-N. They had enjoyed ministries and Nazim slots in the previous term with the support of PML-Q. The ardent PML-N leader Inamullah Khan Niazi from the area protested against this. The turn out in district was 47 per cent in 2002, which rose to 52.5 per cent in 2008 elections.

There are four provincial constituencies in the district namely PP-43, PP-44, PP-45 and PP-46. Rokhri family is traditionally more interested in provincial legislature. In 2002, Gul Hameed Rokhri was elected from two seats PP-44 and PP-45 on PML-Q tickets. The other two seats were also won by the same party with Amanatullah Khan Shadikhel winning PP-43 while won on Sibtain Khan PP-46. PTI fielded its candidate only in PP-43 and got around 18,000 votes to become runner-up. Syed GM Shah of PPP and Malik Mumtaz Bhachar of PML-N gave

tough time to Gul Hameed Rokhri on PP-44 and PP-45 respectively.

In 2008 elections most of the political figures preferred to remain independent of party affiliations. Resultantly, in PP-43 an independent candidate Abdul Hafeez Khan got elected after a tight contest with Amanatullah Khan Shadikhel who himself was running as an independent candidate. He was the winner of constituency in previous elections under the banner of PML-Q. Amir Hayat Khan of Rokhri family also followed the same track and got elected from PP-44 as independent candidate. The runner-up here was also an independent candidate. The winner of previous elections in PP-46 Sibtain Khan however did not opt to go independent and contested elections on PML-Q ticket but was defeated by an independent candidate Feroz Joya with a margin of over 7,000 votes.

The Mianwali city and Wan Bachran town seat, PP-45, sprang a big surprise in rather mundane 2008 elections in the district. The MMA candidate defeated here both the PML-Q and the PML-N candidates. PML-Q candidate was none other than Gul Hameed Rokhri who remained runner-up. The winner got 22,500 votes, Rokhri 19,000 while PML-N candidate Ahmed Khan managed over 16,000 votes, playing a decisive role in the defeat of Rokhri. The MMA victory in Mianwali has been astonishing for the observers as elsewhere in the country these elections proved to be devastating for the religious alliance. Critics see it as a growing approval of religious forces in the districts bordering with NWFP and failure of political figures in addressing the issues of people.



Mianwali district falls in arid and semi-arid zone of Punjab. The land is of multiple type with clay soil mainly in Isakhel tehsil and north-eastern part of Mianwali tehsil and sandy soil in Pipplan and southern part of Mianwali tehsil. The canal irrigated areas in the district mainly fall in Mianwali and Pipplan Tehsil along with a tiny part of Isakhel tehsil. Loamy soil is perfect for wheat and maize cultivation, sandy soil is fit for rain-fed crops of mung, gram and guarseed while irrigated areas are able to host other major crops including cotton and rice.

Though **agriculture** on its own cannot provide livelihood to the entire rural population in the district due to low fertility of the land, yet agriculture and livestock are the major economic activities in the district.

Around 87 per cent of cultivable land is under plough in the district. Mianwali is one of few dis-

tricts of Punjab where land use intensity is low. The provincial average for land use is 92 per cent. Two percent of the farming families of Punjab belong to Mianwali district while 3 percent cultivable acres of the province are in this district.

In Mianwali district almost 80 percent of the population resides in villages. There are around 140,000 families living in rural areas out of which only 71,000 (51 percent) have access to cultivable land. Rest half of the rural population neither owns a piece of land nor works as a tenant. The livelihood of most of these landless and non-farming families is attached with trade, transport, industrial labor, rural service industry, livestock and agricultural labor.

If we keep the 49 per cent landless and non-farming rural population aside, the **land ownership** pattern within the 51 percent farming families is also extremely unequal. Of this farming community 81 percent are owners while

12 per cent are owner-cum-tenants. It means that the ownership of 11,000 families' is limited and they supplement it by acquiring an additional piece of land on rent. Around 7,000 families are tenants only. They are 8 per cent of the farming community. 81 per cent owners cultivate 63 per cent of cultivable land of the district. 12 per cent owner-cum-tenants have access to 24 per cent of available land while 8 per cent tenants cultivate 12 percent of Mianwali's agriculture land.

As many as 40 percent farming families fall under the category of small farmers, with an average access to mere 2 acres of land while 47 percent can be called as medium with an average access to 11 acres. A minority of large farmers, who are 13 per cent of the community, enjoys big land holdings with an average access to 41 acres.

Mianwali is one of the leading districts of Punjab where feudalism is still rampant as big landlords, who are only 12 percent of the community, have access to almost half of the district's land.

Mianwali is the fourth largest district with respect to feudal trends in land access in Punjab. Only Khushab, Bhakkar and Multan districts are ahead of Mianwali in this respect. Overall Punjab's 27 per cent area is under big landlords who are five per cent of the total farming community.

According to 2004 Agriculture Machinery Census every 15th farming family of the district owns a tractor and its implements. The tractor use in the district is not encouraging as Mianwali is the 13th district with respect to low use of tractor and its implements in the 35 district province of the Punjab.

Mianwali district is among those areas of Punjab where an **irrigation system** is in operation. Two systems of Thal Canal, off-taking from the Indus at Jinnah Barrage namely Mohajir Branch and Dullewala Branch irrigate an area of 123,123 acres (16 per cent of the total cultivable land) of the district.

Some 39,000 acres of land is irrigated through various lift irrigation schemes developed in Mianwali, Gulmiri, Samandwala and Paikhel. Thus the area actually irrigated by canal systems becomes 21 per cent of the cultivable land. Rest of the land is either tube-well or rain-fed. Canal system has also brought water-logging problem to this district and according to official statistics 25 per cent of the canal-commanded area is water-logged.

Given below is a snapshot of different modes of irrigation and the area irrigated through.

Total cultivated area (acres): 681,111

Rain-fed area: 314,541 (47 % of cultivated area)

Irrigated area: 358,657 (53 % of cultivated area)

The entire irrigated area, however does not depend solely on canal water. Here is how it fulfills its irrigation requirements:

Exclusively canal-fed area:

123,836 (34 % of total irrigated area)

Exclusively tubewell-fed area:

175,890 (49 % of total irrigated area)

Both canal and tube-well fed area:

43,576 (12 % of total irrigated area)

By other means: 22,121 (5 %)

The **tubewell** use in the district is high due to less availability of canal water. While almost half of the cultivated area is rain-fed, further half of the



## Big land owners in Punjab

The land ownership in Punjab is highly unequal. Small farmers are great in numbers yet own very little land while a few big occupy vast swaths of land. The big landlords not only enjoy riches of agriculture, they also greatly influence social lives and rule over the political arena. The inner circle of land lords in Punjab comprises around 47 thousand individuals. Their average access to land is 86 acres. They are 1.2 percent of the farming community yet the total area that they own is 14.6 percent of the province's total cultivable area. The outer circle of big land owners has another 149 thousand members with an average access to land of 31 acres.

There are marked difference in land ownership pattern of the province's 35 districts. Following table gives the number of farms and their area as percentage of total farms and area:

### Farms of 25 acre or more area

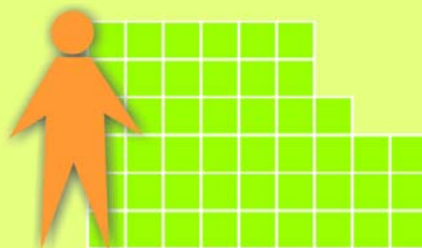
District	Number (%)	Area (%)	Ave. size (Acres)
<b>Top Five</b>			
Khushab	16.7	54.3	44.1
Multan	9.9	48.7	41.1
Bhakkar	13.9	48.3	45.8
Mianwali	12.2	45.5	41.0
Muzaffargarh	6.3	42.4	48.3
<b>Bottom Five</b>			
Rawalpindi	1.1	14.3	41.8
Sialkot	1.3	13.0	41.9
Narowal	1.4	12.2	38.9
Faisalabad	1.3	9.1	35.7
Gujrat	0.7	7.1	33.0

### Access to land

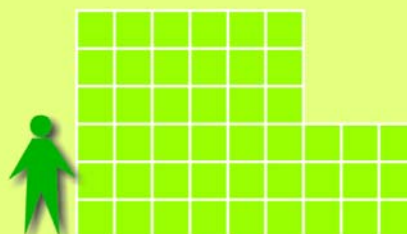
Mianwali



40% farmers have access to 8% of cultivable land  
Average access: 2.2 acres  
Number of farmers: 28,882



47% farmers have access to 46% of cultivable land  
Average access: 16.8 acres  
Number of farmers: 33,809



13% farmers have access to 46% of cultivable land  
Average access: 41 acres  
Number of farmers: 8,671





rest, is watered by tube-wells alone. Canals feed only a sixth of the total cultivated (and a third of the total irrigated). While Rod kahi, spring and other traditional means fulfill needs of the 5 per cent of irrigated area.

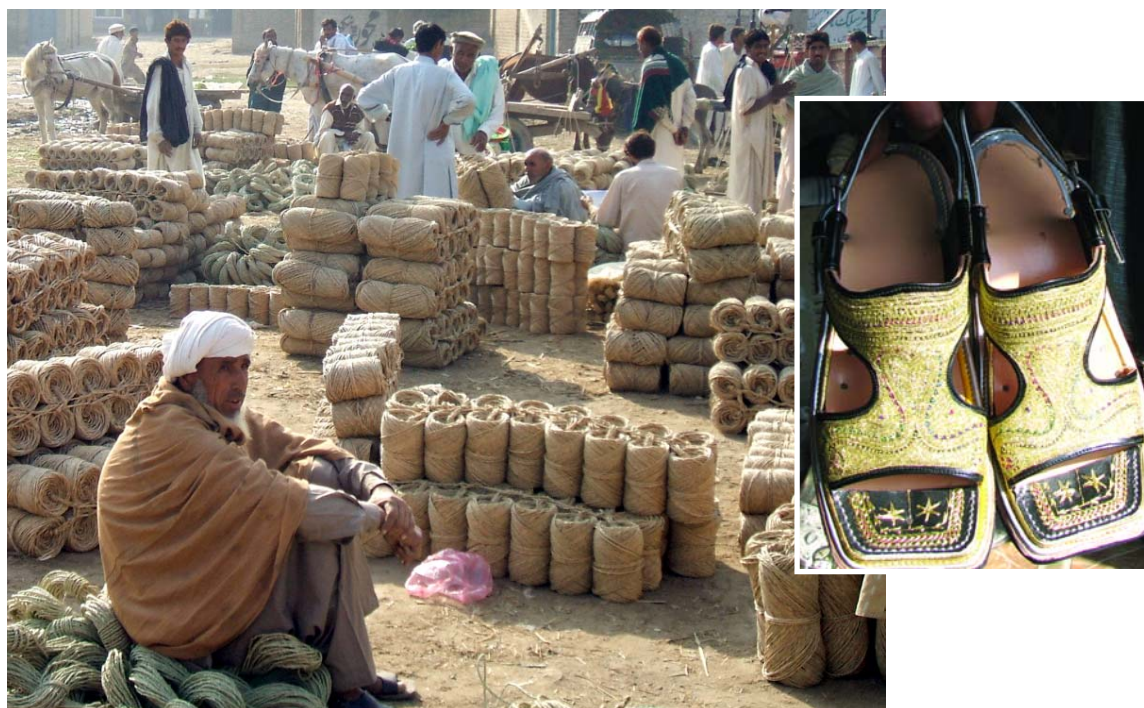
There are 8,910 tubewells in the district, according to Machinery Census. It means that almost every eighth farming household owns a tube-well. Only eight percent of the tube-wells are electricity-powered while the remaining work with diesel-powered machines.

Although 60 per cent of the Mianwali's cultivable area is dedicated to wheat every year, the district's share in the provincial and national production is insignificant. The district also does not cultivate the mainstream Kharif crops like rice and cotton. The

**crop pattern** in the district is rather dominated by minor crops like gram, mung and guarseed. These crops are sown in the sandy soil and Mianwali's contribution to the provincial and national production of these minor crops is enormous. Unlike other areas, Mianwali generously allots four per cent of the total cultivable area to guarseed crop, which gets good price and needs less inputs. Similarly, mung and gram are allotted 16 and 11 per cent of the total area respectively. Mianwali is the third largest producer of mung and guarseed and fourth of grams in the province. Similarly jowar (sorghum), bajra (millet) and groundnut are produced on large scale. Cotton and sugarcane are allotted a fraction of land almost equal to the citrus in the district.

Crop	Rank in	
	province	country
Guarseed	3	3
Mung	3	3
Gram	4	5
Groundnut	4	7
Bajra	7	7
Jowar	10	18
Citrus	17	17
Cotton	19	32
Sugarcane	23	38
Wheat	26	27
Rice	28	50

In Mianwali district **livestock** is as big an economic activity as is the farming. According to estimates based on Livestock Census 2006, one third of landless and non-farming rural population in Mianwali district rear milch animals. There are



more than 71,000 farming families in the district, which have access to a piece of land and the families reporting milch animals are more than 94,000. If we suppose that all the farming families support a milch herd, there are at least 23 thousand families that have no access to land but rear large animals.

On an average, every livestock holder family in the district owns 5 cows and 2 buffalos. 30,000 families rear sheep in the district while the families rearing goats are more than 87,000 with an average herd size of 6 animals. There are 6,179 camels and only 1,598 asses in the district while the population of domestic poultry in the district is around 759,000. Goats that are less demanding on fodder are generally kept by the poor families.

Contrary to the extremely uneven land access, the ownership of livestock in Punjab is generally spread quite horizontally but not in Mianwali. In the district

small herd owners make 94 per cent of community and own 64 per cent of the district's livestock.

Medium herd owners make four per cent of the community while they 11 per cent animal stock.

The large herd owners are just 2 per cent of the community and have access to 25 per cent of the livestock. Large herds are unique to Mianwali as in no other district of Punjab a quarter of the animal population is with so few families. It indicates that for a good number of families in the district livestock rearing is the major livelihood resource and not a supplementary activity associated with agriculture. This has been made possible by availability of large grazing lands along River Indus. The area is inhabited mostly by the tribes that are pastoral and traditionally used milk as a staple food.

On an average small herd owner owns 2 animals (cows or buffaloes), medium 9 while large herd manager keep 45 animals.





## Transport Sector: Dangerous turn ahead

Railways took up the bulk of passenger and freight transport in areas of Pakistan as the new system displaced the traditional ferry and camel transport in the later part of the 19th century. It continued to do so for the good part of the next century. The road transport was viable only on routes that were not accessed by the rail. In 1960 Pakistan Railways had a 41 percent share in passenger transport and 73 percent in freight. It started changing soon after that and over the next 40 years, the road transport share in passenger traffic grew to 91 percent and in freight to a hefty 96 percent. Buses and trucks are now almost the sole means of transport in the country with railways sidelined mainly to cater to limited transport needs of the government sector.

According to Economic Survey 2007-08, the country generates a domestic transport load of 239 billion passenger kilometers and 153 billion ton kilometer of freight. This traffic load is shared by all means of

transports. There are 110,000 buses and 178,000 trucks plying on the roads of the country. This makes up a miniscule 3.2 of the countries' entire fleet of vehicles. Motorcycles account for 56.7, cars 25.1 and tractors 10.1 percent. However in traffic counts trucks account for almost half of the non-urban traffic with buses standing at 20 percent and the rest 30 percent contributed by cars and light vehicles.

Number of vehicles in Pakistan is increasing fast. It rose by 13.7 per annum over last ten years. However the highest growth has occurred in motorcycles while number of trucks grew by 4.8 percent and buses by 5.0 percent per annum.

The road transport is almost entirely in the private sector. The fleet ranges from many persons sharing the ownership of a single vehicle to a little over ten vehicles being managed by one person. A majority operates in non formal sector. Ten percent of the trucks in Pakistan are driven by the owners them-



selves. Many companies purchase their own vehicles and lease them out on installments to operators.

These rather micro enterprises are unable to market their services themselves. The truckers thus depend on freight brokers operating as goods forwarding agencies and bus owners rely on station managers called 'adda mangers' for their share of passengers. Many goods forwarding agents and bus station managers are owners of small fleets but earn more from their ability and expertise of managing freight or running a bus station. Most of the urban authorities prescribe no rules for how to allow an inter city bus or trucking station to private operators and the scanty few rules are not adhered to. The permissions are generally wrested either as a political favor or bought through bribes. Small fleet operators certainly do not afford all this and prefer to link themselves to the powerful transporters.

Poor quality of service is the natural outcome of the fragmented nature of this sector. Individually owned passenger buses run under the popular transport brands while the brand owners are actually only adda managers. The small owners have to make each trip profitable and different owners cannot agree and manage to run their vehicles on a pre-fixed schedule for a route. Sammi Daewoo Pakistan launched its bus service in this gap and has grown at a phenomenal rate in less than a decade time. The company with a big fleet of imported buses follows a schedule and offers good quality services to the passengers. Its fleet of over 200 buses has almost monopolized urban middle class passengers on a great number of routes. Starting in April 1998, the company now offers its service for 50 destinations covering all the three main

provinces of the country.


The other two main players in passenger transport are Niazi Bus Services and New Khan Transporters. The owners of both belong to Mianwali district. Niazi Cargo Services claims, on its website, to be operating a fleet of 100 owned vehicles besides managing another 1000 vehicles owned by other parties. New Khan, was founded by Amir Abudullah Rokhri, a renowned politician of Mianwali district.


The road freight services are also mostly in the private sector (95 percent). The public sector National Logistic Corporation (NLC) has a 5 percent market share, and enjoys a preferred status. NLC was created in response to a national emergency in 1978 to overcome the shortages of essential commodities due to choking of distribution systems at Port and the Railways. Today, NLC operates some 1,400 modern high power trucks and employs more than 7,000 staff.


According to the Economic Survey 2007-08, there are a little over two hundred thousands trucks registered with the motor vehicle authorities. Of these 185 thousand are considered on road. Trucking sector in the country just like passenger buses is fragmented into micro-enterprises operating in the non-formal sector. Pakistan has two main hubs of economic activity. Karachi in the south has both the main port and a large number of manufacturing industries while the central Punjab in the north mainly comprising Lahore, Faisalabad, Gujranwala, Sialkot and Shiekhupura is the second hub of manufacturing and export industry and also is a big consumer pocket. The two hubs thus form the major transport route of the country. The artery supplying this corridor is the 1,819 km long



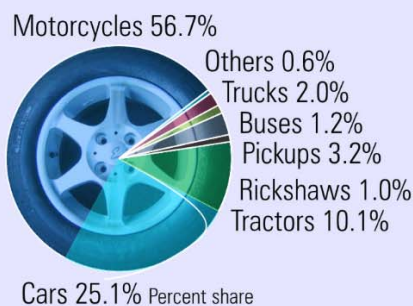
### Growth in number of vehicles over last decade

- 

There was one motorcycle in every 11 households in 1997-98. Ten years later there is 1 in every 5.  
**Growth rate 16.2 percent per year**
- 

Every 27th household in Pakistan had a car in 1997-98. A decade later every 13th has one.  
**Growth rate 14.8 percent per year**
- 

There was a bus for every 1,600 Pakistanis in 1997-98. There is one for every 1,330 now.  
**Growth rate 4.3 percent per year**



### On road vehicles in Pakistan 2008

Motorcycles	5,037,010
Cars	2,229,350
Tractors	900,520
Ricshaws	89,340
Pickups	284,000
Buses	109,880
Trucks	177,808
Others	50,600
All	8,878,508

Peshawar-Lahore-Karachi National Highway, N5. It alone serves the 80 percent of the urban population of the country and carries 65 percent of the intercity traffic.

Trucking sector in Pakistan is fraught with problems. About two thirds of the fleet consists of outdated two/three axle rigid trucks with worn-out and under-powered engines. The fleet has not changed greatly in 20 years. Though there is a gradual increase in the proportion of articulated and 3-axle units that are suggestive of the transformation in the long haul fleet. They are not, however, representative of the overall fleet as small 2-axle units still dominate on local routes.

Full efficiency gains on new trucks have not been realized. Nissan, Hino and Isuzu assemble trucks from imported kits, using about 30 percent local compo-

nents. The vehicle design is old and use naturally aspirated engines which were replaced in industrialized countries by turbo-charged engines some 30 years ago. More advanced truck technologies have almost doubled truck km/liter but Pakistan is still importing old technology for local assembly. The import of secondhand trucks, other than dump trucks, is not permitted, though many used dump trucks are soon modified for general freight. Over 3,000 such units per year are imported, while local production is about 2,000 heavy vehicles per year. The illegal modification of both imported and locally assembled rigid tractors to under-powered trucks is not uncommon. Trucks are operated for long hours and their bodies are modified to take excessive loads. A countrywide Axle Load Study has shown that 43 percent of rear axle loads exceeded the limits. Productivity is, howev-

er, constrained by low speeds, which have changed little over 20 years. Running speeds are between 40 and 50 km/h, and loaded trip speeds are around 25 km/h. Transit times between Karachi and Lahore are around 48 hours, and between Karachi and Peshawar 72 hours. In comparison, transit times between Algeiras, in Spain, and Perpignon, in France, (1,320 km) are 15 hours, and between Algeiras and Paris (1,855 km) 24 hours.

Compared to India or Africa, annual vehicle mileage is reasonable, 100,000 to 130,000 km. This is, however, less than half the utilization in industrialized countries. The overall quality of road freight services especially with regard to reliability and timely delivery is unsatisfactory. Manufacturers keep a "buffer" of one/two days to compensate for slow/unreliable delivery. For exporters of high-value goods in the highly competitive global markets, the cost of the "buffer" is increasingly an issue.

The general cargo trucking sector has low profitability. Market rates in May 2005 indicate an average freight rate of Rs. 17.14 per km for a 40ft container (10 and 25 tons), and Rs. 10.76 per km for a 20ft container. Back-haul rates from Lahore, are 40 to 50 percent lower than the outward freight rates. Back-haul rates are not sufficient to cover all operating expenses. Low freight rates may be explained by the combined impact of very low cost trucks, the massive overloading, low wages, and a truck technology which allows easy maintenance with locally fabricated parts.

Overloading transfers part of the trucking costs to the government in the form of additional road costs and the low vehicle maintenance costs are a reflection of low wages and labor productivity. But the small old



Overloading in the country is endemic. It offers no financial advantage as everyone does it. It however proves fatal to roads.

trucks are only cost effective because import restrictions unnecessarily inflate the cost of big, modern trucks. As elsewhere in the world, with less restrictive import policies and reasonable highway management, truckers would move to a tractor-trailer fleet, for long haul operations. While rates are low, the potential savings from more efficient equipment and better highway management are still available.

One of the major hurdles hampering the growth of quality services is the lack of availability of finances for the private sector road transport. As the sector mostly lies in the non-formal domain, the banks keep out and the transporters deal with money lenders. The usurious terms of hire-purchase currently prevailing in the country (upto 60 percent interest rate) has totally strangled this sector as no legitimate business can survive under such harsh condition, much

less flourish. The banks can easily enter into this market as the truckers can offer the vehicle duly registered with the authorities as collateral. A scheme was launched in this regard in 1988-89 but could not achieve the targets for no good reason.

There is a no system of cargo insurance in the country. Some shippers buy coverage from the broker or freight forwarder but most shippers, especially for local cargo, carry the risk themselves. There is no regulated practice of holding the trucker primarily responsible for damage/loss; there is thus little incentive for the trucker to take care of cargo. There is also no meaningful third party liability insurance. Shippers can

buy cargo insurance coverage from freight forwarders at a high rate of 0.5-1.5 percent of the invoice value. One shipper of sporting goods has calculated that the freight cost was about 2 percent of cargo value and insurance could be 25-75 percent of the transport cost.

Various studies and reports suggest that about 25 percent of road accidents and fatalities in Pakistan involve a bus. The record for trucks may be better than buses but is still extremely poor. In more developed countries, the share of trucks in road fatalities does not exceed 5 percent but the proportion of trucks in total traffic is also very much lower.



## Truck: the cause celebre

Trucking sector in Pakistan can boast of a sub-culture of its own. Trucks here are more than a means of transport. They are a means of livelihood and a way of life and as such this resource needs to be respected, adorned and celebrated. Owning a truck or a bus is a dream for the most who spend their lives on roads. It offers one financial security for a life time. This security can only be matched by the one offered by the ownership of a piece of land. While it is rare for one to start from the scratch and become a zamindar. It is quite possible to start as an apprentice in the transport sector and end up with owning a vehicle. The ownership of a vehicle helps people overstep their status in the local power structure and claim a new better one. So when the dream really comes true, it is a cause celebre. They want to make a statement on the road and a bold one of course.



However, the fatalities rates are 10 - 20 times higher in Pakistan than in Europe, North America or Australia. Overall, the safety record of trucks is poor and could be substantially improved by changes to vehicle standards, road improvements, reduced loading and appropriate operating regulations.

In Pakistan, there has been negligible enactment or enforcement of regulations controlling overloading, safe operations, crew hours, truck modifications or trailer manufacture. Hazardous cargo is treated no differently than other cargo and no efforts are made to control vehicle pollution. This is not unique to developing countries. A study in France suggested that, if all

carriers complied fully with their legal obligations, freight costs would increase by a third. Infringing the regulations can bring substantial operating benefits to noncompliant operators and, with competition, all operators then have to infringe the regulations.

Overloading trucks brings no additional profits to truck owners when all trucks are overloaded, but higher road damages cost the government dear.

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There is a whole industry of truck and bus decorators waiting to help them do so in a befitting manner. They are known as the bus and truck body builders. The vehicle owners and the teams of decorators work in unison. The artists are adapt to the local tastes and the aesthetic standards and the aspirations of the vehicle owners. They also are very innovative and creative in use of materials. The makers of reflector papers probably would not have imagined the kind of use that their product is put to by these artists. They in fact have turned this rather industrial use thing into an art material. They work profusely and in remarkable detail. The painting on the back of the truck serves as the cherry of this ultra decorated cake. The truckers may chose to have a portrait of their favorite political leader or music maker. Some would prefer an idealized landscape scenery and some would be bold enough to state their sexual preference by adorning the canvas with a picture

of a belle or a beautiful young lad!

A truck owner in Pakistan spends one to three hundred thousand rupees on the external decoration of his truck. 'The truck culture' of Pakistan is however not limited to its visual arts adventures. It also has found expression in poetry and music. There is a whole genre of poetry that deals exclusively with their life style - long periods away from home or the beloved, the issues of loneliness and the pains of long wait are their subjects. A number of music makers have found their way to fame by singing this genre. Atta Ullah Khan Esa Khelvi, a famous singer of the country, is probably the classical example of this. He started as an amateur music maker from the Esa Khel tehsil of the Mianwali district. Soon at least one of his numbers became the essential part of 'the tool kit' of every trucker in the country. These wanderer in fact have helped the artists spread his peculiar style of singing all across the country.

## Roads: the long way to go

The total length of roads in Pakistan is approximately 258,000 km, which includes 8,600 km of National Highways, 767km of Motorways, and 207km of Strategic Roads. N-5 is the longest and the most important National Highway which serves over 80 percent of Pakistan's urban population and carries over 65 percent of the country's inter-city traffic. The total length of the planned Motorway network is 2,734 km. Of the ten planned Motorways, M-2 (Islamabad - Lahore Motorway, 6-lane, 367 km), M-3 (Pindi Bhattian - Faisalabad Motorway, 4-lane, 53 km) and 35 km long Islamabad - Burhan section of M-1 (Islamabad - Peshawar Motorway, 4-lane) are already opened to the traffic.

All the main cities are connected by major highways, and Pakistan is connected to each of its neighbors, including China, by road. The great majority of roads (60 percent) are paved. Although the road system has expanded quite rapidly during the last 30 years yet there is still a shortfall of 150,000 km, primarily in tertiary rural roads. This is depriving almost 40 percent of rural population from getting into main stream of the economy.

The road density in Pakistan is 0.32 km per

square km which is lower than what it is in most of the neighboring countries. It is also considered low on the world standards. However the road density measured as length of roads in kilometers per square kilometer of area, is a bit tricky as the standard for it does not take into consideration the population density. The road density for Punjab and Sindh is 0.51 and 0.57 km per sq km, while for Balochistan it is only 0.21. A condition survey of the National Highway Network carried out in 2005 indicated that over three quarters of the network is in poor condition (43 percent good, 35 percent fair and 22 percent poor/very poor). Although the transport sector has received almost 12 to 15 of Pakistan's Public Sector Development Program (PSDP) allocations in recent years, its performance has not been satisfactory. According to experts the National Highway network in carrying a huge maintenance backlog, which requires an investment of the order of Rs 35 billion, to restore it to acceptable condition. Under the Annual Maintenance Plan 2007-08, NHA incurred an expenditure of Rs 6 billion for operations and maintenance. NHA has depended almost exclusively on transfers from the government's recurrent budget to finance its road maintenance expenditures. It is now supplementing its budget by improving toll collection systems.



## SAP-Pk partner in district

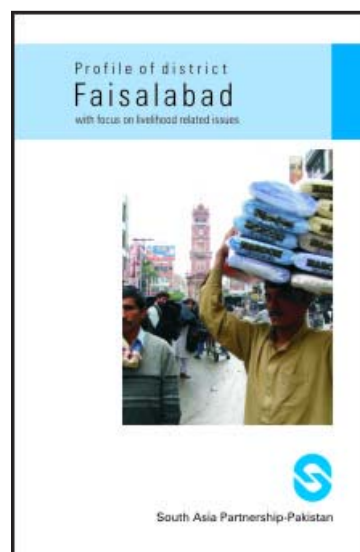
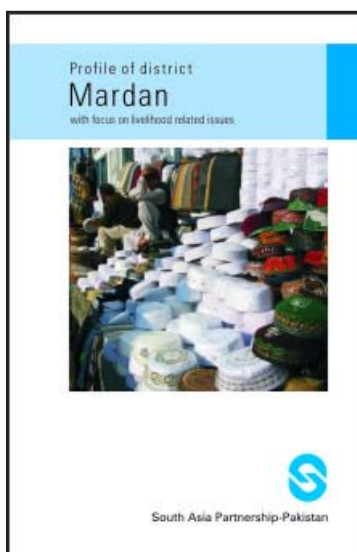
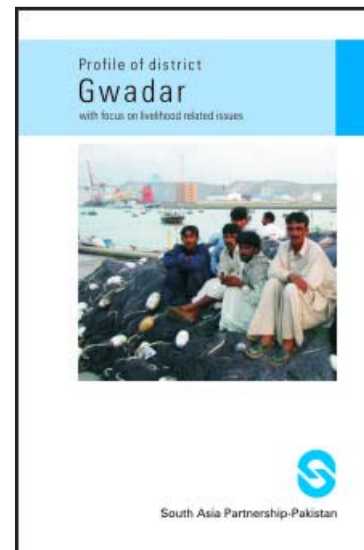
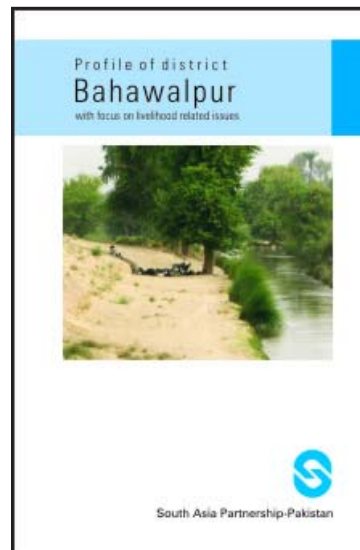
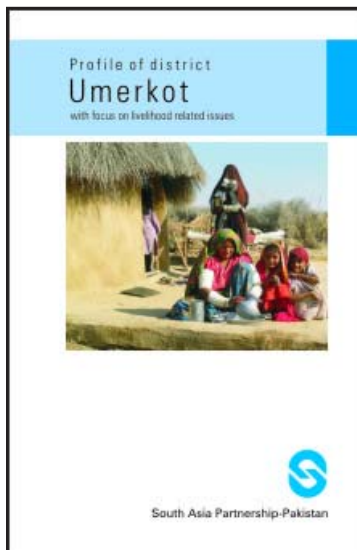
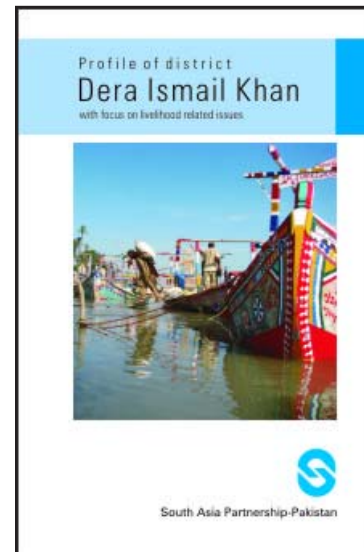
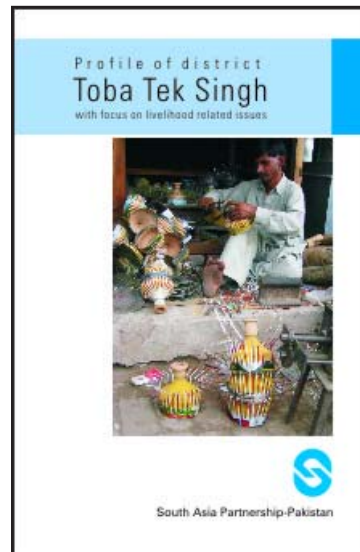
### Anjuman Falah-e-Moashra (AFM)

Mianwali enjoys several references of its fame, but sweet folk singing is one of the most commonly known. It is a little bigger district in geography, sharing its border with Talagang, Sakesar in Punjab and Laki Marwat and Karak in NWFP across the river Indus. In this sense, it is the last district between Punjab and NWFP. That's why we find a combination of the traits of tribal as well as settled areas here. One must say it is one of the most unique districts in Pakistan where desert, cultivable planes, mountains and river meet together. Due to this special arrangement, there is a kind of special juxtaposition of different groups of people adding to the richness of culture. But generally speaking, Mianwali is a deprived district despite its resourcefulness due to low literacy and lack of opportunities for the common citizens. The resources are not either fully explored, or planned and effectively used.

Anjuman Falah-e-Moashra (AFM) started working in 1986 here, with the broader objective to facilitate social development of marginalized communities especially women, through mobilization, group formation and capacity development. The organization started its operations in rural locales where most of the population of the district is still living. The organization chose education, health, agriculture and democratic governance as major areas of intervention. AFM and SAP-PK are both partners-in-practice since 2006 under Strengthening Democratic Governance in Pakistan (SDGP), Pakistan Coalition for Free, Fair and Democratic Elections (PACFREL), Community Support & Development Program and Ending Violence against Women (EVAW). Before collaboration on these programs, AFM was already actively involved in training and awareness programs of SAP-PK, especially Democratic Rights and Citizens' Education Program (DRECP: 2001-2002). Experience of SAP-PK in DRECP motivated the organization to work with AFM.

AFM consists of 8 staff members, about 20 volunteers and 214 general members. The organization is located at Wanh Bachran Town, Sargodha Road.

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