

Gallup Pakistan's Analysis of Pakistan's Economic Survey 2023-24 Registrations of motorcycles in Pakistan



GROWTH IN MOTORCYCLE REGISTRATIONS IN PAKISTAN:



The country has seen a dramatic yet steady increase in the number of motorcycles registered; registrations have soared by almost **500%** in a period of 13 years.

DECREASE IN MOTORCYCLE/ RICKSHAW PRODUCTION IN PAKISTAN:

2010-2011

1.64 MILLION

2023-2024

0.91 MILLION

Total production of motorcycles and rickshaws is the lowest in 2024, as measured over a 14-year period.

DECREASE IN TOTAL VEHICLE PRODUCTION IN PAKISTAN:

Total vehicle production has decreased in Pakistan, and is currently the lowest it has been in a 14-year period. At **88%** of the total vehicle production, motorcycles and rickshaws constitute the largest number of this production.

PRESS RELEASE

Gallup Pakistan's Analysis of Pakistan's Economic Survey 2023-24

While registrations of motorcycles in Pakistan have risen by almost 500% in a 13-year period, production of all vehicles is at its lowest in this time period – **Gallup Pakistan's Analysis of Pakistan's Economic Survey 2023-24 Data**

(Islamabad), 8th July, 2024

Gallup Pakistan, as part of its Big Data Analysis initiative, is looking at the Registration and Production of Motorcycles in Pakistan (2023-24). This data is part of the Pakistan Economic Survey of 2023-24, shared by the Finance Ministry of the Government of Pakistan.

The complete Economic Survey 2023-24 is available [here](#).

Gallup Pakistan has not conducted the survey work. We are only analyzing the publicly disclosed data and reports provided by the Government of Pakistan. This is a public service activity done on individual initiative of Gallup Pakistan and not in any way endorsed, commissioned, or supported by the Government of Pakistan.

What is the Big Data Analysis Series by Gallup:

Gallup Pakistan's Big Data series was started by Bilal I Gilani, Executive Director of Gallup Pakistan. Bilal explains the rationale of the series: "The usual complaint from academics and policy makers is that Pakistan does not have data availability. Our experience negates that. Pakistan has lots of data, but it is not available in a usable form and not widely accessible. At Gallup we plan to bridge this gap in terms of accessibility and use of data." The Gallup Big Data series has earlier worked with data sets such as PSLM, Labor Force Survey, and Economic Survey reports as well as National Census Reports and Election Commission Data sets. The current series is using the Pakistan Economic Survey 2023-24, a yearly publication which reports facts of the economic state of Pakistan in each sector for one fiscal year. We hope that these series are useful, and we welcome both feedback as well as possible collaborations as we create a public good in the form of useful data sets in Pakistan.

What data points this current edition covers:

This series aims to present the important learnings from the Economic Survey 2023-24 for policy makers, the public, as well as for marketers in an easy and understandable way. In particular, this edition looks at **the Registration and Production of Motorcycles in Pakistan from 2010-11 to 2023-24**. According to Dispatch News Desk, almost half of Pakistani households use motorcycles as a means of transport, making them a valuable product to be studied. The series' main aim is to provide data. These data points may be used in a number of ways, including by the manufacturing sector, or to study wider socio-political ramifications of the production and registration of motorcycles.

Key Findings

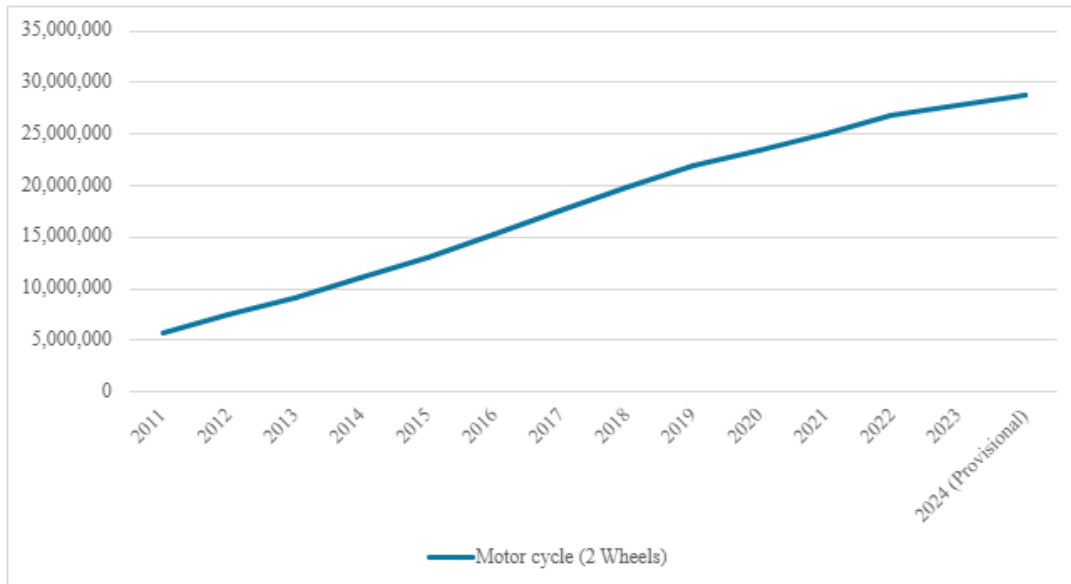
- 1. Growth in Motorcycle Registrations in Pakistan:** The country has seen a dramatic yet steady increase in the number of motorcycles registered; registrations have soared by almost 500% in a period of 13 years.
- 2. Decrease in Motorcycle/Rickshaw Production in Pakistan:** Total production of motorcycles and rickshaws is the lowest in 2024, as measured over a 14-year period.
- 3. Decrease in Total Vehicle Production in Pakistan:** Total vehicle production has decreased in Pakistan, and is currently the lowest it has been in a 14-year period. At 88% of the total vehicle production, motorcycles and rickshaws constitute the largest number of this production.

1. Growth in Motorcycle Registrations in Pakistan

Motorcycle registrations have continuously risen in Pakistan during the period 2011-2024, starting from 5.78 million in 2011 and reaching up to 28.78 million in 2024. Registering vehicles contributes to instituting legal ownership of the vehicle, ensuring the safety of the everyone inside and outside the vehicle, and providing information for state taxation and law enforcement. An increase in motorcycle registrations is thus beneficial for all parties involved: the owner, the state, and the general public.

An increase in motorcycle registrations could mean that more motorcycles are being purchased now, indicating a rise in general prosperity in Pakistan. However, this might come at the cost of automobiles being purchased less as people are only able to afford the cheaper motorcycle.

Figure 1: Motor Cycle Registrations in Pakistan from 2011-2024



Source: Pakistan Economic Survey 2023-24

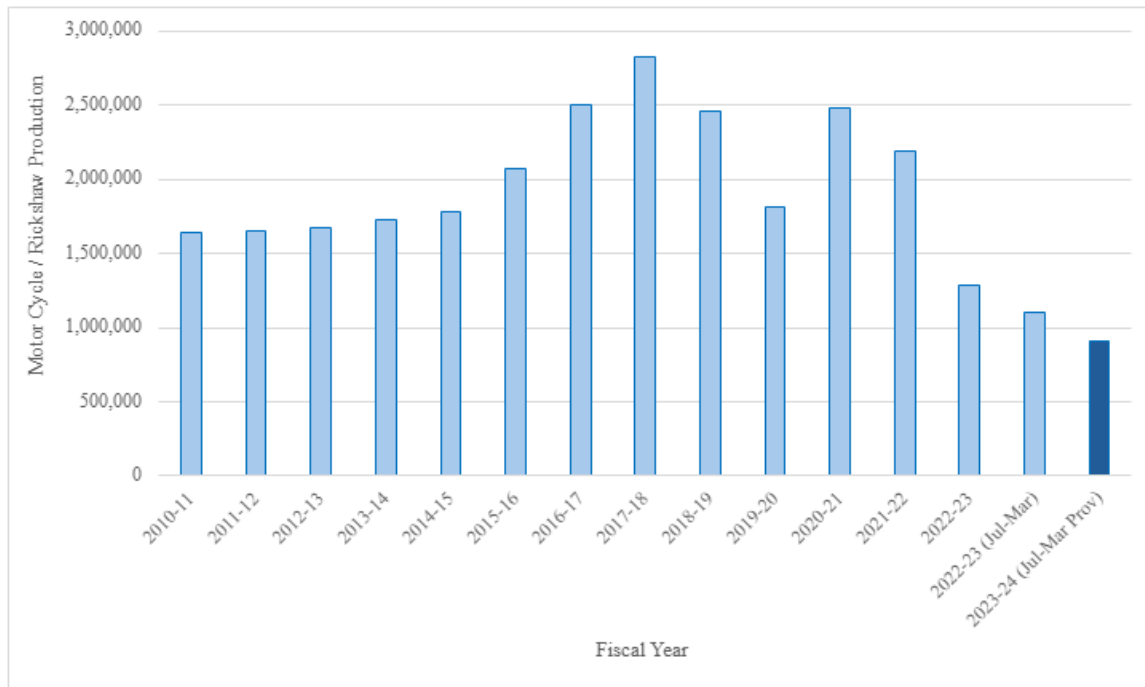
Figure 1 clearly depicts data on the number of 2 wheels vehicles, or motorcycles, being registered every year from 2011 to 2024 in Pakistan. We can see a steady increase in the number of registered motorcycles during these years, an increase that amounts to a rise of almost 500% in a period of 13 years.

In a little more than a decade, the number has increase from over 5 million registered motorcycles to almost 30 million in 2024 (provisional data). This is a dramatic five-fold increase.

2. Decrease in Motorcycle/Rickshaw Production in Pakistan

In a period of 14 years, from 2010-11 to 2023-24, motorcycle and rickshaw production numbers have fallen to their lowest during this time. The fiscal year of 2010-11 saw production at a robust 1.64 million motorcycles/rickshaws, where this figure fell to 0.91 million in 2023-24.

Figure 2: Motor cycle / Rickshaw Production in Pakistan during the fiscal years of 2010 to 2024



Source: Pakistan Economic Survey 2023-24, Pakistan Bureau of Statistics

Figure 2 visualizes the data for motorcycle/rickshaw production in Pakistan during the fiscal years of 2010-11 to 2023-24, and highlights the fluctuation in the numbers of motorcycles and rickshaws produced in the country. From 2010-11 to 2013-14, we witness a slight increase from 1.64 million vehicles produced to around 1.73 million vehicles being produced. A more drastic increase is subsequently noted in the years 2014-15 to 2017-18, with production climbing all the way up to 2.83 million.

From 2018-19 to 2019-20, the upward streak is broken by a decline in the production of these vehicles, wherein this number falls to 1.81 million vehicles. Production picks up again in the next fiscal year of 2020-21, with almost 2.48 million vehicles being produced, only to fall again in 2021-22.

2022-23 sees a sharp decline, with a loss of over 0.90 million vehicles in production. This decline continues in 2022-23 and 2023-24, but the decline is not as sharp. The provisional data from the year 2023-24 for the months of July to March shows the lowest production of motorcycles/rickshaws since 2010, at a volume of around 0.91 million of these vehicles.

The fiscal years of 2020-21 till 2023-24 were marked by high inflation and rising supply side costs, which could have majorly influenced the decrease in production of these vehicles during this period. Manufacturers would not have been able to justify higher production levels when

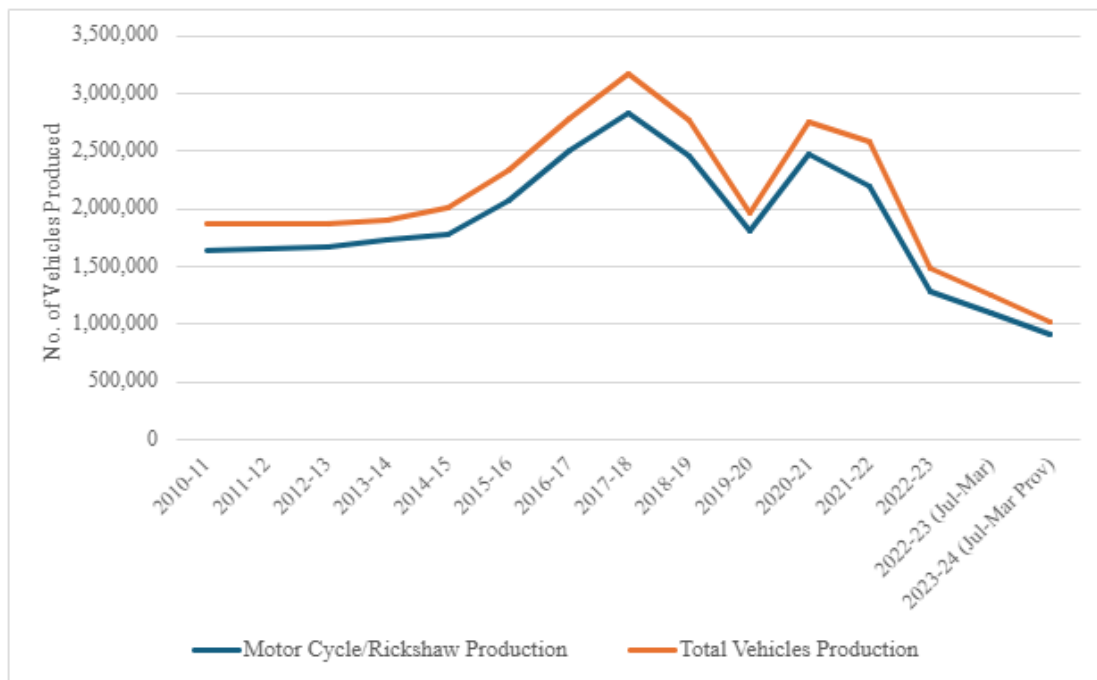
consumers' demand would have fallen due to high inflation and lower purchasing power. The decrease in production of these vehicles is part of a larger trend of decline in motor vehicle manufacturing in Pakistan, as evidenced in Figure 3.

However, the rise in registrations of motorcycles (Figure 1) must, in some part, include the purchase of new motorcycles. If production in Pakistan is falling, local consumers must be looking towards cheaper imported options in motorcycles instead.

3. Decrease in Total Vehicle Production in Pakistan

Total vehicles being produced in Pakistan include cars and jeeps, light commercial vehicles, buses, trucks, tractors, and motorcycles and rickshaws which make up the bulk of the production (88% of the total production of vehicles in 2023-24). As the latter two vehicles make up the bulk of the vehicle production in Pakistan, they influence the trend of total vehicle production heavily, and thus the trend lines for both are similar. This also means that total production of all vehicles in Pakistan is the lowest it has been in the 14-year period being studied here.

Figure 3: Motor Vehicle Production in Pakistan during the fiscal years of 2010-11 to 2023-24



Source: Pakistan Economic Survey 2023-24, Pakistan Bureau of Statistics

Figure 3 shows the production of motorcycles/rickshaws compared to the total vehicles' production. They both follow similar trends of a plateau from 2010-11 to 2014-15, steady increases from 2014-15 to 2017-18, a sharp fall (2017-18 to 2019-20) which picks back up as a steep rise (2019-20 to 2020-21) only to fall again in different declining stages till 2023-24.

As mentioned before, high inflation and steep supply costs have contributed to lower manufacturing and demand in Pakistan during the year of 2020-21 and onwards. This scenario would be beneficial as it could address concerns about environmental sustainability, but only if imported vehicles are simultaneously reducing in number, which might not be true, seeing as how motorcycle registrations are steadily increasing (Figure 1).

Analysis

The data for increasing motorcycle registration in Pakistan could be analyzed in terms of the growing urbanization in Pakistan; as citizens move from rural to urban centers in search of better education and employment chances, they require transportation to facilitate mobility for their work and educational pursuits. As motorcycles are the cheapest vehicle that the public can afford, a rise in their registrations is noted (Figure 1).

However, the higher population in urban centers with a subsequent rise in vehicles on the roads have led to an increase in traffic congestion and urban pollution. Additionally, there is a lack of rules and regulations regarding the rise of motorcycles on the roads; these vehicles pose a significant danger to the public on the roads owing to their lack of proper vehicle maintenance which includes having working indicator lights, sideview mirrors, and all passengers wearing helmets. Road users, particularly automobile drivers, face additional challenges due to the absence of dedicated lanes for motorcycles.

Ownership of a personal motor vehicle is idealized in Pakistan to a great extent. This is reflective of the government's failure to build a robust public transportation infrastructure. Where public transport does exist, it is only available to men for the most part owing to widespread harassment against women in the public spaces of Pakistan. This applies to women's ownership of motorcycles as well; social and cultural norms, along with harassment on the roads, often discourages women from owning and riding motorcycles independently. Contrastingly, cars offer some protection from external elements due to their enclosed structure but are less affordable to the Pakistani masses. Additionally, some households restrict independent mobility of women forcing them to rely on men for transportation.

On a more positive note, the rise in motorcycle registrations can be interpreted as a sign of growing prosperity in Pakistan, as motorcycles are a valuable household asset. At the same time, however, high inflation since 2020 has also reduced the disposable income of households, wherein if they could previously afford to keep a car, they now have to buy a motorcycle. This also ties in with the increase in registrations.

The above analysis has been written by Ayman Fuad, a Research Executive at Gallup Pakistan, and reflects the views of the author herself.

Wish to Contribute to Gallup Big Data Analysis?

Gallup Pakistan is looking for collaboration with researchers to expand both the Big Data Analysis project as well as this study of national level data. If you have any ideas, please write to Bilal I Gilani, Project Director of the Big Data Analysis Series at Gallup Pakistan.

Methodology:

The data for this analysis is based on the “Pakistan Economic Survey 2023-24” by the Economic Adviser’s Wing within the Finance Division of the Government of Pakistan.

The “Pakistan Economic Survey 2023-24” by the Ministry of Finance can be accessed at: https://www.finance.gov.pk/survey_2024.html

The data on Pakistani households’ usage of motorcycles can be accessed at: <https://dnd.com.pk/43-of-households-across-pakistan-use-motorcycles-report/283401>

For more survey data, see our website <http://www.gallup.com.pk/> or contact Gallup Pakistan at caf@gallup.com.pk

***Disclaimer:** Gallup Pakistan is not related to Gallup Inc. headquartered in Washington D.C. USA. We require that our surveys be credited fully as Gallup Pakistan (not Gallup or Gallup Poll). We disclaim any responsibility for surveys pertaining to Pakistani public opinion except those carried out by Gallup Pakistan, the Pakistani affiliate of Gallup International Association. For details on Gallup International Association see website: www.gallup-international.com*

***Disclaimer:** The views and inferences expressed in the article are that of the author themselves and Gallup Pakistan does not take any responsibility in this regard. This series, and many such initiatives, are internally funded by Gallup Pakistan and Gilani Research Foundation. No outside country or local funding has been received for this current activity.*