

ALLAMA IQBAL OPEN UNIVERSITY, ISLAMABAD

Department of Commerce

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Question 1: Define soil and explain the classification of soil of Pakistan.

Answer

1. Definition of Soil

Soil is the naturally occurring, unconsolidated uppermost layer of the Earth's crust composed of mineral particles, decayed organic matter (humus), water, air, and living micro-organisms. It develops over centuries through weathering of parent rocks influenced by climate, biological activity, and topographical relief. Soil is the foundational base for all agricultural production and terrestrial ecosystems.

2. Detailed Classification of Soils in Pakistan

Based on origin, parent material, climate, and topography, Pakistan's soils are classified into five major groups:

- * **1. Indus Alluvial Soils (Plains):** Formed by silt deposited by the Indus River and its tributaries.
 - * Khaddar Soils (New Alluvium): Deposited annually along active river floodplains; highly fertile, silty loam.
 - * Bangar Soils (Old Alluvium): Found on elevated interfluvies (doabs); deep, fertile, highly productive under canal irrigation.
- * **2. Mountain and Hill Soils:**
 - * Northern Mountain Soils: Rich in organic humus under forest cover (Swat, Hazara, Murree), but prone to soil erosion.
 - * Western Mountain Soils: Thin, gravelly, and shallow lithosols in Sulaiman and Kirthar ranges with low water retention.
- * **3. Desert Soils (Aridisols):** Found in Thar, Cholistan, Thal, and Kharan deserts. Characterized by coarse sand, high mineral content, extreme salinity, low organic matter, and high permeability. Requires drip/canal irrigation to cultivate.
- * **4. Plateau and Piedmont Soils:**
 - * Potohar Plateau Soils: Residual loess and gravelly soils formed under rainfed (Barani) agricultural conditions.
 - * Piedmont Soils: Formed at the base of mountains (alluvial fans) in D.G. Khan, Bannu, and D.I. Khan.
- * **5. Coastal and Deltaic Soils:** Covers the Indus Delta and coastal strip. Highly saline, poorly drained, tidal marsh soils suitable mainly for mangrove vegetation.

Question 2: Explain the following: -

i. Production of rice in Pakistan

ii. Fishing industry in Pakistan

Answer

Part (i): Production of Rice in Pakistan

Rice is Pakistan's second staple food after wheat and a premier cash crop, serving as a critical source of foreign exchange. Pakistan is globally celebrated for producing aromatic, long-grain Super Basmati rice.

* **Climatic Requirements:** Requires high temperatures (20 C to 37 C), abundant water supply (flooded fields during initial growth), and clayey loam soil with high water retention.

* **Major Rice Cultivation Belts:** 1. Punjab Rice Belt (Kalar Bowl): Gujranwala, Hafizabad, Sheikhupura, Sialkot, Narowal - world famous for aromatic Basmati.

2. Sindh Rice Belt: Larkana, Jacobabad, Shikarpur, Dadu, Badin - specializes in high-yielding IRRI non-basmati varieties.

3. KPK & Balochistan: Swat valley and Nasirabad district.

* **Economic Value & Exports:** Pakistan exports over 4 million metric tons of rice annually to the Middle East, EU, and Africa, generating over \$2 billion in export revenue.

Part (ii): Fishing Industry in Pakistan

Fisheries play a vital role in Pakistan's coastal economy, providing high-protein food, employment for over 400,000 fishermen, and substantial export revenues.

* **1. Marine Fisheries:** Operates along Pakistan's 1,001 km coastline:

* Sindh Coast (330 km): Indus Delta creeks, Karachi Fish Harbour, Port Qasim. Accounts for ~70% of total marine catch (shrimps, crabs, lobsters, demersal fish).

* Makran Coast (671 km): Gwadar, Pasni, Ormara, Jiwani. Rich in tuna, mackerel, and pelagic species.

* **2. Inland Fisheries:** Practiced in Indus River system, freshwater lakes (Manchar, Keenjhar, Chotiari), reservoirs (Tarbela, Mangla), and commercial fish farms in Punjab and Sindh (Rohu, Thaila, Grass Carp).

* **Key Challenges & Reforms:** Facing overfishing, destructive deep-sea trawling, marine pollution in Karachi harbour, and lack of modern cold-storage infrastructure. Reforms include upgrading fish processing plants to meet EU hygiene standards.

Question 3: What are the causes of electricity shortage in Pakistan? Explain government measures to cope with this problem.

Answer

1. Causes of Electricity Shortage in Pakistan

Pakistan has suffered severe load-shedding and power crises over the past two decades due to systemic structural bottlenecks:

* **Unbalanced Fuel Mix & Expensive Imports:** Over-reliance on imported thermal fuels (coal, furnace oil, RLNG) leads to exorbitant generation costs and severe trade deficits.

* **Circular Debt Crisis:** Non-payment of bills by consumers, delayed subsidies by government, and liquidity crunches prevent power companies from purchasing fuel for generation plants.

* **High Transmission and Distribution (T&D) Losses:** Aging power grid infrastructure, technical line losses, and widespread electricity theft cause loss of up to 20-25% generated power.

* **Inadequate Exploitation of Hydel and Renewable Potential:** Delays in building mega hydropower dams (which offer cheap electricity) shifted generation toward expensive thermal plants.

* **Governance and Administrative Inefficiencies:** Mismanagement and lack of enforcement in distribution companies (DISCOs).

2. Government Measures to Resolve the Energy Crisis

* **Induction of Mega Renewable Projects:** Implementation of Alternative & Renewable Energy (ARE) Policy targeting 30% renewable power (solar/wind) by 2030.

* **Construction of Major Hydel Dams:** Fast-tracking construction of Diamer-Bhasha Dam, Dasu Hydropower Project, and Mohmand Dam to inject cheap hydel electricity.

* **Exploitation of Thar Indigenous Coal:** Developing Thar Coal Block-I and Block-II power generation projects under CPEC, reducing reliance on imported fuel.

* **Nuclear Power Expansion:** Commissioning of KANUPP C-2 and C-3 nuclear power plants in Karachi adding ~2,200 MW of clean base-load power.

* **Grid Modernization & Anti-Theft Drives:** Installing Smart Advanced Metering Infrastructure (AMI), privatizing or outsourcing weak DISCOs, and conducting nationwide anti-theft operations.

Question 4: Define the means of Communication. What are unique challenges to oral, written and non-verbal communication?

Answer

1. Definition of Means of Communication

Means of Communication refer to the channels, instruments, tools, and technical mediums through which information, ideas, commercial data, news, and messages are transmitted between senders and receivers. Effective communication is the lifeblood of modern commerce, trade logistics, governance, and social cohesion.

2. Unique Challenges in Communication Modes

* **A. Challenges to Oral Communication:** 1. Lack of Permanent Record: Oral statements can be denied or misremembered unless recorded legally.

2. Auditory Distortion & Psychological Noise: Stage fright, accents, background noise, and emotional bias hinder comprehension.

3. Spontaneous Errors: Inability to edit or retract words once spoken during high-stakes negotiations.

* **B. Challenges to Written Communication:** 1. Absence of Immediate Feedback: Senders must wait for replies, causing operational delays.

2. Rigid Formality & Time Consumption: Crafting detailed business letters, contracts, and reports requires significant preparation.

3. Misinterpretation of Tone: Lack of vocal pitch or facial cues can make written messages sound blunt or aggressive.

* **C. Challenges to Non-Verbal Communication:** 1. High Cultural Ambiguity: Gestures, eye contact, and personal space vary drastically across cultures (e.g., thumbs-up gesture).

2. Multi-Interpretation: Non-verbal cues (posture, facial expressions) can easily be misread.

3. Inability to Convey Complex Data: Abstract commercial terms, financial statistics, and legal terms cannot be expressed without verbal or written context.

Question 5: Write detailed note on the means of transportation of Pakistan.

Answer

1. Role of Transportation in National Economy

Transportation is the backbone of Pakistan's commercial geography. An efficient transport infrastructure facilitates the

movement of agricultural raw materials, industrial finished goods, labor mobility, and international trade.

2. Detailed Analysis of Transportation Modes in Pakistan

- * **1. Road Network (National Highways & Motorways):** * Primary mode carrying over 91% of passenger traffic and 96% of inland freight.
 - * Key Corridors: N-5 (Grand Trunk Road from Karachi to Torkham), N-55 (Indus Highway), and Coastal Highway (N-10).
 - * Motorways Network: High-speed access via M-1 (Peshawar-Islamabad), M-2 (Islamabad-Lahore), M-3, M-4, M-5 (Multan-Sukkur), and M-9 (Karachi-Hyderabad).
- * **2. Railway Network (Pakistan Railways):** * Covers ~7,791 km track network connecting major cities.
 - * Main Line 1 (ML-1): Karachi to Peshawar via Lahore; the crucial spine for heavy freight (coal, cement, fertilizer, wheat).
 - * Facing modern upgrading under CPEC to increase speeds from 105 km/h to 160 km/h.
- * **3. Air Transport:** * Handles high-value freight, perishable cargo, and executive business travel.
 - * Major International Airports: Karachi (Jinnah Intl), Lahore (Allama Iqbal Intl), Islamabad Intl, Peshawar, Multan, Sialkot (private airport), and Gwadar Intl.
- * **4. Water Transport & Maritime Shipping:** * Maritime trade accounts for >95% of Pakistan's international trade volume.
 - * Major Ports: Karachi Port Trust (KPT - handles ~60% of sea trade), Port Muhammad Bin Qasim (specialized bulk & container terminal), and Gwadar Deep-Sea Port (CPEC transshipment hub).