

MEDIA COVERAGE



**PIDE Hosts Stakeholders' Consultative Roundtable on Pakistan's Forthcoming
Automobile Policy 2026–2031**

September 07, 2026

The News International

<https://www.thenews.pk/print/1436012-reforms-urged-to-boost-automobile-industry>

Nation

<https://www.nation.com.pk/07-Sep-2026/pide-calls-structural-reforms-new-automobile-policy>

Daily Times

<https://dailytimes.com.pk/1549186/pide-calls-for-structural-reforms-through-new-automobile-policy/>

Islamabad Post

<https://islamabadpost.com.pk/pide-roundtable-shapes-pakistans-automobile-policy-2026-2031-framework/>

APP Pakistan

<https://www.app.com.pk/business/pide-calls-for-structural-reforms-through-new-automobile-policy/>

PK Revenue

<https://pkrevenue.com/pakistan-automobile-policy-2026-2031-reforms/>

INFORA News

<https://inforanews.com/pide-urges-structural-overhaul-to-drive-pakistans-auto-industry-forward/>

Lead Pakistan

<https://leadpakistan.com.pk/news/pide-calls-for-structural-reform-through-pakistans-new-automobile-policy/>

SABAH News

<https://sabahnews.net/english/news/pide-calls-for-structural-reform-through-pakistans-new-automobile-policy/>

Urdu Point

<https://www.urdupoint.com/daily/livenews/2026-09-06/news-4933754.html>

September 07, 2026

Reforms urged to boost automobile industry

Rasheed Khalid

Islamabad

Dr Robina Ather, former Chairperson of the National Tariff Commission has emphasised that the National Tariff Policy 2025-2030 is designed to rationalise import tariffs across the whole economy and that its application to the automobile sector would need to be carefully sequenced to manage adjustment effectively. Pakistan Institute of Development Economics (PIDE).

Dr Robina was speaking at a Stakeholders' Consultative Roundtable on "Shifting gears: shaping Pakistan's next automobile policy" organised here by Pakistan Institute of Developing Economics (PIDE) and to contribute to shaping a framework fit for the challenges facing the industry. The sitting drew on the joint Policy Viewpoint, prepared by PIDE's Centre for Industry, Commerce and Digital Economy (CICDE) and Centre for Governance, Markets and Regulatory Analysis (CGMRA).

Dr Robina further added that while tariff is a key component for the forthcoming auto policy, it is not the only issue that needs redressal. Rather, the policy

must focus on addressing all structural issues constraining the growth of auto sector in Pakistan, she said.

Dr Usman Qadir, Director, CICDE, PIDE, presented the key findings from PIDE's research on the automobile sector. He noted that while the industry established a meaningful foundation over the past two decades, with production capacity exceeding 500,000 units and over fifteen assemblers now active in the market, production volumes, consumer affordability and vendor sector development did not keep pace with that expansion.

He made the case that the forthcoming policy presents a genuine opportunity to move toward a retail sales model, build vendor capabilities with clear technology transfer requirements and ensure that policy incentives are tied to measurable performance outcomes.

Hasan Mian, CEO, YES Electromotive, termed the roundtable as the most fruitful consultative exercise on the issue. All the participants lauded PIDE's efforts to bring all stakeholders on the same table and hosting a meaningful and timely discussion on the issue.



THE NATION

September 07, 2026

PIDE calls for structural reforms through new automobile policy

NEWS WIRE
ISLAMABAD

The Pakistan Institute of Development Economics (PIDE) on Sunday called for structural reforms in Pakistan's automobile sector through the forthcoming Automobile Policy 2026-2031, with stakeholders emphasising tariff rationalisation, vendor development, technology transfer and performance-based incentives. The PIDE made the call at a Stakeholders' Consultative Roundtable it hosted, bringing together policymakers, industry representatives and academicians to examine the evidence base for the forthcoming policy and contribute to a framework addressing the challenges facing the automobile industry.

The discussion drew on the joint Policy Viewpoint, "Shifting Gears: Shaping Pakistan's Next Automobile Policy," prepared by PIDE's Center for Industry, Commerce and Digital Economy (CICDE) and Center for Governance, Markets and Regulatory Analysis (CGMRA). The roundtable aimed to examine PIDE's research-based evidence on the automobile sector, provide a structured forum for government, industry and academia to present their positions, and develop a shared understanding of structural issues relating to market design, tariff rationalization, vendor development and policy conditionality. Opening the session, Dr Shahzad Naeem Nawaz, Professor of Economics and Director, Macro Policy Lab, PIDE, welcomed the participants on behalf of the institute's leadership

and set the tone for the discussion.

Mohammad Shaaf Najib, Research Economist, CGMRA, PIDE, moderated the session and provided context for the discussion themes. Dr Usman Qadir, Senior Research Economist and Director, CICDE, PIDE, presented key findings from PIDE's research on the automobile sector.

He said that while the industry had established a meaningful foundation over the past two decades, with production capacity exceeding 500,000 units and more than 15 assemblers

rity-related constraints and the anti-export bias embedded in the existing policy framework as major impediments to the growth of the automobile industry. Participants also called for greater transparency in the policy formulation process, stressing that the content and objectives of the forthcoming policy should be made publicly available for consultation before its finalization. Hasan Mian, CEO, YES Electromotive, termed the roundtable the most fruitful consultative exercise on the issue.

Dr Robina Ather, former Chairper-

Content and objectives of forthcoming policy should be made publicly available for consultation before its finalisation

active in the market, production volumes, consumer affordability and vendor-sector development had not kept pace with the expansion. He said the forthcoming policy provided an opportunity to move towards a retail sales model, strengthen vendor capabilities through clear technology-transfer requirements and link policy incentives with measurable performance outcomes. Industry representatives called for favourable and predictable tariff structures, greater policy consistency across successive governments and trade agreements that actively facilitated exports.

Aamir Allawala, CEO, Tecno Auto Glass Limited and former President, PAAPAM, identified high taxation, secu-

son of the National Tariff Commission, said the National Tariff Policy 2025-2030 was designed to rationalize import tariffs across the economy and its application to the automobile sector would need to be carefully sequenced to manage the adjustment process effectively. She said tariff was an important component of the forthcoming automobile policy but was not the only issue requiring attention. The policy, she added, should address all structural constraints hindering the growth of Pakistan's automobile sector. All participants appreciated PIDE's initiative to bring stakeholders together and hold a meaningful and timely consultation on the future of the automobile industry.

September 07, 2026

PIDE calls for structural reform through Pakistan's New Automobile Policy

■ STAFF REPORTER
ISLAMABAD

The Pakistan Institute of Development Economics (PIDE) has called for structural reforms in Pakistan's automobile sector, with stakeholders stressing the need for a more competitive, transparent and performance-oriented Automobile Policy 2026-2031.

PIDE hosted a Stakeholders Consultative Roundtable bringing together policymakers, industry representatives and academicians to examine the evidence base for Pakistan's forthcoming Automobile Policy and contribute to the development of a framework suited to the challenges facing the

industry.

The discussion was based on the joint Policy Viewpoint, titled "Shifting Gears: Shaping Pakistan's Next Automobile Policy," prepared by PIDE's Center for Industry, Commerce and Digital Economy (CICDE) and Center for Governance, Markets and Regulatory Analysis (CGMRA).

The roundtable focused on presenting and examining research evidence on Pakistan's automobile sector, providing a structured platform for dialogue among government, industry and academia, and developing a shared understanding of key structural issues relating to market design, tariff

rationalisation, vendor development and policy conditionality.

Opening remarks were delivered by Dr. Shahzada Naeem Nawaz, Professor of Economics and Director of Macro Policy Lab at PIDE, who welcomed the participants and highlighted the importance of evidence-based dialogue on the future of Pakistan's automobile industry.

The session was moderated by Mr. Mohammad Shaif Naili, Research Economist at CGMRA, PIDE, who provided context for the various themes discussed during the roundtable.

Dr. Usman Qadir, Senior Research Economist and Director of CICDE at PIDE, presented the key findings of

PIDE's research on the automobile sector.

He noted that although Pakistan's automobile industry had established a meaningful foundation over the past two decades, with production capacity exceeding 500,000 units and more than fifteen assemblers operating in the market, production volumes, consumer affordability and vendor sector development had not kept pace with the expansion.

Dr. Qadir said the forthcoming Automobile Policy presents an important opportunity to move towards a retail sales model, strengthen vendor capabilities through clear technology transfer requirements and ensure

that policy incentives are linked with measurable performance outcomes.

Industry representatives called for favourable and predictable tariff structures, greater policy consistency across successive governments and trade agreements that actively facilitate exports.

Mr. Aamir Aliwala, Chief Executive Officer of Techno Auto Glass Limited and former President of PAAPAM, identified high taxation, security-related constraints and an anti-export bias in the existing policy framework as major impediments to the growth of Pakistan's automobile industry.

Stakeholders also called for

greater transparency in the policy development process and stressed that the objectives and proposed content of the forthcoming Automobile Policy should be made publicly available for consultation before its finalisation.

Mr. Hasan Mian, CEO of YES Electromotive, described the PIDE roundtable as a highly fruitful consultative exercise on the future direction of Pakistan's automobile sector.

Dr. Robina Athar, former Chairperson of the National Tariff Commission, said the National Tariff Policy 2025-2030 was designed to rationalise import tariffs across the broader economy and that its

application to the automobile sector would require careful sequencing to effectively manage the adjustment process.

She observed that while tariffs are an important component of the forthcoming automobile policy, they are not the only issue requiring attention.

She stressed that the policy must address broader structural constraints affecting the growth and competitiveness of Pakistan's automobile sector.

Participants appreciated PIDE's efforts to bring policymakers, industry representatives and other stakeholders together for a meaningful and timely discussion on the future of the automobile industry.

PIDE for structural reform thru Pak's automobile policy

Participants urges Pakistan to shift gears on auto sector reform

ISLAMABAD: The Pakistan Institute of Development Economics (PIDE) hosted a Stakeholders' Consultative Roundtable bringing together policymakers, industry representatives, and academicians to examine the evidence base for Pakistan's forthcoming Automobile Policy 2026-2031 and to contribute to shaping a framework fit for the challenges facing the industry. The sitting drew on the joint Policy Viewpoint, "Shifting Gears: Shaping Pakistan's Next Automobile Policy," prepared by PIDE's Center for Industry, Commerce and Digital Economy (CICDE) and Center for Governance, Markets and Regulatory Analysis (CGMRA). The roundtable had three specific objectives: to present and examine the evidence base developed through PIDE's research on Pakistan's automobile sector; to provide a structured forum in which government, industry, and academicians could present their positions and engage positively with one another; and to work toward

a shared understanding of the structural questions on market design, tariff rationalization, vendor development, and conditionality that the forthcoming policy must address. The event was designed as a dialogue, not a briefing, with PIDE anchoring the discussion in research evidence. Opening remarks were delivered by Dr. Shahzada Naeem Nawaz, Professor of Economics and Director, Macro Policy Lab, PIDE, who welcomed participants on behalf of PIDE's leadership and set the tone for the discussion that followed. Mr. Mohammad Shaaf Najib, Research Economist, CGMRA, PIDE, moderated the session, providing context for each discussion theme. Dr. Usman Qadir, Senior Research Economist and Director, CICDE, PIDE, presented the key findings from PIDE's research on the automobile sector. Dr. Qadir noted that while the industry has established a meaningful foundation over the past two decades, with production capacity exceeding 500,000 units and over fifteen assem-

blers now active in the market, production volumes, consumer affordability, and vendor sector development have not kept pace with that expansion. He made the case that the forthcoming policy presents a genuine opportunity to move toward a retail sales model, build vendor capabilities with clear technology transfer requirements, and ensure that policy incentives are tied to measurable performance outcomes. Industry representatives highlighted the need for favourable and predictable tariff structures, greater policy consistency across successive governments, and trade agreements that actively facilitate exports. Mr. Aamir Allawala, CEO Tecno Auto Glass Limited and former President PAAPAM identified high taxation, security-related constraints, and the anti-export bias embedded in the current policy framework as significant impediments to growth of the automobile industry. Stakeholders were united in calling for greater transparency in the policy development

process, with the view that the content and objectives of the forthcoming policy should be made publicly available for consultation before finalization. Mr. Hasan Mian, CEO, YES Electromotive termed the roundtable as the most fruitful consultative exercise on the issue. Dr. Robina Ather, former chairperson of the National Tariff Commission emphasized that the National Tariff Policy 2025-2030 is designed to rationalize import tariffs across the whole economy and that its application to the automobile sector would need to be carefully sequenced to manage adjustment effectively. She further added that while tariff is a key component for the forthcoming auto policy, but it is not the only issue that needs addressal. Rather, the policy must focus on addressing all structural issues constraining the growth of auto sector in Pakistan. All the participants lauded PIDE's efforts to bring all stakeholders on the same table and hosting a meaningful and timely discussion on the issue.

PIDE calls for structural reforms through new automobile policy

The Pakistan Institute of Development Economics (PIDE) on Sunday called for structural reforms in Pakistan's automobile sector through the forthcoming Automobile Policy 2026-2031, with stakeholders emphasizing tariff rationalization, vendor development, technology transfer and performance-based incentives.

The PIDE made the call at a Stakeholders' Consultative Roundtable it hosted, bringing together policymakers, industry representatives and academicians to examine the evidence base for the forthcoming policy and contribute to a framework addressing the challenges facing the automobile industry.

The discussion drew on the joint Policy Viewpoint, "Shifting Gears: Shaping Pakistan's Next Automobile Policy," prepared by

PIDE's Center for Industry, Commerce and Digital Economy (CICDE) and Center for Governance, Markets and Regulatory Analysis (CGMRA).

The roundtable aimed to examine PIDE's research-based evidence on the automobile sector, provide a structured forum for government, industry and academia to present their positions, and develop a shared understanding of structural issues relating to market design, tariff rationalization, vendor development and policy conditionality.

Opening the session, Dr. Shahzada Naeem Nawaz, Professor of Economics and Director, Macro Policy Lab, PIDE, welcomed the participants on behalf of the institute's leadership and set the tone for the discussion.

Mohammad Shaaf Najib,

Research Economist, CGMRA, PIDE, moderated the session and provided context for the discussion themes.

Dr. Usman Qadir, Senior Research Economist and Director, CICDE, PIDE, presented key findings from PIDE's research on the automobile sector.

He said that while the industry had established a meaningful foundation over the past two decades, with production capacity exceeding 500,000 units and more than 15 assemblers active in the market, production volumes, consumer affordability and vendor-sector development had not kept pace with the expansion.

He said the forthcoming policy provided an opportunity to move towards a retail sales model, strengthen vendor capabilities through clear technology-transfer requirements and link policy

incentives with measurable performance outcomes.

Industry representatives called for favourable and predictable tariff structures, greater policy consistency across successive governments and trade agreements that actively facilitated exports.

Aamir Allawala, CEO, Tecno Auto Glass Limited and former President, PAAPAM, identified high taxation, security-related constraints and the anti-export bias embedded in the existing policy framework as major impediments to the growth of the automobile industry. Participants also called for greater transparency in the policy formulation process, stressing that the content and objectives of the forthcoming policy should be made publicly available for consultation before its finalization.

Hasan Mian, CEO, YES Electromotive, termed the

roundtable the most fruitful consultative exercise on the issue.

Dr. Robina Ather, former Chairperson of the National Tariff Commission, said the National Tariff Policy 2025-2030 was designed to rationalize import tariffs across the economy and its application to the automobile sector would need to be carefully sequenced to manage the adjustment process effectively.

She said tariff was an important component of the forthcoming automobile policy but was not the only issue requiring attention. The policy, she added, should address all structural constraints hindering the growth of Pakistan's automobile sector. All participants appreciated PIDE's initiative to bring stakeholders together and hold a meaningful and timely consultation on the future of the automobile industry. APP

September 07, 2026

PIDE Roundtable Calls for Structural Reform in Pakistan's New Automobile Policy

Commerce Desk

ISLAMABAD: The Pakistan Institute of Development Economics (PIDE) hosted a Stakeholders' Consultative Roundtable in Islamabad, bringing together policymakers, industry representatives and academics to shape Pakistan's forthcoming Automobile Policy 2026-2031, based on PIDE's research paper "Shifting Gears."

Dr. Usman Qadir of PIDE presented findings showing that while the industry has grown to over 500,000 units of production capacity with fifteen-plus assemblers, production volumes, affordability and vendor development have lagged. He advocated shifting toward a retail sales model, building vendor capabilities with technology transfer requirements, and tying incentives to measurable performance.

Industry representatives, including Aamir Allawala of Tecno Auto Glass, cited high taxation, security-related constraints and anti-export bias as major impediments, calling for predictable tariffs, policy consistency and export-facilitating trade agreements. Stakeholders urged greater transpar-



ency, seeking public consultation on the policy before finalization. Hasan Mian of YES Electromotive called it the most productive consultative exercise on the issue.

Dr. Robina Ather, former National Tariff Commission chair, said the National Tariff Policy 2025-2030 must be carefully sequenced for the auto sector, stressing tariffs alone won't

resolve the industry's structural challenges.

Participants praised PIDE for facilitating a timely, inclusive dialogue on the sector's future.