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AFP

Assessment study of
automobile sector
**CCP extends last
date for public
comments**

ISLAMABAD: The Competition Commission of Pakistan (CCP) has extended the last date for submitting public comments on its updated Competition Impact Assessment study of the Automobile Sector in Pakistan from December 08 to January 08, 2015, in response to the request from certain quarters to extend the date.

CCP is mandated to carry out research to improve the understanding of competition issues facing the Pakistan economy and has initiated sectoral Competition Impact Assessment studies of the key economic sectors as a major component of that mandate.

The study on Automobile sector can be downloaded from the website of the Commission, (www.cc.gov.pk) and the last date of submitting comments is January 08, 2015.—PR

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CCP seeks comments on auto sector study

ISLAMABAD: The Competition Commission of Pakistan (CCP) has extended the last date for submitting public comments on its updated Competition Impact Assessment study of the automobile sector in Pakistan from December 8 to January 8, 2015, in response to the request from certain quarters to extend the date. CCP is mandated to carry out research to improve the understanding of competition issues facing the Pakistan economy and has initiated sector-wise Competition Impact Assessment studies of the key economic sectors as a major component of that mandate. The study on automobile sector can be downloaded from the website of the Commission, www.cc.gov.pk and the last date of submitting comments is January 8, 2015. **STAFF REPORT**

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CCP extends last date for comments submission

ISLAMABAD (Staff Reporter): CCP has extended the last date for submitting public comments on its updated Competition Impact Assessment study of the Automobile Sector in Pakistan from 8 December 2014 to 8 January 2015, in response to the request from certain quarters to extend the date. CCP is mandated to carry out research to improve the understanding of competition issues facing the Pakistan economy and has initiated sectoral Competition Impact Assessment studies of the key economic sectors as a major component of that mandate. The study on automobile sector can be downloaded from the website of the Commission, www.cc.gov.pk and the last date of submitting comments is 8 January 2015.

آٹوموبائل سیکٹر کیلئے اسسٹمنٹڈی پر
عوامی رائے جمع کرانے کی تاریخ میں توسیع
اسلام آباد (جنگ ریسورس) سائیکل سیکٹر آف
پاکستان (سی سی بی) نے آٹوموبائل سیکٹر کیلئے سائیکل
انڈیا سے متعلق اسسٹمنٹڈی پر عوامی رائے جمع کرانے
کی آخری تاریخ میں توسیع کرتے ہوئے اسے 8 دسمبر
2014 سے بڑھا کر 8 جنوری 2015 کر دی ہے، یہ توسیع
کچھ حلقوں کی جانب سے کی گئی درخواست پر دی گئی
ہے۔ جمہوریت کو یہاں جاری کردہ اعلامیے کے مطابق سی سی
بی کا کہنا ہے ان کے پاس یہ اختیار ہے کہ وہ پاکستانی معیشت
کو درپیش سائیکل معاملات کی بہتر سمجھ بوجھ کے لیے ریسرچ
کر سکتا ہے اور سی سی بی نے اہم معاشی سیکٹرز پر اپنے اس
اختیار کے تحت کمیشن ڈیپٹ اسسٹمنٹڈی پر کی ہیں

جہانِ پاکِستان

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آٹوموبائل سیکٹر اسٹڈی پر عوامی رائے
جمع کرانے کی تاریخ میں توسیع
کراچی (کامرس رپورٹر) سابق کیشن پاکستان
نے آٹوموبائل سیکٹر اسٹڈی پر اپنی اسٹڈی پر عوامی رائے
جمع کرانے کی آخری تاریخ میں توسیع کرتے ہوئے اسے
08 دسمبر 2014 سے بڑھا کر 08 جنوری 2015 کر دیا
ہے۔ یہ توسیع کچھ حلقوں کی جانب سے کی گئی درخواست
پر دی گئی ہے۔ سی سی پی کے پاس یہ اختیار ہے کہ وہ پاکستا
نی معیشت کو درپیش مسابقتی معاملات کی بہتر سمجھ بوجھ
کے لئے ریسرچ کر سکتا ہے اور سی سی پی نے اہم معاشی
سیکٹرز پر اپنے اس اختیار کے تحت اسٹڈیز کی ہیں۔

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'Temperatures, heatwaves set to increase'

By Hassan Belal Zaidi

ISLAMABAD: The effects of climate change will, over the course of the next century, lead to an average increase of up to five degrees Celsius in the annual mean temperature of Pakistan and take the duration of heatwaves – that are all too common already – up to 69 days.

These alarming conclusions were presented, quite calmly, by SDPI's Dr Fahad Saeed during a session on 'Future Climate Scenarios: Implications for Hotspot Regions'.

Presenting the findings of his research, which he undertook using global data from the Intergovernmental Panel on Climate Change (IPCC), he presented various scenarios about what the future climate of Pakistan may look like.

While he took pains to clarify that, "A climate scenario is not a prediction of future climate," Dr Saeed warned that in this particular field, there were more uncertainties than certainties, but understanding the former would lead to decisions that are more robust in dealing with a wide range of possible futures.

Factors such as greenhouse gas emissions, natural internal climate variability and inherent uncertainty in the modeling systems used to estimate future scenarios could all skew the numbers, but the general trends still remained intact.

The panel, which was chaired by SDPI Executive Director Abid Suleri, also featured a consultation on 'Pathways to resilience in semi-arid economies' with experts from Tanzania, Tajikistan, as well as experts from major international think-tanks. Guy Jobins from the London-based Overseas Development Institute talked about how the focus of their work was to ensure that poverty reduction

was made climate resilient.

Dr Suleri told the panel that stakeholders viewed agriculture as the sector most vulnerable to climate change, but audience members pointed to equally-important problems such as water scarcity and livestock as potential problem areas.

The discussion saw candid and lively discussion around the political problems that are behind the lack of comprehensive planning that may help Pakistan cope with the long-term impacts of climate change.

A participant from Sindh noted that in Tharparkar, the winters had extended to March, while monsoon rains had been delayed until September, playing havoc with local cropping patterns and affecting staple crop yields.

Droughts and floods, it was observed, are a permanent feature of the climate of Sindh, but the government goes for temporary relief rather than making a clear, long-term policy to cope with the impacts of these climatic patterns.

Mubarak Zeb Khan adds: An effective competition policy can help promote and achieve the Sustainable Development Goals, observed participants at a Consumer Unity & Trust Society (CUTS) and SDPI Panel Session on Competition Policy and Sustainable Development.

"Rivalry leads to firms aiming at producing at lower costs to beat their competitors which results in lesser consumption of resources, thus reducing the environmental burden", said CUTS International Secretary General Pradeep S. Mehta.

Competition Commission of Pakistan Chairman Dr Joseph Wilson said that competition was about promoting fair markets for consumers and not necessarily about controlling prices or increasing the number of players.

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SBP not optimistic about auto sector's growth prospects

By Javed Mirza

KARACHI: The central bank has projected bleak long-term growth prospect for the country's automobile industry because of its inability to indigenise production, despite a long period of protection.

The State Bank of Pakistan has expressed a number of concerns about the sector's performance: Low indigenisation has made the industry vulnerable to adverse movements in the exchange rate, which impacts production costs and retail prices; inability to tap economies of scale because of sub-optimal level of production; low quality of locally manufactured auto-parts, raises concerns about

durability and passenger safety; and high protection given to this industry over an extended period of time, has resulted in complacency and insensitivity to consumer needs.

"This situation is in sharp contrast with India, where consumers enjoy a wide variety of products at competitive prices," the SBP said in a report.

Continuing with the trend observed last year, automobile production showed negative growth in the outgoing fiscal year, led by slowdown in the demand for locally-assembled cars.

With only a few producers that are protected from foreign competition, producers are able to offer a few products and

charge high prices, as a result, consumers prefer imported products over domestic ones, as they offer more options.

"If consumers in Pakistan have a wide range of domestically produced models, it would lead to an increased demand and higher capacity utilisation," the SBP said.

Pakistan's auto sector is still significantly dependent on imports, as indigenisation is limited to the manufacturing of sheet metal parts, interior trim, seats, rubber and plastic parts, batteries, wheel rims, tyres and lighting accessories.

The more sophisticated moving parts (engine, transmission, etc) that require precision engineering are all imported be-

cause Pakistan is unable to produce these components to their international standards.

This implies that a significant part of the cost of production is vulnerable to movements in the exchange rate, which forms the basis of frequent increase in retail prices.

Currently, Pakistan imports 57 percent of its total auto-related raw materials from Japan and yen movements against the rupee, plays an important role in the final price.

Recently, the Competition Commission of Pakistan (CCP) in a report had raised similar concerns, which the local auto assemblers had sharply criticised, terming the CCP to be biased.

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