



3rd PAKISTAN ELECTRIC VEHICLES CONFERENCE

Accelerating Pakistan's Electric Mobility Revolution!

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Executive Summary

The 3rd EV Conference - Multan (2025) brought together policymakers, financiers, manufacturers, transit leaders, academia, and civil society to agree on a practical, inclusive roadmap for Pakistan's EV transition that links PM2.5 reduction and public health to jobs, import substitution, and affordable mobility. Two core levers emerged from the discussions. First, participants endorsed rapid electrification of two and three-wheelers at an effective subsidized price point of approximately up to PKR 200,000 per unit, enabled by swap-rental battery models and clear interoperability standards for chargers, Controller Area Network (CAN) protocols, and battery swapping. Second, they emphasized pairing vehicle rollout with distributed, renewable-powered charging infrastructure so that EVs remain genuinely green rather than simply shifting emissions from roads to the electricity grid with lithium-battery recycling treated as an environmental priority throughout.

On financing, bank representatives demonstrated how affordability can be achieved through 0% or low-markup in equal monthly installments EMIs of roughly PKR 6,000-7,000 per month and Pakistan Accelerated Vehicle Electrification Program (PAVE) subsidies in the PKR 40,000-80,000 range. They also explained that blended and green lines, such as the BOP-AFD (Bank of Punjab - Agence Française de Développement) facility, are already backing anchor projects, including the BYD assembly plant and student e-bike schemes. The conference called for EV-only cap relief and seven-to-ten-year loan tenors so that monthly payments align with EVs' lower running costs.

On the industry side, speakers focused on localization and research and development, specifically motors, battery packs, and frames, along with vendor quality lists for batteries and chargers and the need to scale through inter-OEM sales of localized parts. Public transit was highlighted as a compelling proof point: 69 EV buses are already operating in Multan, with plans for 500 locally and 1,100 across Punjab, and lifecycle operations and maintenance savings estimated at 60-70 percent.

The conference also underscored strong inclusion and adoption trends. Scooter sales exhibit an approximately 80 percent female share, rural uptake is rising, and swap-ready models are reducing upfront costs for new buyers. System enablers were clearly identified, including grid readiness through IGCEP integration and feeder upgrades, the establishment of battery recycling facilities and second-life pathways, and human-capital indigenization via CPEC Phase-2 and structured academia-industry pipelines.

Priority actions :

- **Expand PAVE and bank programs** so that swap-rental battery models can reliably bring effective two-wheeler prices below PKR 200,000.
- **Notify standards for chargers, Controller Area Network (CAN), and swap systems** and publish **pre-approved vendor lists** for batteries and chargers to protect quality and interoperability.

- **Channel green and blended capital** into assembly lines, public charging, and bus depots, and deploy **public private partnership models** to accelerate infrastructure at critical nodes.
- Set up **lithium-battery recycling facilities and second-life pathways** alongside vendor quality controls, so materials are recovered and managed responsibly.
- **Plan EV load explicitly** in power-sector documents, pair public chargers with **renewables plus storage**, and **launch public dashboards** to track adoption, infrastructure build-out, finance access, and air-quality gains.

With coordinated execution throughout, Pakistan can strive for and achieve an inclusive EV ecosystem that delivers cleaner air, lower transport costs, resilient jobs, and durable competitiveness.

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Our heartfelt thanks go to all stakeholders from **industry, academia, government, and civil society** who joined as panelists, speakers, and members of the audience, and who engaged constructively in the discussions that made this conference a success. Finally, we thank the entire **Team CAC**, including the support staff at the **CAC Karachi office**, who tirelessly supported the pre-event preparations in Karachi, and all other stakeholders whose names are not mentioned here but who played a pivotal role in the organizing, management, and success of the event.

1. Introduction

At the 3rd EV Conference - Multan (2025), Pakistan's climate, public-health, and economic priorities visibly converged. Participants focused on reducing PM2.5 while simultaneously creating jobs, lowering the oil import bill, and keeping mobility affordable for ordinary users. A practical route map took shape: rapidly scale two- and three-wheelers at an effective subsidized price near PKR 200,000; formalize interoperability standards for chargers, Controller Area Network protocols, and battery swapping; expand a charging network that is distributed and paired with renewables so the transition is genuinely green rather than a shift of emissions from roads to power plants; **and embed lithium-battery recycling as an environmental priority so materials are recovered and managed responsibly.**

Finance leaders explained how affordability translates into monthly terms, describing 0% or low-markup EMIs of roughly PKR 6,000-7,000, PAVE subsidies in the PKR 40,000-80,000 range, and blended/green credit lines (for example, BOP-AFD) that are already enabling projects such as the BYD assembly plant and student e-bike programs. Industry representatives from Jolta and OKLA emphasized deeper localization of motors, battery packs, and frames, and promoted swap-rental battery models to reduce upfront costs and accelerate adoption. They also highlighted inclusivity gains, noting that scooters show approximately 80% female participation and that uptake is rising in rural areas. Subject-matter experts connected these market and policy moves to the enabling systems-grid readiness, **battery recycling and second-life applications**-and CPEC Phase-2 pathways to indigenize both technology and human capital, framing the EV shift as a coordinated, economy-wide transformation **with lithium-battery recycling treated as a core environmental priority**.

1.1. Conference Overview

The conference featured two focused panels: Finance & Policy, and Industry & Innovation. Alongside keynote addresses by Dr. Muhammad Mukhtar, Naeem Javid, and Yasir Hussain, which collectively translated ambition into tangible next steps. The Finance & Policy track advocated EV-specific financing reforms, including cap relief and longer tenors of seven to ten years. It also presented global instruments such as leasing and Battery-as-a-Service, and highlighted local progress through five-bank partnerships that already deliver EMIs in the PKR 6,000-7,000 range.

The Industry & Innovation track concentrated on building domestic capability and trust in the market. Speakers detailed local R&D, including Jolta's motor and battery lines and approximately 50 percent localization across multiple SKUs, and called for pre-approved vendor lists to assure the quality of battery cells and chargers. Public-transport electrification was showcased as a proven use case, with 69 EV buses already operating in Multan and plans for 500 locally and 1,100 across Punjab, yielding an estimated 60-70 percent reduction in lifecycle operations and maintenance costs. Sessions linked these deployments to public-private partnership models for charging, systematic upskilling of mechanics, and better urban planning, while civil-society representatives underscored Lahore and Multan's air-quality crises and the clear health benefits of eliminating tailpipe emissions.

1.2. List of speakers

- Naeem Javid, **Bank of Punjab**
- Professor Dr. Muhammad Mukhtar, **VC University of Southern Punjab**
- Yasir Husain, **Director of the Climate Action Center Karachi**

Moderators

- Maira Mumtaz, **Manager Communications, Climate Action Center**
- Bilal Hussain, **Head of Digital Business Recorder**

Panelists

- Jamshed Iqbal, **CEO Nexcell**
- Noman Alvi, **General Manager HORWIN**
- Furrukh Raza- **Marketing communications and people, Capital smart motors**
- Naeem Javid, **Head Project Finance & Equity Advisory, BoP**
- Dr. Khalid Waleed, **Research Fellow, SDPI**
- Muhammad Saeed Akhtar, **VP Sales, OKLA Pakistan**
- Shahzaib Amjad, **Managing Director, Jolta**
- Muhammad Yasin, **Manager Operations Technical, Punjab Masstransit Authority**

Hosts

- Syed Muhammad Hussain Rizvi, **Manager Electric Vehicles**
- Javeria Faiz, **Program Officer**

2. Key takeaways from speeches

The following section distills the core messages from the keynote speeches by Naeem Javid, Prof. Dr. Muhammad Mukhtar, and Yasir Husain. Together, their remarks trace the global and local EV outlook, link electrification to public health and air-quality imperatives, and outline policy targets, financing pathways, and inclusivity measures. These takeaways frame practical priorities for Pakistan's transition expanding affordable access, strengthening clean power and charging, and building evidence and skills to sustain adoption.

2.1 Naeem Javid - Bank of Punjab

Naeem Javid begins with a global perspective on the electric-vehicle market and explains that adoption has been rising steadily. He notes that market shares are presently led by China, followed by Europe and the United States (around 9.4 percent), and he adds that projections for 2025 indicate continued increases across all three regions. He points out that BYD is among the leading manufacturers and states that it produced 1.2 million electric vehicles in 2024, with Tesla and other companies also active. He observes that Europe has offered registration-fee discounts for EVs and that the United States has provided a tax credit of \$7500 US dollars for new EVs and \$4000 US dollars for used EVs, while Australia and India are simultaneously building supportive ecosystems. He describes consumer-side financing models that include low-cost bank loans and leasing, and he states that leasing accounts for roughly 45 percent of EV sales in the United States; he also highlights battery-as-a-service as an emerging option and remarks that NIO's model has been very successful.

He explains that EV infrastructure has often required government participation and provides the example that, in 2010, the US government financed underlying EV infrastructure for roughly 465 million dollars. He further notes that China's climate-finance rules require 85 percent of proceeds from the green bonds to go to climate financing and that EV infrastructure qualifies under those rules, and he emphasizes that billions of dollars have flowed to EVs and allied infrastructure.

He acknowledges that persistent challenges remain, including limited charging availability, higher upfront costs than combustion vehicles, and the need to understand battery depreciation as a new risk metric; however, he argues that cost-efficient long-term finance can address these issues. He cites an example from India where Macquarie; a Global Financial Services group, is financing roughly 300 electric trucks and states that this is the first time such financing has occurred at that scale, which he believes will help banks become more comfortable with EV lending. He maintains that Pakistan has substantial potential in the two- and three-wheeler segments, and he says that the benefits could include job creation similar to patterns observed in India. He asserts that EVs offer multiple advantages for Pakistan, including the potential to reduce petrol and diesel imports by 20 to 30 percent and to generate meaningful healthcare savings.

He affirms the Bank of Punjab's commitment to climate financing and identifies EV adoption as a priority, noting that AFD has extended a concessional long-term dollar facility the first of its kind for any bank in Pakistan which can be used for on-lending to climate-related projects such as EV assembly and charging infrastructure; he adds that this is particularly important in a context of scarce dollar availability. He concludes by mentioning that the State Bank of Pakistan requires environmental and social risk assessments for large infrastructure projects and that EV projects comply with those requirements, and he closes by referencing education-related initiatives, including university engagement and reserved quotas for rural and urban students, while expressing his intention to learn more in the subsequent sessions.

Key takeaways:

- Global EV market growth is led by China, with Europe and the United States following, and further increases are projected for 2025.
- Consumer financing options include loans, leasing (around 45 percent in the United States), and battery-as-a-service, while large public and climate-finance flows support infrastructure.
- Major hurdles include limited charging networks, higher upfront costs, and battery-depreciation risk; long-tenor, cost-efficient finance is essential.
- Pakistan's near-term opportunity lies in two- and three-wheelers, with potential reductions in fuel imports and health costs, alongside job creation.

- The Bank of Punjab is prioritizing EVs through climate financing, including a concessional AFD dollar facility for assembly and charging, under SBP environmental and social due-diligence requirements.

2.2. Professor Dr. Muhammad Mukhtar - VC USP

Prof. Dr. Muhammad Mukhtar, who is a teacher, biologist, and biotechnologist appreciated the presentation by Naeem Javid and situated his own remarks within the perspective of biology and biotechnology. He recounts that he served the United States government for twenty years and describes working on a large-scale project with substantial daily budgets, and he expresses appreciation for members of the organizing team by name. He explains that he teaches climate change and human health and that electric vehicles are closely connected to that intersection, and he mentions that he began working on related topics in 2019 and intends to share that work. He describes the rapid rise in cars and congestion across cities, including his experience traveling from DHA, and he observes that similar conditions are visible throughout Pakistan. He narrates an encounter that illustrates behavioral and social challenges on the road and underscores the need for civility and enforcement.

He discusses air pollution, traffic emissions, and associated public-health risks at length and links them to the rationale for EVs. He remarks that academic settings require expectations, testing, and accountability, and he contrasts standards and performance in Pakistan with global contexts. He says he will illustrate “how things work” through his lectures and outlines a course he is developing on the relationship between humans and the environment.

He introduces the Air Quality Index and explains that multiple factors influence air quality, highlighting PM2.5 in plain language as very small particles that harm human life. He emphasizes the urgency of reducing pollution and the importance of environmental stewardship, and he uses the symbol of a single green leaf to convey commitment to the earth. He states that the University of South Punjab is designing academic content and courses on environment and health and that he aims to develop Urdu versions to improve access. He invites participation and support from institutions such as the Bank of Punjab and other organizations to help communicate environmental issues more widely. He concludes by thanking the conference organizers for the invitation and expresses hope that steps taken now will improve air quality for future generations.

Key takeaways:

- Electric vehicles are directly connected to climate and health outcomes, with PM2.5 highlighted as a serious risk.
- Congestion, road behavior, and enforcement challenges accompany pollution and health concerns across cities.

- Academic rigor expectations, testing, and accountability should guide environmental learning and practice.
- The University of South Punjab is developing environment-and-health curricula, including Urdu versions, and seeks cross-sector collaboration.
- The overarching aspiration is cleaner air for future generations through informed and sustained action.

2.3. Yasir Husain - CAC

Yasir Husain begins by naming fossil-fuel vehicle types that contribute to pollution including cars, bikes, rickshaws, trucks, and tractors and he explains that air quality is measured using the US-AQI scale, with concentrations also expressed in micrograms per cubic meter. He states that the AQI number indicates how clean or polluted the air is and clarifies that many public-facing dials only appear to go up to 350. He notes that in Karachi during winter the AQI reaches 350 for a few days and says that his team has tracked these readings for five years. He reports that in Lahore the AQI has crossed 1,000 every year and that in recent years it crossed 1,000 for two to three consecutive days. He adds that Multan's readings have also begun to appear and says that reports indicated Multan crossed 2,000, after which the government became more serious about the issue. He offers an opinion that public discourse often prioritizes climate while neglecting the public-health dimension, and he argues for equal attention to both.

He explains the direct connection between vehicle exhaust and poor air quality and says that this is why a center focused on climate and air quality is hosting an EV conference. He summarizes Pakistan's EV policy trajectory and says that it targets 30 percent EV sales by 2030 and 100 percent by 2050, clarifying that these targets encompass bikes, rickshaws, and two- and three-wheel vehicles. He states that a full transition from fossil fuels to clean energy is being planned and emphasizes that the electricity used for EVs must itself be clean. He references expert views and encourages the audience to follow debates on clean electricity for EVs, and he adds that financing is required for consumers and manufacturers alike. He suggests that inclusivity should be supported through specific measures and notes that the policy already contains useful incentives, including 0 percent financing for bikes with a 50,000 rupee subsidy and a 200,000 rupee subsidy for rickshaws.

He stresses that public transport should remain the first priority when EVs are introduced and argues for maintaining a balance between EV rollout and robust public transport systems. He says that electrified public transport is preferable and cites BRT systems including Multan's BRT as attractive examples. He calls for urban planning that studies people's daily travel patterns to offices and factories and aims to make mobility easy, affordable, and safe. He observes visible momentum in the market, pointing to numerous shops selling electric bikes and to sightings of e-bikes on the roads.

Key takeaways:

- AQI levels in major cities have reached hazardous ranges; public health must be prioritized alongside climate.
- National EV targets call for 30 percent sales by 2030 and 100 percent by 2050, with coverage of two- and three-wheel segments, and the electricity supply for EVs should be clean.
- Inclusive finance and targeted subsidies, including support for bikes and rickshaws, are important to expand access.
- Public transport remains the first priority, with electrified systems such as BRT emphasized alongside people-centric planning.
- Visible e-bike retail and usage signal positive market momentum, accompanied by a focus on women's access and safety.

3. Panel Discussions

3.1. Clean Mobility and Air Quality (Manufacturing, Technology and Air Quality)

Introduction

Pakistan's EV transition was examined as a full ecosystem challenge that links vehicles, batteries, finance, and infrastructure. The panel underscored why electrifying two- and three-wheelers should lead because they drive most fuel, emission, and safety burdens, and it stressed the urgent standardization of chargers, Controller Area Network, and swap to unlock mass adoption. On batteries, the discussion moved from lead-acid's limits to today's safer, hot climate ready Lithium Iron Phosphate and the fast rising promise of sodium-ion, alongside localization hurdles such as General Sales Tax (GST) asymmetry and end-of-life opportunities including recycling and Vehicle-to-Grid (V2G) technology. Financing emerged as the biggest near-term lever: the State Bank's PKR 3 million cap and short tenors keep EVs unaffordable, and carving EVs out with longer terms could accelerate uptake. While EV bikes have grown roughly three times year-over-year, broader confidence will come from visible charging nodes, solar-plus-storage economics, robust after-sales service, and multi-brand offerings tailored to real Pakistani use-cases, all underpinned by policy continuity (for example, PAVE subsidy) and coordinated action across government, industry, banks, and cities.

Bilal Hussain - Moderator

Bilal frames the session around the full EV ecosystem products, batteries, finance, infrastructure, and policy continuity and then methodically steers the conversation to surface practical blockers and solutions. He presses Noman on technology bottlenecks, including chargers, CAN protocols, and

standardization, asks Jamshed to unpack chemistry choices and localization feasibility, and challenges Naeem on how the banking cap and tenor regime is constraining adoption. He repeatedly returns to buyer confidence and range anxiety, especially for four-wheelers, draws out specifics on charging-station economics, and ensures audience concerns such as cost per kWh and the viability of charging businesses are answered with numbers and actionable levers.

Key Takeaways

Noman Alvi (HORWIN)

Noman argues that electrifying two- and three-wheelers should be Pakistan's top priority because they account for the majority of fuel import, emissions, and road-safety burdens. He notes that policy has recently shown rare continuity and improvement, but he states that mass adoption now hinges on industry-led standardization of connectors, chargers, and CAN protocols so riders can "charge anywhere." He shares adoption data, noting that EV bikes climbed from 8,000 to 30,000 last year and could reach 100,000 this year, which remains small versus 1.5 million ICE bikes annually. He observes that early adopters skew toward new riders, including women and youth, while core "pure riders" remain ICE-loyal until practicalities such as ruggedness, real-world 100 km range, swappable packs, and accessible charging are solved. With petrol up 140 percent in three years and government support through the PAVE subsidy and installments, he believes industry, government, and infrastructure are finally aligned to tackle range anxiety and push EVs into the mainstream.

Key points

- He identifies the priority segment as two- and three-wheelers that drive 60-70 percent of fuel import, climate, and safety burdens, and he concludes they should be electrified first.
- He insists that standards must come first by unifying chargers, CAN, and swap to enable ubiquitous charging.
- He outlines the adoption curve as 8,000 to 30,000 to a projected 100,000 EV bikes, compared with 1.5 million ICE bikes per year.
- He differentiates user segments, noting that new adopters such as women and youth are keen, while pure riders need ruggedness, a real 100 km range, and reliable swap and charge access.
- He explains the economics by noting that petrol is up 140 percent in three years, which boosts the EV total cost of ownership case.
- He cites programs such as PAVE with a PKR 40,000 subsidy and two-year installments that lower barriers.
- He references global proof, including HORWIN's success in Africa (for example, Spiro with 80,000 units) in tough conditions.

Jamshed Iqbal, CEO Nexcell (Battery expert / electrochemist)

Jamshed traces the chemistry journey by explaining that lead-acid's short life of 500 cycles failed EV economics, that NCM drove early energy density but raised cobalt-linked recycling risks, and that LFP emerged as the safer, hot-climate workhorse with more than 3,000 cycles and some low-temperature reservations. He forecasts sodium-ion as the next cost and power disruptor, citing cheaper materials, domestic sodium availability, and high power delivery of approximately 15C for torque and hills, while urging policy to fix a GST asymmetry that penalizes local battery assembly versus batteries bundled with imported bikes. He stresses LFP's safer recycling and long life, citing up to 8,000 cycles in some packs, the value of V2G and V2H with rooftop solar, and the role of solar plus battery banks behind chargers to cut costs. He quantifies running costs by stating that EV bikes cost PKR 0.8 - 0.9 per km with lithium and EV cars cost PKR 1.8 - 2 per km with home solar-storage, which he describes as more than six times cheaper than fuel.

Key points

- He states that LFP is now the stable, safe, and hot-climate-friendly chemistry, while lead-acid is unsuitable for EV duty.
- He identifies sodium-ion as the next wave with lower cost per kWh, high power at approximately 15C, and strong performance for hills and loads.
- He calls for a policy fix to address the GST anomaly that blocks local assembly scale because bundled batteries are untaxed while commercial imports are taxed.
- He emphasizes lifecycle points, stating that LFP is recyclable, has a very long life with claims up to 8,000 cycles, and offers a 45 percent recovery value at end of life.
- He links grid integration to V2G and V2H, which turn cars into home and grid assets, and urges pairing chargers with solar and storage.
- He specifies costs at PKR 0.8-0.9 per km for an EV bike and PKR 1.8-2 per km for an EV car with solar and storage.
- He notes that storage can be containerized at multi-MW scale in a 40-foot container to buffer chargers.

Naeem Javid (Bank of Punjab)

Naeem's core message is that electric vehicles (EVs) are operationally cheaper than internal combustion engine (ICE) vehicles, yet Pakistan's current auto-financing regulations severely constrain consumer adoption. The State Bank of Pakistan applies a uniform regulatory framework, imposing a PKR 3 million financing cap and a maximum three-year tenor on both EVs and ICE vehicles. This results in prohibitively high monthly instalments that largely negate the operational savings of EVs, rendering them unaffordable for a large segment of potential buyers. To resolve this mismatch, he recommends differentiated policy treatment for EVs: exempting them from the PKR 3 million cap (or substantially relaxing it) and extending permissible tenors to seven to ten years. Such measures would better align

monthly payments with the superior long-term economics of EVs and significantly broaden market access.

On the funding side, he cites a successful precedent the USD 54 million concessional facility from Agence Française de Développement (AFD), channeled through BOP, which enabled the establishment of the BYD assembly plant. He proposes that similar blended-finance structures, combining concessional foreign credit lines with local banking, could be deployed for consumer EV financing, potentially placing these portfolios outside standard regulatory caps when backed by international funding.

Regarding charging infrastructure, he expects an initial OEM- and assembler-led rollout focused on high-traffic highways and key urban centers. As EV adoption grows, network density and utilization will increase, progressively improving the commercial viability of charging stations. He also highlights an existing cohort of households with rooftop solar who already enjoy much lower marginal charging costs, positioning them as a natural early-adopter segment with highly attractive per-kilometer economics.

Key points

- The primary barrier to EV adoption is undifferentiated financing regulation (PKR 3 million cap and three-year tenor), which produces unaffordable monthly installments despite EVs' lower running costs.
- Policy relief should include removal or significant relaxation of the financing cap for EVs and extension of tenors to 7-10 years, thereby aligning instalments with total-cost-of-ownership advantages.
- Blended-finance models using concessional international facilities (as demonstrated by the AFD-BOP-BYD transaction) can provide scalable funding for retail EV loans, potentially outside conventional caps.
- Charging infrastructure will initially be driven by OEMs and assemblers along major corridors and in cities, with economics improving organically as EV volumes grow.
- Households with rooftop solar represent a high-affinity early-adopter segment benefiting from exceptionally low effective charging costs.

Furrukh Raza (Capital Smart Motors)

Furrukh focuses on dissolving skepticism through choice, service, and ecosystem. He explains that Capital Smart Motors launched a multi-brand EV store to match diverse Pakistani use-cases ranging from urban commuters to family travelers, backed by long-range options and high-speed charging compatibility to curtail range anxiety. He highlights partnerships within the Geely ecosystem, including Volvo, Polestar, and Zeekr, claims the launch of a most-affordable C-segment EV sedan, and stresses after-sales confidence via trained technicians, warranty-backed spares, and digital service platforms. Beyond sales, he notes that the group's smart-city developments Capital Smart City, Novo Smart City, and Royal Orchard Multan are leveraged to ready charging and grid integration. He echoes the industry call to relax

the SBP cap and underscores public awareness and education on health and PM2.5 as essential to culture-shift.

Key points

- He describes a market approach that uses a multi-brand lineup to fit varied needs and emphasizes long range and fast charging.
- He links affordability to positioning a C-segment EV sedan as a class-price leader without naming competitors.
- He builds trust and service through dedicated centers, trained technicians, warranties, and digital diagnostics and booking.
- He advances ecosystem build-out by using smart-city projects and partners to seed infrastructure and grid readiness.
- He aligns advocacy with banks and industry to relax the SBP cap and pushes awareness on health and climate co-benefits.

Recommendations

- **Noman Alvi**
Standardize chargers, CAN, and swap for two- and three-wheelers and build swap corridors plus basic neighborhood charging. Ship rugged, Pakistan-tuned bikes with a 100 km real range and bundle PAVE and EMIs to pull early adopters and then “pure riders.”
- **Jamshed Iqbal**
Use LFP now and pilot sodium-ion for high-torque, low-cost routes. Fix the GST asymmetry to enable local packs, start recycling and second-life or V2H pilots, and pair chargers with solar and storage to stabilize costs.
- **Naeem Javid**
Carve EVs out of SBP’s PKR 3 million cap and allow seven- to ten-year tenors. Deploy blended finance for retail EVs and charging SPVs, and offer solar-EV home bundles and fleet loans tied to swap networks.
- **Furrukh Raza**
Fight skepticism with a multi-brand, long-range, fast-charge lineup plus strong after-sales, warranties, and digital diagnostics. Pre-wire smart cities for charging and co-advocate SBP cap relief.

Conclusion

Pakistan’s EV shift will succeed only if it is treated as an ecosystem, with vehicles, batteries, finance, and infrastructure moving in sync. The quickest wins lie in electrifying two- and three-wheelers, backed by urgent standardization of chargers, CAN, and swap. On batteries, LFP is the practical option now, with sodium-ion poised to cut costs and boost power, while recycling and second-life can turn packs into

assets. Financing is the near-term unlock because EV-specific cap relief and longer tenors align EMIs with low operating costs. Visible charging nodes, solar-paired economics, and strong after-sales will build everyday confidence. With policy continuity such as PAVE and coordinated action across government, banks, industry, and cities, the transition can scale fast and fairly.

3.2. Panel 2 : EVs Economy and Inclusivity (Inclusivity and Market growth)

Introduction:

This panel addressed inclusivity in Pakistan's EV transition by examining access for low- and middle-income users, localization and R&D, public transit electrification, and how to keep the ecosystem genuinely green. Speakers converged on several levers: bringing the price below PKR 200,000 for mass two-wheeler adoption, standardizing chargers, CAN, and swap systems, and pairing EV growth with distributed renewables. Government programs such as PAVE subsidies and bank offers with 0% markup and PKR 6,000-7,000 per month EMIs are unlocking demand, while localization across motors, batteries, and frames and public-private charging partnerships can lower costs and create jobs. Policy gaps remain around battery recycling, vendor standards, and synchronizing parts and charging specifications.

Maira Mumtaz (Manager Communications, CAC- Moderator)

Maira frames inclusivity as the next frontier after batteries and finance, and she moves the discussion from consumer pain points to sales data, gender ratios, localization, and public transit. She elicits concrete numbers such as EV bike market growth and female share, probes R&D versus trading imports, and asks how to green charge in a fossil-heavy grid. She repeatedly grounds the talk in accessibility, specifically price points under PKR 200,000 bank and government collaboration, and rural mobility, and then steers to infrastructure planning (swap versus charge), capacity building, and long-term socio-economic benefits.

Key Takeaways

Muhammad Saeed Akhtar (VP Sales, OKLA Pakistan)

Saeed situated EV bikes within Pakistan's two-wheeler super-market, which historically reached up to three million per year and recently stood at 1.5 - 1.6 million, and he tracks EV bike growth from 1000 to 7000 to 11000 and then to 50000 last year, with confidence rising after subsidies. He argues that mass adoption hinges on sub-PKR 200,000 pricing, lithium-ion performance for torque and range, and specification standardization across battery, charger, and CAN. OKLA claims early leadership in lithium products, experience centers in five major cities, and a notable female market share of 80 percent driven by the scooter form-factor and rural mobility needs. He backs swap-rental models to decouple battery

cost from bike price and calls for synchronization across OEMs, batteries, and chargers to make swapping viable at scale.

Key points

- The EV bike market has ramped to 50,000 units per year, and confidence is growing with PKR 40,000-50,000 subsidies.
- A sub-PKR 200,000 price is described as the tipping point, and lithium-ion is preferred for torque and performance.
- Female buyers constitute approximately 80 percent in the scooter category, and rural adoption is rising.
- Building swap-rental ecosystems is recommended, and specifications should be standardized to enable interoperability.
- OKLA has set up experience centers for awareness, after-sales support, and lithium education.

Shahzaib Amjad (Managing Director, Jolta Electric)

Shahzaib emphasizes localization and R&D versus “trading”, stating that Jolta manufactures motors and batteries locally and reports 50 percent localization on six scooter SKUs, including frames, forks, stands, and other heavy metal parts. He explains the new EV policy’s localization ladder with three-year windows and tax penalties for laggards and urges vendor pre-approval for battery and charger quality, similar to solar Grade-A lists, after past low-grade imports harmed consumer trust. Affordability is being unlocked through five bank partnerships with 0% markup and PKR 6,000 - 7,000 monthly payments, large government orders under the Punjab CM scheme and a federal 116,000 target, and a push for swap networks. He flags policy asymmetries, including penalties for selling localized parts to third parties and a 16 percent sales tax when selling locally made batteries to other OEMs, which he says stifle scale and cost reduction.

He further explains that Jolta is preparing to deploy a nationwide battery-swapping system, built on a membership model that allows riders to exchange depleted batteries at bus stops, petrol stations, universities, and other high-traffic locations through the company’s network at affordable rates. This system enables riders to swap a battery in under five minutes and continue their journey without waiting for charging. Shahzaib notes that this approach eliminates range anxiety and downtime and represents the future of electric mobility.

Key points

- The stance is “make, don’t trade,” with in-house motor and battery manufacturing and 50 percent localization achieved.
- Pre-approved battery and charger vendors and quality standards are requested to prevent failures.

- Bank EMIs at 0% markup with PKR 6,000-7,000 per month and government procurement are presented as drivers of affordability.
- Swap-ready bikes are highlighted, and pilots indicate PKR 7,000 - 8,000 per month fuel savings for riders.
- Policy fixes are requested to allow inter-OEM sales of localized parts and to remove disincentive sales tax.

Muhammad Yasin (Manager Ops (Tech), Punjab Mass Transit Authority)

Yasin details Multan Metro's shift to EV buses to cut costs and emissions, noting that fares were held at Rs 20 for eight years despite fuel rising from Rs 76 to Rs 277 per litre, which pushed O&M burdens up. He states that their analysis shows a 60-70 percent cost reduction over a 12-year life with EVs; Multan has 69 EV buses now with plans for 500, as Punjab targets 1,100 buses phase-wise. He stresses integrated planning across metro and feeder networks, public-private partnerships for charging, and battery swapping concepts for two-wheelers. He adds that capacity-building is key, with a focus on upskilling existing mechanics and redeploying the current transport workforce rather than displacing them.

Key points

- EV buses total 69 active in Multan, with a plan for 500 in Multan and 1,100 in Punjab on a phase-wise basis.
- Lifecycle O&M savings are estimated at 60 - 70 percent, with air-quality and congestion co-benefits.
- Integrated feeder networks and PPP charging nodes are prioritized.
- Reskilling the existing transport workforce is presented as necessary to support EV maintenance and operations.
- Swap models for urban two-wheelers are explored to ease anxiety.

Dr. Khalid Waleed (Research Fellow, SDPI)

Khalid argues that EVs must enable a socio-economic transition rather than simply shift tailpipes from roads to far-off power plants. He pushes distributed, renewable-powered charging and warns that Pakistan's grid is not EV-ready at feeder and transmission-distribution levels, noting that planners even omitted EV load in the latest IGCEP draft. He links EVs to petroleum policy to avoid creating a new "capacity trap," urges aligning IMF RSF carbon-levy flows to EV infrastructure, and calls for CPEC Phase-2 to indigenize technology and human capital via academia-industry pipelines. Finally, he highlights a circular economy and battery recycling as essential to environmental integrity and resource security.

Key points

- He calls for designing distributed, renewable-powered charging to avoid shifting pollution to power plants.
- He states that grid readiness is limited and that EV load should be planned explicitly in IGCEP and feeder upgrades.
- He urges alignment of carbon levy and IMF RSF funds to EV infrastructure and warns against petroleum-sector lock-ins.
- He recommends using CPEC-2 and academia - industry collaboration to indigenize technology and workforce.
- He prioritizes recycling and the circular economy for batteries and materials.

Conclusion

Inclusivity in Pakistan's EV transition will hinge on sub-PKR 200,000 two-wheelers, interoperable swap and charge networks, and patient finance that mirrors low running costs. Localizing motors, packs, and frames and fixing policy frictions around inter-OEM sales and recycling can unlock scale and jobs. Public transit electrification demonstrates the economics, with 60-70 percent O&M savings alongside cleaner air. To be truly green, charging must be distributed and renewable-paired, with grid readiness planned in IGCEP and at feeders. With banks, government, cities, and industry moving in concert, EVs can deliver affordable mobility for women, students, and workers across both urban and rural Pakistan.

4. Ending Note

By the close of the conference, participants aligned climate, health, and economics into a single, actionable agenda, with near-term levers centered on scaling sub-PKR 200,000 two-wheelers, creating EV-specific finance through cap relief and 7-10-year tenors, and enforcing interoperability standards for chargers, CAN, and swap systems; they underscored that supply-side credibility depends on localization and R&D, transparent vendor quality controls, and robust lithium-battery recycling/second-life regimes, while public-transit electrification already proves the economics when paired with renewable-backed charging, PPP depots, and workforce reskilling; moving forward, they called to expand PAVE and 0%/low-markup EMIs, permit swap-rental battery models to slash upfront costs, hard-wire inter-ministerial coordination, channel green/blended capital (e.g., BOP-AFD) into assembly lines, chargers, and city bus fleets, plan EV load explicitly in IGCEP and feeder upgrades, and publish public dashboards tracking sales, localization, chargers, finance access, and air-quality gains so that, with steady PPPs, patient capital, and CPEC Phase-2 pipelines for technology and talent, Pakistan can scale Multan's momentum into a national, inclusive EV ecosystem delivering cleaner air, lower transport costs, resilient jobs, and long-term competitiveness.

Appendices

Photo Gallery





PROF DR.MUHAMMAD MUKHTAR



YASIR HUSAIN
DIRECTOR CLIMATE ACTION CENTER



HUSSAIN RIZVI AND JAVERIA FAIZ
HOSTS FOR THE DAY



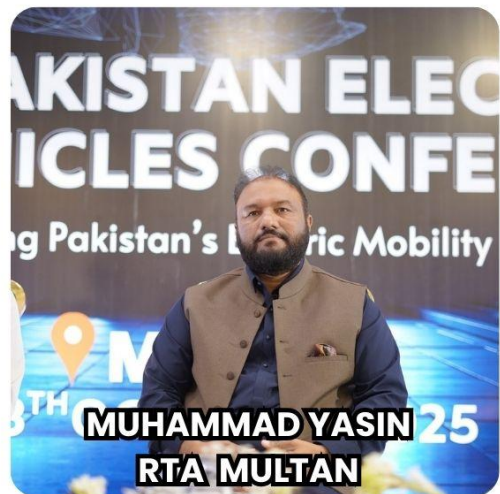
NAEEM JAVAID
BANK OF PUNJAB



NOMAN AHMED ALVI
HORWIN



JAMSHED IQBAL QAISRAN
NEXCELL





Official Press Release

Uneven Road Ahead, But the Future Is Electric Vehicles: Stakeholders Concur at Climate Action Center's 3rd EV Conference in Multan

Multan: The Climate Action Center (CAC) successfully organized the third edition of its Electric Vehicles (EV) Conference in Multan, following the success of its earlier editions in Karachi and Lahore.

The event, sponsored by the Bank of Punjab (BoP) and supported by Horwin, a prominent EV bike manufacturer, brought together key stakeholders from industry, banking, government, and academia to discuss the country's transition toward cleaner mobility.

The conference served as a platform for collaboration, emphasizing that a sustainable EV transition in Pakistan requires joint efforts from policymakers designing incentives, to banks offering financing, and from manufacturers innovating technologies to civil society raising awareness.

Setting the tone for the conference, CAC Director Yasir Husain said the event reflected a growing recognition that electric mobility is no longer a distant dream.

“CAC Karachi is very happy to be in Multan and talking about air quality and EVs at the same time.”

“Things are moving in the right direction and the government has started taking the EV transition seriously,” Husain said.

“The new electric vehicle policy will phase out all petrol-diesel vehicles, cars and bikes, cleaning up air which keeps us sick all the time and causes early deaths. Smog kills.”

“We must facilitate setting up battery recycling units now.”

In his detailed presentation, Naeem Javid, Head of Project Finance and Equity Advisory at the Bank of Punjab, shed light on global and local EV market trends, highlighting both progress and challenges. *“EVs are rapidly becoming a mainstream source of mobility across the world,”* he said, noting that China alone accounts for 65% of the global EV market. He added that in 2024, 17 million passenger EVs were sold globally, making up 24% of total car sales, and the number is expected to rise to 20 million next year.

Referring to Pakistan’s New EV Policy (2025-2030), Javid said it offers significant tax incentives including a 1% GST on EVs compared to 17% for internal combustion engine (ICE) vehicles, and a 1% import duty on parts, with a PKR 100 billion subsidy over five years for two- and three-wheelers. *“The EV market in Pakistan looks promising, but cost and financing remain major hurdles. Long-term, cost-efficient financing will be crucial to make EV ownership affordable,”* he emphasized.

The first panel discussion featured Horwin’s General Manager Nauman Alvi, Capital Smart Motors’ Furrukh Raza, BoP’s Naeem Javid, and Nexcells’ CEO Jamshed Iqbal. The discussion explored the opportunities and obstacles in Pakistan’s nascent EV industry, from two-wheelers and four-wheelers to public transport.

Panelists agreed that while global EV adoption is surging due to government support and subsidies, Pakistan faces structural challenges. Javid pointed out that the State Bank of Pakistan (SBP) currently treats EVs the same as ICE vehicles for financing, which has restricted growth.

“We are in continuous discussions to remove these restrictions in line with the national EV policy, a step that will significantly boost adoption,” he said.

Alvi drew attention to Pakistan’s dependence on imported fuel, noting that *“We import around \$15 billion worth of fuel, 60-70% of which is consumed by two- and three-wheelers.”* He added

that electrifying this segment should be a top priority. *“Two- and three-wheelers contribute up to 80% of traffic emissions and pollution. Their electrification will not only reduce the import bill but also improve urban air quality,”* he said.

He also stressed the need for standardization across the EV ecosystem. *“Every company, from Tesla to local players, has its own patents for batteries and charging systems. This lack of uniformity hinders scalability. We need a synchronized effort between government departments and industry to create standardized protocols for chargers and battery systems,”* Alvi remarked.

Farrukh Raza from Capital Smart Motors said the company is committed to building consumer trust in EVs. *“When we entered this business, skepticism was our biggest challenge. We wanted to change the narrative by offering choices that’s why we became Pakistan’s first multi-brand EV store,”* he shared. Raza added that CSM has launched six electric vehicle models and partnered with international automakers like Geely Auto, which ranks among the world’s top EV producers.

Meanwhile, Jamshed Iqbal of Nexcell highlighted the battery quality issue plaguing Pakistan’s EV market. *“Many of the imported electric bikes use graphene lead-acid batteries, which have a short life cycle of just 500 cycles. These batteries last only 16-18 months, leading to consumer dissatisfaction. The country needs proper battery standards and quality assurance to sustain EV growth,”* he warned.

The second panel, moderated by Maira Mumtaz from CAC, focused on inclusivity and accessibility exploring how EVs can empower women, lower-income groups, and improve Pakistan’s electricity landscape.

Okla Pakistan’s Vice President sales Muhammad Saeed Akhter shared that *“Okla (globally) has achieved over 3 million two-wheeler EV sales since last year,”* adding that price remains the biggest factor influencing consumer adoption. *“A basic two-wheeler EV costs between Rs150,000 to Rs200,000, and we expect over 116,000 units to be sold nationwide this year,”* he said. Akhter added that EVs are gaining traction among women, with 80% of scooty users being female.

Shahzaib Ahmed emphasized that localizing EV products could open up new employment opportunities and called for policies regulating what components are imported and from where. *“There should be approved battery suppliers for Pakistan to avoid substandard imports,”* he said.

Muhammad Yasin, from Punjab mass transit authority highlighted the progress in public transport electrification, mentioning that 69 EV buses are already operational in Multan. *“EV buses like the metro system save time and are environmentally friendly, but we urgently need charging infrastructure to support them,”* he noted.

Academic and energy expert Dr. Khalid Waleed from SDPI concluded by stressing that Pakistan’s EV future must balance the **“three Es: Economy, Energy, and Environment.”** He said, *“EV charging infrastructure should be powered by renewables so that it doesn’t harm the environment we’re trying to protect. EVs should be a necessity, not a luxury, and public transport is the right place to begin.”*

Summarizing the day’s discussions, CAC’s Hussain Rizvi and Javeria Faiz, who hosted the conference, said the Multan conference marks another milestone in building momentum for electric mobility across Pakistan. *“The journey is uneven, but the direction is clear. The future of transport is electric. Through collaboration and persistence, we can make that future sustainable and inclusive,”* they concluded.

About CAC

The Climate Action Centre (CAC) is a hub for promoting climate awareness and advocacy. Through widespread public engagement with citizens, youth, and local communities, CAC Karachi has played a pivotal role in enhancing public understanding of urgent climate challenges. Leveraging strong media connections, academic collaborations, expert insights, and partnerships with grassroots organizations, CAC actively champions climate justice and equitable energy access. By emphasizing global solidarity, the center fosters meaningful collaboration to address the pressing realities of climate emergencies.

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Third EV Conference To Be Held On 18th



Published October 14, 2025 | 04:20 PM

MULTAN, (APP - UrduPoint / Pakistan Point News - 14th Oct, 2025) Following the successful arrangement of first two conferences—held in Karachi and Lahore,

Third Electric Vehicle (EV) conference will be held on Saturday, October 18, in Multan

Organized by The Climate Action Centre (CAC), a leading civil society organization dedicated

to tackling climate change, reducing air pollution, and promoting sustainable governance, this edition aims to further strengthen the growing dialogue around Pakistan's electric mobility transition.

By convening key players from across industries, finance, and policy, CAC continues to push forward the conversation on sustainable and inclusive transportation in

Link: <https://www.urdupoint.com/en/pakistan/third-ev-conference-to-be-held-on-18th-2063070.html>



کلائٹ ایکشن سینٹر کا تیسرے الیکٹرک ویکل کانفرنس ملتان کا اعلان

سی اے سی ماحولیاتی تبدیلی سے نمٹنے، فضائی آلودگی میں کمی کے لیے سرگرم

ملتان (خبرنگار) پاکستان کلائٹ ایکشن سینٹر (CAC)، جو ماحولیاتی تبدیلی سے نمٹنے، فضائی آلودگی میں کمی اور پائیدار طرزِ زندگی کو فروغ دینے کے لیے سرگرم ایک نمایاں سول سوسائٹی تنظیم ہے، فخر کے ساتھ اعلان کرتا ہے کہ تیسری الیکٹرک ویکل (EV) کانفرنس ہفتہ 18-20 اکتوبر 2025 کو ملتان میں منعقد ہوگی۔ کراچی (دسمبر 2024) اور لاہور (فروری 2025) میں منعقدہ پہلی دو کامیاب کانفرنسوں کے بعد، یہ ایونٹ پاکستان کی الیکٹرک موٹیلٹی کی جانب بڑھتی ہوئی دلچسپی کو مزید تقویت دینے کے لیے ایک اہم قدم ثابت ہوگا۔ اس کانفرنس میں صنعت، مالیاتی اداروں اور پالیسی سازوں کے اہم نمائندے شریک ہوں گے تاکہ پاکستان میں پائیدار اور شمولیتی ٹرانسپورٹ کے مستقبل پر مکالمہ آگے بڑھایا جاسکے۔ تعاون اور اختراع کے لیے ایک پلیٹ فارم کے طور پر دنیا بھر کے ٹرانسپورٹ سسٹمز تیزی سے الیکٹرک ٹیکنالوجی کی طرف بڑھ رہے ہیں۔ پاکستان بھی اپنی ٹرانسپورٹ تبدیلی کے ایک نازک موڑ پر کھڑا ہے۔ نئی اور سرکاری شعبے میں بڑھتی دلچسپی کے ساتھ، تیسری EV کانفرنس کا مقصد ایسی اہم آگہی پیدا کرنا ہے جو ملک کے صاف توانائی اور برقی نقل و حرکت (Electric Mobility) کی منتقلی کو تیز کر سکے۔ کانفرنس میں مختلف شعبوں سے تعلق رکھنے والے شرکاء شامل ہوں گے، جن میں EV اور ای-بانک، میٹرو پیررز، مالیاتی ماہرین، پالیسی ساز، سول سوسائٹی، گورنمنٹ، سیکٹر، سائنس، اور عملہ ج

شمولیت (3) Inclusivity، مارکیٹ کی ترقی (Market Growth)، ماہرین کی زیر قیادت گفتگوؤں کے ذریعے، کانفرنس میں پاکستان کے EV سیکٹر میں جدت، چیلنجز اور نئے مواقع پر روشنی ڈالی جائے گی، جبکہ اُن رکارڈوں کی نشاندہی بھی کی جائے گی جو اس صنعت کی ترقی میں شامل ہیں۔ اس ایونٹ کے ذریعے عملیت پسند تجاویز اور پالیسی سفارشات سامنے لائی جائیں گی تاکہ قومی EV فریم ورک کو مزید مضبوط کیا جاسکے۔ یہ منتقلی نہ صرف ماحولیاتی طور پر موثر ہو بلکہ معاشی طور پر قابل عمل اور سماجی طور پر شمولیتی بھی ہوگی۔ قومی سطح پر پیش رفت کا تسلسلہ پاکستان کی پیمائش الیکٹرک ویکل پالیسی نے برقی نقل و حرکت کی بنیاد ضرور رکھی ہے، لیکن ان اہداف کو عملی جامہ پہنانے کے لیے ابھی بہت سا کام باقی ہے۔ یہ کانفرنس اسی خلا کو پر کرنے کی کوشش کرے گی، خاص طور پر ان مسائل پر جو چوبیس سال پر درپیش ہیں جیسے ڈرائنگ، انفراسٹرکچر کی ضرورت، اور قوانین و کم مراعات یافتہ طبقات کے لیے مساوی نقل و حرکت کے مواقع۔ یہ کانفرنس پالیسی سازوں کو عملی حکمت عملیوں سے جوڑنے کے ذریعے پاکستان میں برقی ٹرانسپورٹ کے ایک مضبوط اور پائیدار دور کی بنیاد رکھے گی۔ ایک سرسبز اور مضبوط مستقبل کی جانب قدم تیسری الیکٹرک ویکل کانفرنس، CAC کے اس مشن کا تسلسل ہے جو پاکستان میں ایک پائیدار، کم کاربن اور جدید ٹرانسپورٹ سسٹم کے قیام

Link: <https://epaper.baithak.news/multan/2025-10-15/articles/359525>

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Cost, financing remain hurdles for EV market: experts

Published on: October 20, 2025 5:50 AM

The Electric Vehicle (EV) market in Pakistan appears promising; however, cost and financing remain major hurdles, and long-term, cost-efficient financing will be crucial to make EV ownership accessible and affordable for the general public.

This consensus emerged during the third edition of the Electric Vehicle (EV) Conference held here on Sunday. The event, organized by the Climate Action Center (CAC), was sponsored by the Bank of Pakistan and supported by EV manufacturing company Horwin. It served as a collaborative platform, highlighting that a sustainable

Link: <https://dailytimes.com.pk/1386632/cost-financing-remain-hurdles-for-ev-market-experts>

National

Pakistan's push for electric mobility gains momentum at Multan conference

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By [Muhammad Amir Hussaini](#) • October 19, 2025 • Save It



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Experts warn structural hurdles slowing Pakistan's EV adoption

BR Web Desk Published October 20, 2025

Experts from industry and finance have warned that structural challenges, including lack of financing options, weak standardisation, and insufficient infrastructure, are slowing Pakistan's transition to electric vehicles (EVs).

Speaking at the third Electric Vehicles Conference organised by the Climate Action Center (CAC) in Multan, stakeholders urged the government to address [key policy bottlenecks](#) to unlock the potential of the country's EV market.

<https://www.brecorder.com/news/40388346/experts-warn-structural-hurdles-slowing-pakistan-s-ev-adoption>



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ای وی کی مقامی صنعت مراعات، طویل مدتی فنانسنگ سے کامیاب ہو سکتی ہے، ماہرین



20 اکتوبر 2025

ملتان (سٹاف رپورٹر) کلائمٹ ایکشن سیزن کے زیر اہتمام تیسری الیکٹریک و ہیکلز کانفرنس کا انعقاد کانفرنس میں صنعت، پیکاری، حکومت اور تعلیمی شعبوں سے تعلق رکھنے والے اہم سٹیک ہولڈرز کی شرکت، کانفرنس کے شرکانے اس بات پر زور دیا گیا کہ پاکستان میں برقی گاڑیوں کی جانب مٹھلی صرف اس وقت کامیاب ہو سکتی ہے جب پالیسی ساز اس صنعت کو مراعات فراہم کریں، بینک طویل المدتی فنانسنگ مہیا کریں، صنعت کار جدت لائیں اور سول سوسائٹی عوامی سطح پر شعور اجاگر کرے، اس موقع پر سی اے سی کے ڈائریکٹر یاسر حسین نے کہا کہ اب حکومت نے ای وی مٹھلی کو سنجیدگی سے لیتا شروع کر دیا ہے، نئی الیکٹریک و ہیکل پالیسی کے تحت تمام پٹرول اور ڈیزل پر چلنے والی گاڑیاں اور موٹر سائیکلیں مرحلہ وار ختم کر دی جائیں گیں جس سے آلودگی میں کمی واقع ہوگی، بینک آف پنجاب کے ہیڈ آف پروڈیکٹ فنانس لہڈ ایلوئیٹی ایڈوائزری نعیم جاوید نے بتایا کہ آئندہ سال دنیا بھر میں برقی گاڑیوں کی تعداد 2 کروڑ تک پہنچنے کی توقع ہے، پاکستان کی نئی ای وی پالیسی میں نمایاں ٹیکس مراعات شامل ہیں، طویل مدتی اور کم لاگت فنانسنگ ہی ای وی کو عوام کی پہنچ میں لاسکتی ہے۔

<https://e.jang.com.pk/detail/975790>



کلائمیٹ ایکشن سینٹر کی تیسری ای وی کانفرنس کامیابی سے منعقد بینک آف پنجاب نے اسپانسر کیا اور ہور وین نے معاونت فراہم کی

ملتان (جوائنٹ ایڈیٹر ڈیسک) کلائمیٹ ایکشن سینٹر (CAC) نے ملتان میں اپنی تیسری ای وی کانفرنس کامیابی سے منعقد کی، جسے بینک آف پنجاب نے اسپانسر کیا اور ہور وین نے معاونت فراہم کی۔ کراچی اور لاہور کے بعد یہ کانفرنس ملک میں صاف اور پائیدار نقل و حرکت کی کوششوں کا تسلسل ہے۔ کانفرنس میں حکومتی، صنعتی، بینکاری، اور تعلیمی حلقوں کے اسٹیک ہولڈرز نے شرکت کی اور اس بات پر زور دیا کہ پاکستان میں ای وی ٹیکنالوجی کی کامیابی کا انحصار پالیسی مراعات، طویل المدتی فنانسنگ، اور عوامی شعور پر ہے۔ CAC کے پاسر حسین نے کہا کہ ”اب برقی نقل و حرکت خواب نہیں، حقیقت ہے۔“ ہینٹو میں ای وی مارکیٹ کے مواقع، چیلنجز، فنانسنگ، اور بیٹری کے معیار جیسے اہم موضوعات زیر بحث آئے۔ ماہرین نے ای وی انفراسٹرکچر، قیمتوں میں کمی، اور معیاری بیٹریز کی فراہمی پر زور دیا۔ کانفرنس کے اختتام پر ماہرین نے کہا کہ پاکستان کو ای وی پالیسی میں معیشت، توانائی، اور ماحولیات کا توازن لانا ہوگا تاکہ یہ ٹیکنالوجی عیاشی نہیں، ضرورت بن جائے۔



ملتان۔ تیسری الیکٹرک وہیکلز کانفرنس کے مہمان مقرر اظہار خیال کر رہے ہیں

پیر 26 ربیع الثانی 1447ھ 20 اکتوبر 2025ء



کلائمٹ ایکشن سینٹر کے تحت منعقدہ تیسری الیکٹرک ویہیکلو کانفرنس میں شرکاء اعلیٰ درجہ پر ہیں

ای وی کی مقامی صنعت مراعات، طویل مدتی فنانسنگ سے کامیاب ہو سکتی ہے، ماہرین

آئندہ سال دنیا بھر میں برقی گاڑیوں کی تعداد 2 کروڑ تک پہنچنے کی توقع ہے، تیسری الیکٹرک ویہیکلو کانفرنس سے خطاب
 ملتان (سٹاف رپورٹر) کلائمٹ ایکشن سینٹر اس موقع پر ہی اس سیکرٹری جنرل یا سر جسٹس نے کہا
 کے زیر اہتمام تیسری الیکٹرک ویہیکلو کانفرنس کا کہ اب حکومت نے ای وی منتقلی کو سنجیدگی سے لیا
 اندھا دکانفرنس میں صنعت، بینکاری، حکومت اور شروع کر دیا ہے، نئی الیکٹرک ویہیکل پالیسی کے تحت
 تعلیمی شعبوں سے تعلق رکھنے والے اہم سٹیک تمام پٹرول اور ڈیزل پر چلنے والی گاڑیاں اور موٹر
 ہولڈرز کی شرکت، کانفرنس کے شرکاء نے اس بات پر سائیکلس مرحلہ وار ختم کر دی جائیں جس سے آلودگی
 زور دیا گیا کہ پاکستان میں برقی گاڑیوں کی جانب میں کمی واقع ہوگی، چیک آف، پنجاب کے ہیڈ آف
 منتقلی صرف اس وقت کامیاب ہو سکتی ہے جب پروڈیکٹ فنانس ایجنڈا ایگزیکٹو اینڈ ڈائریکٹوریٹ میں جاوید
 پالیسی ساز اس صنعت کو مراعات فراہم کریں، چیک نے بتایا کہ آئندہ سال دنیا بھر میں برقی گاڑیوں کی
 طویل المدتی فنانسنگ مہیا کریں، صنعت کار جدت تعداد 2 کروڑ تک پہنچنے کی توقع ہے، پاکستان کی نئی
 لائیں اور سول سوسائٹی عوامی سطح پر شعور بھرا کر کرے، ای وی پالیسی میں نمایاں گیس مراعات شامل ہیں،
 طویل مدتی اور کم لاگت فنانسنگ ہی ای وی کو عوام کی پہنچ میں لائیں گی۔

کوٹ اود میں جلد الیکٹرک بس

Program Agenda

Time	Sessions
09:30 - 10:00 am	Guest Registrations
10:00 am	Opening / Hosting Hussain Rizvi - Javeria Faiz
10:00 - 10:10am	Yasir Husain - Director CAC - Context Setting speech
10:10 - 10:25am	Keynote Speech - Naeem Javid BOP
10:25 - 10:35am	Speaker - Professor Dr. Muhammad Mukhtar - VC USP Climate Change, Air quality, Health
10:35 - 10:45am	-
10:45 - 11:35 am	Panel 1- Clean Mobility and Air Quality (Manufacturing, technology and air quality) Moderator: Bilal Hussain, Head of Digital, Business Recorder Panelists: 1. Jamshed Iqbal, CEO Nexcell, 2. Noman Alvi, GM HORWIN 3. Furrukh Raza- Marketing communications and people, Capital smart motors 4. Naeem Javid, Head Project Finance & Equity Advisory, BoP

11:35 - 11:45 am	Question and Answers
11:45 - 12:00 pm	Tea Break
12:00 - 12:25 pm	Speaker: Guest of Honor - Romina Khurshid Alam - Coordinator to PM - Climate Change
12:25 - 01:15 pm	Panel 2- EVs Economy and Inclusivity (inclusivity and market growth) Moderator: Maira Mumtaz Panelists : 1. Dr. Khalid Waleed, Research Fellow, SDPI 2. Muhammad Saeed Akhtar, VP Sales, OKLA Pakistan 3. Shahzaib Amjad, Managing Director, Jolta 4. Muhammad Yasin, Manager Operations Technical, Punjab Masstransit Authority
01:15 - 01:25 pm	Question and Answers
01:25 - 01:30 pm	Talk - Thank You Note Speaker- Hussain Rizvi - Manager EVs (CAC)
01:30 pm	Lunch