

Press Coverage of PAMA Letter on “Serious Concerns Regarding EDB Notification Dated 30 September 2026 on Commercial Import of Used Vehicles” dated 06 October 2026



Used cars' import: PAMA voices its concerns over EDB notification

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By [Recorder Report](#)



KARACHI: Pakistan Automotive Manufacturers Association (PAMA) has shown serious concerns over the EDB notification regarding the commercial import of used vehicles.

In a letter to Haroon Akhtar Khan, Adviser to the Prime Minister for Industries & Production, Director General PAMA Razi-ur-Rehman stated that the EDB Notification has introduced significant relaxations in the regulatory framework governing the commercial import of used vehicles.

The notification (dated 30 September 2026) has revised the framework by fundamentally diluting the safeguards introduced under the earlier notification (dated 30 September 2025).

The letter stated that the notification restricts the scope of regulation to used vehicles, whereas the 2025 notification covered both new and used CBUs, and it also removes the minimum capital requirement for

importing companies and the requirement for adequate after-sales service, without establishing an effective product recall mechanism.

It also shifts pre- and post-shipment inspection responsibilities from EDB to PSQCA and further facilitates commercial imports under SRO 2443(I)/2025, allowing PSQCA-registered companies to inspect imported used vehicles.

DG PAMA said these changes are already having a visible impact on import volumes, as Ministry of Commerce data show commercial imports of used vehicles rose dramatically from 48 units in May 2026 to 843 in June, 1,938 in July, 1,445 in August, and 2,276 in September 2026.

“The removal of key regulatory safeguards is likely to accelerate this trend further,” the letter mentioned.

The letter further stated that PAMA is particularly concerned that this liberalization is taking place at a time when the domestic automotive industry is already operating in an environment of considerable uncertainty, including the forthcoming Auto Policy and National Tariff Policy (NTP) 2025–30, as well as proposals for significant tariff reductions intended to enhance competition and market efficiency.

“At the same time, commercially imported used vehicles continue to enjoy substantial built-in cost advantages, including depreciation benefits of up to 36%.

“This creates a serious asymmetry: local manufacturers are required to invest in plant, localization, technology, employment, quality systems, taxation and regulatory compliance, while commercially imported used vehicles can enter the market without comparable obligations,” the letter stated.

DG PAMA emphasized that this is not merely a matter of competitive pressure and, if left unchecked, the resulting displacement of locally manufactured vehicles could have significant consequences for investment, localization, employment, government revenues, and the sustainability of Pakistan’s automotive manufacturing and vendor base.

The letter mentioned that PAMA estimates that a return to FY 2025–26 import volumes could result in losses exceeding Rs 50 billion for the domestic automotive industry and its extensive vendor network.

More importantly, the DG PAMA noted that continued growth in used vehicle imports could undermine the government’s broader policy objective of developing a competitive, technology-driven and sustainable domestic automotive manufacturing base.

“We therefore respectfully request the government to review the EDB Notification and suspend its implementation pending meaningful consultation with the automotive industry and other relevant stakeholders.

“A balanced regulatory framework is essential, one that protects consumer interests and promotes competition, while ensuring that domestic manufacturers and their substantial investments are not placed at an unintended and disproportionate disadvantage,” the letter added.

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PAMA warns relaxed used car import rules threaten local industry

By Our Correspondent

October 08, 2026



KARACHI: The Pakistan Automotive Manufacturers Association (PAMA) has expressed serious concern over a notification issued by the Engineering Development Board (EDB) on the commercial import of used vehicles.

On Wednesday, in a letter to Adviser to the Prime Minister on Industries and Production Haroon Akhtar Khan, PAMA Director-General Raziur Rehman said the notification, dated September 30, 2026, significantly relaxes the regulatory framework and dilutes the safeguards introduced under the earlier notification of September 30, 2025.

He said the new notification limits regulation to used vehicles, whereas the 2025 version covered both new and used completely built units (CBUs). It also removes the minimum capital requirement for importing companies and the condition of adequate after-sales service, without putting in place an effective product recall mechanism.

The notification also shifts pre- and post-shipment inspection responsibilities from the EDB to the Pakistan Standards and Quality Control Authority (PSQCA), and facilitates commercial imports under SRO 2443(I)/2025, allowing PSQCA-registered companies to inspect imported used vehicles.

According to the letter, the changes are already reflected in import volumes. Ministry of Commerce data shows that commercial imports of used vehicles rose from 48 units in May 2026 to 843 in June, 1,938 in July, 1,445 in August and 2,276 in September.

“The removal of key regulatory safeguards is likely to accelerate this trend further,” the letter said. PAMA said the liberalisation comes at a time of considerable uncertainty for the domestic industry, with the forthcoming Auto Policy and National Tariff Policy (NTP) 2025-30 pending, along with proposals for significant tariff reductions aimed at enhancing competition and market efficiency.

The DG said commercially imported used vehicles continue to enjoy built-in cost advantages, including depreciation benefits of up to 36 per cent. “This creates a serious asymmetry: local manufacturers are required to invest in plant, localisation, technology, employment, quality systems, taxation and regulatory compliance, while commercially imported used vehicles can enter the market without comparable obligations,” stated the letter.

He emphasised that the issue goes beyond competitive pressure. If left unchecked, the displacement of locally manufactured vehicles could have serious consequences for investment, localisation, employment, government revenues and the sustainability of the country’s automotive manufacturing and vendor base.

PAMA estimates that a return to FY2025-26 import volumes could cause losses exceeding Rs50 billion to the domestic automotive industry and its vendor network. The DG added that continued growth in used vehicle imports could undermine the government’s wider objective of building a competitive, technology-driven and sustainable domestic automotive manufacturing base.

“We therefore respectfully request the government to review the EDB Notification and suspend its implementation pending meaningful consultation with the automotive industry and other relevant stakeholders.”

“A balanced regulatory framework is essential, one that protects consumer interests and promotes competition, while ensuring that domestic manufacturers and their substantial investments are not placed at an unintended and disproportionate disadvantage,” concluded the letter.

Used Vehicle Imports Surge as PAMA Raises Regulatory Concerns

By [Staff Report](#) | Oct 07, 2026 | Updated 3 hours ago



The Pakistan Automotive Manufacturers Association (PAMA) has raised serious concerns over the Engineering Development Board's (EDB) revised framework for the commercial import of used vehicles, warning that the relaxed rules could hurt the domestic auto industry.

In a letter to Prime Minister's Adviser for Industries and Production Haroon Akhtar Khan, PAMA Director General Razi-ur-Rehman said the September 30, 2026 notification had diluted key safeguards introduced under the previous framework.

PAMA objected to the removal of minimum capital and after-sales service requirements for importers, as well as the absence of an effective vehicle recall mechanism. It also raised concerns over shifting pre- and post-shipment inspection responsibilities from the EDB to the Pakistan Standards and Quality Control Authority (PSQCA).

The association cited Ministry of Commerce data showing commercial used vehicle imports surged from 48 units in May to 2,276 in September 2026.

PAMA warned that continued growth in such imports could displace locally manufactured vehicles, affecting investment, employment, government revenues and the domestic vendor industry. It estimated that a return to FY2025-26 import volumes could cause losses of more than Rs50 billion to the local automotive industry and its vendor network.

The association urged the government to suspend the new notification and consult the automotive industry before implementing the revised framework.

IMPORT OF USED VEHICLES

PAMA slams relaxation in rules

LAHORE. The Pakistan Automotive Manufacturers Association (PAMA) has voiced concern over EDB's notification regarding commercial import of used vehicles. In a letter to Haroon Akhtar Khan, Adviser to the PM on Industries, PAMA Director General Razi-ur-Rehman stated that the notification had introduced significant relaxations in the regulatory framework governing the commercial import of used vehicles. The letter stated that the notification restricted the scope of regulation to used vehicles, whereas the 2025 notification covered both new and used CBUs, and it also removed the minimum capital requirement for importing companies and the requirement for adequate after-sales service, without establishing an effective product recall mechanism. Also, it transfers pre- and post-shipment inspection responsibilities from EDB to PSQCA and further facilitates commercial imports under SRO 2443(I)/2025. OUR CORRESPONDENT