

YEAR BOOK

2018-19



GOVERNMENT OF PAKISTAN
MINISTRY OF COMMUNICATIONS
ISLAMABAD

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

FOREWORD



Social and economic development of country has strong correlation with efficiently efficiency of means of transportation. An efficient and affordable means of transport a transport and communications lowers the domestic production cost, integrates markets, promotes economic opportunities and establishes links among the people leading to national economic growth. Availability of an efficient transport and communications network is a prerequisite for a meaningful economic cooperation amongst nations, particularly in trade and tourism for attracting foreign investment and realizing the potential gains from an outward oriented trade strategy. Enhanced export competitiveness is also contingent upon the efficient performance of the sector. The transport & communications sector generates a large number of employment opportunities, and acts as a significant tool in the fight against poverty. The sector is also a major contributor to government's revenue through taxes and duties on its production and imports, fees, on ownership & operation of vehicles and licensing of modern communications facilities. Sustainable economic development is depended on a robust and low cost transport system.

Central policy making, international aspects of road and road transport and administrative authority on Communications and Transport Sector in the Country is being dealt with by Ministry of Communications at federal level. It is performing its functions through its departments namely National Highway Authority (NHA), National Highways and Motorway Police (NH&MP), Construction Technology Training Institute (CTTI) and National Transport Research Centre (NTRC).

National Highway Authority is responsible for development, operation, maintenance & preservation of the national highway network. The NHA is committed to implementing a comprehensive and modern transport and logistics sector through continuous reforms in all of its sub sectors. Its mission is to secure delivery of efficient, reliable, safe & environment friendly national highway network. NHA network plays a major role in the all – weather reliability, reduced transportation costs and increased access to markets for local produce and products, access to new employment centers, employment of local worker, better access to health care and other social service, strengthening of local economies, etc.

National Highways & Motorway Police is contributing to ensure safety, security and rule of law on our national highways and motorways. It is now recognized as one of the most efficient

Zafar Hasan
Secretary (Communications)

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Chapter-I



1. INTRODUCTION

Ministry of Communications was set up in 1947 and it functions as a central policy making and administrative authority on communication and Transport Sector in the country. Sardar Abdul Rab Nishtar was appointed as the first Communications Minister. Ministry of Ports & Shipping, Ministry of Railways and Ministry of Postal Services have also remained part of the Ministry at different time in the past.

2. FUNCTIONS

As allocated in Schedule-II of the Rules of Business, 1973 functions of the Ministry are as under:-

- i. National Planning research and international aspects of road and road transport.
- ii. National Highways and Strategic Roads; National Highways Council and Authority: Administration of Central Roads Fund and Fund for Road of National importance.
- iii. Enemy Property.
- iv. National Highway and Motorway Police.

3. OBJECTIVES

The main objectives/functions of the Ministry of Communications are;

- i. To prioritize development projects and operational activities according to economic social and strategic needs of the country.
- ii. To provide effective support to the economy to meet vision 2025.
- iii. To integrate remote areas of the country into the economic mainstream.
- iv. To train and improve human resource.
- v. To strengthen the values and ethics to build responsive organizations.
- vi. To provide safe and smooth travelling facilities to the users through an efficient National Highways and Motorways Police force.
- vii. To carry out research on road engineering, road building and management.
- viii. To open up unexplored areas through expanding national roads network.

4. ATTACHED DEPARTMENTS

National Highways & Motorway Police (NH & MP)

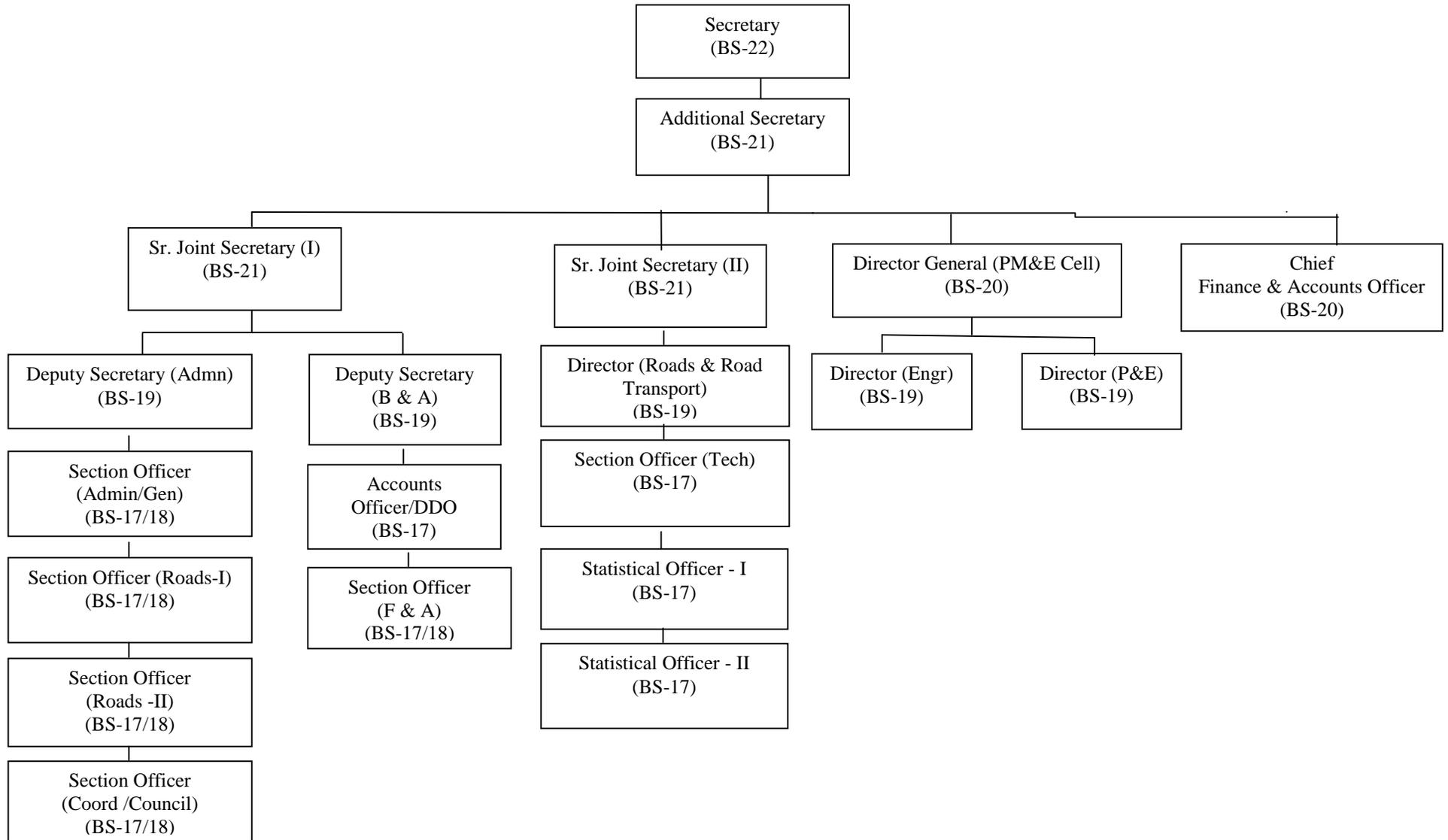
5. AUTHORITIES

National Highway Authority (NHA)

6. OTHER ORGANIZATIONS

- 1) National Transport Research Centre (NTRC)
- 2) Construction Technology Training Institute (CTTI)
- 3) Office of the Custodian Enemy Property for Pakistan (EP Cell)

ORGANOGRAM OF MINISTRY OF COMMUNICATIONS



INTERNATIONAL ASSIGNMENT

Ministry is also actively engaged in its international obligations and has entered into a number of international agreements / assignments on sectors entrusted to it. These agreements / assignments include:

(i) Quadrilateral Agreement between Pakistan, China, Kyrgyzstan and Kazakhstan

Quadrilateral Agreement between Pakistan, China, Kyrgyzstan and Kazakhstan was signed in March, 1995. However, after sorting out various operational modalities, rules and regulations in consultation with the Member States, the Agreement was operationalised in 2004. Recognizing far reaching benefits of the agreement to all parties and Pakistan's ideal position of a gateway to Central Asia, Ministry of Communications went an extra mile to facilitate the resolution of all outstanding issues. The other three countries appreciated the pivotal role of Pakistan in reviving this dormant agreement which has been under implementation since November, 2004 and traffic in transit is in operation among the four countries. Tajikistan has also been accepted as 5th Member State, in principle, however, legal formalities for its accession are underway. With Tajikistan's joining, trade coverage would be expanded to five countries covering the major economies of this region. Recognizing the significance of this Agreement and completion of CPEC transport corridors, Government of Uzbekistan has also expressed its intention to become Party to this Agreement.

(ii) Inter Governmental Agreement on Asian Highway Network:

Pakistan alongwith 30 Asian countries are Contracting Parties to the Inter-Governmental Agreement on Asian Highway Network (AHN) proposed / formulated by UN ESCAP in an Inter-Ministerial meeting held at Shanghai, People's Republic of China in April, 2004. The main objectives of the Agreement on AHN are:

- To promote and develop international road transport in Asia and with neighboring regions.
- To strengthen relations and promote trade and tourism among members of UN ESCAP.

The routes designated as Asian Highways passing through Pakistan are:

AH-1 : Torkham – Peshawar – Rawalpindi – Lahore – Wagah Border (India) (520 Km)

AH-2 : Lahore – Sahiwal – Multan – Rohri – Sukkur – (Quetta) Sariab- Lakpass – Nokundi – Taftan (Iran) (1763 Km)

AH-4 : Karachi – Hyderabad – Rohri – Lahore – Rawalpindi – Hasanabdal – Abbottabad – Khunjrab (China) (1391 Km)

AH-7 : Karachi–Kalat–Quetta–Chaman(Afghanistan)(816 Km)

AH-51 : Quetta – D.I. Khan – Peshawar (862 Km)

Most of these above mentioned segments of Asian Highway Network falling in the territory of Pakistan have already been improved as per the Asian Highway Standards and the work on the remaining stretches is being handled on priority basis through National Highway Authority. In order to further facilitate the international transport, Lahore-Abdul Hakeem and Multan-Sukkur Motorways as well as Hasanabdal-

Havelian-Thakot have also been made operational for efficient transport connectivity from borders to Pakistan's Deep Sea Ports at Karachi and Gwadar.

(iii) Transit Transport Framework Agreement (TTTFA)

Economic Cooperation Organization (ECO), is an intergovernmental regional organization established in 1985 by Iran, Pakistan and Turkey for the purpose of promoting economic, technical and cultural cooperation among the Member States. Islamic Republic of Afghanistan, Republic of Azerbaijan Republic, Islamic Republic of Iran, Republic of Kazakhstan, Kyrgyz Republic, Islamic Republic of Pakistan, Republic of Tajikistan, Republic of Turkey, Turkmenistan and Republic of Uzbekistan are Member States.

- Transit Transport Framework Agreement (TTFA) developed by ECO with the assistance of UNCTAD was signed by all ECO member countries except Uzbekistan in May 1998. TTFA is a broad based agreement with 8 Protocols approved by 3rd ECO Ministerial meeting on Transport & Communications held in Islamabad in April 2000.
- Transit Transport Coordination Council (TTCC) has been established by the ECO Secretariat under the TTFA with the objective to keep liaison / coordination and monitoring for implementation of transit traffic among the member states. The main objective of TTFA is to provide access to land-locked countries in the ECO region. TTFA has been ratified by 8 member states of ECO namely; Azerbaijan, Afghanistan, Iran, Kyrgyz Republic, Kazakhstan, Pakistan, Tajikistan and Turkey. Pakistan had ratified the Agreement in December, 2000.
- Ministry of Communications is the focal Ministry dealing with the matters of ECO in the Transport Sector. For effective implementation of TTFA, following auxiliary bodies have been established by ECO Secretariat, Tehran to handle various issues and evolve a solid mechanism:
 - Road Committee
 - Railways Committee
 - Insurance Committee
 - Customs Transit Committee
- While Islamabad-Tehran-Istanbul Rail Transport Corridor under this Agreement has been operationalized which is facing few impediments. These impediments are being resolved by ECO Secretariat in consultation with the enroute Member Countries. In addition, Pakistan, Iran and Turkey have now jointly decided to operationalize transport operations on Islamabad-Tehran-Istanbul Road Transport Corridor. In order to operationalize this corridor, Ministry of Communications has approached ECO Secretariat for expediting finalization of the essential requirements so as the transport operations could start on regular basis thus promoting the trade and transport activities.

(iv) Pak – Iran Bilateral Agreement:

- Bilateral Agreement on Road Transportation of Goods between Pakistan and Iran to facilitate the transportation of goods was signed in 1987. However, this Agreement was amended in 1992 with the aim of facilitating further development of cooperation in road transportation of goods and passengers between the two countries.

- Under the Agreement, the transporter is allowed to operate the vehicles in round trips between Pakistan and Iran.
- In order to discuss and resolve the issues arising during the implementation of this Agreement, there is a forum of Pak-Iran Joint Transportation Commission comprising the representatives of the concerned Ministries/Departments of both sides. The meeting of this Joint Transport Committee is held alternatively in Pakistan and Iran.
- In order to give access to other countries for transit through Pakistan and Iran, another Agreement on International Transport of Passengers and Goods by Road between Pakistan and Iran was signed on 28-29 June, 2008 at Tehran, Iran. This Pak-Iran International Road Transportation Agreement, has enabled traffic/trucks from Turkey to ply through Iran into Pakistan while Iranian goods / passengers can have access to China via Pakistan thus resulting in enhancing the trade activities considerably. Pakistan can have the benefit of access to other Central Asian Republics and Europe through Turkey with operationalization of this Agreement.

(v) **Pakistan – China Bilateral Agreement:**

- Pakistan and China signed a bilateral agreement on International Road Transport in 1993. The implementation rules under this Agreement signed in April 2005 classify the permits into four categories i.e. Category-A (Regular Passenger), Category-B (Non Regular Passenger), Category-C (Goods and Baggage) and Special Permit (Dangerous & hazardous Goods). Both the services i.e. of Goods and Passengers are operating continuously from both the sides since 2005.
- The protocol for the commencement of passenger transport was signed between Pakistan and China during the meeting held at Islamabad on May 22-23, 2006. Consequently, bus service on two routes i.e. Gilgit-Kashgar and Sust-Tashkurgan were operationalized.
- Under the Agreement each side holds annual bilateral consultations. The last Meeting was held on 07-08 May, 2019 at Islamabad wherein numerous impediments hindering the trade and transport activities have been resolved.

(vi) **Agreements on Pak – Afghan Bus Service:**

The Agreement s alongwith operational Protocols were signed on 23rd March, 2005 for the commencement of bus service between Pakistan and Afghanistan on the following routes:

- Peshawar – Jalalabad
- Quetta – Kandahar

Peshawar-Jalalabad Bus Service has been in operation since 27th May, 2006. However, the service on this route has been temporarily suspended due to security reasons. The Quetta-Kandahar Bus Service is yet to start. Standing Committees of Pakistan and Afghanistan have been set up to finalize the details in respect of frequency of service, fare, insurance cover, terminal facilities etc. on both the routes. In order to discuss and resolve the issues, Afghan Authorities have been approached through Ministry of Foreign Affairs for holding the meeting of Pak-Afghan Joint Standing Committee on Bus Services at Kabul.

(vi) **Agreements on Lahore-Delhi, Lahore-Amritsar and Nankana Sahib-Amritsar Bus Services:**

Passengers bus service between Pakistan and India operates on Lahore-Delhi, Lahore-Amritsar and Nankana Sahib-Amritsar Routes.

(vii) Bilateral Agreement on Road Transport between Pakistan and Turkey

Bilateral Agreement on Road Transport between Pakistan and Turkey signed between the two Governments facilitates movement of passengers and goods between the two countries. By virtue of this Agreement, traffic/trucks from Pakistan can ply through Iran into Turkey and vice versa.

(viii) Bilateral Agreement on Road Transport between Pakistan and Uzbekistan

In order to establish the connectivity with resource rich Central Asian countries, Agreement has been signed between Pakistan and Uzbekistan for enhancing cooperation in the field of Transport and Transit of Goods. The Agreement envisages free traffic in transit to the carriers of Contracting Parties through multimodal transport system (land, rail, sea) in accordance with their existing national laws and regulations. The main objective is to provide Uzbekistan an access for the transshipment of their trade cargo to / from Gwadar Port. The details of exit / entry points, land routes for traffic in transit have been exchanged between the two sides. Government of Pakistan has completed the ratification process. The other operational details are being worked out by the two countries in the form of Protocol to the Agreement which would be signed between the contracting parties.

(ix) SCO Agreement on International Road Transport:

The Agreement on Creating Favourable Road Conditions for International Road Transport among SCO Member Countries was initially signed by Russia, China, Kazakhstan, Tajikistan, Uzbekistan and the Kyrgyz Republic on 12 September 2014 in Dushanbe. Pakistan has joined this Agreement during SCO Summit in Kazakhstan in June 2017. This Agreement facilitates movement of goods and passengers within the territories of SCO States. In order to get this operationalized, modalities such as transport permits, visa mechanism, customs procedures, technical details of vehicles are under negotiation of the respective Member Governments under the aegis of SCO Secretariat.

Notwithstanding the above, following major international activities have also been undertaken by this Ministry:

i) Implementation of TIR Convention:

TIR stands for Transports International Routiers (International Road Transport). It is an international customs transit system which facilitates international movement of goods by road across the borders of the countries that have ratified the United Nations TIR Convention, 1975 while offering a high level of security against pilferage/smuggling. To date, this Convention has been ratified by 74 countries all around the world.

The TIR System is based on the essential principles i.e. secure vehicles or containers, international chain of guarantee, TIR Carnet, mutual recognition of Customs controls, controlled access, and IT TIR Risk Management tools (Safe TIR and TIR Electronic Pre-Declaration). The TIR System enables door-to-door transport with minimum interference at international borders of States – Contracting Parties to the TIR Convention, and thus serves, in the best possible way, international trade and the economies of all the countries involved.

- Pakistan acceded to the TIR Convention in 2015 on a Summary moved by Ministry of Commerce.

- Pakistan started implementation of TIR system after completion of post accession formalities (designation of border posts, identification of customs handling stations, integration of software, designation of guaranteeing organization, formulation of TIR rules, constitution of National Authorization Committee and designation of routes etc.)
- In Pakistan, major stakeholders in implementation of TIR Conventions are:
 - Ministry of Commerce - Lead Ministry
 - Federal Board of Revenue- Implementing Agency being Customs Conventions
 - Ministry of Communications
 - Ministry of Interior
 - PNCICC (Guaranteeing Organization) responsible for issuance of TIR Carnets
- Role of Ministry of Communications is to the extent of vehicle certification from road worthiness point of view through National Highways & Motorway Police (NHMP).
- Vehicle Certification is being carried out by NHMP through 26 Nos state of the art computerized Vehicle Inspection Centres (VICS) established by Government of Punjab and run by a Swedish firm.
- To facilitate the international transport in Pakistan, upkeep of the main transport corridors (National Highways & Motorways Network) connecting the designated border posts to the major economic centers, industrial agglomerations and Pakistan's Sea Ports.

ii) **Accession to CMR Convention:**

CMR stands for “Convention on the Contract for the International Carriage of Goods by Road” in English and “Convention relative au contract de transport international de marchandises par route” in French. CMR is a Convention on the Contract for the International Carriage of Goods by Road (CMR) concluded at Geneva on 19 May 1956 under the auspices of United Nations Economic Commission for Europe (UNECE). **At present, 56 countries including Pakistan are parties to this Convention.**

- It provides legal framework for road transport and applies to every contract for the carriage of goods by road when the place of taking over and delivery of goods are situated in two different countries, of which at least one is a contracting country.
- It lays down the responsibilities of the sender of the goods as well as the carrier and also defines the liability of the carrier in case of partial or total loss or damage to goods during the transportation.
- Its implementation mechanism consists of a standard Consignment Note (a sort of private agreement among the 3 parties i.e. consigner (sender), transporter & consignee (receiver) issued by an issuing authority which is being decided through consultation with the public and private sector stakeholders.
- The Consignment Note consists of the following features:
 - Date and place of signing the Consignment Note
 - Names and addresses of the sender, carrier & receiver
 - Place & date of taking over and delivery of the goods
 - Description of goods, method of packing, number of packages with condition
 - Gross weight of the goods
 - Charges relating to the carriage, custom duties, toll charges etc.

- 3 copies are signed (one each for the sender, transporter & receiver)
- After approval from the Cabinet, Pakistan acceded to CMR Convention.

iii) Formulation of National Freight & Logistics Policy (NFLP) of Pakistan:

Development of trade and industry is the thrust of present government. Freight and logistics sector is the key enabler of trade and industry that connects businesses with national and international markets. However, the freight and logistics sector did not receive due attention resulting in higher transportation costs, thus creating undue inflationary pressure both on locally consumed products and exports.

In line with the Prime Minister’s vision and commitment to develop the Pakistan’s freight and logistics sector on a top priority; Ministry of Communication embarked on a drive to draft first ever freight and logistics policy of the country. ADB and UKAID provided technical assistance in developing this National Freight and Logistics Policy.

Aim

The Policy, sets out concerted and dedicated actions aimed at facilitating, modernizing and reforming the freight and logistics sector, with a view to enhance the competitiveness of the country, promoting local value chains and streamlining cross-border and global supply chains.

Consultation Process

To take all stakeholders including Federal and Provincial Government Departments as well as Private Sector (Associations, FPCCI and Chambers of Commerce), a continued consultative process was adopted. Under this process, so far two Roundtable Consultations at Lahore, Karachi & a National Conference at Islamabad and numerous Working Group Meetings and Steering Committee Meetings headed by Secretary Communications have been convened.

Objectives

In realizing the vision, the strategic objective was to lower the logistics costs, improve the customer service and increase the speed and reliability of the services provided.

Following 10 objectives have been identified.

- Objective 1. Realign Institutions and provide an Effective Regulatory Oversight.
- Objective 2. Stimulate Private Sector Investment by Providing an Enabling Environment for Modernizing the Logistics Infrastructure.
- Objective 3. Strengthen the Transit Trade Business with Neighboring & Regional Countries to facilitate international trade.
- Objective 4. Enhance Multimodal Linkages.
- Objective 5. Encourage Freight by Railways.

- Objective 6. Establish a Modern Trucking Fleet.
- Objective 7. Build Urban-Rural Connectivity.
- Objective 8. Develop E-Logistics.
- Objective 9. Adopt Intelligent Transport Systems (ITS)
- Objective 10. Training and Capacity Building of the Industry to promote skilled labour.

Policy Directions/Areas Covered

1. Road Transport
2. Rail Transport
3. Maritime Transport
4. Air Transport
5. Inland Waterways Transport
6. Urban Transport
7. Rural Transport
8. Enabling Governance Structure
9. E-Logistics
10. Transit Trade Facilitation
11. International Conventions, Standards and Agreements
12. Information Technology
13. Capacity Building

The draft document of National Freight & Logistics Policy (NFLP) is in final stages of consultation with all the stakeholders including Federal and Provincial Government Departments as well as Private Sector (Transport Associations, Logistics Service Providers, FPCCI and Chambers of Commerce etc.).



Chapter-II

NATIONAL HIGHWAY AUTHORITY



Vision

To ensure national integration through an efficient, reliable, safe and environment friendly national highway & motorway network for sustained economic growth and higher quality of life in Pakistan.

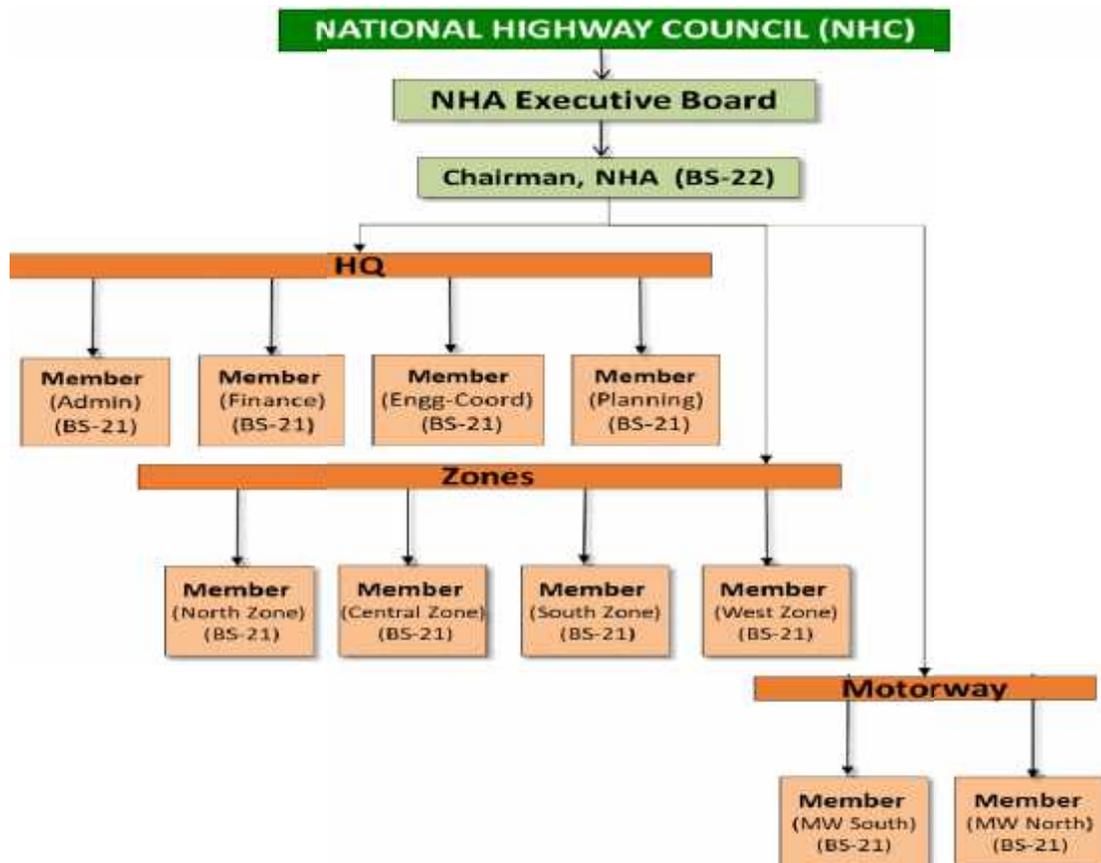
Mission

To maintain and operate the national highway network in worthy and safe condition at optimum expense, ensuring user satisfaction and to deliver development program as per the Government's policy and priority with respect to time and cost.

Core Values and Goals

Plan, Promote, Organize and Implement Programs for Construction, Development, Operation, Repairs and Maintenance of National Highways/ Motorways and Strategic Roads.

Organizational Chart



POWERS & DUTIES

- Advise the Federal Government on matters relating to National Highways and Strategic Roads.
- Frame a scheme or schemes for matters such as construction, expansion, operation and development of National Highways and Strategic Roads and undertake work/incur expenditure on such scheme(s).
- Acquire any land in accordance with legal procedure and obtain and dispose of moveable and immovable property of interests therein.
- Research and development in the field of Highways.
- Procure plant, machinery, instruments and materials required for its use.
- Enter into and perform all such contracts as it may consider necessary.
- Levy, collect or cause to be collected tolls on National Highways, Strategic Roads and such other roads as may be entrusted to it and bridges thereon.
- License facilities on roads under its control on such terms as it deems fit.
- Determine a building line, between which and the RoW, it shall not be lawful without the consent of the Authority, to construct or maintain any structure or make any excavation.
- Cause studies, surveys, experiments and technical researches, or contribute towards the cost of such studies, surveys, experiments or technical researches made by any other agency.

MANAGEMENT OBJECTIVES AND STRATEGIES

Management Objectives

- Prepare Master Plan and advise the Federal Government on the matters relating to the National Highways and Strategic roads.
- Seek and obtain advice and assistance for preparation and executing of any plan, program or Project.
- Incur expenditure on works as well as Procurement of plant, machinery, instruments and materials
- Sign Contract Agreements to safeguard Authority's interest
- Maximize Toll Collection as part of Revenue generation schemes
- Acquisition of Land under the Land Acquisition Act, 1894

- Mutation of Land and Taking over of ROW. For better management including removal of encroachments unauthorized occupants and demolition of unauthorized structures constructed on the national highways
- Licensing of Facilities
- Award of Negotiated Contracts through Private Sector Financing Program
- Fund Raising through borrowing, floating of bonds, sharing or leasing of assets
- Frame schemes for research and development in field of Highways; for training and welfare of the Authority's employees as well as for any other matter pertaining to the Purposes and functions of the Authority or incidental thereto.

Strategies

In line with the vision of the government to modernize the road network of the nation as well as initiation of projects like China Pakistan Economic Corridor, it is critical for these roads and infrastructure projects to be managed in an efficient and professional manner. NHA management has undertaken a number of strategies for this purpose:

- In contrast to past practices where all operations were run from NHA head office, Management has taken the initiative to decentralize its operations by strengthening and empowering its regional offices with staff and resources so that operations/projects are executed in a timely and effective manner.
- Automation of file management system is a key ingredient in enhancing the efficiency of processes. Hence digitizing the records and E-processing of files has been initiated.
- In line with implementation of transparency in every section of the organization, a complete automated financial management system is being developed for accurate and reliable reporting.

FUNCTIONAL OVERVIEW

National Highway Council

The basic function of the National Highway Council (NHC) is to lay down national policies and guidelines to be followed by NHA in the performance of its functions. The Council has the power to direct and regulate the affairs of NHA.

Composition

The NHC was previously headed by the Prime Minister of Pakistan. In July 2001, the provisions of the NHA Act, 1991 were amended by the GoP and the NHC was re-constituted. The revised composition of the NHC is given below:-

- The Minister for Communications, Government of Pakistan President
- The Secretary Finance Division, Government of Pakistan Member
- The Secretary Planning & Development Division, Member
- Government of Pakistan
- The Secretary Communications, Government of Pakistan Member
- A Professional in the field of Highway Construction Member
- and Management (nominated by the President)
- A Professional in the field of Finance & Accounts Member
- (nominated by the President)
- The Chairman NHA Member/Secretary

Functions of National Highway Council

- To approve five year plans and prospective plans, prepared by the board in consultation with the planning & Development Division, for the construction, development, repair & maintenance of National Highways & Strategic Roads specially entrusted to the Authority by the Federal Government or by Provincial Government or other Authority concerned.
- To consider progress reports of the Authority.
- To lay down policy guidelines to be followed by the Authority in the performance of its functions
- To review and reappraise projects
- To approve the annual budget of the Authority

NHA Executive Board

The general direction and administration of NHA and its affairs vest in the Executive Board which may exercise all powers, perform all functions and do all acts and things which may be exercised, performed or done by the Authority.

- The Chairman NHA Chairman
- Inspector General, National Highways & Pakistan Motorway Police Member
(or nominee)
- Additional Secretary (Finance) Member
- Member or Additional Secretary, (Planning & Development Division) Member
- Joint Secretary, Ministry of Communications Member
- Senior Chief, NTRC Member
- Vice President, NESPAK Member
- Member(Finance), NHA Member
- Member(Planning), NHA Member

Functions of Executive Board

- To consider and approve proposals, schemes and projects exceeding fifty million rupees but not exceeding one hundred million rupees and to consider and recommend, through the Ministry, to CDWP or ECNEC proposals, schemes and projects exceeding one hundred million rupees.
- To consider progress reports of the Authority.
- To perform such other functions as may be delegated to it by the NHC.
- To recommend for approval the annual budget of the Authority.
- To approve projects to be funded through toll and other receipts from operation of Highways.

Engineering Co-ordination Wing

The Engineering Coordination wing has been established in December 2015 under a new functional setup of the authority, which is administered by an Engineering Cadre Officer designated as Member (Engineering Coordination). Following offices come under the administrative control:

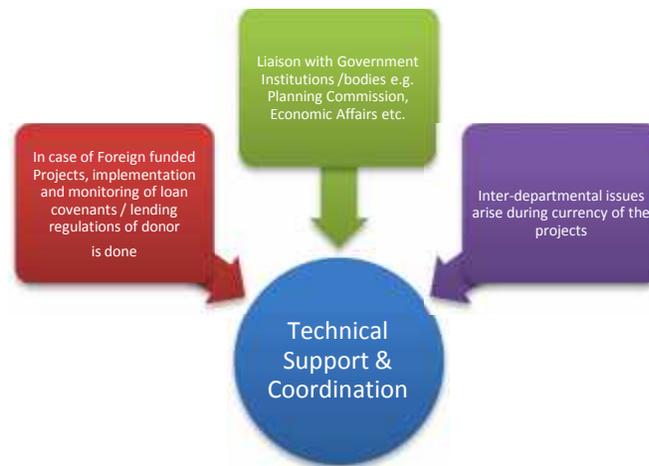
- Engineering Coordination
- Foreign funded projects portfolio
- GOP funded projects portfolio
- Procurement & Contract Administration
- Public Private Partnership/ Build Operate Transfer

Each of the offices is lead by an Engineering Cadre officer of the rank of General Manager, supported by Directors, Deputy Directors and Assistant Directors. The majored functions of the Wing can be summarized as under:

- Provide technical support and assistance to Member (Engg. Coord.) on project related matters including but no limited to execution of works, time and cost overruns, contractual disputes and claims, etc.,
- Act as a response office to resolutions, queries, recommendations of different Ministries and government bodies, e.g., Senate, National Assembly, PM Secretariat, etc.,
- Coordination of all projects of the authority particularly high priority schemes of the government e.g., CPEC.
- Provide support to field formations on maintaining KPIs, suggesting measures to meet time lines of action plans, technical support on contractual issues as well as implementation methodology as and when required.
- Liaison with foreign development partners (e.g., Asian Development Bank (ADB), Japan International Cooperation Agency (JICA), China EXIM Bank, Islamic Development Bank (IDB), World Bank (WB), etc.,) on behalf of the authority to streamline and channel their concerns on project implementation, target completions, social safeguard compliance etc., to concerned departments.



- Provide assistance in various operative and functional matters to following wings: Finance, Procurement, Audit and Planning.



Road Asset Management Division

NHA established a Road Asset Management Division (RAMD) to cope with the requirements of fee-for-service/value-for-money concept embodied as the guiding principle of RMA. 95% national freight traffic uses roads & about 90% passenger movement is through roads, therefore maintenance needs have become more critical and essential than capital works. The immense traffic pressure aggravated further by the damage caused by overloaded trucks and unrelenting traffic pressure particularly on main arteries makes the requirement even more critical.

Annual surveys, such as, road roughness (through Bump Integrator & profilometer), HWD surveys for pavement structural evaluation, pavement condition survey & traffic count form the basis for preparation of AMPs. Based on all above the remaining service life of pavement is calculated and maintenance allocation is made on need basis and its economic analysis.



COMPLETED PROJECTS

NHA has completed following Six projects during 2018-19

S.No.	Project title	Length of project	Date of completion
1	Rakhi-Gajj Bewata (N-70)	11.9 km	December, 2019
2	Lahore Eastern Bypass Project (LEBP)	16.05 km	December, 2019
3	Burhan-Havelian Motorway Section-III	19.1 km	December, 2019
4	Lyari Expressway	32 km	December, 2019
5	Kalat – Quetta – Chamman	126 km	December, 2019
6	Western Corridor Package-I (Yarik to Rehmani Khel)	54.5 km	December, 2019
Total Length		260 km	

Planning Wing

Development Program:

Transport sector in general and road infrastructure in particular has profound and enduring effect on the economic growth of Pakistan. NHA is rendering vital contribution in improving the quality of road network to bring about qualitative improvements in standards of living. Pakistan is geographically bisected into two halves by River Indus. Eastern segment is historically well developed. To bring the Western segment at par with the Eastern half, NHA is improving East West connectivity through construction of numerous bridges across river Indus in addition to investing and paying extra attention to the development of west.

The present NHA network comprises of **39** national highways, motorways, expressway, and strategic roads. Current length of this network is 12,131 kms. NHA existing portfolio consists of **41 on-going projects** with an **allocation of Rs.176,636.800 million** in PSDP 2018-19 out of which **109,936.8** million is as **FEC**

component and **Rs. 66,700.000 million** is as local component. There are also **8 new schemes** in PSDP 2018-19 with total estimated cost of **Rs.8561.00 million**.

NHA’s Achievements:

- Complete North – South Motorway Link
- Strengthen East – West Connectivity i.e. Baluchistan
- Revival of Sick Mega Projects
- Largest BoT Regime under PPP Mode Rs.373 Billion
- Off budget financing and cost saving of Rs. 498.98 Billion
- Contribution to GDP Growth i.e. 1.0% to 1.5%

China Pakistan Economic Corridor (CPEC):

In order to ensure smooth and efficient movement of goods and passengers in healthy environment, NHA has planned to develop China-Pak Economic Corridor (CPEC) connecting Khunjrab to Gawader. Details are as under:

CPEC – Short, Medium and Long Term Projects:

- **Short Term Projects (Eastern Alignment):**

Sr.	Project Name	Length in Km	Status	Indicative Plan Period
1	Khunjrab – Raikot including Atta Abad Lake	335 Km	Completed	-
2	Raikot – Thakot (N-35)	270 Km	Planning Stage	2018-23
3	Thakot – Havelian (E-35)	118 Km	Under Construction	2013-20
4	Havelian – M1 (Burhan) E-35	59 km	Completed	2013-19
5	M1 – Gojra (M-1, M-2, M4)	402 km	Completed	-
6	Gojra – Khanewal (M-4)	127 km	Under Construction	2013-18
7	Khanewal – Multan (M-4 Ext.)	57 Km	Completed	-
8	Multan – Sukkur (M-5)	392 Km	Under Construction	2013-19
9	Sukkur – Hyderabad (M-6)	296 km	Under Procurement	2018-23
10	Hyderabad – Karachi (M-9)	136 Km	Substantially Completed	2013-18 (June 2018)
11	Sukkur – Shikarpur (N-65)	40 km	Completed	-
12	Shikarpur – Rato Dero (N-55)	49 km	FS / DD for Dualization commenced	2018-23

13	Rato Dero – Quba Saeed Khan (M-8)	59 km	Completed	2013-18
14	Quba Saeed Khan – Wangu Hills (M-8)	42 km	Near in Completion	2013-18
15	Wangu Hills – Khuzdar (M-8)	113 km	Near in Completion	2013-18
16	Khuzdar – Basima (N-30)	110 km	PC-I approved	2018-2020
17	Baasima-Hoshab-Gwadar	400km	Completed	

Short to Medium Term Projects (Western Alignment):

Sr.	Project Name	Length in Km	Status	Indicative Plan Period
1	Hakla (Islamabad) – Yarik (DI Khan)	285 Km	Under Construction	2013-19
2	Yarik – Zhob (N-50)	235 km	PC-I approved Detailed Design is in process	2018-23
3	Zhob – Quetta (N-50)	331 km	Planning Stage	2018-23
4	Quetta – Khuzdar (N-25)	306 Km	Detailed Design is in progress	2018-23
5	Surab – Hoshab (N-85)	449 Km	Completed	
6	Hoshab – Gwadar (M-8)	193 Km	Completed	-

Sr.	Project Name	Length in Km	Status	Indicative Plan Period
1	DI Khan – DG Khan	229 Km	Feasibility Study Plan in 2025	2023-28, 2028-33
2	DG Khan – Dera Allahyar	303 Km	Feasibility Study Plan in 2025	2023-28, 2028-33
3	Dera Allahyar – Wangu Hills	94 Km	Feasibility Study Plan in 2025	2023-28, 2028-33

MOTORWAYS:

NHA has already constructed three segments of Pakistan Motorway network viz M-1 (Peshawar-Islamabad), M-2 (Islamabad-Lahore) and M-4 (Pindi Bhattian-Faisalabad) on a virgin corridor bringing remote areas on mainline and boosting economic activities. NHA is now constructing M-4 (Faisalabad-Khanewal-Multan) through financial assistance of Asian Development Bank (ADB) & Islamic Development Bank (IDB) and Karachi-Hyderabad Motorway (M-9) on BOT basis. Detail of NHA Motorway network is as under:

Sr.No.	Motorway	Length	Status
1.	M-1 (Peshawar-Islamabad)	156 Km	Completed
2.	M-2 (Islamabad-Lahore)	357 Km	Completed
3.	Havelian-Mansera	39 km	Under construction
4.	Hazara Motorway (E-35)	59 km	Under construction

5.	Hakla-D.I.Khan	285 km	Completion Dec:2019
6.	Sialkot-Lahore	91.3 km	Completion Dec:2018
7.	Lahore-Multan (M-3)	230 km	Completion Aug:2018
8.	Faisalabad-Gojra (M-4)	58 km	Completed
9.	Gojra-Shorkot (M-4)	62 km	Completion: August 2018
8.	Shorkot- Khanewal (M-4)	64 km	Completion: August 2018
9.	KWL-MLN (M-4 Ext.)	56 km	Completed
10.	Sukkur-Multan (M-5)	392 km	Completion 2019
11.	Hyderabad-Sukkur (M-6)	296 km	Procurement under process
12.	Karachi-Hyderabad (M-9)	136km	Under Completion June 2018
		2362.3km	

B. Asian Development Bank Assistance:

1. Flood Emergency Rehabilitation Project -Phase-I (343 km) (Under Construction)
2. Construction of Gojra - Khanewal M-4 (126 km) (Completed in August 2018)
3. Flood Emergency Rehabilitation Project -Phase-II (335 km) (Under Construction)
4. Baluchistan Package
 - Zhob - Mughalkot Section of N-50 (80 km) (Under Construction)
 - Qilla Saifullah - Waigum - Rud section of N-70 (124 km) (Under Construction)
5. Burhan - Havelian Expressway (E-35) 59 km(Under Construction)

C. Islamic Development Bank Assistance:

1. Multan - Khanewal Section (57 km) M-4 Extension (Completed)

D. Japan Assistance (JICA):

1. Sehwan - Ratodero section (200 km) of N-55 (Completed)
2. Rakhi Gajj - Bewata section (34 km) of N-70 (Under Construction)

E. Korean Exim Bank Assistance:

1. Chakdara - Chitral Section (141 km) of N-45 (In procurement stage)
2. Malakand Tunnel (In procurement stage)

F. US AID Grant:

1. Quetta - Chaman Section of N-25 (120 km) (Completed)
2. Peshawar - Torkham section of N-5 (45 km) (PC-I is in process of approval)

G. Chinese Financing:

1. Raikot - Thakot Section of KKH (276 km) (Loan arrangement is under process)

2. Multan – Sukhar (M-5) (392 km) (Completion June 2018)

H. **BOT/PPP Projects**

NHA, through its dedicated efforts took a lead in the road infrastructure development through the private sector participation. NHA successfully attracted private sector investment and has awarded/supported five projects of worth over **Rs. 373 billion**, which include:

- ❖ Lahore-Islamabad Motorway (M-2):
 - Scope : Overlay & Modernization (357 Km)
 - Project Cost : Rs.46,007 Million
 - Status : Project successfully completed
- ❖ Habibabad Flyover on N-5
 - Scope : Construction of Flyover on N-5(1.5 Km)
 - Project Cost : Rs. 831 Million
 - Status : Project successfully completed
- ❖ Karachi–Hyderabad Motorway (M-9):
 - Scope : Conversion of Existing 4-lane Highway into 6-Lane Motorway (136 Km)
 - Status : 96 % Successfully Completed
- ❖ Lahore-Sialkot Motorway Project(LSMP)
 - Scope : Construction of 4-Lane Motorway (91Km)
 - Project Cost : Rs 43,847 Million
 - Status : 20 % Successfully Completed (Completion Dec 2018)
- ❖ Hyderabad-Sukkur Motorway (M-6)
 - Scope : Construction of Motorway (299.3 Km)
 - Project Cost : 238,000 Million
 - Status : Letter of Intent issued to China State

Further, NHA has planned projects on PPP basis worth Rs. 210,000 Million to be started in the Market in near future.

Procurement and Contract Administration Section

Reforms & Achievements

NHA projects basically consist of two categories i.e. the capital works (Development Works) and the Maintenance Works. The Procurement & Contract Administration (P&CA) Section, under the administrative control of the Member (Planning), handles all matters concerning award of contracts of Capital Works and major Maintenance Works (Rs. 100 Million Plus).

The P&CA Section ensures that the procurement of works, services and goods is cost and time effective and focuses on the prime objective of procurement i.e. value for money. P&CA Section discharges its duties through predefined SOPs and in strict conformance of Public Procurement Regulatory Authority (PPRA) Rules and Pakistan Engineering Council (PEC) Bye-Laws. Procurement of Development Projects, funded through international financial institutions like Asian Development Bank (ADB), Islamic Development Bank (IDB), World Bank (WB), JICA and China Exim Bank etc. is carried out by following the respective procedures and guidelines of such institutions. Due to unprecedented increase in the outlay for construction of highway and motorway projects in the country in recent times the work load of procurement has increased by manifold. The responsibilities of P&CA Section have been divided into 4 x distinct subdivisions as explained below:

- 1- **Directorate of Works** performs the main job of procurement of Works & Goods under Public Sector Development Projects (PSDP) as well as funded by the International Financial Institutions like World Bank, ADB, JICA etc. This Directorate is also responsible for contract administration and alternate dispute resolution.
- 2- **Directorate of Services** performs the jobs of procurement of consultancy services regarding Feasibility, Detailed Design and Construction Supervisions phases etc.
- 3- **Directorate of Maintenance Works** has been assigned the task of procurement of major Maintenance works under Annual Maintenance Plan (AMP) of NHA.
- 4- **MIS- -Paper and Record Cell** has been assigned the task to manage a centralized P&CA-Database (Contracts-MIS) with -Paper (Digital Archiving) attachments in synchronization with Paper-Record of all procurement documents of each procurement, processed by all 3 x Directorates in P&CA Section.

Highway Research & Training Center (HRTC):

National Highway Authority (NHA) is committed to its role of a 'Service Provider' and envisages investments worth billions of dollars in road infrastructure expansion and up gradations in Pakistan. A rather bigger challenge is to maintain and preserve the new as well as the existing (ageing) road network at optimal performance level. However, most of our precious road asset is prone to premature deterioration due to lack of adequate standards for local materials, loading and geo-environmental conditions.

To address these issues, NHA is developing a national level Highway Research & Training Centre (HRTC). The Centre provides a platform to road engineers, practitioners, academicians and industry to develop optimized solutions for the growing needs of road infrastructure industry, in Pakistan.

Major Objectives of HRTC are to:

- a) devise customized solutions for local needs in the field of road transportation engineering and management;
- b) enhance professional skills & knowledge of highway engineers and para-engineering professionals;

The Centre is now hosting both research and training activities, and has a vision to become a "**center of excellence**" in the field of road transportation engineering, for this region. The Center is certified for Quality Management System standard – “ISO 9001:2015”.

HRTC, in collaboration with local academia including National Institute of Transportation (NIT); National University of Science & Technology (*NUST*), Taxila Institute of Transportation Engineering (*TITE*); University of Engineering & Technology (*UET*) Taxila and Transportation Engineering department, UET Lahore; has launched a comprehensive **Strategic Pavement Research Study (SPRS)** program to evolve pavement design and construction methodologies for the local geo-materials, severe climate and excessive traffic loading conditions prevalent in Pakistan. The goal is to minimize premature failure of pavements and saving precious maintenance funds for other services such as; Safety, riding comfort & environmental compatibility.

SPRS is being conducted in following three phases:

- **Phase I:** Improvement of Asphalt Mix Design Technology for Pakistan through Performance based laboratory characterization of local aggregates, binders and Asphalt Concrete (AC) mixes (**Completed**),
- **Phase II:** Field calibration AC mixes in HRTC’s own Accelerated Pavement Testing (APT) facilities (planned) and in-service highway sections, to validate rut and fatigue resistant AC mixtures (*ranked in phase-I*),
- **Phase III:** Medium and long term field data collection & analysis, to develop pavement design systems and standards for Pakistan. Phase III follows continuous optimization process for long lasting and local environment responsive highway i in Pakistan.

Phase II & III have now been planned to be executed, simultaneously, through the CPEC framework.

CPEC Technical Cooperation Program

Consequent to Memorandum of Understanding on Cooperation in Highway Engineering between the Ministry of Transport (*MOT*) of the People’s Republic of China and the Ministry of Communications (*MOC*) of the Islamic Republic of Pakistan (*MOU*) signed on May 15, 2017, Highway Department of MOT and National Highway Authority (*NHA*) of MOC signed the “Five-Year Action Plan for Technical Cooperation on Highway Engineering, between China and Pakistan (AP)”. The AP includes the following:

- Construction of road research infrastructure (*APT facility, indoor/outdoor labs, tools*)
- Joint (*Pak-China*) research projects (*LTTP study: controlled/uncontrolled test sections*)
- Systemic human resource development (*Short, medium and long term trainings – leading to MSc & PhD degrees*)
- Transfer of most essential technology:
 - ✓ Road condition diagnostic tools (*CiCS*)
 - ✓ Analysis, design and performance tools (*Database management system*)
 - ✓ O & M technology (*Tunnel, bridge, toll management system*)

- ✓ New optimized road rehabilitation technology – (RAP) - Asphalt Recycling.

Training & Capacity Building

One of the key objectives of HRTC is the capacity building of human resource (engineers & others) associated with road infrastructure industry in the country, with a greater focus on NHA’s own resource. The center offers a comprehensive Continuous Professional Development (CPD) programs for civil engineers and has been recognized as Professional Engineering Body (PEB) by the Pakistan Engineering Council (PEC). Since 2014; more than 1700 participants have successfully attended the CPD trainings and workshops; in over **70 CPD events**, organized by HRTC.

The on-going training portfolio of HRTC covers wide range of refresher courses such as:

- Pavement Maintenance & Rehabilitation
- Contract Management: Principles of Construction Contracts, Construction Mediation Awareness
- Work Zone Safety for Maintenance Operations
- Management Development Programme for Highway Engineers
- Finance & Economics for Engineers
- Environmental and Social Issues relating to Highway Projects
- Public Private Partnership in Highway Sector
- Construction Supervision and Quality Control for Road & Bridge Construction Projects
- General Management & Interpersonal Skills
- Financial Management, etc.

The center has recently developed a **mandatory “Professional Career Development (PCD)” model** for NHA officers, on the directives of “Cabinet Committee” on Restructuring of Federal Government.

PPP Projects

In line with the Government of Pakistan’s policy, the Public Private Partnership (PPP) has emerged as an essential component of NHA’s development strategy. The objectives set by NHA for PPP include, *inter-alia*, development, off-budget financing, efficiency, investment, sustainability & revenues generation.

NHA, through its dedicated efforts in the near past took a lead in the road infrastructure development through PPP. NHA successfully attracted private sector investment and has awarded four projects of worth over **Rs 135 billion**, which is more than the average annual Foreign Direct Investment (FDI) in Pakistan. Besides this, the expected earnings from these four projects are over **Rs 391 billion**. Following development projects have been implemented through PPP modality:

Sr.	Project	Length (Km)	Cost (PKR Mil)	Status
1	Habibabad Bridge (N-5)	2	831	Operational since April 2015
2	Lahore – Islamabad Motorway (M-2)	357	46,007	Operational since Aug 2016

3	Karachi–Hyderabad Motorway (M-9)	136	44,251	Operational since June 2018
4	Lahore – Sialkot Motorway (M-11)	89	43,847	Operational since March 2020
	TOTAL:	584	134,936	

NHA has developed a comprehensive PPP portfolio and accordingly following development projects are in pipeline for implementing through PPP modality.

Sr. No.	Project	Length (Km)	Approx. Cost (Rs in Billion)	Status
1	Hyderabad – Sukkur Motorway (M-6)	306	165	<ul style="list-style-type: none"> PC-I approved by ECNEC. The Expression of Interest shall be advertised by end July 2020
2	Lyari Elevated Freight Corridor	20	80	PC-II is submitted for approval of DDWP for feasibility study
3	Dualization of Chakwal – Balkasar – Mianwali Road	149	37	PC-II is submitted for approval of DDWP for feasibility study
4	Dualization of Mianwali – Muzaffargarh Road	286	72	PC-II is submitted for approval of DDWP for feasibility study
5	Shahdara Flyover Project, Lahore	10	10	PC-II is submitted for approval of DDWP for feasibility study
6	Dualization of Karachi – Quetta Chaman Road (N-25)	790	200	PC-II is submitted for approval of DDWP for feasibility study
7	Sialkot – Kharian – Rawalpindi Motorway	70	40	Procurement of Consultant for feasibility study is in hand
8	Bhara Kahu Flyover (N-75), Islamabad	4	07	Design completed, commercial feasibility is to be carried out
	TOTAL:	1,615	606	

FINANCE WING

Finance department headed by Member (Finance) plays a vital role in the operation of NHA supported by General Manager of Finance, B&A, Revenue, ROW and assisted by Directors and Deputy Directors running various financial sections of the Wing. Primary responsibility of finance wing is the preparation of the Annual Budget and monitoring variance to actual expenditure. In addition, it has the overall task of management of NHA's Revenue.

Following functions are primarily dealt by NHA Finance Wing:-

- Fund Management.
- Financial Concurrence.

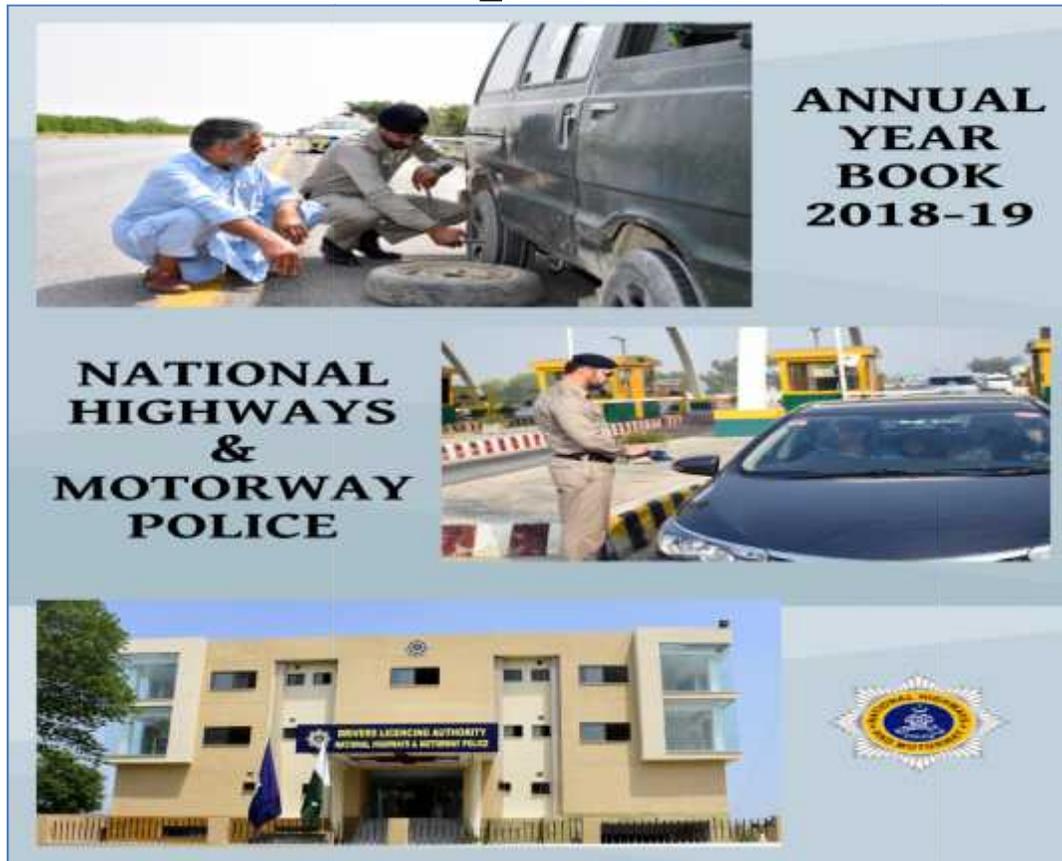
- Evaluation of bids and tenders.
- Pre-audit / processing & disbursement of Payments.
- Coordination & Reconciliation of Loans/ Grants with Donor Agencies.
- Liaison with Ministry of Communications, Finance, Planning & Development, Revenue (FBR), AGPR and Economic Affairs Divisions.
- Consolidation and preparation of accounts.
- Coordinate in audit of Accounts/Financial Statements (both Commercial Audit by Chartered Accountant Firm and External Audit by DG Audit Works (Federal)).
- Maintenance of CP/GP/Pension Funds.
- Examining feasibilities and proposals having prospective financial effect for NHA.
- Interpretation of the clauses of contracts and agreements having financial implications.
- Advise in TAX related matters.
- Represent Finance Wing in various committees laid down in NHA Code, Financial Manual and Admn Manual etc.
- Evaluate and approve reserve prices of auction able stores, materials, equipment's and vehicles etc.
- Ensuring financial discipline and consistency.

Budget Section (Finance Wing)

Liaison with Ministry of Communications, Finance, Planning & Development, Revenue (FBR), AGPR & Economic Affairs Division.

Each year Federal Government provides development funds to National Highway Authority in shape of Cash Development Loan (CDL) against different projects. National Highway Authority closely liaisons with different tiers of Government as per prevailing Public Finance release mechanism. Finance Wing of NHA processes quarterly demands for development funds by submission to the Ministry of Planning, Development & Special Initiatives through Ministry of Communications for authorization of release. Finance Wing after getting authorized the development funds pursue and vigorously liaison with Finance Division of issuance of Sanction letter to AGPR. Whereas, office of AGPR Islamabad is tasked to issue Sealed Authority to National Bank of Pakistan for placement of Development funds in Assignment Account. Finance Wing of NHA pursue & liaison closely with different offices for removing hiccups. It is because of the endeavors of the Finance Wing of National Highway Authority, this organization adds to National Economy by providing Direct Indirect Jobs besides planning, developing & maintaining quality road network in the country.

Chapter-III



National Highway & Motorway Police (NH&MP)

NH&MP VISION AND MISSION AND CORE VALUES

Vision

To ensure a safe and secure driving environment on the National Highways and Motorways

Mission

To promote safety on Motorways and Highways through effective enforcement and provision of assistance to road users by applying highest standards of courtesy, integrity and professionalism

Core Values and Goals

- ✓ Professionalism
- ✓ Integrity
- ✓ Courtesy
- ✓ Timely help to road users
- ✓ Vibrant Road safety Education
- ✓ Cogent application of Law

Objectives

- ✓ Regulate and control traffic
- ✓ Strict enforcement of traffic rules & regulations
- ✓ Equal & fair application of law
- ✓ Help the commuters in distress
- ✓ Educate the road users/ masses on road safety
- ✓ Quality training to drivers throughout the country
- ✓ Issuance of international standard Driving Licenses
- ✓ Effective coordination with Ministry of Communications, NHA and FWO

Introduction

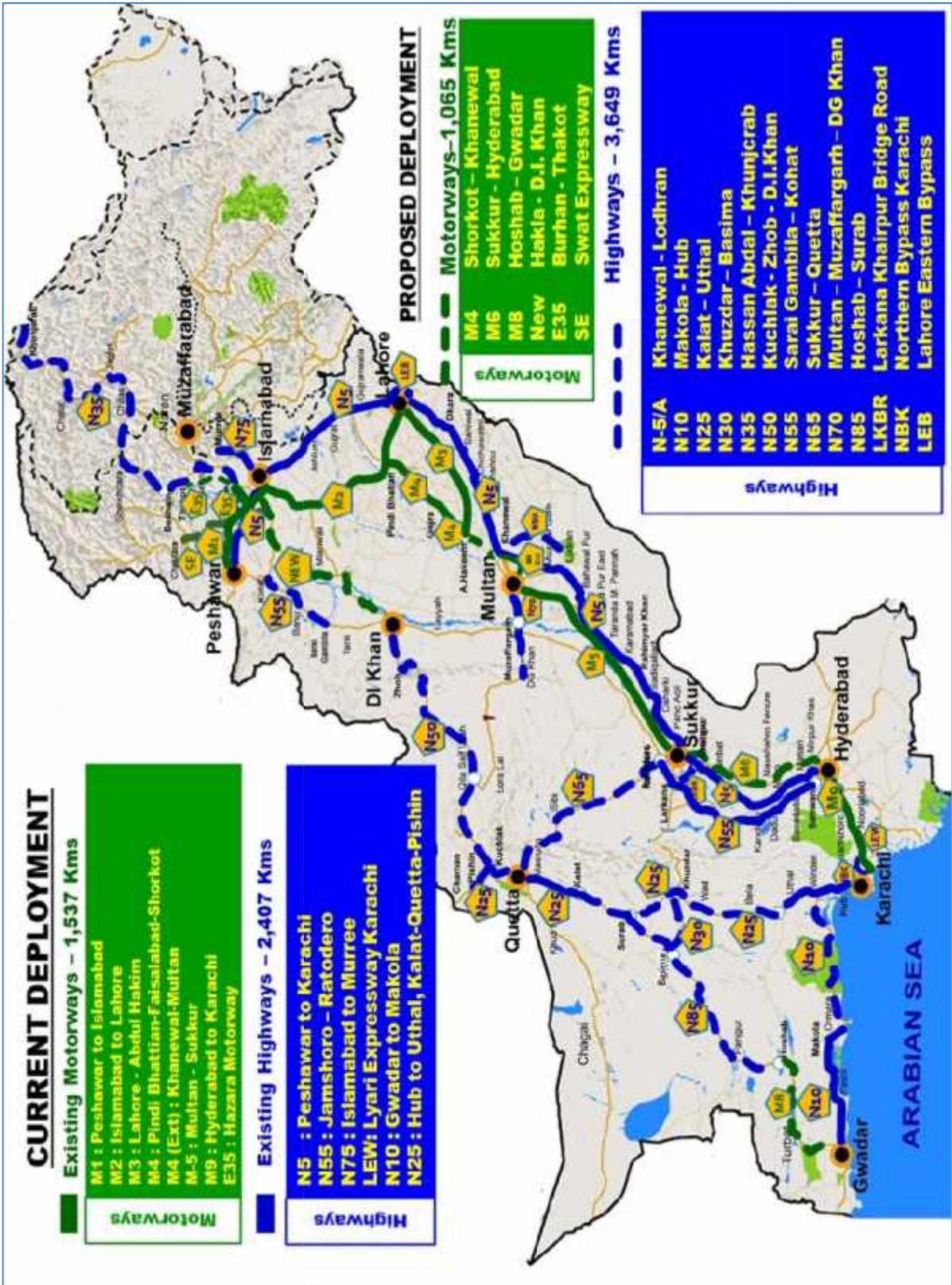
JURISDICTION

Area of Jurisdiction

NHMP has taken over policing of 3,944 km roads of National Highways and Motorways whereas policing on proposed 4,714 km roads will be taken over in future. For policing purposes, it is divided into the following six operational Zones as under:

Existing Road Network	
Motorway Zone	M-1 (Peshawar – Islamabad) M-2 (Islamabad – Lahore) E-35 Hazara Motorway (Burhan – Shah Maqsood)
M-4 Zone	M-3 (Lahore – Abdul Hakeem) M-4 (Pindi Bhattian – Faisalabad - Shorkot)
N-5 North Zone	N-5 (Peshawar – Lahore) N-75 IMDC (Islamabad - Murree)
N-5 Central Zone	N-5 (Lahore – Kot Sabzal)
N-5 South Zone	N-5 (Kot Sabzal – Hyderabad) M-9 (Hyderabad – Karachi) Lyari Expressway
West Zone	N-10(Gwadar – Pasni – Makola) N-25 RCD (Hub to Uthal, Kalat-Quetta-Pishin)
Proposed Road Network	
M-4 (Shorkot – Khanewal)	66
M-6 Sukkur-Hyderabad	296
M-8 Hoshab-Gwadar	193
E-35 Thakot-Burhan	144
Hakla-D.I Khan Motorway	285
Swat Expressway (KP Govt.)	81
N-5/A (Khanewal - Lodhran)	102
N-10 Makran Coastal Highway	493
N-25 RCD Highway	433
N-30 Khuzdar- Basima	110
N-35 (Karakoram Highway)	806
N-50 Kuchlak-Zhob-D.I.Khan	531
N-55 (Sarai Gambila – Kohat)	134
N-65 Sukkur-Quetta	385
N-70 Multan-Muzaffargarh - DG Khan	94
N-85 Hoshab - Sorab	449
Larkana-Khairpur Bridge Road	56
Northern Bypass	40
Lahore Eastern Bypass	16
TOTAL	4,714

Jurisdiction Map

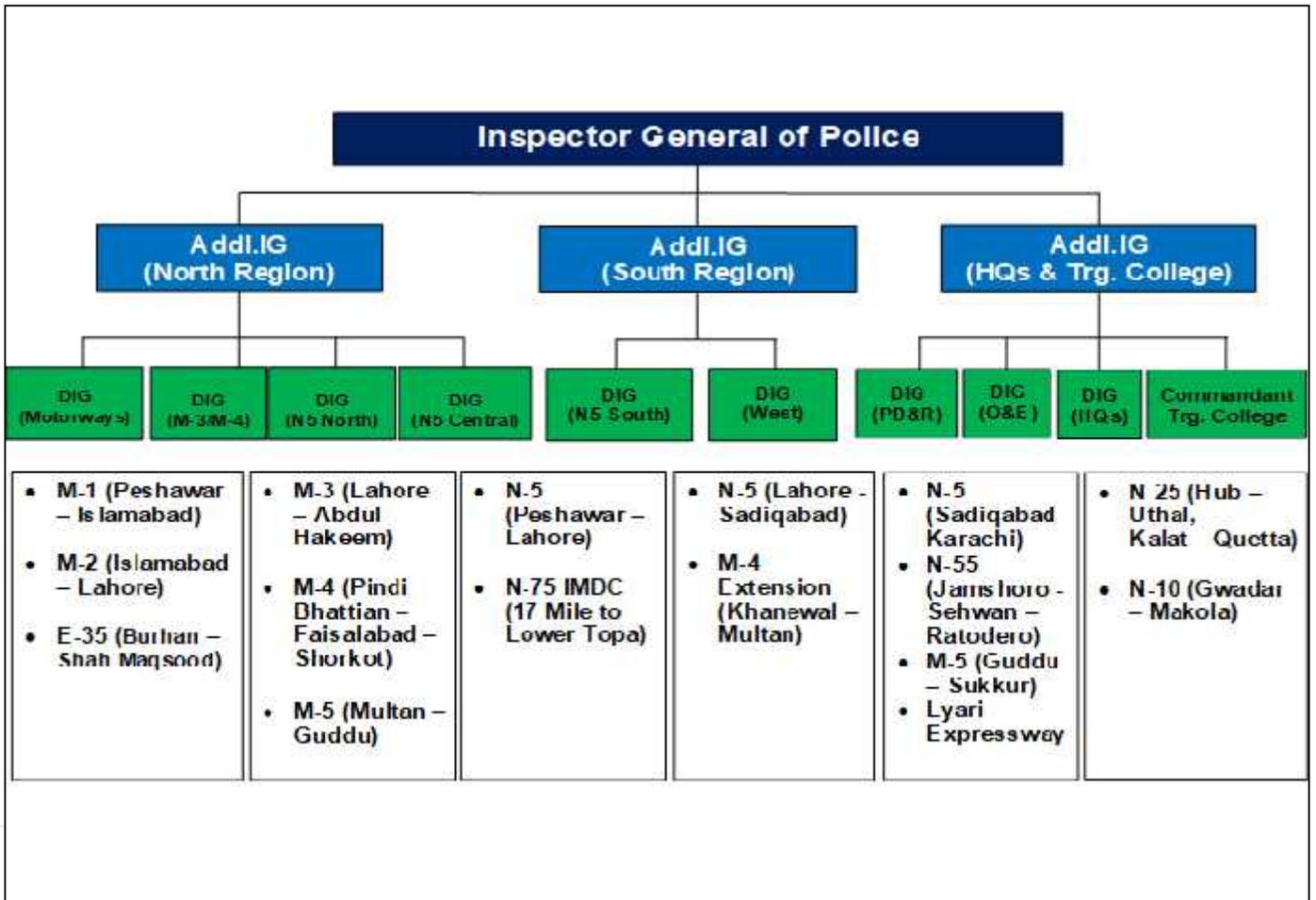


ORGANIZATIONAL STRUCTURE

The National Highways & Motorway Police (NHMP) is headed by the Inspector-General of Police (IGP) who is assisted by three Additional Inspector-Generals (Addl. IGP) and nine Deputy Inspector-Generals (DIGs), each is in charge of a region and zone respectively:-

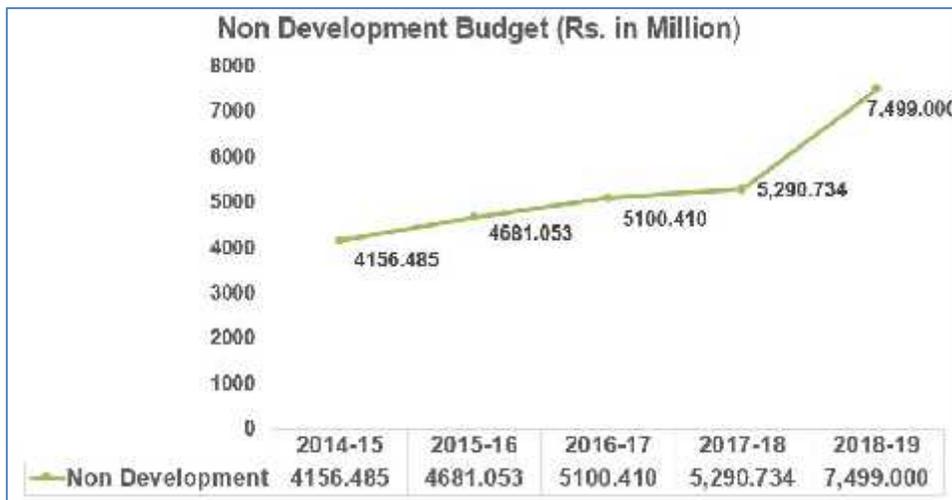
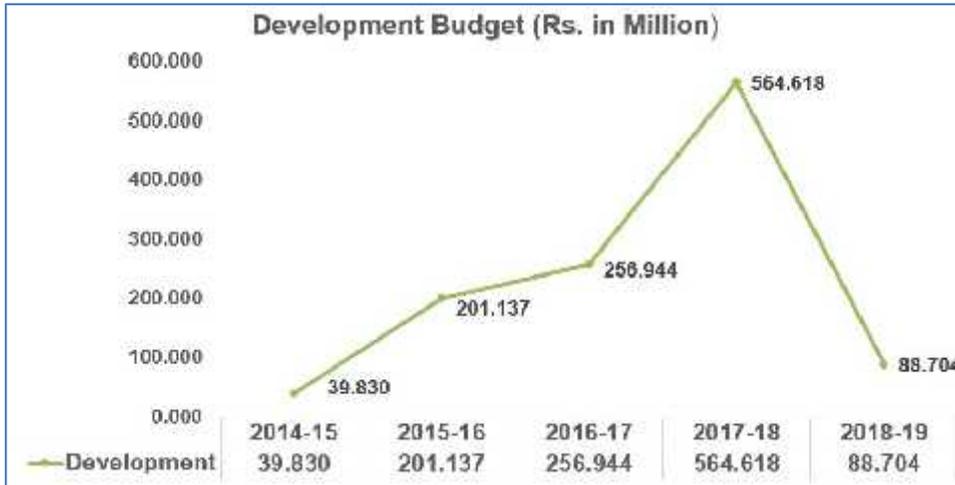
- The Additional Inspector General (Headquarters & Training College), Islamabad
- The Additional Inspector General (North Region), Islamabad
- The Additional Inspector General (South Region), Karachi
- DIG (Headquarters), Islamabad.
- DIG (Planning , Development & Restructuring), Islamabad
- DIG (Operations & Evaluation), Islamabad.
- DIG (Motorway Zone), Islamabad.
- DIG (M4 Zone), Lahore
- DIG N-5 (North Zone), Islamabad.
- DIG N-5 (Central Zone), Lahore.
- DIG N-5 (South Zone), Karachi.
- DIG West Zone, Quetta.
- DIG/Commandant, Training College, Sheikhpura.

Each zone is divided into 3 to 4 "Sectors" each headed by a SSP/SP. Each Sector is further divided into 4 to 5 "beats" each headed by a DSP (BS-17). Currently 20 sectors and 73 Beat officer are operational.



BUDGET

The statistics regarding development and non-development budget for last 05 financial years are given below:



STRENGTH

Total sanctioned/working strength of the NHMP department is as under:-

	Sanctioned	Working
Uniformed	9315	5149
Non-Uniformed	2456	1671
Total	11771	6820

SALIENT FEATURES

The following are the salient features of National Highways & Motorway Police:

Emphasis on core competencies

The core values which are focused are Professionalism, Integrity, Courtesy, timely helps to road users, vibrant Road Safety education and cogent application of Law.

Focused and specialized jurisdiction

The objective is very clear i.e. to ensure the safety and security of road users and provide assistance to travelers in distress. The structure of the force has been designed in such a way that a supervisory officer can monitor the staff capably and competently.

Extraneous Interference / Influence

The most important management principle for any disciplined organization is that the integrity of command is never violated. IGP being the head of Department is fully independent in its decision making.

Peer pressure and Organizational Culture

The positive organizational culture of NHMP helped to develop peer pressure within the department. This ultimately discouraged the cultivation of bad norms in the department.

Enabling working environment

A conducive working environment has been provided including better pay and emoluments, job oriented trainings, improved living facilities and fixed working hours.

Service structure

NH&MP was structured as an officer based organization and the recruitment standards were kept higher and implemented accordingly, which provided an efficient and educated human resource.

Standard Operating Procedures (SOPs)

SOPs are available for almost every task. The SOPs were developed at the outset and these were continuously updated in accordance with the requirements of operational competitiveness.

Performance based reward system

A performance-based annual award system has been developed. 25% of the force is rewarded annually. This generates healthy competition within the force. In addition to above the reward is given to officers bases on good work done. Regular performance evaluation and the policy of appreciating excellent performers in shape of awards/rewards are the key factors in realizing the high standards.

Training

A constant thoughtful process with proactive approach towards maintaining the standards and introducing new and improvised techniques is going on ever since inception of NHMP. In this endeavor emphasis is on capacity building of men.

Training of Core competencies

The core values of NHMP i.e. Professionalism, Integrity, Courtesy, timely Help to road users, vibrant Road Safety Education and cogent application of law are imbibed to every officer of NHMP from day one.

Training of Professional competencies

Basic, advanced and refresher training courses are being regularly offered to enhance professional expertise.

Regimental and Welfare Polices

Reward and welfare policies have been developed for staff which includes Interest-free Loans, Scholarships for officer's children, improved medical facilities and policy and other amenities.

PERFORMANCE AND ACHIEVEMENTS

ROAD SAFETY, EDUCATION & AWARENESS

Mobile Education Units (MEUs)

An effective method being used to educate masses on road safety is induction of Mobile Education Units (MEUs). Vehicles with trained staff, equipped with audio/visual systems and road safety educational material have been inducted in Islamabad and one each in provincial headquarters and major cities. These MEUs visit public and private agencies, educational institutions, multi-nationals, bus/van terminals, markets, public places, etc. to impart road safety education at the doorsteps. This strategy is playing a vital role in the education of road users. Seminars and workshops on small scales are also conducted by the MEUs.

The goal of Mobile Education Unit is to create consciousness about road safety among commuters. Its main objectives are as under:-

- Save lives
- Enlightenment about road safety
- Educate regarding traffic rules and regulations
- Provide friendly Policing
- Remove communication gap
- Make the roads of Pakistan safest
- Promote civilized traffic culture
- Create safe driving environment
- Improve habits of safety among pedestrian and School children
- Correction of poor driving attitude
- Do the analysis, to find out reasons of mishaps and to suggest measures to avoid them.

Following methodology is adopted:

- Briefing sessions are started by Recitation of the Holy Quran.
- As briefings have to be given to various sections of society like professional drivers, students, non-professional drivers etc. therefore, briefings are designed keeping in view the age group, level of education, experience and language.



Seminar on Road Safety



Road Safety session with children at Pir Mahal Toll Plaza



Road Safety pamphlets and leaflets distribution at Toll Plaza

- Mobile Education unit has made a movie for the students about pedestrian's crossings, walking, etc. This movie is used to make briefing more effective.
- The presentations are given through multimedia to ensure the two way communication.
- Television, CDs and Computer are used to get the maximum attention of people.
- Question and Answer Sessions are held during briefing session to enhance the learning process.
- Mobile Education Unit gives emphasis on driving ethics during its briefing sessions.
- It aims at awakening the sense of responsibility among commuters.
- On the roads, briefings are given to the commuters at the spot to guide them.
- M.E.U. works in close co-ordination with various NGO's and Govt. Organizations for improving road-safety.
- Stalls are arranged in different exhibitions and local educational institutes to educate people. People are presented with gifts e.g. flowers, sweets etc. to attract them to take active part in making our roads and traffic safer.

Each MEU on an average conducts almost two sessions per day around 250 road safety education activities are conducted during a year by one MEU. Various organizations request NHMP to conduct road safety sessions to educate their staff and drivers. Some reputed multi-nationals such as Unilever, Nestle, Pepsi, Coca Cola, Shell, and Telenor etc. regularly conduct annual road safety education programs through MEUs. These MEUs are now being set up at district level.

Briefing and Education

Commuters are briefed at Toll Plazas, Bus Stands, etc. regarding road safety awareness, safe driving specially in inclement weather conditions, wearing safety helmets while riding motorcycle, etc. by verbal briefings and distribution of pamphlets and leaflets. Zone-wise detail regarding number of briefings material for the year 2018-19 is as under:



Briefing to drivers

Zones	Verbal Briefing	Pamphlets/Booklets Distributed	Leaflets Distributed
Motorway	3,587,191	66,961	231,885
M4	447,356	123,632	125,230
North	3,119,563	76,058	464,849
Central	3,365,698	169,523	1,897,143
South	3,884,029	84,491	292,103
West	452,956	32,962	30,977
Total	14,856,793	553,627	3,042,187

Road Safety Seminars, Walks and Workshops

In order to impart road safety education and awareness, NHMP organizes seminars, walks and workshops in all Zones. The statistics of road safety seminars, walks and workshops in 2018-19 are as under:

- **855 Seminars** were held collectively in all Zones during year 2016-17 regarding road safety. These seminars aimed to sensitize and educate drivers specially HTVs drivers and owners regarding observance of traffic rules.
- NHMP conducted **448 Workshops** in all Zones during said period. Special workshops were arranged regarding educating the officers about road safety measures during inclement weather conditions like fog and snow. Moreover, workshops regarding protecting the positive image by adhering to the core values of NHMP and meeting the expectations of the general public.
- Moreover, **182 road safety walks** were organized in all Zones which were attended by participants from all walks of life including students, local transporters, civil society members and member persons.



Road Safety Workshop at M-4



Road Safety Walk

F-M Radio 95

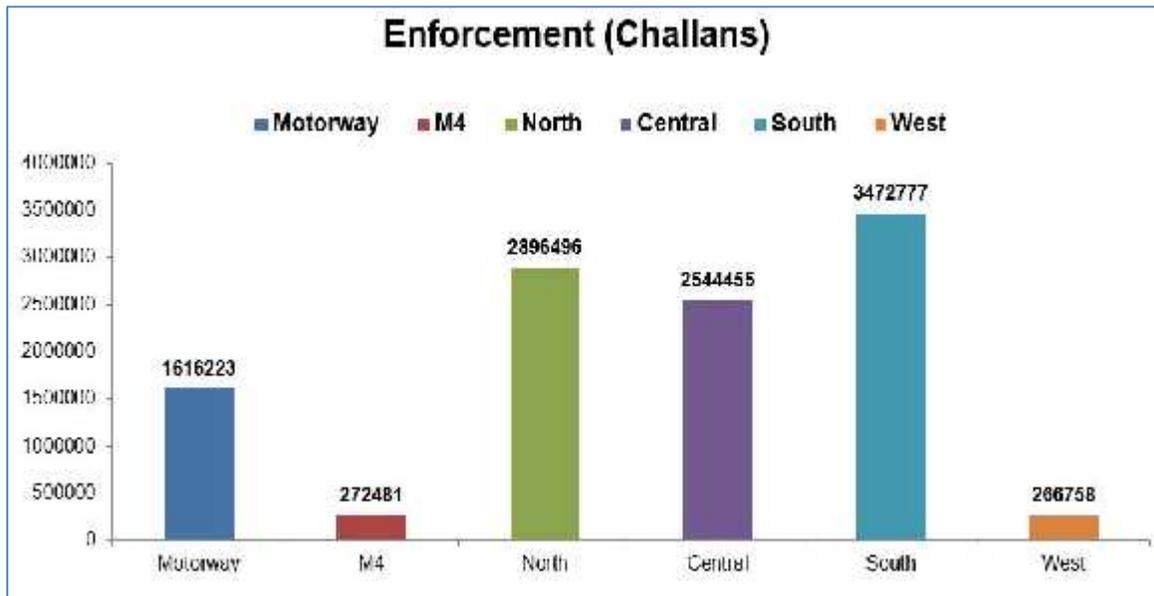
The official channel allotted to NHMP is FM 95. As a non-commercial venture, the coverage radius is 10 km around the federal capital, Islamabad. This channel operates round the clock with the mandate to impart road safety awareness through entertainment and also transmit regular updates on national road network. The FM Radio 95 is also available in our mobile application “NHMP Hamsafar” where it can be listened everywhere without the restriction of coverage radius.

ENFORCEMENT

National Highways and Motorway Police is continuously making efforts to ensure safe journey for all road users and provide timely help and support to commuters. NHMP officers remain vigilant to observe activities that cause distraction from driving and traffic violations. Strict enforcement is exercised by officers to ensure safety of commuters on Motorways and National Highways.

Tickets Issued

Total **11,069,190 Tickets** issued during this period on Motorways and National Highways. Zone wise details are as under:



Code wise major violations data is analyzed and strategies are devised to control major violations. Top 10 traffic violations observed on Motorways and National Highways are as under:



Zero Tolerance Policy

NHMP ensured equal application of the law. This not only eliminated the VIP Culture, but instilled respect for the law among all motorists, irrespective of their status.

Public Friendly Policing

NHMP has maintained standard of Public Friendly Policing in Pakistan which has earned an excellent reputation both at national and international level. NHMP launched campaigns on the occasions of Eid-ul Fitr, Eid-ul-Azha, Independence Day, and Ramzan etc. under which, gifts along with Road Safety Booklets/leaflets were distributed among commuters in accordance with the occasion. Moreover, Iftar packets and mineral water bottles were distributed during Ramadan by NHMP officers on National Highways and Motorways. In addition NHMP organized 19 Road Safety quizzes to impart road safety knowledge amongst masses.



Road Safety gift distribution at Toll Plaza

Action against Over-charging of fare

Strict Enforcement was exercised against overcharging of fare on eves of Eid ul Azha and Eid ul Fitr, under which **Rs. 23.23 million** overcharged fare was returned to **44,078** passengers travelling on Buses and Vans on National Highways and Motorways on the eve of Eid ul Azha and Eid ul Fitr during 2018-19.

Anti-Encroachment Activities

Anti-encroachment campaigns were launched on highways with the coordination of NHA for the provision of free, safe and uninterrupted flow of traffic.

Action against over-load and over sized vehicles

Strict enforcement is carried out against the overload and oversized vehicles. Regular meetings were held with the representatives of goods transporters to brief them about the consequences of overloading. Moreover, special campaigns against overloaded vehicles were conducted on regular basis. This campaign is proving very effective and overloading is decreasing progressively.

Green Pakistan campaign

In an initiative to make Pakistan greener, **224,809** saplings were planted in “Green Pakistan” campaign in the period under consideration.

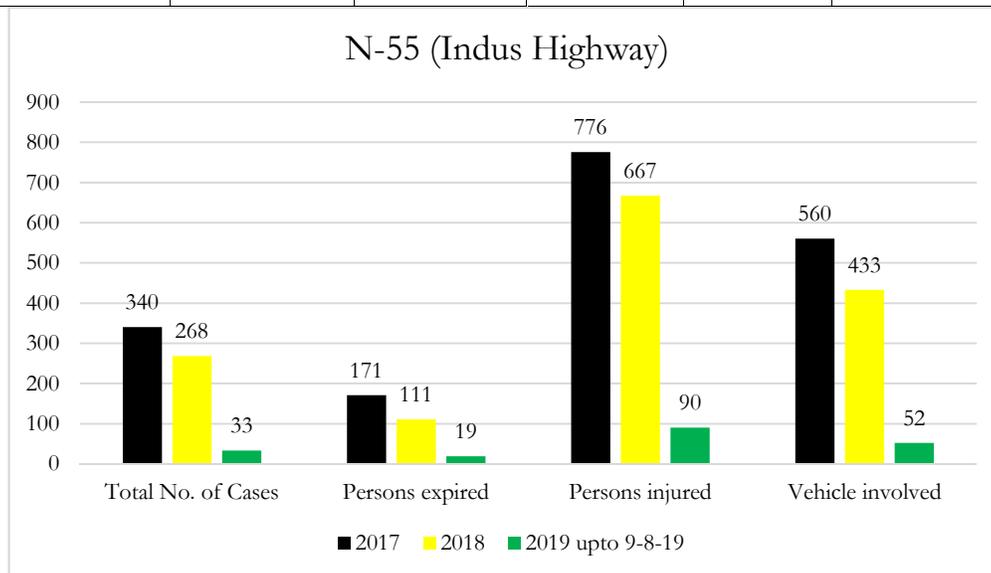
Deployment on the new roads

- **M-3** (Lahore – Abdul Hakeem) – 230 km
- **M-4** (Gojra – Shorkot) – 61 km
- **N-55** (Jamshoro – Ratodero) – 328 km
- **E-35** (Burhan – Shah Maqsood) – 38 km

Accident control on N-55 Indus highway (Jamshoro – Sehwan)

Accident control on N-55 Indus highway (Jamshoro – Sehwan) was achieved due to effective enforcement of NHMP.

Road	Year	Total No. of Cases	Persons expired	Persons injured	Vehicles involved
N-55 (Indus Highway)	2017	340	171	776	560
	2018	268	111	667	433
	2019 upto 9-8-19	33	19	90	52



Implementation of E-Ticketing System

NHMP has taken an initiative to launch an E-Ticketing System. E-Ticketing System has not only enable the patrolling officers to perform their day-to-day activities electronically through hand-held device connected with central data server but would also facilitate the supervisory levels with quick access to precise and authentic information.

Following are some of the benefits of E-Ticketing System:

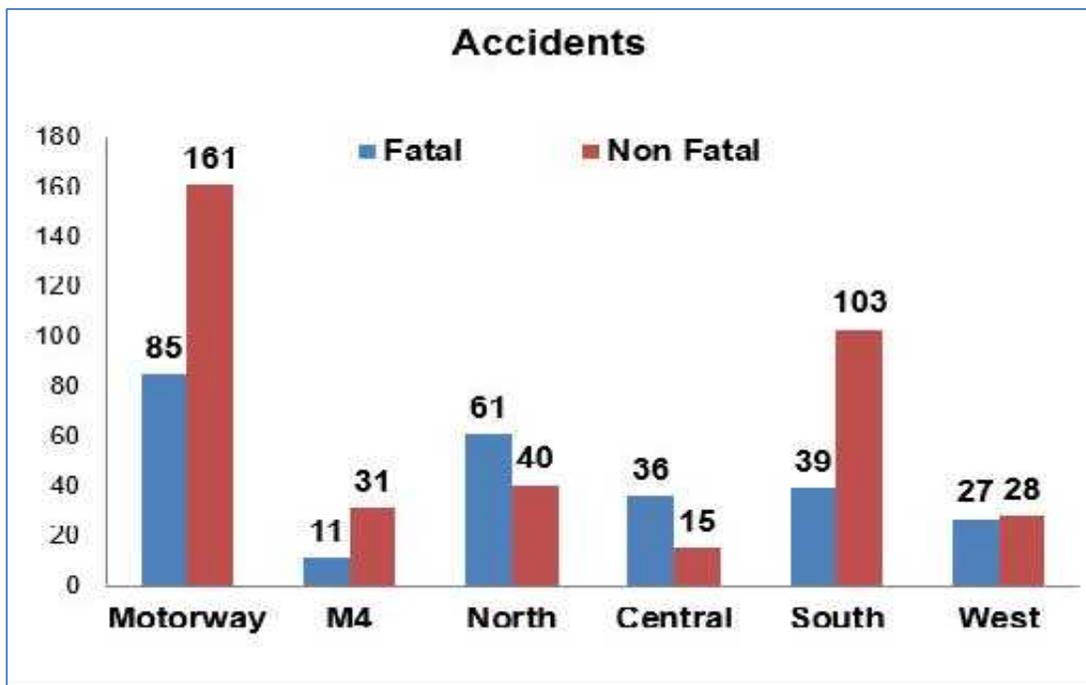
- Quick access to authentic and precise information
- Commuters feedback through SMS
- Expenditure saving on Challan books printing
- Facilitate the supervisory officers in efficient monitoring
- Violations trends can be easily identified.
- Enforcement Strategies be developed based on violation trends
- Habitual violators can be identified
- Predefined click based reports at all level (Beat, Sector, Zone and HQs)
- Less workload on wireless controls
- Tracking of vehicles through device GPS
- Instructions / Directives to field officers could be electronically communicated instantly in real-time with no time delay
- Verification of license and vehicle

Accidents

Accidents occurred on Motorways and Highways during 2018-19 are as follows;

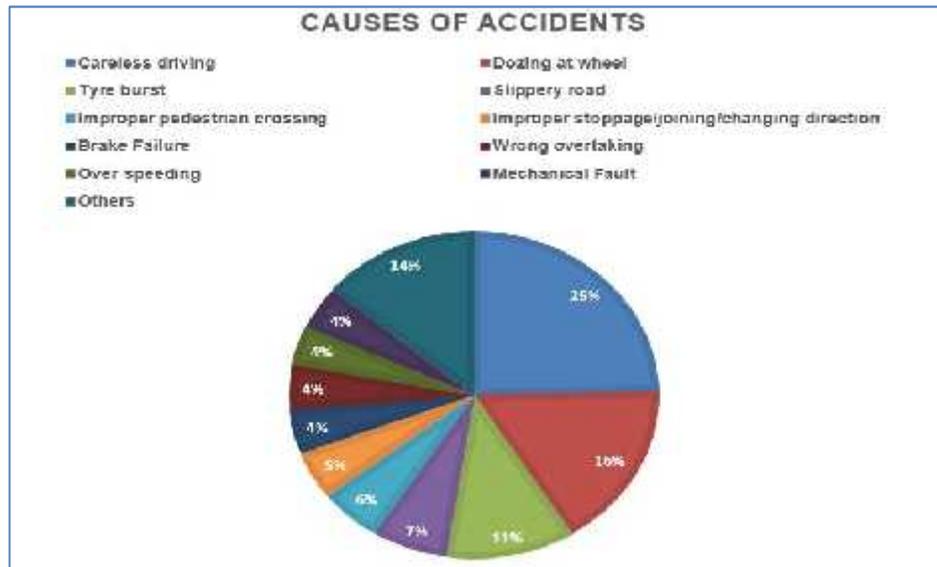
Zones	No. of Accidents
	2018-19
Motorways	246
M4	42
N-5 North	101
N-5 Central	51
N-5 South	142
West	55
Total	637

Fatal and non-fatal accidents occurred during the year 2018-19 in all Zones are as under:



Major Causes of Accidents

NHMP analyzes traffic accident data on regular basis which helps to identify major causes of accidents that need to be focused. The following major causes of accidents were identified in 2018-19.



Remedial measures to control accidents

- Day and Night speed checking is being performed by utilizing all the available resources to reduce accidents resulting from over speeding on Motorways and National Highways.
- Wake up calls to the commuters are given during vulnerable night hours by using hooters and public address system.
- Checking of tyres with treads and air pressure gauges at toll plazas as well as by patrolling officers.
- Vehicle Fitness certificates, route permits, tyre conditions of PSVs are checked at briefing points.
- Steps are being taken for construction of pedestrian overhead crossings at vulnerable spots identified on National Highways.
- Old/mechanically unfit vehicles are not allowed to ply on Motorways and National Highways.
- Regular coordination is being made with National Highway Authority(NHA) by conducting meeting for rectification of road engineering faults and provision of necessary road furniture i.e. rumble strips, signboards, street lights, fence, etc.
- Closures of illegal U-turns with the coordination of NHA to prevent accidents.
- No violation is left unattended, the senior command and the supervisory officers are patrolling in person and paying special attention towards the traffic violations to avoid accidents and ensuring smooth traffic flow.
- Coordination with Secretary Regional Transport Authority (RTA) regarding cancellation of fitness certificates of HTV/PSV involved in road crashes.

Establishment of Accident Analysis Wings

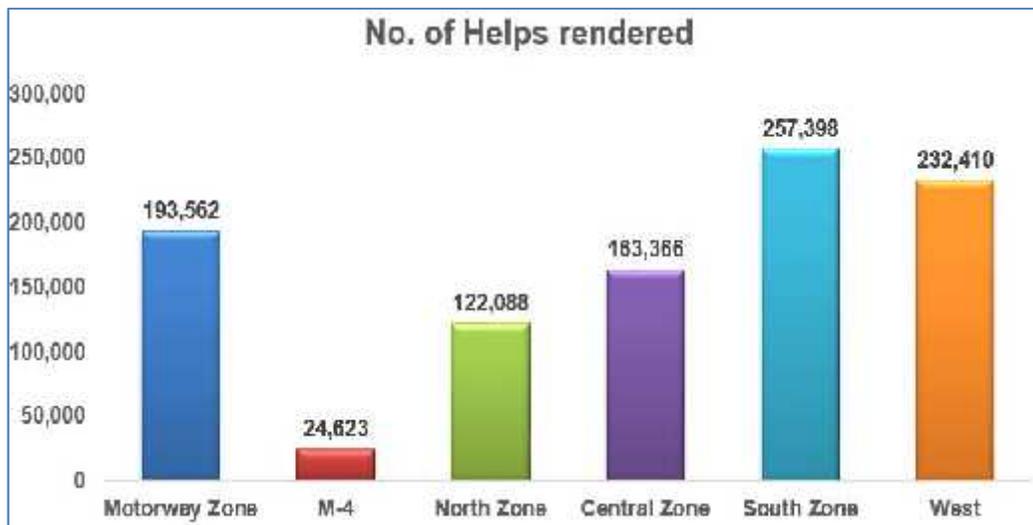
In depth analysis of the causes/reasons of accidents is very necessary to identify the main cause of accident so that strategies may be developed accordingly to avoid such accidents in future. Therefore, an

Accident Analysis Wing has been established at Sector level. Following are the roles & responsibilities of the Accident Analysis Wing.

- In depth analysis of the causes/reasons of accident
- Identification of main cause of accident
- Collection of all facts about the accident
- Analyze the road, weather and light conditions
- Dully fill the MAAP Performa
- Suggest remedial measures / strategies to avoid such accidents

Helps

Help/assistance to motorists in distress is primary duty of NHMP. NHMP officers work tirelessly to help the commuters in distress on National Highways and Motorways. Helps is provided in different categories including mechanical problem, starting problem, fuel ended, tyre burst, engine problem etc. Zone-wise performance regarding providing helps to commuters in 2018-19 is as under:



Anti Crime Activities

NHMP firmly believes in combating the use and smuggling of narcotics, robberies, theft and kidnapping. NHMP is working day and night for eradication of extortion at bus terminals alongside National Highways in coordination with NHA and local police. Moreover, anti-crime squads have been established at beat, sector and zonal levels to counter crime and terrorism. In 2018-19, NHMP continued anti-crime and anti-theft activities in all Zones and progress for the said year is as under:

- **62 stolen/snatched vehicles** were recovered on National Highways and Motorways in 2018-19.
- **73 criminals were arrested** and handed over to local police, who were involved in different criminal activities.
- Drugs & Narcotics recovered by NHMP are as under:

Drugs & Narcotics (in Kg)	
Charas	392
Heroin	4
Opium	113

- **111 lost/ran away children/persons** were re-united with their families in 2018-19.
- **105 illegal arms** were recovered which included 30-bore pistols, Rifle-222, Rifle-44, SMG, etc.)
- **27,513 illegal ammunition** including 803 magazines and 26710 rounds were recovered.
- Moreover, **688 branded liquor bottles, 3105 local liquor bottles** and **Misc. articles** worth **Rs 303,6000/-** were recovered.

FACILITATION TO ROAD USERS

“NHMP Hamsafar” mobile phone application.

National Highways & Motorway Police aspires to utilize technologies and platforms for improved response, minimum human intervention and better experiences for commuters. Our road map for fulfillment of these objectives entails developing innovative solutions, standardizing structures and streamlining processes. The newly developed app “Hamsafar” is a link to the same chain.

This app has been designed to overcome existential constraints of prompt and effective communication that inhibit public access to timely assistance vis a vis;

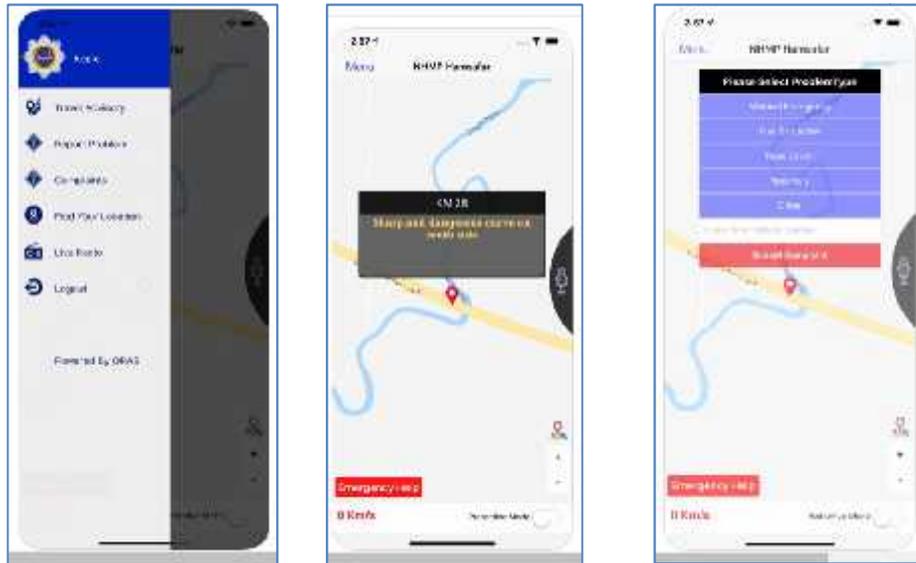
1. Travel Advisory
2. Road Crash
3. Medical Emergency
4. Mechanical Breakdown
5. Fuel Exhaustion
6. Recovery

The app is supported by Android as well as IOS.

The app is dynamic and can, therefore, be optimized, fixed and tweaked across all devices. It is easy to bring new features online as development objects are not restricted by predetermined variables. The app relies on timely update of information necessitating access to Wi-Fi or cellular data. The interactive content affords users a facility of suitable engagement with minimal effort.

The unique attributes of this app enable;

- Visual and audio display of information
- Identification of location through real time navigation.
- Direct connection between road user and the relevant nerve centre.
- Feedback on satisfaction over services rendered



- Resolved complaints – **8,344**
- Downloads – **50,000+**

Crisis Response Cell

Establishment of Crisis Response Cell at Sector level for round the clock dissemination of information through;

- Web Portal
- Social Media
- Radio

Establishment of Media management cell

Digitization of systems

Gym at NHMP Lines Headquarters

Help Line (130)

In order to facilitate general public, National Highways & Motorway Police had introduced an emergency "Helpline 130" to provide prompt help to the road users/commuters round the clock. In case of any emergency on Motorways or National Highways, the distressed commuters only have to dial 130 and Motorway Police is there to help them within 10 minutes. Ever since the introduction of the Helpline, NHMP has been providing following services to general public:



- Re-united lost and ran away children with their family.
- Provided helps to road users.
- Provided first aid in case of mishap/accident on Motorways and Highways.
- Returned lost luggage or valuables.
- Weather/Route Information.

Summary of calls attended by helpline-130 during 2018-19

Number of Calls	1,090,239
Average Daily Calls	1,991
Average Calls Per Month	60,569

Drivers Licensing Authority (DLA)

To fulfill the obligation of Chapter VII, Section 90(2) (q) of NHTSO 2000, NH&MP has taken the challenge to establish the Licensing Authority at Islamabad, Kamra and Lahore. The establishment of Driving Licensing Authority has not only provided for better drivers on the Motorways and Highways but NHMP can also provide technical assistance to provinces to enable the district drivers licensing authorities to improve the testing standards. One-window operation at NHMP Drivers Licensing Authority, Islamabad as been initiated as well as expansion of Drivers Licensing Authority (DLA) is in process.

Driving Licenses Issued in 2018-19	4,366
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Guidance and Information Centers

Guidance/information/facilitation centers have been established to facilitate the road users.

Travel Advisory

This is an online medium that provides instant updates on road situation and weather conditions. The incessant monitoring of this facility through field establishments ensures timely notification of relevant information in the following heads

- Roadblock
- Fog & Visibility
- Weather
- Road closure
- Diversion
- The URL for accessing this portal is (www.nhmp.gov.pk/TravelAdvisory/)

Social Media – Twitter & Facebook

In the past few years of remarkable social media evolution, Twitter has emerged as an effective medium of communication. Spreading our reach, any information pertaining to national road network is posted to Twitter and Face book respectively through the following official accounts;

- Twitter handle: <https://twitter.com/NHMPofficial>
- Facebook page: <https://www.facebook.com/NHMPofficial>

TRAININGS

National Highways & Motorway Police training College Sheikhpura achieved a respectable status among the comity of Police Training Colleges in a short span of time. It has become a role model due to its unique features of training programs i.e. combining training and education in order to provide its trainees with the professional skills, leadership qualities and decision-making abilities required to maintain an ordered and safe society. During the preceding financial year (2018-19), **4,336** trainees were

trained by NHMP Training College. The following courses have been conducted in Training College Sheikhpura during the period under consideration:

Sr. No.	Name of Course	Duration	Total No. of Courses	Total No. of Trainees
Promotional Course				
1.	Advance Class Course (SPO to CPO)	14-09-18 to 17-06-19	03	102
2.	Upper Class Course (PO to SPO)	26-09-18 to 23-06-19	03	345
3.	Intermediate Class Course (APO to PO)	12-10-18 to 29-06-19	03	232
4.	Lower Class Course (JPO to APO)	12-10-18 to 26-06-19	03	203
Capacity Building Courses				
5.	TOT(Vehicle Dimension Rules) for DSP/CPO	07-01-19 to 11-01-19	01	09
6.	Traffic Management Course for AJK	01-10-18 to 18-10-18	01	40
7.	Traffic Management Course for KPK	07-01-19 to 11-01-19	01	08
8.	First Aid Course at Chakri Camp	05-10-18 to 08-02-19	15	264
9.	Efficiency Enhancement Course	09-07-18 to 20-01-19	07	120
Pre-Service Courses				
10.	Basic Recruit Course (JPO & APO)	06-02-18 to 26-08-19	01	108
11.	Probationer Course (PO)	31-12-18 to 26-04-19	05	896
Driving Courses (Public/Private Organizations)				
12.	Defensive Driving Courses(05 days)	06-07-18 to 29-03-19	47	1704
13.	Defensive Driving Courses Executive (01 Day)	12-12-18 to 14-04-18	47	63
14.	Driving Courses For NAVTEC	11-09-18 to 11-12-19	01	150
15.	One Day Defensive Driving	15-04-19 to 26-04-19	02	92
Grand Total			96	4336

Organizational Development

PROCUREMENT OF LOGISTICS

- Fully prepared the Procurement Plan for the F.Y 2018-19 and the same was uploaded on the websites of PPRA & NHMP

- Tenders were floated according to the Procurement Plan.
- NOCs were obtained from the Finance Division through Ministry of Communications for purchase of 34-Vehicles against deficiency and 173-Vehicles for new roads i.e. M-3 (Lahore-Abdul Hakim SECTION), M-4 Gojra-Shorkot Section and N-55 Jamshoro - Sehwan Section, for establishment of 01-DIG office, 02-SSP offices, 02-Lines HQs and 12-Beats.
- The vehicles against deficiency and for new roads of M-3, M-4 & N-55 were accordingly purchased through direct contracting.
- Logistics (Machinery equipment's, arms/ammunitions, Misc. equipment's, signaling systems, furniture & fixture) for new roads of M-3, M-4 & N-55 were also purchased.
- Purchased Uniform articles, Medicines, Ammunition, Furniture items, Misc. articles, Machinery equipment's, Wireless equipment, Computer Hardware, Stationary Items for HQs and Zones.
- Prequalified firms for repair/maintenance of vehicles of HQs Zone.
- Floated tender for upgradation of Helpline-130.

RECRUITMENT

Under process Recruitment

Sr. No.	Posts	No. of Posts Advertised	Status
1.	Non-Uniformed Staff (BS-16 & Above)	59 Director/ Planning (BS-19)=01 Deputy Director (BS-18)=02 Assistant Director (BS-17)=01 Accounts Officer (BS-17) =03 Computer Programmer (BS-17)=02 Accountant (BS-16)=20 Computer Operator (BS-16)=25 LAO (BS-16)=02 APS (BS-16) =03	Posts advertised on <u>03-06-2018</u> and <u>01-07-2018</u> by FPSC. 01 Land Acquiring Officer (BS-16), 02 Accounts Officers (BS-17) and 01 Assistant Director (BS-17) have joined NHMP. Offer Letters to 03 Assistant Private Secretary (BS-16) have been issued by NHMP. Offer Letters to 02 Computer Programmer (BS-17) and 01 Director/ Planning (BS-19) have been issued by Ministry of Communications.
	Through FPSC	67 Accounts Officer=01 Computer Programmer (BS-17)=01 Accountant=09 Computer Operator=55 APS=01	Posts advertised on <u>06-01-2019</u> by FPSC. Written test has have been conducted on <u>04/05-05-2019</u> . Interview for the post of Computer Programmer (BS-17) have been scheduled on <u>12 & 23 September 2019</u> .
Sr. No.	Posts	No. of Posts Advertised	Status
2.		500	179
			Posts advertised on <u>04-02-2018</u> by FPSC.

	Patrol Officers (BS-14) Total= 500+430=930 Through FPSC		Departmental Candidates	Appointment Letters to 178 departmental candidates for the post of Patrol Officers (BS-14) have been issued.
			321 General Candidates	Interviews against 321 posts of Patrol Officer (BS-14) are under process at FPSC.
		430	196 Departmental Candidates	Posts advertised on <u>06-01-2019</u> by FPSC. Written test of PO (General Quota) has been conducted by FPSC on 28-04-2019.
			234 General Candidates	Written for the PO (Departmental Quota) has been conducted on 05-05-2019. Physical Test and Driving Proficiency Test of departmental candidates are under process at NHMP.
3.	C/JPO (BS-07) Through Pakistan Testing Service (PTS)	892		Posts advertised on <u>06-01-2019</u> 849 C/JPOs (BS-07) selected by PTS have been appointed in NHMP.
4.	Non-Uniformed Staff (BS-07 to BS-15) Through Pakistan Testing Service (PTS)	266		Posts advertised on <u>06-01-2019</u> Interviews for different cadres of Non-Uniform Staff (BS-07 to BS-15) have been completed by PTS. Final result of 266 posts of Non-Uniform Staff (BS-07 to BS-15) is under process.
5.	BS-05 (By NH&MP)	200		Posts advertised on <u>09-12-2018</u> . Balloting of 200 posts of different cadres of Non-Uniform Staff (BS-05) is under process.
6.	BS-01 (On local Basis) (By NH&MP)	521		Posts advertised on <u>09-12-2018</u> . The recruitment of the posts of BS-01 has been carried out on local basis. Recruitment Process has been completed by NHMP. 412 candidates of different cadres of Non-Uniform Staff (BS-01) have joined NHMP.
Total Recruitment				2935

Appointment under Prime Minister's Assistance Package

11 sons/ daughters/ widows of Shaheed/ deceased NHMP employees have been appointed on contract basis in different cadres under Prime Minister's Assistance Package for families of Government employees who die during service.

PROMOTIONS

Promotion of Uniformed Police Officers

From (Rank)	To (Rank)	No. of Officers
DSP/CPO (BS-17)	SP (BS-18)	05
IP/SPO (BS-16)	DSP/CPO (BS-17)	33
SI/PO (BS-14)	IP/SPO (BS-16)	275

HC/APO (BS-07)	SI/PO (BS-14)	413
C/JPO (BS-05)	HC/APO (BS-07)	193
Total		919

Promotion of Non-Uniform Officers/ Officials

From (Rank)	To (Rank)	No. of Officers
Assistant Director (BS-17)	Deputy Director (BS-18)	01
Assistant Private Secretary (BS-16)	Private Secretary (BS-17)	01
Computer Operator (BS-16)	Computer Programmer (BS-17)	01
Total		03

SANCTION/ CREATION OF POSTS

S. No.	Rank	No. of Officers
1	DSP/CPO (BS-17)	2
2	IP/SPO (BS-16)	13
3	SI/PO (BS-14)	132
4	HC/APO (BS-09)	152
5	C/JPO (BS-07)	346
Total		645

DEVELOPMENT PROJECTS

Development Budget (FY 2018-19) (Rs. in Million)

Sr. No.	Project Name	PSDP Allocation
1	Construction of SSP Office, Lines HQ & Beat for NHMP at Gwadar	88.704

- **Construction of SSP Office, Lines HQ & Beat for NHMP at Gwadar, Baluchistan**

PC-I amounting Rs. 289.532 million for the construction of SSP Office, Lines HQ and Beat for NHMP at Gwadar was approved by CDWP on 19-10-2017 with a covered area of 53,042 sf. Administrative approval of the project has been issued on 07-02-2018. Rs. 88.704 million was allocated for FY 2018-19. Rs. 36.289 million has been utilized up to June 2019. Rs. 88.704 million has been allocated for FY 2019-20.

- **Construction of Central Police Office (NHMP) in Mauve Area, G-11/1, Islamabad**

A revised PC-I amounting Rs. 298.436 million having covered area of 55,576 sf (one basement and four floor) was approved by CDWP on 28-04-2015. Administrative approval of the project was issued on 01-12-2015 and contract was awarded to Pak. PWD on 05-04-2016. The Physical progress of the project is 99%.

- **Construction of buildings at NHMP Training College, Sheikhpura (Un-approved)**

PC-1 amounting to Rs **345.164** million with covered area **74,740 sf.** regarding construction of building infrastructure at training college Sheikhpura was prepared by Pak. PWD and has submitted to

M/o PD&R through M/o Communication for approval of CDWP. No funds has been allocated to the subject project in PSDP of 2019-20.

- **Construction of NHMP Buildings / Offices on Acquired Lands (Phase-I) (Un-approved)**

A PC-I amounting to Rs. 1196.324 million having covered area of 233,050 sf for the construction of NHMP buildings/offices on acquired lands (Phase-I) is under process and will be submitted to M/o PD&R soon.

WELFARE

PROPER MESS ARRANGEMENTS

Officers living in camps have been provided free bachelor accommodation with hygienic and modern mess, recreation and sports facilities.

EIGHT (08) HOURS SHIFT DUTY

Unlike local police, where no maximum working hours have ever been defined, NHMP operates in three shifts of 8 hours each. This relieves excessive burden of work, and provides officers with sufficient time to look after their family. Furthermore, it is ensured that each office avails the four days rest in a month.

PROVISION OF UNIFORM ARTICLES

Unlike other police force, each individual of NHMP gets five complete uniforms annually. The uniformity in this regard is strictly ensured.

INDOOR AND OUTDOOR SPORTS

NHMP believes that sport activities play a vital role in growth, formation and development of human life. Human resource development plays imperative role in the success of any organization while sports are also vital in their development. A sound mind is found in sound body and sports play a pivotal role in aligning human mind in right directions and help the forces to be active.

NHMP Annual Sports Festival

NHMP 8th Annual Sports Festival was held at Training College, Sheikhpura in November, 2018. Teams from all Zones were invited to participate in annual sports festival. In seven days (07) long festival Cricket, Football, Tug of War, Basketball, Volley Ball, Shooting, Shot Put, Table Tennis, Badminton and Athletic competitions were held. North Zone won the title of “Best Zone” by winning 11 Gold medals while last year champion Central Zone managed to secure second position with 06 Golds medals. The distinguishing feature of 8th Sports Festival was 100 and 50 meter race among senior officers of NHMP including IG, Additional IGs, DIGs and SSPs. In the senior officers race DIG Ahmad Arslan Malik remained the winner while IG AD Khowaja took the second position

WELFARE INITIATIVES FOR PERSONNEL

For the welfare of NHMP employees, following amenities are being provided by NHMP for the welfare and benefit of the its employees

Regimental and Welfare Fund Loan

An interest-free loan from the R&W Fund is provided for critical pressing need of the employee including, but not limited to, the treatment of chronic/prolonged disease, clearance of debt, or any other matter that has been halted due to non-availability of essential funds. Following welfare loan as per mentioned slab is provided to the employees:-.

Sr. No.	BPS	Loan Amount	Recovery Period (Installments)
1	01 – 09	Rs.500,000/-	84
2	10 – 16	Rs.1,000,000/-	84
3	17	Rs.1,200,000/-	84
4	18 & Above	Rs.1,500,000/-	84

(Rs. 300,000/- for deputationists to be recovered in 36 installments):

- **Marriage Loan**

Marriage loan amounting to Rs.100,000/- shall be paid to those young male/female Officers/officials who are getting married in future.

Relief To Shaheed Employees

An immediate relief is paid to the legal heirs of Shaheed employee who lost his life in the line of duty as a result of act of terrorism/ target killing, encounter with criminals also include traffic officials on traffic duty killed by vehicle of any kind.

- **Shaheed:** An amount of Rs.7,500,000/- (7.5 million only) shall be paid as immediate relief to the legal heirs of an employee who embraces martyrdom in the line of duty including but not limited to terrorist attack, target killing, encounter with criminals. It also includes an employee who dies in an accident during performance of official duty.
- **In-Service Death:** The legal heirs of an employee who loses his life during performance of official duty shall be entitled to compensation as given below:

Basic Pay Scale	In-Service Death
20 and above	5,000,000/-
18 and 19	3,500,000/-
17	2,500,000/-
08 to 16	1,500,000/-
01 to 07	1,000,000/-

- **Maintenance Allowance to widow(s):** A maintenance allowance shall be paid to the widow(s) of the Shaheed/deceased employee in lump sum payments every quarter. The payments shall be made through the concerned Beat Commanders as per the following schedule:

Basic Pay Scale	Amount (per month)
20 and Above	45,000/-
18 and 19	37,500/-
17	30,000/-
08 to 16	22,500/-
01 to 07	15,000/-

- Educational Allowance is being paid to the children of deceased / Shaheed employees on case to case basis.
- An amount as funeral charges is paid to the family of the Shaheed/deceased employees of NHMP.
- An amount is paid to the members on the death of father, mother, wife and children for burial.
- Eidy is given to the family of Shaheed/Deceased.
- Special Ramzan package is given to the families of Shaheed/deceased employees of NH&MP.

Compensation On Permanent Disability/In-Capacitating

Compensation is granted to the employees who become permanently incapacitated/disabled during their performance of duty. Rs.2,500,000/- may be granted as compensation to the employees who become permanently incapacitated/disabled during their performance of duty.

Financial Assistance to Injured Officers/Officials

The entire cost of treatment is borne by the department for those officers/officials who are injured during the performance of duty and are also given financial assistance keeping in view the nature of injuries.

Daughter's Marriage Grant

Daughter's Marriage grant is given to the members on the marriage of their daughter(s).

Marriage Grant To Employee On Their Marriage

Those employees who get married for the first time during service in NH&MP are granted marriage grant (non-refundable).

Scholarships

The children of members, who have passed their matriculation with minimum 60% marks and have joined the recognized colleges, are eligible for the grant of scholarships. The Children of Shaheed / Deceased employees of NH&MP who obtain minimum of 55% marks in matriculation examination and subsequently maintain the same standard are eligible for scholarship. The facility of scholarship is available to maximum two children of a member from the Fund at a time, whereas, the facility of special scholarship may be for more than two (02) children as per its criteria.

Sr. No.	Scholarships				Conditions For Grant of Scholarship
1.	Qualification	FA/ F.Sc			For 1st Year the percentage of marks obtained in Matriculation may be considered to decide the eligibility for grant of relevant scholarship. For 2nd Year the percentage of marks obtained in 1st year may be considered to decide the eligibility for grant of relevant scholarship.
	Type of Scholarship	Normal		Special	
	Percentage	60% to 79.9%		80% & above	
2.	Qualification	BA/ BSc.			For 1st Year the cumulative percentage obtained in Intermediate examination may be considered to decide the eligibility for grant of relevant scholarship. For 2nd, 3rd and 4th Year the percentage obtained in preceding year may be considered to decide the eligibility for grant of relevant scholarship.
	Type of Scholarship	Normal		Special	
	Percentage	60% to 79.9%		80% & above	
3.	Qualification	MA/ M.Sc. / MS/ M.Phil.			For 1st Year the cumulative percentage obtained in preceding examination may be
	Type of Scholarship	Normal	Spl-I	Special-II	

	Percentage	50% to 59.9%	60 to 74.9%	75% & above or position Holder	considered to decide the eligibility for grant of relevant scholarship. For 2nd, 3rd and 4th Year, as the case may be, the percentage obtained in preceding year may be considered to decide the eligibility for grant of relevant scholarship.
4.	Qualification	Professional Degrees - Category-I			(MBBS/ BDS/ Engineering/ CA/ ICMA/ ACCA)
	Type of Scholarship	Normal		Special	For 1st Year the cumulative percentage obtained in preceding examination may be considered to decide the eligibility for grant of relevant scholarship. For 2nd, 3rd and 4th Year, as the case may be, the percentage obtained in preceding year may be considered to decide the eligibility for grant of relevant scholarship. The scholarship for 1st Year may be paid at the time of admission and no scholarship may be paid on conclusion of course/ degree
	Percentage	60% to 69.9%		70% & above	
5.	Qualification	Professional Degrees - Category-II			(DPT/ Architecture/ Pharmacy/ Nursing/ Agricultural Sciences/ Veterinary & Medicine)
	Type of Scholarship	Normal		Special	For 1st Year the cumulative percentage obtained in preceding examination may be considered to decide the eligibility for grant of relevant scholarship. For 2nd, 3rd and 4th Year, as the case may be, the percentage obtained in preceding year may be considered to decide the eligibility for grant of relevant scholarship. The scholarship for 1st Year may be paid at the time of admission and no scholarship
	Percentage	60% to 74.9%		75% & above	

				may be paid on conclusion of course/ degree
6.	Qualification	Hafiz e Quran		Subject to provision of completion of Hafiz e Quran certificate Payment will be made one time only
	Type of Scholarship	One time		
	Percentage	-		
7.	Qualification	Special Children		Subject to provision of Disability certificate from Authorized Hospitals Payment will be made on yearly basis
	Type of Scholarship	Yearly		
	Percentage	-		

TARGETS AND FUTURE PLANS

- **Awareness and Education**

- Briefing Campaigns to bring more improvements in Lane Discipline by HTVs/PSVs and slow moving vehicles. Strict enforcement against the motorcycle riders committing violations as they are major contributors in road accidents on Highways. In the financial year 2019-20 following targets have been set:

Sr. #	Description	Units
1.	Visits of Mobile Education Units	4600
2.	Road Safety Education Seminars	200
3.	Workshops	300
4.	Walks	350
5.	Briefings	6,801,000
6.	Campaigns	570
7.	Distribution of Road Safety Material (Pamphlets, Booklets etc.)	2,142,160
8.	Road Safety Speech/Writing Competitions	30

- **Extensive Road Safety Campaigns**

- To ensure safety of commuters on Motorways and National Highways following campaigns shall be launched in all Zones on regular basis:
 - Dozing at wheel campaign to brief and educate commuters against dozing at wheel, ensure 02 drivers policy for long routes, take rest intervals on long journey, etc.
 - Over speeding campaign to educate commuters regarding consequences of over speeding. Day/Night speed checking shall be performed and strict enforcement shall be exercised against violators.
 - Seminars, Walks and Workshops shall be organized in educational institutes to educate masses regarding safe driving.
 - Strict enforcement shall be exercised against non-fastening of seat belt, using mobile phone while driving, not wearing safety helmet while riding motorcycle, etc. with zero tolerance policy.
 - Commuters shall be educated regarding mechanical and physical fitness of vehicles and NHMP officers shall ensure that mechanically and physically fit vehicles may ply on National Highways and Motorways.

- To avoid vehicle tyre burst accidents, condition of tyres shall be checked at entry points of Motorways and Highways using tread depth and tyre pressure gauges. Enforcement shall be exercised to the road users with vehicles having weak and worn out tyres. Moreover, road users shall be educated to use good quality tyres, replacement of the tyres on completion of shelf life or specified mileage, avoid using re-furbished/inferior quality tyres and checking tyres regularly specially during extreme hot weather conditions.
 - Special measures shall be taken by NHMP to exercise strict enforcement against illegal/fake number plates of vehicles plying on National Highways and Motorways to counter crime and terrorism.
 - Overloading of goods and passengers has remained one of our major concerns. Steps shall be taken to curb overloading of goods and carrying in passengers in dangerous position especially on rooftops of PSVs.
- **Enforcement**
 - NHMP intends to ensure that road users on Motorways & Highways use seat belt, safety helmet and avoid lane violation and over speeding.
- **Reduction in Accidents**
 - The target is to reduce the number of accident by 15% in the financial year 2019-20.
- **Anti-Crime Activities**
 - Identification and monitoring of crime black spots by deployment of anti-crime squads to ensure safety of commuters. NHMP shall arrange regular meetings with District Police and notables of adjacent villages. Catalogues of the suspects shall be prepared and pro-active measures shall be adopted to counter crime.
- **Improvement in Road Infrastructure**
 - Regular co-ordination with NHA for improvement in road infrastructure i.e. construction of overhead bridges & underpasses, etc. in the populated areas, provision of road furniture, repair/maintenance of roads and fence etc.
- **Enhancement of penalties in NISO-2000**
 - Penalties in NISO-2000 be enhanced for the purposes of;
 - Road safety
 - Traffic discipline
 - Protection of road infrastructure
 - Financial impact
 - Deterrence
 - International best practices
 - Reduce environmental impact
- **Installation of LTV and firing Training Simulators**
 - Setup of two LTV Simulators and one firing training simulators with the help of INL is in process.
- **Upgradation of Helpline-130**
 - Huge increase in traffic count due to construction of new Highways/Motorways had choked the Helpline-130 system
 - In the recent past, the inflow of Helpline-130 calls had increased beyond the capacity of existing system
 - Average daily calls : 3000

- As an interim setup the workstations have been increased from 08 to 15 in a shift and the call waiting time for the commuters has also been considerably reduced
- Queue for the emergency calls has been prioritized
- An Intelligent Solution is being procured and Contract has been awarded to National Radio & Telecommunication Corporation (NRTC)

• **Deployment of NHMP on Highways/Motorways of Phase-II, III and 5 other roads**

- Case is under process in MS Wing, Establishment Division.

S.#	Roads	Required manpower	Budget requirement		
			Salaries (Current rate) (Rs.)	Logistics (Current market rates)(Rs.)	Recurring cost(Rs.)
1.	Phase-II (07-Roads)	3712	2,946,024,480	3,373,127,860	800,124,420
2.	Phase-III (06-Roads)	4231	3,341,436,540	3,997,349,860	880,136,862
3.	Other (05-Roads)	1008	789,453,540	853,403,500	202,335,651
Total		8,951	7,076,914,560	8,223,881,220	1,882,596,933

• **Expansion in Policing Jurisdiction**

- The ultimate objective of NHMP is to take over the entire federalized roads including National Highways / Motorways in phases. CPEC roads are also under construction. NHMP will take over enforcement on additional 4,714 KMs. The details are as under:

Name of Roads	Length (km)
M-4 (Shorkot – Khanewal)	66
M-6 Sukkur-Hyderabad	296
M-8 Hoshab-Gwadar	193
E-35 Thakot-Burhan	144
Hakla-D.I Khan Motorway	285
Swat Expressway (KP Govt.)	81
N-5/A (Khanewal - Lodhran)	102
N-10 Makran Coastal Highway	493
N-25 RCD Highway	433
N-30 Khuzdar- Basima	110
N-35 (Karakoram Highway)	806
N-50 Kuchlak-Zhob-D.I.Khan	531
N-55 (Sarai Gambila – Kohat)	134
N-65 Sukkur-Quetta	385
N-70 Multan-Muzaffargarh - DG Khan	94
N-85 Hoshab - Sorab	449
Larkana-Khairpur Bridge Road	56
Northern Bypass	40
Lahore Eastern Bypass	16
TOTAL	4,714

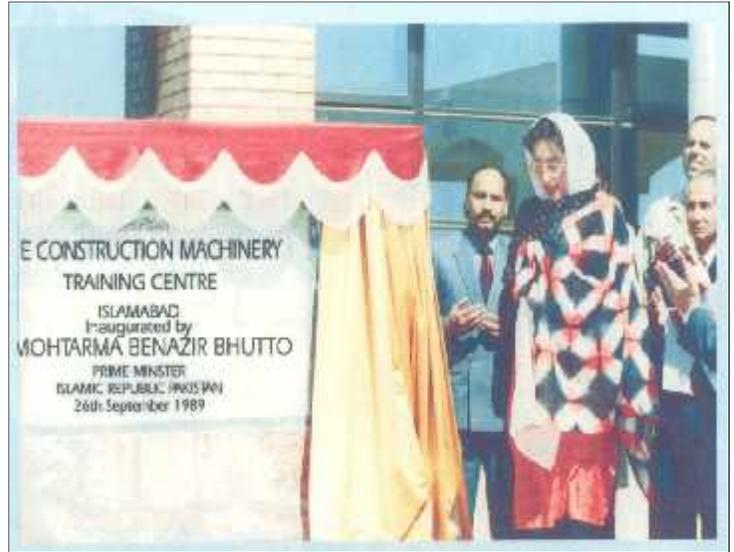
- **Recruitment of staff for new Highways/Motorway**
- **NHMP Drivers Licensing Authority (DLA) / Road Safety Training Institutes**
 - Expansion at Provincial Capitals
 - Upgrade of DLA (Islamabad)
 - Establishment of RSTIs
- **Expansion of NHMP FM Radio – 95 for coverage on all National Highways / Motorways**
- **Smart Enforcement**
- **Introduction of Self sustainable Model of DLAs**

Chapter-IV

**CONSTRUCTION TECHNOLOGY TRAINING INSTITUTE
(CTTI)**

Brief History

1. Construction Technology Training Institute, known as CTTI, was initially established as Construction Machinery Training Centre (CMTC) in 1986 by the Government of Japan through JICA for 4 x short courses in construction machinery of 3 months duration each. In 1989, CMTC was inaugurated by **Shaheed Mohtarama Benazir Bhutto**. In 1992, after the introduction of Diploma classes in Mechanical Technology with Specialization in Construction Machinery,



CMTC was upgraded to CMTI. In August 2006 CMTI started 13 Skill Development Short Courses ranging from 3 to 6 months alongwith 3 years Diploma in Auto & Diesel Technology. The same year, **Prime Minister Shoukat Aziz** during his visit to CTTI directed to launch Phase-IV for capacity enhancement to cope with the emergent requirements of Government's Skill Development Programme. In pursuance to Prime Minister's orders, DAE Civil alongwith capacity enhancement in all departs was started. As the training mandate shifted from Construction Machinery to Construction Technology, CMTI was renamed to **Construction Technology Training Institute (CTTI)**. Presently 5 x Diploma courses of 3 years duration and about 41 x different vocational short courses ranging 1-6 months duration are being conducted by this Institute.



2. This Institute is being financially controlled by Ministry of Communications, Government of Pakistan whereas it is administratively controlled by Frontier Works Organization.

Vision

3. Construction Technology Training Institute aspires to establish itself as an esteemed Technical and Vocational Training Institute in dynamic equilibrium with its social and economic environment striving continuously for excellence in training, research and technological service to the nation.

Mission

4. Construction Technology Training Institute aims at achieving a prominent status at the national and international levels by creating a dynamic educational environment where technical and vocational trainings will be imparted to provide knowledge based technological services to satisfy needs of society and local and international industries. The institute will continuously strive to build national capacity in Technical and Vocational sector.

Aims and Objectives

5. Aims and objectives of CTTI are:-

- a. To establish a center of excellence for construction technology, compatible to the international standards.
- b. Prepare a human resource matching the need of local and international industries.
- c. To provide supervisors and sub-engineers, proficient in planning and management of construction machinery / Civil engineering works to various agencies for execution of projects in an efficient and economical manner.
- d. To provide adequate knowledge in planning, employment and supervision of construction machinery to project managers and supervisor.
- e. To contribute in socio-economic development through equipping youth of the country with technical skills in different fields.

Collaborations

6. CTTI has been conducting courses in collaboration with JICA, KOICA, TOYOTA, NUST, Govt of KPK, FATA-DA, NAVTTC, PSDF, AJK TEVTA, PBTE, NTB and NUTECH.

Board of Management

7. The Institute is being managed by Ministry of Communications, Government of Pakistan through a high level board of management. Composition of the board is as under:-

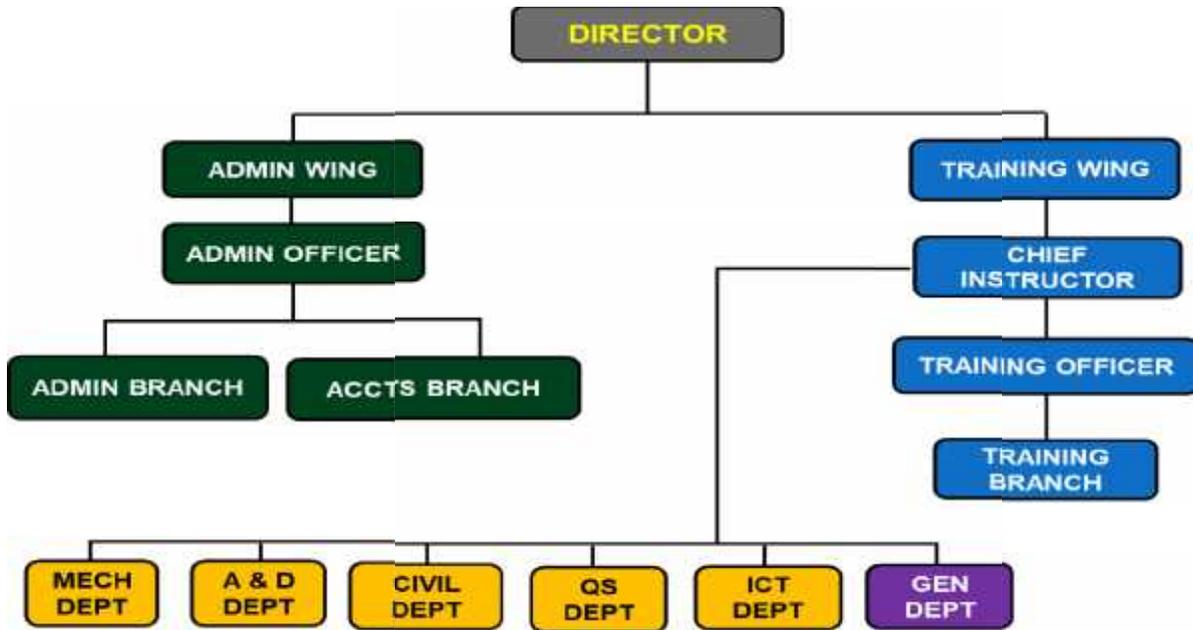
- a. **Chairman.** Secretary, Ministry of Communications.
- b. **Members**
 - (1) Director General, Frontier Works Organization
 - (2) Chairman, National Highway Authority
 - (3) Inspector General, National Highway & Motorway Police
 - (4) Executive Director, NAVTTC
 - (5) Joint Secretary (Admn), Ministry of Communications.

- (6) Commander Engineers, National Logistic Cell
- (7) Chief, National Transport Research Centre (NTRC)
- (8) CF&AO, Ministry of Communications
- (9) DFA (Communications), Ministry of Communications.
- (10) Director, Construction Technology Training Institute

c. **Observer. Representative, Japan International Cooperation Agency (JICA)**

Organization

8. Organization of the institute is as under:-



Faculty

9. The Institute has qualified instructors on its faculty strength to teach classes of Diploma of Associate Engineer in Civil, Mechanical, Auto & Diesel Technology and short courses. Details are as under:-

a. **Headquarter Staff**

Ser	Name	Designation	Qualification
(1)	Mr. Imran Ilahi	Director	BE (Civil Engg)
(2)	Mr. Kaleem Anjum	Admin Officer & Security Officer	BE (Civil Engg)
(3)	Mr Asmat Shakeel Khattak	Training Officer	BE (Civil Engg)

b. **Head of Department (HODs)**

Ser	Name	Designation	Qualification
(1)	Mr. Altaf Qadar Bajwa	HOD (Civil)	BE (Civil Engg)
(2)	Mr Malik Khalid Nawaz	HOD (QS)	BE (Civil Engg)
(3)	Mr. Muhammad Ejaz	HOD (Mechanical)	BE (Mech Engg) M.Sc, Tech Edn
(4)	Mr. Nasr Ud Din	HOD Auto & Diesel	BE (Mech Engg)
(5)	Mrs Humaira Waqar	HOD (General)	MA Political Science
(6)	Mr Shahab Khan	CI ICT	MS (Tele Comm & Networks)

c. **Instructors / Sub Instructors**

Ser	Category	Strength	Qualification
<u>Mechanical Department</u>			
(1)	Instructors	4	MSc Mechanical
(2)	Sub Instructors	12	DAE & Trade Certificate
<u>Auto & Diesel Department</u>			
(1)	Instructors	3	BE Mechanical, BSc Mech Engg & BSc Industrial Engg
(2)	Sub Instructors	11	MS (Mech), BE (Mech), DAE & Trade Certificate
<u>Civil Department</u>			
(1)	Instructors	6	MBA HRM, BSc Civ & MSc
(2)	Sub Instructors	10	B-Tech, DAE & Trade Certificate
<u>Quantity Surveyor Department</u>			
(1)	Instructors	3	BSc Civ Engg & BE Civ Engg
(2)	Sub Instructors	11	B-Tech, DAE & MS Water Resources
<u>General Department</u>			
(1)	Instructors	7	M. Phil (Maths & Chemistry), MA English, MSc (Physics) & MA Political Science
(2)	Sub Instructors	2	MBA
<u>ICT Department</u>			
(1)	Instructors	8	MS (TN, IT, CS & Software Engg), MCS, BS (IT), MIT, MS (Info Security)
(2)	Sub Instructors	11	MS (CE), MS (Mgmt Science), MCS, BCS (Hons), BS (CS), BS (IT) & BCS

d. Administrative/Training Staff 320

Courses

10. Regular Courses 5 x Diploma of Associate Engineering (DAE) and 30 x Short Courses are run at CTTI. Since its establishment 3421 students in DAE and 31067 students in Short Courses have been qualified through regular courses so far. Details of DAE and Short Courses run at CTTI are as under:-

a. **Diploma of Associate Engineering (DAE)**

Ser	Course	Duration	Intake	Affiliation with PBTE	Pre-requisite
(1)	DAE (Mechanical)	3 Years	170	4 Jul 1992	Matric with Science
(2)	DAE (Civil)	3 Years	170	1 Sep 2006	“
(3)	DAE (Auto & Diesel)	3 Years	150	1 Sep 2007	“
(4)	DAE (Quantity Survey)	3 Years	150	1 Jul 2011	“
(5)	DAE (Information Communication Technology)	3Yrs	50	1 Jul 2018	“

b. **Regular Short Courses**

Ser	Courses	Duration	Intake	Affiliated with NTB	Affiliated with NUTECH	Pre-requisite
(1)	Operator Heavy Machinery	6 Months	100	16 Mar 1989	1 Jan 2019	Matric
(2)	Const Machinery Mechanic (Engine)	“	40	“	“	Matric with Science
(3)	Const Machinery Mechanic (Chassis)	“	40	“	“	“
(4)	Laboratory Technician (Material Testing)	“	40	“	“	“
(5)	Civil Surveyor	“	40	“	“	“
(6)	Civil Draughtsman	“	30	“	“	“
(7)	Welding (TIG/MIG)	“	30	2 May 2008	“	Matric
(8)	Auto Mechanic	“	40	“	“	Matric with Science
(9)	Auto Electrician	“	40	“	“	“
(10)	Quantity Surveyor	“	40	20 Jul 2010	“	“
(11)	Steel Fixer	6 Months	30	18 Dec 2012	1 Jan 2019	Matric with Science
(12)	Auto CAD	3 Months	40	“	“	“
(13)	Computer Hardware	“	30	“	“	Matric
(14)	Computer Software	“	30	“	“	“
Ser	Courses	Duration	Intake	Affiliated	Affiliated	Pre-

				with NTB	with NUTECH	requisite
(15)	Const Machinery Supervision Course	4 Weeks	25	18 Dec 2012	1 Jan 2019	B.E or DAE in Civil or Mechanical
(16)	Const Machinery Planning & Employment	“	20	“	“	DAE Mechanical / Civil Tech / Const Machinery
(17)	Carpenter	6 Months	30	11 Sep 2006	“	Middle
(18)	Building Painter	“	30	“	“	“
(19)	Plumber	“	40	“	“	“
(20)	Mason	“	30	“	“	“
(21)	Bldg Electrician	“	40	“	“	“
(22)	Health Safety & Environment	4 Weeks	25	01 Jul 2015	“	Matric
(23)	Computerized Numerical Control & Turner Machinist	3 Months	25	01 Jul 2015	“	FSc / DAE Mech

c. **Short Courses in Information Communication Technology (ICT) Centre**

Ser	Courses	Duration	Intake	Affiliated with NTB	Affiliated with NUTECH	Pre-requisite
(1)	MS Office & Computer Hardware	6 Months	30	01 Nov 2016	1 Jan 2019	Metric with Science
(2)	Auto CAD 2D, 3D (Civil)	“	30	“	“	“
(3)	Java	“	30	“	“	ICS and above
(4)	PHP (Hyper text Preprocessor)	“	30	“	“	“
(5)	Database Dev & Admin using SQL Server	“	30	“	“	“
(6)	Database Dev & Admin using Oracle	“	30	“	“	“
(7)	CCNA (Cisco Certified Network Associate)	3 months	30	“	“	“
(8)	Primavera	“	30	“	“	“

Training Achievements – 1 Jul 2018 to 30 Jun 2019

11. Course-wise annual output of trainees for the year 2018-2019 is as under:-

a. **DAE Courses**

Ser	Courses	Qualified	Under Training (2 nd & 3 rd Year)
(1)	DAE (Mechanical)	139	318
(2)	DAE (Civil)	140	310
(3)	DAE (Auto & Diesel)	120	278
(4)	DAE (Quantity Survey)	113	268
(5)	DAE Information Communication Technology (ICT)	-	45
Total		512	1219

b. **Regular Short Courses**

Ser	Courses	Qualified	Under Training (from 1 Jul 19)
(1)	Construction Machinery Supervisory	-	13
(2)	Construction Machinery Planning and Employment	-	0
(3)	Operator Heavy Machinery	123	79
(4)	Civil Surveyor	15	4
(5)	AutoCAD	41	26
(6)	Building Electrician	25	9
(7)	Quantity Surveyor	37	16
(8)	Laboratory Technician (Material Testing)	50	23
(9)	Auto Electrician	34	13
(10)	Auto Mechanic	16	11
(11)	Construction Machinery Mechanic Engine	23	12
(12)	Construction Machinery Mechanic Chassis	23	9
(13)	Computer Software	20	4
(14)	Computerized Numerical Control with Turner Machinist	15	9
(15)	Health Safety & Environment	12	25
Total		434	253

c. **Sponsored Courses**

(1) **FATA Development Authority**

Ser	Courses	Qualified	Under Training (from 1 Jul 19)
(a)	Operator Heavy Machinery	25	30
(b)	Basic Civil Surveyor	21	30
(c)	Laboratory Technician (Material Testing)	26	30
(d)	Web Designing	0	30
(e)	Auto Mechanic	18	30
(f)	Auto Electrician	20	0
Total		110	150

(2) **FWO Cadre (Volunteer Military Service Officer)**

Ser	Course	Qualified
(a)	Volunteer Military Service Officer Training	33

(3) **National And Vocational Technical Training Commission (NAVTTTC)**

Ser	Course	Qualified
(a)	Machine Operator Course	75
(b)	Industrial Electrician	25
(c)	Auto Mechanic	25
(d)	Social Media	19
(e)	Graphic Designing	20
(f)	Computerized Numerical Control with Turner Machinist	20
Total		184

(4) **AJK TEVTA**

Ser	Course	Under Training (from 21 Jan 19 to 18 Jul 19)
(a)	Machine Operator Course	44
Total		44

d. **Overall Summary of Qualified / Under Training Students**

Ser	Course	Qualified	Under Training (from 1 Jul 18 to 30 Jun 19)
(1)	DAE	512	1731
(2)	Regular Short Courses	434	253
Total		946	1984
<u>Sponsored Short Courses</u>			
(1)	FATA	85	150

(2)	FWO Cadre (VMS Officers)	16	0
(3)	NAVTTTC	184	0
(4)	AJK TEVTA	0	44
Total		285	194
G. Total		1231	2178

12. **Students on Job / Practical Training.** Practical and on job training is given prime importance so that students can get maximum practical experience during training. Some pics showing practical / on job activities of students at CTTI:-



DAE Civil Class in Lab



DAE QS in Computer Lab



DAE Auto & Diesel in Engine Lab



DAE Mechanical Class in Mechanical Lab



Final Projects by DAE Students



Final Project by DAE Students



Auto Mechanic Class



CNC Class



Mechanic Chassis Class



Auto Electrician Class



Mechanic Engine Class



Building Electrician Class



Auto Mechanic Class



Plumber Class



Civil Surveyor Class



Heavy Machinery Operator Class



Heavy Machinery Operator Class



Heavy Machinery Operator Class



Heavy Machinery Operator Class



Heavy Machinery Operator Class

13. **Industrial and Recreational Visits.**

Educational and recreational visits are organized to the industries, technical institutes and various firms to break monotony and show students practical application of concepts they earn in class rooms. Some pictures of subject visits of year 2019 are:-



14. **Internship and Jobs Opportunities for Students.**

CTTI is contributing tremendously in field of Technical Education / Training and rendering remarkable services towards prosperity of the country. The Institute not only imparting quality training to its students but also helping them in getting internship and exploring jobs opportunities in National / Multinational Companies / Organizations. Recently 52 x reputed firms and companies (the potential users of trained manpower) have been contacted and invite them to visit CTTI and provide opportunity to our talented students to serve their organizations. Detail of jobs / internship opportunities provided to the students of DAE and short courses during year 2018 / 2019 is as under:-

a. **Job Opportunities**

- (1) **DAE Students.** 550 x DAE students passed out in year 2018 out of which 290 (52.72%) have gainfully employed in different multinational companies / organizations.
- (2) **Short Courses Students.** 493 x students trained in various short courses during 1 Jul 2018 to 30 Jun 2019) out of which 301 (61.05%) have gainfully employed in different companies / organizations.

b. **Internship Training**

- (1) **DAE Students.** Case for internship of DAE students passed in Jun 2019 has been processed to NHA Isld and HQ FWO. Detail will be provided on receipt of internship dates.
- (2) **Short Courses Students.** 32 x trainees of Short Courses have been provided internship training through HQ FWO during Jan - Feb 2019.

15. **Visits of Dignitaries.** Due to high repute and world class standard of CTTI, visits by dignitaries foreign and Pakistan is a common practice. Some pictorial view of visits of Foreign Delegations and Pakistani Officials during July 2018 to June 2019 are as under:-

Foreign Delegations



MR FILIPPO GRANDI, UN HIGH COMMISSIONER FOR REFUGEES ALONG WITH UNHCR DELEGATION VISITED TO CTTI ON 7 SEP 2018



MR HARA AND MR SAKAKI, DG SOUTH ASIA DEPT ALONG WITH JICA OFFICIAL VISITED TO CTTI 07 NOV 2018



TOYOTA TECH EDN PROGRAM (T-TEP) – CAREER DAY ALONG WITH JAPANESE DELEGATION VISITED TO CTTI 14 NOV 2018



JICA (5TH JCC MEETING) VISITED TO CTTI 27 Nov 2018



JICA OFFICIAL VISITED TO CTTI
13 DEC 2018



1ST SECRETARY JAPAN VISITED TO CTTI
18 DEC 2018



FINLAND MEDIA TEAM VISITED CTTI
30 JAN 2019



OEM REPS MR. ROLF WEIBEL AND MR. NORBERT BAIL, GERMANY VISITED CTTI
20 FEB 2019

Pakistani Officials



MINISTER OF STATE FOR COMMUNICATION, MR. MURAD SAEED VISITED TO CTTI
26 OCT 2018



CHAIRMAN HIT AND TEAM VISITED NUTECH & CTTI
14 Nov 2018

Chapter-V

NATIONAL TRANSPORT RESEARCH CENTRE

(NTRC)



MINISTRY OF COMMUNICATIONS
NATIONAL TRANSPORT RESEARCH CENTRE (NTRC)



Introduction

National Transport Research Centre (NTRC) is a Research and Development (R&D) organization under the Ministry of Communications for undertaking research studies in the field of Transport Policy, Planning and Engineering. The Centre has so far completed more than 300 research studies on various modes of transport, conducted numerous transport surveys and executed projects, which have been used in the design, preparation & appraisal of transport sector projects and formulation of transport policy and plans.

NTRC is also acting as a focal point for Road and Road Transport Statistics for the various National and International agencies. NTRC collects data related to transport sector in the country. This includes primary and secondary data and regular updation of information regarding road length, classified, vehicular population, passenger & freight traffic movement, countrywide, cross border transport and sea ports in Pakistan. The Center also collects district-wise road accident data from all the provinces, AJK and Federal Capital.

2. Research Studies / Projects

The paragraph below briefly describes research studies and projects accomplished during the year 2018-19, whereas details may be seen in subsequent paragraphs:-

- i. Axle Load survey on National Highways & Motorways at 110 locations of the country. Data analysis and final report of the survey is under preparation.
- ii. Permanent Traffic Count Survey (365 days), Phase-I, to update the traffic factors on twenty five (25) locations of National Highways & Motorways N-25, S-1, N-55, N-45 (Nowshera - Chitral), N-70, N-35 (Near Jaricuss) and M-I (Islamabad – Peshawar) have been launched.
- iii. Study on Regulations for Geometric Pattern of Goods Vehicle Loading in Pakistan completed.
- iv. Origin – Destination survey for Passenger & Freight Traffic (218 stations) on National Highways and Motorways field surveys have been completed and final report is under perfection.
- v. Work on three (3) out of four (4) packages of NTRC Accident Data and Accident Cost study in Pakistan for collection of five years (2013-17) data from Police Stations & Hospitals was started in 2017 as per World Health Organization (WHO) standards. The study will be completed by 2021.
- vi. Digitization of Road Directory would be completed by 2020.
- vii. PC-II regarding the “**Study of Freight Transport (Trucking) in Pakistan**” was prepared during 2018-19.
- viii. Research studies on Rural Transportation under Department for International Development (DFID) grant titled ReCAP (Research for Community Access Partnership). Two studies / projects are being carried out. These are:

- i. Investigation into the Use of Qingqis as a Means of Transportation in Pakistan
 - ii. The Planning and Prioritization Methodology in Pakistan for rural roads
- ix. The study “**Vehicle Operating Cost**” was initiated during 2018-19.
- x. Engagement on Other Activities such as Highway Safety, Strategy Development, Axle Load implementation, Road and River Transport (Hiring rates).

3. Details of Important Projects

i) NTRC Operational Research Program

The objective of NTRC Operational Research Program is to provide necessary R&D input in the transport sector and under this program, a number of Research Studies would be undertaken to address the issues, deficiencies and opportunities in the present transport system. The PC-I of the project was approved in 2013 at a cost of Rs.45.560 million but no allocations were made in the PSDPs 2013-14, 2014-15, 2015-16 and 2016-17. The PC-I has been revised in September 2017 at a reduce cost of Rs.43.37 million. An amount of Rs.15.240 million has been allocated for the FY 2018-19. An amount of Rs.10.668 million has been release and 7.810 million has been utilized so far. The studies initiated / completed under this program are as under:

a. Regulation for Geometric Pattern of Loading

This study envisaged to investigate the Regulation for Geometric Pattern of Loading for all classes of Goods Vehicles in other countries of the world. The scope covered the identification of hazards with the existing practices of loading and possible recommendations on the aspect of safety regulation.

b. Vehicle Fitness Issues In Pakistan (A case study)

The Vehicle fitness plays a vital role in safer road system. In order to highlight the various vehicle fitness issues in existing system, a pilot project was conducted with the objective to highlight the importance of Vehicle Fitness and its contribution towards reduction of road accidents. Further, the scope covered the identification the role of vehicle safety system in accidents and to analyze the existing legal systems in Pakistan.

c. Vehicle Operating Cost (completed)

The study Vehicle Operating Cost (VoC) initiated with the aim to update the VoC for Pakistan which was last determined decades ago. The scope covers identification of parameters required to estimate VoC using different VoC Models such as the cost per unit for each component of the VoC, Pavement conditions, and representative of vehicles’ characteristics. Further, identification of VOC

models that suit the conditions of Pakistan would also be made that could be utilized to estimate VoC for all classes of vehicles in Pakistan.

d. Digitalization of Roads Directory in the Country

This study was designed with the objective to develop Geo-database and road directory, through digitization of roads spatially located across country by integration of road features / attributes. The study involves on sample basis ground verification to do classification of roads and development of a web portal “Pakistan Geo Directory Road Portal” would also be carried out in the subject study. During FY 2018-19, the study was awarded to Urban Unit Punjab at a cost of Rs. 32.522M.



High resolution satellite image (left) and digitized single carriageway sample slice (right)



High resolution satellite image (left) and digitized dual carriageway sample slice (right)

ii) NTRC Axle Load Study

The project is of most vital importance for the Implementation of Gross and Axle load limits in Pakistan under the Schedule VI of NHSO-2000. It needs no elaboration that paved road network is a valuable asset of the country which is being excessively damaged by overloaded trucks causing premature failure of roads.

In order to ascertain the degree of overloading on different highways and motorways of the National Highway network, a country wide axle load survey was started 2018. The data obtained will help to formulate strategies and policies to control overloading and proper implementation of axle load regime. The data will also provide most necessary input for design of new roads and appropriate maintenance / rehabilitation interventions. The last country-wide Axle Load Survey on National Highway

Network was carried out in 1995-96 that helped formulate National Highway Safety Ordinance 2000 and prescribing of Gross and Axle Load Limits for various axle configurations. The present project would update the data and results of the previous survey.

The PC-I cost of Rs. 44.37 million was approved by DDWP on 18-09-2017. Work on the project was launched in March 2018. Survey on 90 weigh stations out of total 110 stations has been completed. Current fiscal year (CFY 2018-19) allocation of this program is Rs.22.62 million, releases 15.834 million and expenditure so far 15.108 million. The physical progress of this project is 80%.



iii) NTRC Permanent Traffic Count Program (PTCP)

Traffic count data is the basic parameter for the designing and planning of any road network. The non-availability of sufficient traffic flow data is the main reason for poor planning of roads in the developing countries. National Transport Research Centre (NTRC) carried out a countrywide traffic count program from 1989 to 1992 to record the traffic flow data throughout the year on the main roads of the country. On the basis of this data, traffic factors were developed for monthly, weekly and seasonal variations of traffic so that a limited traffic count in the future could be used to ascertain the annual average traffic on a particular road. These traffic factors are still being used by the planners & designers of roads. However, over this time, traffic characteristics have changed, therefore, a need was realized to update the traffic factors for Pakistan's road network.

The permanent traffic count program was approved at a cost of Rs. 57.697 million by the DDWP on 18-09-2017. Due to change in methodology. The work has been awarded in a number of packages. An amount of Rs.10.270 has been allocated in 2018-19 to carry out the program. 4 stations have been established and data is being recorded continuously. It is expected to complete the study by June 20-21 as per schedule.



iv) Origin-Destination Survey and Transport Demand

Origin-Destination survey is a pre-requisite for comprehensive transport policy and planning. It helps to determine the transportation demand and make transport forecast and appropriate solutions for a country, it is important to have an understanding of the underlying characteristics of travel in terms of passenger and freight. The origins and destinations of traffic are among the most important of these characteristics.

The previous Origin-Destination surveys were carried out by JICA in collaboration with National Transport Research Centre (NTRC) in 2006-07. The results of the survey were used for Pakistan Transport (Master) Plan Study 2006- 2025. Since then many parameters in the Road Transport Sector have transformed due to changed demographic hierarchy, vehicle population, and after commissioning of China-Pakistan Economic Corridor (CPEC) and CAREC etc. Hence fresh countrywide O-D Survey was required.

O-D surveys are comprises of two rounds to get spatial and seasonal variation data. Regarding physical progress of the project, round-1 of 03 packages has been completed and Round-2 is in execution phase along with Round-I of Package-4 w.e.f 25th March 2019.

PC-I with a cost of Rs. 57.00 million was approved by the DDWP on 18-9-2017. An amount of **Rs.20.00 million** has been allocated in PSDP 2017-18. Current budget allocation of this program is Rs.10 million, releases 7 million and expenditure so far 5.47 million.



v) Accident Data and Accident Cost Study

The Project envisages to gather extensive road accident statistics from different source for the last five years (2013-2017) to find out the exact number of road accidents as well as number of fatalities and injuries and damage to vehicle. Currently, no reliable data on road accidents is available in the country, Pakistan.

In absence of any reliable data no comprehensive planning, strategy can be formulated to effectively mitigate the number of injuries and fatalities caused by the road accident. Hence efforts would be made to obtain accurate data from every nook and corner of Pakistan. Supplementary details of Accident victims like age, profession would be collected to determine realistically the cost of road accidents and cost to the national economy. The study would also set targets at the national level for accident reductions and all the road agencies and enforcement departments would chalk out their strategies accordingly. The study would help in identifying the deficiencies and formulation of plans for post-accident care / immediate response system.

The project PC-I with a cost of Rs.57.8 million was approved by DDWP on 10-01-2018. Accident data and Accident Cost Study 3 of 4 packages is in progress showing physical progress of 40%. Current budget allocation of this program is Rs.37.80 million, releases 26.460 million, expenditure so far 15.279 million.

vi) Study of Freight Transport (Trucking) in Pakistan:

Transport is the backbone of the supply chain management system of the economy of a country. Globally, it is an accepted fact that the logistic sector accounts for 14% of the GDP the performance of logistic sector in Pakistan is at the lowest level as compared to other countries, Logistic Performance Index (LPI) of Pakistan is at 144 out of 160 countries. Pakistan is slightly better than Afghanistan and some other African countries, whereas Sri Lanka and India are far ahead than Pakistan. The main problem, in the Pakistan logistic sector is attributed to the poor performance of trucks. In order to analyze the situation and to put up viable recommendations to the government, NTRC will conduct a study 'Freight Transport (Trucking) in Pakistan'. The proposal has been approved by the DDWP at a cost of Rs.58.0 million and an amount of Rs.29.0 million is allocated in the budget. Procurement of consultants is underway and the study work is likely to start by January, 2020.

6. ReCAP Funded Program

Research for Community Access Partnership (ReCAP), is a Department of International Development (DFID)-UK Aid's funded programme for carrying out Research in Rural Transportation in the countries of South Asia (AsCAP) and Africa (AfCAP) in partnership with research organizations of the member countries. He also highlighted the background and scope of the ReCAP grant for carrying out research on rural transportation in Pakistan. National Transport Research Center (NTRC), Ministry of Communication (MoC) was selected among all the organizations in the country (Both Provincial Departments and Federal Ministries / Divisions) to be associated for this research program. An amount of

£ 0.5 Million has been indicated to be provided as grant to NTRC to carry out research studies in the field of Rural Transportation. As per modalities of the ReCAP, the projects proposals are to be finalized by a Steering Committee (SC) having representations from the stakeholders /relevant government agencies (Both federal and Provincial-Level i.e. from Punjab). During FY 2018-19, The SC has been notified in consultation with relevant stakeholders and MoC and conducted two meetings wherein they recommended the following studies / projects to be carried out under ReCAP Program.

- a. Investigation into the Use of Qingqis as a Means of Transportation in Pakistan
- b. The Planning and Prioritization Methodology in Pakistan for rural roads

Both the studies are under-execution phase. During FY 2018-19, various consultative meetings were made with stakeholders to discuss various aspects of the study programs.

4. Technical Support to the Ministry of Communications, Other Ministries & Departments

The Centre extends technical assistance to the Ministry of Communications (MOC) in the field of Roads and Road Transport and on various matters assigned from time to time. The Centre is also providing technical manpower to the Ministry of Communications.

Centre was assigned the task for the development of Key Performance Indicators. Centre is extending valuable input in the formulation of Transport Master Plan being made under the aegis of Ministry of Planning, Development and Reform beside vital data and results/ reports. Electric vehicle policy formulation by Ministry of Climate Change.

Furnished views/comments on various government policies/issues.

5. Collaboration / Liaison with Department / Institution (NHA, NH & MP etc.)

The Centre has been extending its technical services to NHA, NH & MP, CDA and other concerned Federal and Provincial departments / Organizations. The Centre is also helping the Universities / Research Institutions to assist their students on their dissertation at M.Sc / M.S level.

As per direction of MOC the Centre has started work on with International agencies / organizations (KOICA, JICA and ADB) and assured their full cooperation and support in the assignments related to Road Transport.

The Center has also been granted 0.5 Million pounds as a grant by Department for International Development (DFID) under their project ReCAP (Research for Community Access Partnership) for development of Rural Roads in Pakistan from 2017 to 2020.

6. Capacity Enhancement Measures

Dissemination and sharing of information is one of the objectives of research. Seminars and workshops/training courses are important tool to achieve this objective.

The Centre has nominated a numbers of its officers to attend/participate in training courses/seminars and workshops within and outside the country during the year 2018-19. A brief description of seminar, workshop and trainings conducted during the period 2018-19 are as follows:-

- i) Two Days Recap Massive Open Online Course (MOOC) scheduled on 10-11th December, 2018 At Dubai, UAE
- ii) Annual IRIM at Kathmandu, Nepal on Monday 25 February, 2019 followed by Joint Steering Committee Meetings of AfCAP/AsCAP on 28th February and 1st March, 2019.
- iii) Seminar on “Data Importance” arranged by NTRC in NUST, Islamabad
- iv) Seminar on “Road Safety” arranged by NTRC in NUST, Islamabad.