



Government of Gilgit Baltistan
Islamic Republic of Pakistan
Office of Commissioner, Gilgit Division

Crash Inquiry Report

EA-3688 Bus / Car Collision near Shatial, District Kohistan

7th Feb, 2023

(Submitted as Govt of Gilgit Baltistan's notified inquiry committee on the incident)



Investigating team:

The Commissioner Gilgit Division was appointed as Fact Finding Inquiry Officer through Letter No. SO-Admin-13(4)2017 dated 9th February 2023 to ascertain the facts of the bus incident that took place at Shatial area on 7th February 2023 which resulted in the loss of 18 precious lives and caused injury to 09 other passengers on Attached as Annexures A1

.....
(Inquiry Officer)

Najeeb Alam, Commissioner, Gilgit Division.
Government of Gilgit Baltistan, Islamic Republic of Pakistan

.....
(Member)

Abu Bark Siddique
Deputy Director, Excise and Taxation Office
Government of Gilgit Baltistan, Islamic Republic of Pakistan

.....
(Member)

Moazzam Ali Ahmed
Deputy Director, Transport/Diamer-Astore Div.
Government of Gilgit Baltistan, Islamic Republic of Pakistan

.....
(Member)

Muttahir Ahmed, Section Officer
Excise and Taxation Office,
Government of Gilgit Baltistan, Islamic Republic of Pakistan

Technical Assistance

Automotive Design and Crashworthiness Research
(www.adcr.com.pk)

Dr. Omer Masood Qureshi
Engineer Asfandyar Muhammad
Engineer Abdullah Sohail Qidwai
Engineer Shiza Kafeel
Advocate Jamaal Akhtar Main
Syed Sakib Kazmi



1. Executive Summary

Bus number EA-3688 operated by Mashabrum tours was traveling from Gilgit City to Rawalpindi on 07th Feb 2023 carrying 24 passengers including 21 men and 3 women. collided with a Toyota Corolla Van non-custom paid vehicle carrying 6 male passengers. The crash occurred on N-35 Highway near Shatial at approximately 6:30 pm, after dusk.

After the collision, both vehicles were off-tracked and fell into the ravine. There were 15 fatalities in the bus and 5 fatalities in the passenger car.

The roof of the bus was completely detached from the body and passengers were ejected/ partially ejected onto the rock. The passenger car was completely deformed as it rolled down the cliff, the occupant sitting on the front passenger side remained injured while others were crushed to death. Car tires and suspension were not found on the crash site.

Shatiyal Locals were called for the rescue of the injured car survivor and in approximately ten minutes rescue was started by the locals. An officer from Shatiyal Police check post arrived on the scene as the news spread. The injured were rescued and taken to the nearby dispensary in Shatiyal Bazaar. Only one doctor was available to treat the injured.

Crash Details			
Crash Type	Frontal Offset Collison + double vehicle cliff fall	Total Crash Injuries	18
		Total Crash Casualties	18
Location	Shatial, Kohistan	Crash time	06:20 pm (approx.)
GPS Coordinates	35.320N, 73.342E	Crash Date	07th Feb 2023
Altitude	1024 m	Road	N-35
Vehicle 1		Vehicle 2	
Vehicle 1 Type	Midi Bus,	Vehicle 2 Type	Station Wagon Car,
Vehicle 1 Reg #	EA-3688	Vehicle 2 Reg #	Police Station Harban PSH-223
Operator	Mashabrum Tours	Operator/Owner	(Name of Owner)
Model/Manufacturer	(Check registration)	Model/Manufacturer	CE107V – Toyota
Seating Capacity	44	Seating Capacity	5
Total Passengers	24	Total Passengers	6
Injured	9	Injured	1
Fatalities	15	Fatalities	5
Driver Name	Shakeel Ahmad	Driver Name	Data not Available
ID Card Number	7110466351507	ID Card Number	Data not Available
License Detail	00082019-isb	License Detail	Data not Available



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2. Vehicle Analysis (Vehicle 1)

2.1 4 sides view of vehicle 1 (Bus)



[13/02/2023 p.c Abdullah Quidwai]

Front



[13/02/2023 p.c Abdullah Quidwai]

Left



[13/02/2023 p.c Abdullah Quidwai]

Back



[13/02/2023 p.c Abdullah Quidwai]

Right

Fig.1.1. All sides of the Bus

- 2.11 The bus had a clear frontal offset impact on the front right corner. The front suspension was severely damaged due to the impact of the car (Vehicle 2) with the right tire of the Bus (Vehicle 1).
- 2.12 There was no impact on the bus from any of its sides during the collision. The sides were damaged during multiple rollovers
- 2.13 Roof of the bus was ripped off due to bus rolling down the cliff.
- 2.14 The body of the bus received extensive damage on all sides due to rolling down the cliff.
- 2.15 The details of Vehicle 1 (Bus) are as follows:

TABLE 1: BUS DETAILS

Length: 30 feet
Width: 7 feet 2 inches
Accident Impact: 8 feet approx.

- 2.16 The driver's side was crushed completely, leaving no survival space for the driver.



- 2.17 At the time of inspection, the front axle of the vehicle was present but dislodged from the chassis lying beside the damaged vehicle.
- 2.18 The rear axle was also dislodged from the chassis. All tires and axle components were intact. The car (vehicle 2) collided with the right front tire, damaging the hub. This led to the tire being stuck. The tire got dragged on as the bus veered towards the edge of the cliff, diving and rolling down the cliff.
- 2.19 The interior of the Cabin was extensively damaged as it rolled down the cliff. The Seats did not get dislodged from the floorboard.

2.2 *Impact and Principal force direction*

- 2.21 The only visible point of impact was on the right underside of the bus, the marks were indicative of a metal to metal contact. It was obvious the bus had collided on the right side frontal impact.



Metal marks of vehicle collision on right underside of bus

2.3 *Left Tire of vehicle 1 (Bus)*

- 2.3.1 The left tire was the only location where a fragment of car paint was found. There was a distinct impact sign of the rim with white paint fragments.

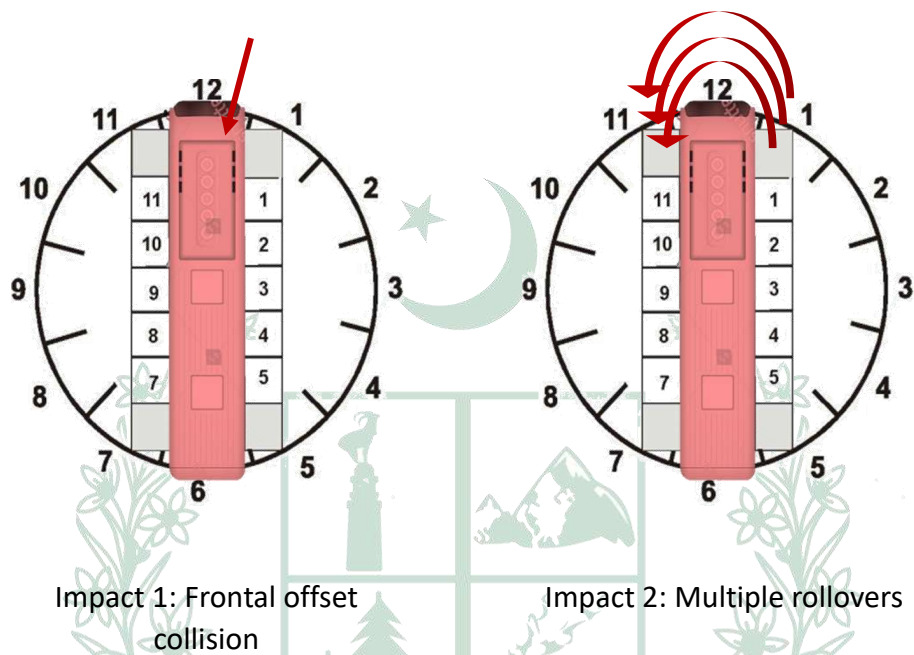


White car paint marks on the bus front right tire



2.4 Clock Point Diagram

2.41 There are two clock point diagrams. The first clock point diagram denotes a frontal offset collision on around 12:30 of clock. The second clock point indicates a rollover.



2.5 Roof of the bus

2.51 The roof of the bus got completely detached as it rolled over the rocks down the ravine. As the roof was completely detached, all the passengers were thrown outwards and smashed onto the rocks.



Roof of the bus



3. Vehicle Analysis (Vehicle 2)

3.1 4 sides view of Vehicle 2 (Car)



[13/02/2023 p.c Dr.OMQ/Shatial Police Checkpost]

Front



[13/02/2023 p.c Abdullah Quidwai /Shatial Police Checkpost]

Left



[13/02/2023 p.c Abdullah Quidwai /Shatial Police Checkpost]

Back



[13/02/2023 p.c Abdullah Quidwai /Shatial Police Checkpost]

Right

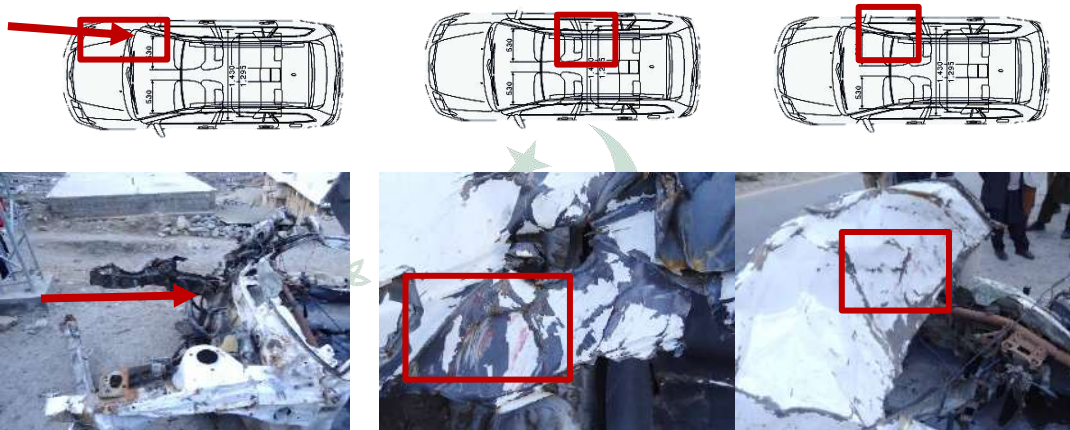
Fig.3.1. All sides of the Car.

- 3.11 The car had a clear frontal offset collision with Vehicle 1 on the right corner. The penetration depth of the impact was high.
- 3.12 The cabin roof was completely crushed downwards front to back on the right side during the collision with the Bus.
- 3.13 On the left side, the roof was crushed downward from the rear. The front part received only secondary damage from the collision.
- 3.14 The car bounced away from the bus and off the cliff post-collision with the right front tire.
- 3.15 The details of the Car are as follows:
 - Length: 13 feet 8 inches
 - Width: 5 feet 5 inches
 - Accident Impact: 8 feet approx.
- 3.16 At the time of inspection by ADCR team, the wreckage had been moved to Shatial police check post. The Suspension system along with the tires were missing from the wreckage.
- 3.17 Engine of the Car was detached from the wreckage and was found on the crash site.



3.2 Impact and Principal force direction

- 3.21 The vehicle firewall was bent backwards, indicating a large frontal force from the front.
- 3.22 Red pain fragments of the bus were found on the roof of the car near the A pillar and the B pillar on the driver side.
- 3.23 Paint fragments of the bus were also present on the Car firewall.

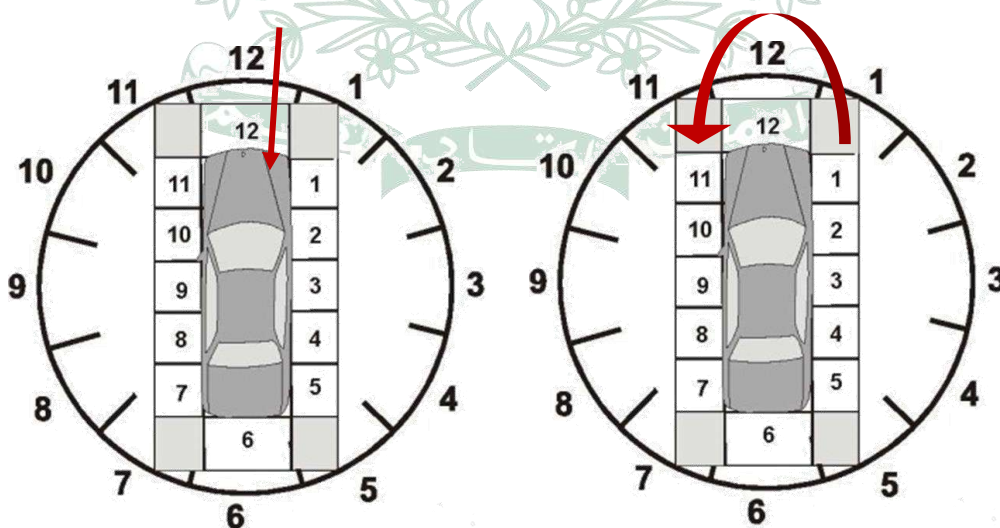


Principal Force direction

Bus paint marks on the passenger car visible on the roof left side.

3.3 Clock Point Diagram

- 3.31 There are two clock point diagrams. The first clock point diagram denotes a frontal offset collision on around 12:30 of clock. The second clock point indicates a rollover.



Impact 1: Frontal offset collision

Impact 2: Multiple rollovers

4. Impact orientation and classification



5. Road Analysis

The following road marks were found at the crash point. Marks are numbered in the figure below and described and discussed below.



Mark #	Mark Identity
1	Metal Grooves on the road
2	Diesel + Oil Spillage
3	Skid Marks
4	Scuff Marks
5	Unknown Tire Marks
6	Broken Para Pit Walls

5.1 Metal Grooves

5.11 Metal Grooves are formed on the road when a heavy metallic object grinds against the road. Presence of metal grooves indicate that the vehicle dragged without wheels after the crash, or the vehicle overturned and slid.

5.12 In mountainous roads, such marks are also sometimes caused by snowploughs and excavators when removing landslides and snow from the road.

5.13 These marks were found to be unrelated to the crash.





5.2 Diesel spill mark

5.21 The spill mark was fresh. the smell of diesel was also observed on the mark location on the day of observation. This mark may have been left later than the day of the crash.

5.22 This mark was not found on the trajectory of the any of the vehicles involved. Neither the passenger car nor the truck hit the cliff.

5.23 There were no paint fragments nor any. Impact marks on the cliff indicating that the vehicles had collided with the cliff.

5.24 This mark was likely left when the car was salvaged from the cliff and rested on the roadside three days after the crash.



5.3 Skid marks

5.31 These were defined as skids of a non-ABS vehicle; The tires were about the size of regular passenger car tire.

5.32 Tire marks were measured to have a track width of about 147cm to 153cm about the size of a Toyota corolla Van 2001 model.

5.33 The length of the mark measured to be around 12.2 meters, Since the mark was 4 days old at the time of investigation, 20% additional length was added as compensation. The total length of car barking was estimated to be around 14.4 meters.



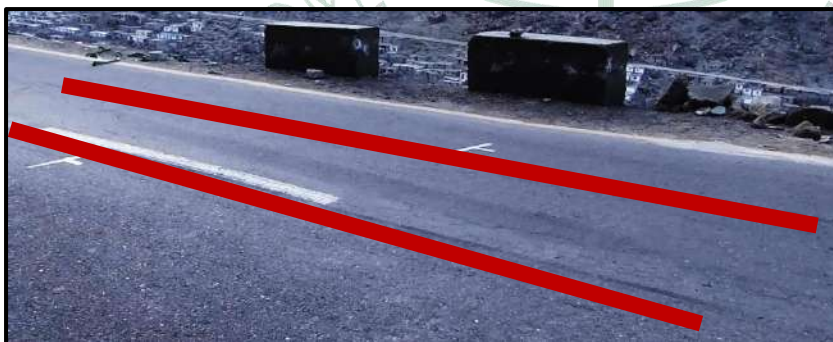


Measured Track Width
= 147- 153 cm



Toyota corolla Estate 2001 Track Width 148 cm

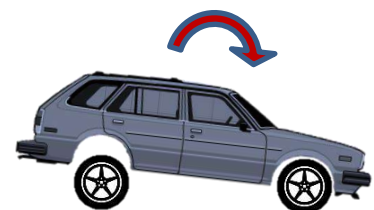
5.34 During heavy braking, the frontal tire marks are heavier than the rear tire marks due to load shifts. It was possible to identify the rear and the front mark set separately through examination.



Front tire skid marks



Rear tire skid marks





Path of Passenger Car prior to Impact.

5.4 Scuff Marks

- 5.41 Scuff marks are not caused by braking, rather, they are caused by turning at high speed.
- 5.42 The mark was visible in the same zone as the skid marks, it was turning sharply towards the right (riverside)
- 5.43 The mark appeared to be of a large tire about as old as the skids. This mark may have been left by the bus frontal tire after collision. The bus lost control and turned towards the right due to brake or steering rack and pinion breakage during impact.





5.5 *Unknown tire mark*



5.51 An unknown tire mark was found on the left side (river side) of the scuff mark. This mark was later discarded as not being relevant to the inquiry. It may be possible that one of the emergency vehicles during search and rescue operations left this mark as the bus trajectory did not tread on this side.

5.6 *Broken Para Pit Walls*

5.61 It was evident that para pit walls were crushed as both vehicles were off tracked. It can also be proven by the fact that only the middle para pit walls were present, the walls where the vehicles off tracked were found to be missing.





6. The Crash location and general road conditions



6.11 The crash occurred on N35 Highway between the Shatiyal Police Check post (KPK) and Harban Nala Check post (KPK)

6.12 Road was the N-35 national highway. It is a carpeted highway going through a rugged mountainous terrain. It was an outward cross-sloped road; at the point of collision the cross slope was reaching about 5%

6.13 Road demarcations, road markers, and para pit walls were visible on the crash site.

6.14 The roof of the bus was completely ripped off from the bus body as it rolled down the cliff, causing the passengers to be thrown out of the bus as it rolled down the cliff.

6.15 The car experienced a high-impact collision that caused the roof to be crushed, leaving no survival space for the driver and passengers in the back seat. However, the front passenger side was not as severely affected, providing space for someone the front passenger to survive.

6.16 Drivers of both vehicles died during the collision. Injured were initially rescued from the crash site by the locals of Shatial and later the KPK police and rescue team.

6.17 The road N-35 at the point of the crash was at the elevation of 1050m altitude.





- 6.18 The maintenance road conditions were satisfactory, the carpeting was acceptable, the road borders were visible, and the median line was also clearly marked and visible. Para pit walls were also present along the sides of the road and the point of collision.



- 6.19 There was no drainage on the cliff side and had an outward cross slope at the point of the crash.





7. Vehicle Documents

7.1 Bus Registration

<p>Form G [Section 2 (2) and 4(2)] Certificate of Registration Registration No: EA 3688 Peshawar Date of Reg: 10-01-2017 CNIC No: 17301-8521529-3 Owner's Name: MENAZ KHAN F/H Name: BILADER KHAN Address: H NO 87 GULSHAN COLONY TEH & DISTRICT PESHAWAR</p> <p>1. Class of Vehicle: HTV - Commercial 2. Maker Name: HINO 3. Make Name: HINO BUS 4. Type of Body: BUS 5. Year of Manuf: 2017 (Model: 2017) 6. Colour of Vehicle: NA 7. No. of Cylinder: NA 8. Chassis No: AKBJRKA-14978 9. Engine No: J08EUHM11141 10. Engine Capacity: 7684 CC/HP 11. Seating Capacity: 47 12. Unladen Weight: NA 13. Regd Laden Weight: NA 14. Tax Paid Up To: Rs.5063 Paid upto 30/06/2017</p> <p><i>Original File Return To Owner</i></p> <p><i>Signature of MRA, Peshawar</i></p>	<p>Form G [Section 2 (2) and 4(2)] Certificate of Registration Registration No: EA 3688 Peshawar 1st Date of Reg: 10-01-2017 CNIC No: 17301-8521529-3 Owner's Name: MENAZ KHAN F/H Name: BILADER KHAN Address: H NO 87 GULSHAN COLONY TEH & DISTRICT PESHAWAR</p> <p>1. Class of Vehicle: HTV - Commercial 2. Maker Name: HINO 3. Make Name: HINO BUS 4. Type of Body: BUS 5. Year of Manuf: 2017 (Model: 2017) 6. Colour of Vehicle: NA 7. No. of Cylinder: NA 8. Chassis No: AKBJRKA-14978 9. Engine No: J08EUHM11141 10. Engine Capacity: 7684 CC/HP 11. Seating Capacity: 47 12. Unladen Weight: NA 13. Regd Laden Weight: NA 14. Axle NO OF TYRES A) Front Axle NA NA B) Rear Axle NA NA C) Other Axle NA NA 15. Prev. Reg No: 2017020922</p> <p><i>Original File Return To Owner</i></p> <p><i>Signature of MRA, Peshawar</i></p> <p>A0216449</p>
<p>GOVERNMENT OF KHYBER PAKHTUNKHWA</p> <p>A0216449</p> <p>EXCISE, TAXATION & NARCOTICS CONTROL OFFICE PESHAWAR 0125863</p> <p>Registration No: EA 3688 (PESHAWAR) Chassis No: AKBJRKA-14978 Transferred To: Name of Owner: ANSAR HUSSAIN Other Name: MUHAMMAD RAZA CNIC No: 71103-9498217-9 TN No: NA Present Add: MOH RAZVIA PO KHAS HUSSAN ABAD TEH SKARDU DISTRICT BALTISTAN Permanent Add: AS ABOVE Transfer Date: TRANSFER FEE RS.2400 PAID ON 30-07-18</p> <p><i>Signature and Seal of the Motor Registering Authority</i></p> <p>Detachable Page is not valid for transfer of ownership or use with any vehicle other than originally registered vehicle.</p>	<p>A0216449</p> <p>EXCISE, TAXATION & NARCOTICS CONTROL OFFICE PESHAWAR 0125863</p> <p>Registration No: EA 3688 (PESHAWAR) Chassis No: AKBJRKA-14978 Transferred To: Name of Owner: ANSAR HUSSAIN Other Name: MUHAMMAD RAZA CNIC No: 71103-9498217-9 TN No: NA Present Add: MOH RAZVIA PO KHAS HUSSAN ABAD TEH SKARDU DISTRICT BALTISTAN Permanent Add: AS ABOVE Transfer Date: TRANSFER FEE RS.2400 PAID ON 30-07-18</p> <p><i>Signature and Seal of the Motor Registering Authority</i></p>
<p>EA 3688</p> <p>EXCISE, TAXATION & NARCOTICS CONTROL OFFICE PESHAWAR 0585777</p> <p>Registration No: EA 3688 (PESHAWAR) Chassis No: AKBJRKA-14978 Transferred To: Name of Owner: ORIX LEASING PAKISTAN LTD. Other Name: NA CNIC No: OLPK TN No: NA Present Add: GRIDWAD FLOOR STATE LIFE BUILDING 22 THE MALL DISTRICT PESHAWAR Permanent Add: AS ABOVE Transfer Date: TRANSFER FEE RS 2400 PAID ON 02-12-18</p> <p><i>Signature and Seal of the Motor Registering Authority</i></p>	<p>A0216449</p> <p>EXCISE, TAXATION & NARCOTICS CONTROL OFFICE PESHAWAR 0585777</p> <p>Registration No: EA 3688 (PESHAWAR) Chassis No: AKBJRKA-14978 Transferred To: Name of Owner: ORIX LEASING PAKISTAN LTD. Other Name: NA CNIC No: OLPK TN No: NA Present Add: GRIDWAD FLOOR STATE LIFE BUILDING 22 THE MALL DISTRICT PESHAWAR Permanent Add: AS ABOVE Transfer Date: TRANSFER FEE RS 2400 PAID ON 02-12-18</p> <p><i>Signature and Seal of the Motor Registering Authority</i></p>



7.2 Certificates of Fitness and NBP Challan Copy

Government Of Khyber Pakhtunkhwa
Transport Department

DISTRICT TRANSPORT OFFICE,
DIRECTORATE OF TRANSPORT KHYBER PAKHTUNKHWA,

Registration ID: PESHAWAR
FORM-1
[See Section 39 (1) & 40 (2)]
CERTIFICATE OF FITNESS
(APPLICABLE IN THE CASE OF TRANSPORT VEHICLES)

Amount Received Rs: 600
Type of Vehicle: A.C. BUS
Vehicle Model: 2017
Registered Laden Weight: 0
Seating Capacity: 42
Engine No: 11141
Chassis No: L-978
Vehicle Fuel Type: DIESEL
Amount In Words: 600 (SIX HUNDRED)

EA-3688 is certified as complying with the provision of chapter VI of the provincial Motor Vehicle Act, 1965, and the Rules made there Under.
The certificate will expire on: 27-JUN-23
Printed Date: 27-DEC-22

M.V.E. PESHAWAR

90216449

Reg. No	Peshawar EA 3688	Reg. No	Peshawar EA 3688
Sr. No	86245	Sr. No	91019
Paid From	01-07-2022	Paid From	01-01-2023
Paid Upto	31-12-2022	Paid Upto	30-06-2023
Paid at	Mansehra	Paid at	Mansehra

Tax / Fee Type	Amount
MOTOR TAX	5175
INCOME TAX	7050
Professional Tax	100
	12325

Printed By	Sheeraz	Printed By	Sheeraz
Printed Time	25-11-2022 02:43	Printed Time	10-12-2022 12:28
	MANSEHRA		MANSEHRA

Motor Registering Authority

15

7.4 Route Permit

DIRECTORAT OF EXCISE, TAXATION AND TRANSPORT DEPARTMENT
GILGIT-BALTISTAN

No. Dir (E&T)-PTA/Punjab/5(11)/2020
Dated the 5th September, 2022

(Authentication of alignment of the route falling in Gilgit-Baltistan)
P.ST.P.NO.206974/20/PTA/KP

Vehicle No. EA-3688
Engine No. JO8EUHM11141
Issued By PTA/KPK

Chassis No: AK8JKA14978
Valid Up 18-6-2023

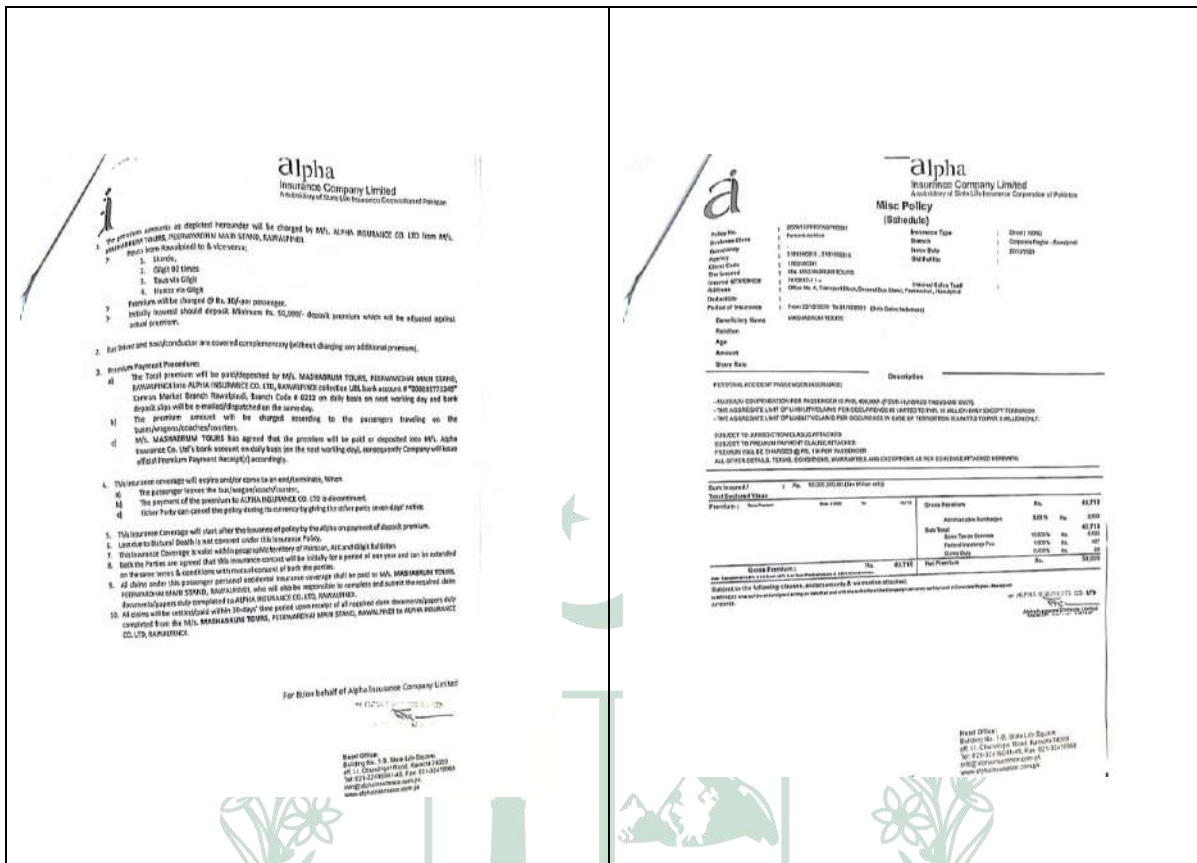
Route **RAWALPINDI TO GILGIT**
VIA MOTOR WAY (M-1), BURHAN INTERCHANGE, HAZARA MOTOR WAY, HAVELIAN,
ABBOTTABAD, MANSEIRA, BISHAM.

Authenticated up 18-6-2023
Certificate valid from: 5-09-2022
Motor Vehicle Examiner (Mansehra)

Certificate Valid To: 18-6-2023

Secretary
Provincial Transport Authority
Gilgit-Baltistan

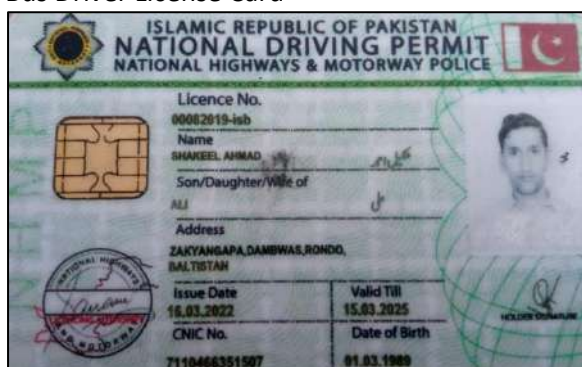
Dated: 5-09-2022



7.6 Driving Licenses of Designated Driver of the vehicles

Driver- Vehicle 1 (Bus)	Driver- Vehicle 2 (Car)
Shakeel Ahmed	Data not available
s/o Ali	s/o Data not available
r/o Zakyangapa, Dambwas, Rondo, Baltistan	r/o Harban, Kohistan, KPK
Age: 33 Y	Age: Data not available
License No: 00082019-isb	Not Found
Category: HTV-PSV	Not Found
Date of Issuance: 16-03-2022	Not Found
Driving at the time of accident	Driving at the time of accident
Current Status: Dead	Current Status: Dead

Bus Driver License Card





8. Details of Occupants and Drivers

8.1 List of Injured Passengers (Vehicle 1: Bus)

Sr #	Name	Parentage	Area
1	Muhammad Raza	Sadiq	Shigri Kalam Skardu
2	Mehmood	Data Not Available	Data Not Available
3	Kanwal	Data Not Available	Data Not Available
4	Nayk Shaukat	Data Not Available	Data Not Available
5	Mehboob	Ashraf	Data Not Available
6	Sitara	Data Not Available	Data Not Available
7	Ishtiaq	Adil	Data Not Available
8	Tahir Zaman	Ali Zaman	Sangal, Ghizar

8.2 Details of Deceased Passengers (Vehicle 1: Bus)

Sr #	Name	Parentage	Area
1	Qasim	Data Not Available	PAF, Ghizar
2	Mehboob Ali + 1 woman	Hasan	Gilgit
3	Muhammad Essa	Haji Aman	Data Not Available
4	Mehboob	Muhammad Ashraf	Yasin, Ghizar
5	Ishfaq karim	Data Not Available	Yasin, Ghizar
6	Shuakat Ali	Data Not Available	Ghizar
7	Anwar Hussain	Data Not Available	Ghizar
8	Nisar Ali	Data Not Available	Ghizar
9	Akhtar	Data Not Available	Nagar
10	Tahir Zaman	Ali Zaman	Sangal, Ghizar
11	Mehboob Alam	Data Not Available	Sindhi, Yasin
12	Akhtar + 1 Woman	Data Not Available	5AK, Azad Kashmir regiment

8.3 List of Injured (Vehicle 2: Car)

Sr #	Name	Parentage	Area
1	Aslat Khan	Data Not Available	Harban Nala, District Kohistan, KPK

8.4 List of Deceased Passengers Crew (Vehicle 2: Car)

Sr #	Name	Parentage	Area
1	Drive: Data not Available	Data Not Available	Data Not Available
2	4 Passengers	Data Not Available	Harban Nala, District Kohistan, KPK



9. Statements Recorded by the Committee

9.1 Statement of M.O , RHU, Dr. Taj Khan MO (BHU), Shatial Kohistan

Interviewers:

Najeeb Alam

(Commissioner Gilgit)

Mudassir (ETO)

Abu Bakr (ETO)

Dr Omer

(Chief Crash Investigator ADCR)

Engr. Abdullah Quidwai

(Investigator ADCR)



Doctor: There was a patient with brain injury, he had an issue and we didn't have (mentioned an equipment for brain injury) or a tracheal tube etc. We didn't even have a rescue team. The 1122 guys are posted in Dassu. Thanks to the GB rescue team, they came from Darel and Chilas very quickly. They came to take the dead bodies and the injured were already taken away. (00:00 to 00:44)

Commissioner: Sahi! Dr Sahab this is Dr Omer Sb, he is an expert in these types of road crash investigations and is working with us. So Doctor Sb, what did you think? Did the injured speak about anything or were they all not conscious? (00:45 to 01:18)

Doctor: One thing, we are all from the same community here, I will have to lie that I took any history from someone. No person could have given any history or taken it down. (01:18 to 01:31)

Commissioner: Yes, the situation was not suitable for that. (01:31 to 01:32)

Doctor: It was so crowded, no one was available. There was one person there, but the interview didn't happen in front of me. He was telling the history, I heard someplace/something later. There was no one in the condition to even tell their names.....No address. No name. Dead bodies were piled up.....notes couldn't be taken. Dead bodies were lying around, hands were missing, necks were broken, and brains were exposed, what could I have done? My job was...that the people I could save, I



told them that the distance is too far below, take them to DHQ Hospital, and treat them there. I didn't have many options.... How could I have taken down the histories of people? (01:32 to 02:36)

Commissioner: Hmm, neither were they in that condition or senses. (02:36 to 02:39)

Doctor: No one was in their senses and the crowd was too much, all of them were lying unconscious.....we looked at one place, they were bringing in dead bodies and then when we looked the other side.... people were lying injured.... we couldn't get the address and name.....later we worked on that (02:42 to 03:02)

The person in the group: When they came from the site to Chillas, even then they couldn't tell anything....3-4 hours later they were in Chillas (03:03 to 03:12)

Commissioner: So mostly you stitched them up and stopped their blood? (03:20 to 03:27)

Doctor: I only had the technical staff..... I was looking for signs of excessive bleeding... I didn't want that their lives should go away from bleeding out at least.....whatever else happened, happened.... I looked around for any signs and I didn't see anyone bleeding. Things were also such that the protocols to carry the injured were not available....some were brought in folded and carried in sheets some people used other ways (03:27 to 03:57)

Dr Omer: Who gave you the information first? Who was your first informant? (03:57 to 04:02)

Doctor: Guard of from the RHC Shatiyal pharmacy, he gave it. The guard was near Chillas for some work, then I received his call informing me about the incident.....he mentioned that it was one of the buses coming from gilgit. I was here, so I went to the hospital to alert the staff, to prepare and check if everything is available. (04:02 to 04:27)

Dr Omer: At what time did this happen?

Doctor (thinking): Timing.....almost....

The person next to the doctor: 7:15... 7:30

The doctor was finding it hard to recall the exact time, he remembers getting informed before or around maghrib time, the guy next to him said that an injured came in at 7: 10 pm.....a video was also received.....he had a screenshot of someone going on Facebook live as well..... so they guessed that



the event happened 10, 15 mins earlier. The Doctor said that the soon as I arrived the first injured had also arrived at the hospital.

9.2 Statement of Car Survivor Front Passenger, Aslat Khan

Committee:

Najeeb Alam

(Commissioner Gilgit Division)

Mudassir (ETO)

Abu Bakr (ETO)

Dr Omer

(Chief Crash Investigator ADCR)

Engr. Abdullah Quidwai

(Investigator ADCR)



Survivor: a person from the bus came up.... he said that Qari Sb help pick us up... he was a conductor or someone

(an exchange of words took place between the commissioner and the survivor in trying to understand the person who came up from the bus and where he might have been from as the survivor mentioned that his accent belonged to Gilgit region but same language (Sheena) was different from his by which he understood the bus also crashed)

.....after he spoke then I understood that the bus fell as well. he said Kari Sb pick them/us up, I said I'm in the worst condition and helpless myself and that you help those down say prayers (Recite kalma) , I'll help these guys. Then he didn't say anything and just sat quietly. (00:00 to 00:55)

Commissioner: he must have lost consciousness. (00:56 to 00:57)

Survivor: I made a call from my phone... and our men came from Shatiyal... (00:57 to 01:02)

Commissioner: Ok, you called and they came from Shatiyal. So, what time do you recall when this happened? (01:02 to 01:10)

Survivor: we left 10 15 mins after Maghreb prayer..... we left from Shatiyal Bazaar. (01:11 to 01:15)

Commissioner: So.... exactly what time would this be....? (01:19 to 01:21)



Abu Bakr ETO Officer : Maghreb Azaan time is around 5:30 pm / 5:45 pm....these days its 5:45 pm...meaning thereby, that around 7:10 pm to 7:15 pmoh sorry, I meant around 6:10/6:15 pm this accident must have taken place **(01:21 to 01:45)**

Commissioner: but aah, Maghreb timing is?.. 5:45 pm, yeah? But.... **(01:46 to 01:52)**

Abu Bakr ETO Officer : yes, it must have taken 15 mins for them to finish the prayer ... so they must have left around 6:00 pm or 6:10 pm ... so from Shatiyal it takes 5 mins so this becomes 6:15 to 6:20 pm **(01:53 to 02:16)**

Commissioner (asking the survivor): and how much time do you think it took them to arrive after you called? **(02:17 to 02:22)**

Survivor: almost 10 mins I think, and they arrived **(02:23 to 02:26)**

Commissioner: ok you were mentioning about Facebook Live ... that at 7:00 Live starts?

(conversation about Facebook live took place between the commissioner and the person and they arrived at the conclusion that the event time seems to be around 6:30/6:40 pm) (02:28 to 02:47)

The person next to the commissioner: it was 7:30 when it was going Facebook Live

(The group was discussing the time it went Live and ... some parts are different to understand..... the group and commissioner started consoling the survivor) (02:51 to 03:53)

Commissioner: would you like to share anything else with us that you think it important.....something regarding safety/precaution.....? **(03:54 to 04:02)**

Survivor: you should talk to the drivers, make them understand that they should drive the vehicle responsibly, they being the bigger transport, they don't take precautions around the small ones.....they over speed and compete with each other on the road, the smaller vehicles can't predict their behavior.....if you are ahead, they may hit you from the backovertake....(explaining careless driver behavior). **(04:02 to 04:29)**

Engr. Abdullah: was the driver driving very fast? **(04:31 to 04:35)**

Survivor: they were driving and competing(conversation happening in the background) **(04:36 to 04:46)**



Commissioner: (Introducing Dr Omer to the survivor) (04:47 to 04:59)

Dr Omer: my concern was about the time, which you have already done well in figuring out (to the commissioner) to be around 6:40 pm. Were the Lights on? (05:00 to 05:07)

Survivor: yes, they were on.

Dr Omer: you sure you saw them on?

Survivor: yes yes... perfectly on.

Commissioner: were they too bright?

Survivor: no, they were fine.

Dr Omer: were you at the front of the car? (05:14 to 05:17)

Survivor: yes aah, I was in the front.....next to driver. (05:15 to 5:17)

Dr Omer: were you wearing a seatbelt? (05:19 to 05:22)

Survivor: no, no one wears them except on the motorway (05:22 to 05:29)

Engr. Abdullah: was the driver wearing them? (05:29 to 05:30)

Survivor: no, no he wasn't. (05:30 to 05:31)

Engr. Abdullah: no one wore it in the car? (05:31 to 05:35)

The person next to him: because of not wearing a seatbelt this poor man survived (05:36 to 05:40)

Commissioner: and how much time did it take to pick them from down there? (05:45 to 05: 49)

Survivor: our people are very fast, at most.... 30 mins or 45 mins to rescue. (05:49 to 06:00)

Commissioner: when you became conscious or were conscious, you must have realized that many lives have already been lost.....did you hear any screams or..... (06:00 to 06:10)



Survivors: our men died instantly..... our men were in front of me and I prayed kalma for one myself (06:10 to 06:19)

Commissioner: they also had head injuries? (06:19 to 06:20)

Survivor: yes yes, (explained that one the guy next to him, his head side was lying somewhere below/ near him) so I prayed kalma for him myself. (06:20 to 06:27)

Commissioner: And those behind? (06:27 to 06:28)

Survivor: The one's behind..... I couldn't reach them (06:29 to 06:32)

Commissioner: did you hear people calling out? (06:33 to 06:37)

Survivor: God knows the screams that I heard.....first they were loud then slowly they got lower as time passed.... (06:37 to 06:44)

Engr. Abdullah: The bus was overtaking? (06:49 to 06:52)

Survivor: yes it came right in front..... overtook from the side. (06:52 to 06:56)

Dr Omer: okay...so was there another car.....a Mazda? (06:57 to 07:00)

Survivor: before the bus, there were other 2 or 3 cars which drove by... (07:00 to 07:03)

Dr Omer: but was the guy trying to overtake anyone? (07:04 to 07:06)

Survivor: aah 2 buses..3 buses were there..... (07:07 to 07:09)

The person next to the survivor: there were 3 buses in total and this one was third in line.....it suddenly came towards the side a little. (07:10 to 07:16)

Commissioner: there were 3 buses..... we will find out which were the other 2 buses. Two buses crossed and this was the third.....it tried to cross them by overtaking.....in its attempt it hit their car and their car when down..... when it moved ahead and tried to take control of the bus and what happened...happened... (07:20 to 07:40)



Survivor: the first two.....the first two they crossed us and left and when the accident happened they didn't even stop to look back and help..... they kept on going at the same speed and just left. (07:40 to 07:57)

Commissioner: The two buses.....the ones in front..... they just left.....they didn't stop at any point?hmmm (07: 58 to 08:05)

Survivor: they didn't stop for even a min.....(someone asked that maybe they didn't know).....how can they not know? they were Like this (explained in hand gestures).....haan na.....they left at the same speed. (08:05 to 08:17)

The person next to Commissioner: Sir check post pe all vehicle entries happen so we will know which ones were these. (08:17 to 08:21)

Commissioner: exactly, or..... were they red.... were all of three red? (08:23 to 08:25)

Survivor: yes yes, red....they were red, all three were red (08:25 to 08:29)

(Someone added that Faisal movers also have red buses)

Commissioner: check the timings na..... we will know according to the timings.....(talking to the guys) (08:30 to 08:34)

(Two guys next to the commissioner are discussing the colours of other bus services, one says that only Masherbrum has red ones and the other says that Faisal movers also had red if he correctly recalls what he saw some time ago. Says they did, at least in the beginning but not sure now) (08:34 to 08:39)

Commissioner: we'll check with the timings na... timings will give an idea..... (08:41 to 08:45)

Dr Omer: he didn't overtake....he was trying to find a chance? (08:55 to 08:58)

Engr. Abdullah: So the moment he tried to take a chance to overtake, your car came up? (08:59 to 09:02)

Survivor: he tried two to three times before as well and seeing our car light it used to go back in its lane.....(09:02 to 09:10)

Engr. Abdullah: you were seeing him do that? (09:10 to 09:11)



Survivor: yes yes, we even said that bhai (driver), take care of that bus, so then he told us that there is no need to worry, the road is straight, and he is on his side of the road and we are on ours. (09:12 to 09:24)

Engr. Abdullah: do you remember your car's speed? (09:25 to 09:26)

Survivor: aah no didn't see the speedometer, but after seeing the bus he didn't increase the speed/give race to the car. (09:26 to 09:33)

Engr. Abdullah: did the car skid ... were the breaks fully applied? (09:35 to 09:39)

Survivor: break wasn't applied ... they hit us and it felt as if a bomb went off..... (09:39 to 09:45)

The person next to him: they hit them from the tire side/tire..... (09:45 to 09:46)

Engr. Abdullah: your breaks weren't applied at all right? (09:49 to 09:50)

Survivor: no.... how could we have applied breaks the bus suddenly hit us..... (09:50 to 09:54)

Engr. Abdullah: ok, it came out of the lane suddenly. (09:54 to 09:55)

Survivor: haan. (09:54 to 09:55)

(The commissioner thanked him and prayed for him, the group paid their final greetings and the meeting ended)

9.3 Statement of Bus Survivor Tahir Zaman



Committee

Najeeb Alam

(Commissioner Gilgit Division)

Commissioner: So tell us what happened?

Bus Survivor: The incident happened because the cars given to Ghizar were poorly maintained. Ghizar is always neglected. They (Travel Agency) told us it was a Daewoo bus (Bus Type) for which they charged us a fare of 3500/- rupees. I was with my friend, who was from Bubur, there were two of us. I went to the office and complained "What are you guys doing? What a poor quality bus you are providing at this fare? This bus is in very poor condition! It is very prone to a fatal crash! ..." they asked us to go talk to the Mashabrum Company ...

Bus Survivor: We told ourselves "This type of service doesn't even deserve 1000/- rupee fare! ..." My friend asked me to not react or share further grievances and to leave this matter. We just took our seats and prayed to God for safety. We were talking, and suddenly, just before Shatiyal point, the bus driver was over speeding, and an incoming car was also at a high speed, both collided and the bus rolled over, twice or thrice... I saw a bright light and I just jumped out... I thanked God that I survived, and managed to come out and up the road. I could hear the people scream. Some were paralyzed, hands and feet were broken, screaming for help.



Commissioner: What was the situation like?

Bus Survivor: It was just like a dream. What can I say.... some people had broken feet, and some had fractured arms. Everyone was screaming, and all I could hear was "Help me!" I couldn't do anything, I was myself very severely injured. My back was injured. When I was climbing up to the road, I could hear someone calling for me to help. I replied that I can barely walk! How can I come to save you? ..."

Commissioner: How many passengers were on the bus?

Bus Survivor: We were a total of 18 passengers, 1 driver with two assistants... a total of 21 passengers. Also 4 ladies...



Commissioner: What measures do you suggest should be taken after this incident?

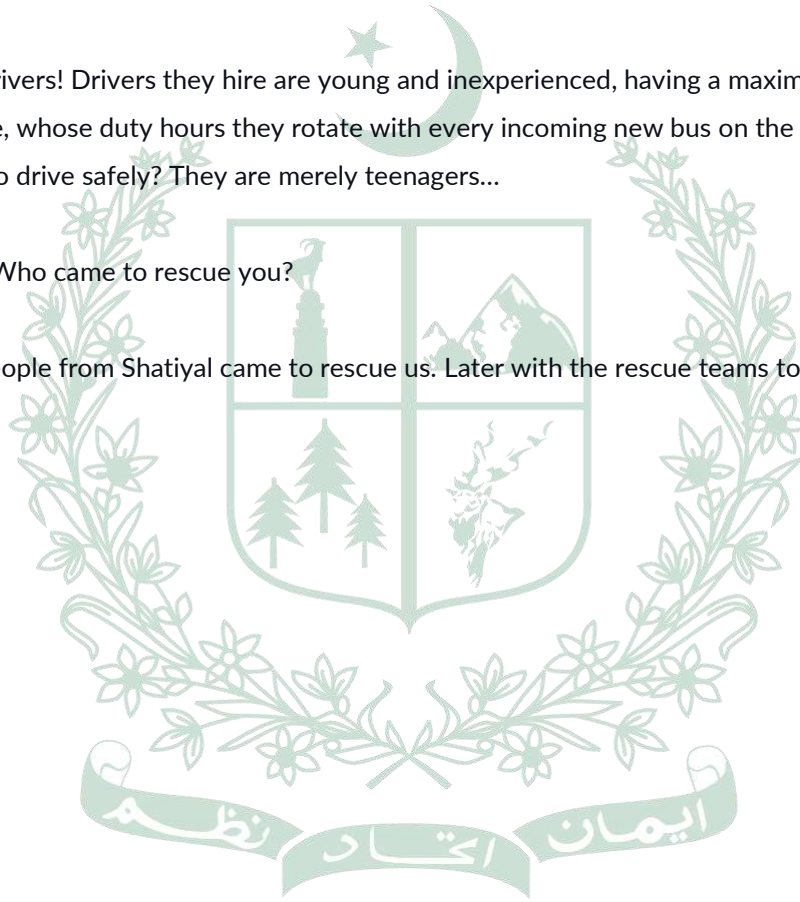
Bus Survivor: All the buses of Mashabrum should be sealed. New buses should be procured by the company. Buses should be properly maintained. Maintenance should be monitored daily, check everything even if the bus is safe to drive on road. See if it's comfortable enough for passengers or not. Every bus should be checked. But they don't check their buses. I have told the Chief Minister, that this is a problem. He has assured us that the government will try to facilitate and cooperate with us. I thanked him.

Commissioner: What about the drivers?

Bus Survivor: Drivers! Drivers they hire are young and inexperienced, having a maximum of two years to no experience, whose duty hours they rotate with every incoming new bus on the route. How are they supposed to drive safely? They are merely teenagers...

Commissioner: Who came to rescue you?

Bus Survivor: People from Shatiyal came to rescue us. Later with the rescue teams too...





10. Correspondence

10.1 Correspondence letter from Government of Gilgit-Baltistan Home & Prisons Department to appoint Commissioner Gilgit as Inquiry Officer



NO. SO-Admin-13(4)/2017
GOVERNMENT OF GILGIT- BALTISTAN
HOME & PRISONS DEPARTMENT
GB SECRETARIAT

Gilgit, the 9th Feb, 2023

INQUIRY ORDER

1. **WHEREAS**, the Competent Authority is pleased to appoint Mr. Najeeb Alam, (PAS/BS-19), Commissioner Gilgit Division as **Fact Finding Inquiry Officer** to probe into the matter of Bus Incident that took place at Shatial area on 07-02-2023 resulted in loss of 18 precious lives.
2. **WHEREAS**, the Fact Finding Inquiry Officer shall ascertain the facts of the tragic bus accident and submit clear recommendations. The Inquiry Officer shall inquire the fitness of accidented vehicles, drivers and other factors to avoid such tragic accidents in future.
3. **NOW THEREFORE**, the Fact Finding Inquiry Officer is required to complete the inquiry proceedings within 10 days of the issuance of this order and submit report with clear findings/recommendations for perusal of the competent authority.

CHIEF SECRETARY GB/COMPETENT AUTHORITY

SECRETARY HOME AND PRISONS, GB

Distribution

1. The Secretary to the Chief Minister, GB
2. The Secretary Services, GAD and Cabinet Department, GB
3. The Secretary Excise and Taxation GB (with the request to depute necessary technical staff with the inquiry officer)
4. Mr. Najeeb Alam (PAS/BS-19), Commissioner Gilgit Division/ Inquiry Officer
5. The Additional Secretary (Staff) to Chief Secretary GB
6. The PS to Secretary Home GB


(SHOUKAT WALI)
SECTION OFFICER (ADMIN)



Office of Commissioner Gilgit Division. Government of Gilgit Baltistan, Pakistan

10.2 Correspondence letter from Commissioners office Gilgit Div. to solicit ADCR



No. Misc.Com-6/2023
GOVERNMENT OF GILGIT-BALTISTAN
OFFICE OF THE COMMISSIONER GILGIT DIVISION
GILGIT

Dated the 10th February, 2023

To

Dr. Omar Masood Qureshi,
Chief Crash Investigator,
Automotive Design & Crashworthiness Research,
Institute of Space Technology,
1, Islamabad highway. ISB 44000.

Subject: REQUEST FOR CONSULTANCY SERVICES TO UNDERTAKE FACT FINDING INQUIRY.

The undersigned has been appointed as fact finding inquiry officer vide Home & Prisons Department GB Secretariat Inquiry Order No. SO(Admin)-13(4)/2017 dated 9th February 2023 to ascertain the facts of the bus incident that took place at Shatial area on 7th February 2023 which resulted in loss of 18 precious lives and causing serious injury to 09 other passengers on board.

The undersigned intends to cover the following angles:

- i. Road assessment hazards.
- ii. Analysis of the crash site & the wreckage.
- iii. Conducting interviews of the survivors.
- iv. Analysis of MS Mashbrum Tours as a public transport company.
- v. Role of Excise & Taxation Department.
- vi. Recommendations to avoid future tragic accidents.
- vii. Any other point which may be required during the course of Inquiry/ Investigation

The Government of Gilgit-Baltistan will cover travelling and lodging expenses along with an agreed remuneration, please.

(Najeeb Alam)
**Inquiry Officer/
Commissioner Gilgit Division**

Cc:

1. The Secretary to the Chief Minister Gilgit-Baltistan.
2. The Secretary Home & Prisons Department Gilgit Baltistan
3. The Secretary Services, GAD & Cabinet Department Gilgit-Baltistan.
4. The Secretary Finance Department, Gilgit-Baltistan.
5. The AS (Staff) to Chief Secretary Gilgit-Baltistan



10.3 Correspondence from Deputy Commissioner Diamer



No. Estt-1(2)/2022
Government of Gilgit-Baltistan
Deputy Commissioner Diamer

Chilas dated the 12th February, 2023

OFFICE ORDER:

Pursuant to the Commissioner Gilgit Division letter No. Misc.Commissioner-6/2023 dated 12th February, 2023, Mr. Anayatullah Additional Deputy Commissioner Diamer with Cell # 03555244455 is hereby deputed as Liaison Officer for administrative and allied arrangements during visit of officers to District Diamer for the purpose of Inquiry of Bus Incident took place at Shatial Diamer.

The Officer is hereby directed to keep close contact/liaison with concerned officers during their visit/stay in District Diamer.


DEPUTY COMMISSIONER
DIAMER

DISTRIBUTION:

1. The Secretary to Chief Minister GB, Gilgit
2. The Secretary Home & Prisons Department GB, Gilgit
3. The Secretary S&GAD Department GB, Gilgit
4. The Secretary Excise and Taxation Department GB, Gilgit
5. The Commissioner Gilgit Division, Gilgit
6. The DIG Police Diamer Range, Chilas
7. The Superintendent of Police Diamer, Chilas
8. The Officer Concerned
9. The Office Copy





Office of Commissioner Gilgit Division. Government of Gilgit Baltistan, Pakistan

10.4 Letter to the Commissioner Diame-Astore Division, Chilas

File. Misc.Commissioner-6/23

GOVERNMENT OF GILGIT-BALTISTAN
Office of the Commissioner Gilgit Division
Gilgit

Dated 9th February, 2023

To,

The Commissioner,
Diame-Astore Division, Chilas

Subject: REQUEST FOR PROTECTION OF THE BODY OF WRECKED BUS & CAR

The undersigned has been appointed as fact finding inquiry officer vide Home & Prisons Department GB Secretariat Inquiry Order No. SO-Admin-13(4)/2017 dated 9th February, 2023 to ascertain the facts of the bus incident that took place at Shatial area on 7th February, 2023 which resulted in loss of 18 precious lives and causing serious injury to 09 other passengers on board.

To undertake the inquiry by capturing the circumstantial evidence(s) and for the examination of body of wrecked bus and car the undersigned will visit the site of accident of Mashabrum Tours Bus (EA 3688) and its wreckage place down in the ravine of Shatial area along with a team of experts, therefore, till then it is requested that relevant authorities in Diame District and Kohistan Area may kindly be approached for protection of the bodies/skeleton of the bus and car, please

Since the inquiry is time bound and is of sensitive nature therefore your personal cooperation is humbly solicited, please.

(NAJEEB ALAM PAS)
Commissioner Gilgit Division/Inquiry
Officer

Cc:

1. Secretary to Chief Minister GB, Gilgit
2. Secretary Home & Prisons, GB, Gilgit
3. Secretary S & GAD, GB, Gilgit
4. AS(Staff) to Chief Secretary, GB



10.5 Correspondence with NHA by Commissioner Gilgit Division



File. Misc. Commissioner-6/23
GOVERNMENT OF GILGIT-BALTISTAN
Office of the Commissioner Gilgit Division
Gilgit

Dated 11th February, 2023

To,

Mr. Habib ur Rehman,
The General Manager Maintenance,
NHA, Gilgit-Baltistan, Gilgit

Subject: REQUEST FOR INFORMATION ON ROAD SAFETY AUDIT & ROAD SAFETY MEASURES ADOPTED BY NHA ON KKH(N-35)

The undersigned has been appointed as fact finding inquiry officer vide Home & Prisons Department GB Secretariat Inquiry Order No. SO-Admin-13(4)/2017 dated 9th February, 2023 to ascertain the facts of the bus incident that took place at Shatial area on 7th February, 2023 which resulted in loss of 18 precious lives and causing serious injury to 09 other passengers on board.

To undertake the inquiry the undersigned, need the following information and documents from your esteemed office which is requested to be shared at the earliest please.

- What are the standard Road Hazard Assessment tools used for KKH(N-35) and when the last such assessment was carried out?
- When and how the findings of Road hazard assessment were implemented.
- When was last Road Safety Audit of KKH carried out including shatial area? Kindly share the report.
- Who was the consultant and contractor of KKH (Harban to Shatial)
- When the design work was carried out and when the last time the carpeting of road was undertaken. Please share the design document.
- What are the Road Safety Measures being adopted by NHA on KKH to ensure safety, efficient and orderly flow/movement of vehicles.
- What were the road safety measures in placed on KKH on 7th February, 2023 in Shatial Area of KKH
- When was the road furniture plan approved and executed? How many sign boards are affixed/installed (regulatory/mandatory signs, cautionary/warning signs, informatory/guide signs) on KKH from Diamer to Dassu area and particularly in Shatial area of Kohistan District.



- Vehicles plying on KKH and regular travelers on KKH informed that there were no sign boards specifying speed and sharp turns in Shatial Area of KKH, Is the authority refutes the information?
- Is the road construction and its current condition (Harban to shatial area) is according to its design and specs specified in PC-1?
- What is the normal/admissible speed limit allowed on KKH (N-35)
- What is the policy of road safety barriers being adopted by NHA for KKH? Mostly to avoid falling of vehicles into ravines on hilly areas after crashes, concrete barriers, steel barriers and highway guard rails are used. NHA is requested to respond that at the site of the casualty bus (EA 3688), were there any concrete barriers affixed either bolted down or free standing or any other kind of safety barrier (Jersey barrier, Jersey wall, Parapet walls, Guard rails) in placed? What was the capacity of that barrier to absorb the shock upon impact?
- What is the policy of establishment of Trauma Centres on Highways by NHA? There is no any trauma center on KKH, Is it policy of NHA not to establish any Trauma center along KKH particularly in Jurisdiction of Kohistan and Diamer Districts. If any project is in pipeline then kindly share documentary evidence, please.

Since the inquiry is time bound therefore, it is requested that the above-mentioned information along with the necessary documents may kindly furnished to the office of Commissioner Gilgit Division/Inquiry Officer within two days, please. Your cooperation is humbly solicited since it may lead to avoid loss of precious lives in such road accidents in future, please.

(NAJEEB ALAM PAS)
Commissioner Gilgit Division/Inquiry
Officer

Cc:

1. Secretary to Chief Minister GB, Gilgit
2. Secretary Home & Prisons, GB, Gilgit
3. Secretary S & GAD, GB, Gilgit
4. General Manager Inspection & Monitoring, NHA, Islamabad
5. AS(Staff) to Chief Secretary, GB



10.6 Reply from NHA on questions raised by Commissioner Gilgit Division



NATIONAL HIGHWAY AUTHORITY

Office of the General Manager (GB)
NHA Complex, Heli Chowk, Jutial Cantt. Gilgit,
Tel: 05811-922381, Fax: 05811-920945

No. GM(GB) /NHA /23/-/450

Dated: 14th February, 2023

(Mr. Najeeb Alam PAS)
Commissioner Gilgit Division/Inquiry Officer
Gilgit.

SUBJECT: - REQUEST FOR INFORMATION ON ROAD SAFETY AUDIT & ROAD SAFETY MEASURES ADOPTED BY NHA ON KKH (N-35).

Reference: Letter No. Misc. Commissioner-6/23 dated 11th February, 2023.

Background of KKH (N-35).

The Karakorum Highway KKH (N-35) was constructed between 1966 to 1978, utilizing joint efforts of Pakistan Army Engineers and Chinese Task Force. On wards it has been the lifeline of Northern Areas/Gilgit Baltistan and only CPEC land link with important neighbor country China at Khunjrab pass. The KKH traverse through hilly and mountainous terrain in the foothill of three highest gigantic mountainous range of Hindukush, Himaliya and Karakorum. The KKH mostly pass through the valley side of the rivers of Indus till Jugloat and onwards pass through Gilgit & Hunza and end up on Khunjrab Pass at Pak-China Border.

2. Since its completion the KKH has been maintained by Frontiers Work Organization (FWO) through Routine Maintenance on terms and length basis. The Scope of the Routine Maintenance works comprising of filling of potholes/patches, removal of landslides/mudflow, minor repair/maintenance of retaining/breast walls/parapets, clearance of side drains, installation/posting of traffic signs/km post, clearance of roadway & road shoulder/edges etc.

3. However, the requisite information regarding above referred letter in connection with inquiry is as under:

S. #	Description	Remarks
a.	What are the standard road hazard assessment tools used for KKH (N-35) and when the last such assessment was carried out.	Highway safety measures comprising of informative, warning signboards, chevrons, Lane Marking and geometric improvement works on requirement basis are being done on KKH (N-35) including km 357+900 where this particular unfortunate accident happened.
b.	When and how the findings of road hazard assessment were implemented.	As above.



c.	When was last road safety audit of KKH carried out including Shatial area? Kindly share the report.	As discussed above, the highway safety works are initiated on requirement basis, however; the KKH with its inherent geological challenges in shape of heavy land sliding and rock fall does restrict widening and geometric improvement at maintenance level and therefore being aware of the situation have hired the services of NESPAK feasibility and realignment of KKH on the lines of CPEC Thakot-Havalian expressway.
d.	Who was the consultant & contractor of KKH (Harban to Shatial)	- No Consultant was deployed. - Contractor M/s FWO for Routine Maintenance.
e.	When the design work was carried out and when the last time the carpeting of road was undertaken. Please share the design document.	Periodic Maintenance work was carried out by M/s Al-Mehreen Enterprises in which its asphaltic surface was freshly laid in 2018.
f.	What are the road safety measures being adopted by NHA on KKH to ensure safety, efficient and orderly flow/movement of vehicles?	Highway safety measures comprising of informative, warning signboards, chevrons and construction parapet walls have been done on requirement basis. However, due rock fall and land sliding these sign boards do get damage or slides/washed away in river flow.
g.	What are the road safety measures being adopted by NHA on 7 th February, 2023 in Shatial Area of KKH.	As above
h.	When was road furniture plan approved and executed? How many sign boards are affixed/installed (Regulatory/mandatory signs, cautionary/warning signs, informatory/guide sign) on KKH from Diamer to Dasso area and particularly in Shatial area of Kohistan District.	(Kohistan District does not come under the jurisdiction of GB Region. However, as per site requirement sign boards have been available on the said location.
i.	Vehicles plying on KKH and regular travelers on KKH informed that there were no sign boards specifying speed and sharp turns in Shatial area of KKH, Is the authority refutes the information?	NHA site staff is very much alive to the situation and as per requirement the necessary sign posting is available at site.
j.	Is the road construction and its current condition (Harban to Shatial area) is according to its design and speeds specified in PC-1.	KKH was constructed way back in early Seventy's, however; NHA is maintaining it as per National Highway Standards and the present road condition is good and traffic worthy including aforementioned road section.
k.	What is the normal/admissible speed limit allowed on KKH (N-35).	20-40 Km/Hour (Hilly and Plain).
l.	What is the policy of road safety barriers being adopted by NHA for KKH? Mostly to avoid falling of vehicles into ravines on hilly areas after crashes, concrete barriers, steel barriers and highway guard rails are used. NHA is requested to respond that at the site of the casualty	As per NHA road safety policy, parapet walls of Plain concrete, Stone masonry and Guard rail are being provided where ever required, however; these arrangements are for the cautioning and guidance of the drivers to drive carefully as these protection measures somehow



	bus (EA 3688), were there any concrete barriers affixed either bolted down or free standing or any other kind of safety barriers (Jersey barriers, jersey wall, parapet walls, guard rails) in placed? What was the capacity of that barrier to absorb the shock upon impact?	can absorb some of the thrust and may redirect vehicle toward the paved surface but as they are not designed to hold back the speedy vehicles. However, sign boards of speed limits, Chevrons, informatory boards, parapet walls & guard rails are already available/ fixed at site.
m	What is the policy of establishment of Trauma Centers on Highways by NHA? There is no any trauma center on KKH, Is it policy of NHA not to establish any Trauma center along KKH particularly in Jurisdiction of Kohistan and Diamer districts. If any project is in pipeline, then kindly share documentary evidence, please.	No such project regarding establishing OF Trauma centers on KKH is in pipeline. However, FWO working in the BUSHI DAS has a trauma center and a hospital up to 10 beds for the emergency and first aid. NHA is also designing and has proposed a trauma center at THOR area in Shital project. However, NHA has established a small dispensary at M/s HAKAS camp at THOR area which is functional and first aid ambulance are already there.

The following is proposed to avoid any untoward incident in future: -

- Local government of G-B is requested to prob into the matter of issuance of driving license and bus fitness certificate which needs to be regulate as per the S.O.P/ standard procedure.
- Regular patrolling of Local /traffic police to ensure the speed limit on KKH as per design speed.
- 4. Report is submitted, please

Enclosure: (As above)

General Manager (GB)
NHA, Gilgit

Cop to:

- Member (North Zone) NHA Peshawar.
- Secretary to Chief Minister, GB, Gilgit.
- Secretary Home & Prisons, GB, Gilgit.
- Secretary S&GAD, GB, Gilgit.
- General Manager (Inspection & Monitoring) NHA HQ.
- Director (Maint) NHA Gilgit.
- AS (Staff) to Chief Secretary GB, Gilgit.
- DD (Maint) NHA Chilas.



Office of Commissioner Gilgit Division. Government of Gilgit Baltistan, Pakistan

10.7 Correspondence with Excise and Taxation Office from the Commissioner Gilgit Division office



File. Misc. Commissioner-6/23
GOVERNMENT OF GILGIT-BALTISTAN
Office of the Commissioner Gilgit Division
Gilgit

Dated 9th February, 2023

To,
Secretary to the Government of Gilgit-Baltistan,
Excise & Taxation Department, Gilgit.

Subject: REQUEST FOR DOCUMENTS PERTAINING TO MASHABRUM TOURS

The undersigned has been appointed as fact finding inquiry officer vide Home & Prisons Department GB Secretariat Inquiry Order No. SO-Admin-13(4)/2017 dated 9th February, 2023 to ascertain the facts of the bus incident that took place at Shatial area on 7th February, 2023 which resulted in loss of 18 precious lives and causing serious injury to 09 other passengers on board.

To undertake the inquiry the undersigned, need the following documents of Mashabrum Tours which may kindly be collected and shared with the undersigned at the earliest please.

- Documents showing when the Mashabrum Tours company started its operations on all routes, particularly towards Rawalpindi/Islamabad.
- Total number of buses in the fleet route wise plying on KKH
- What is the procedure in vogue for maintenance of vehicles?
- What are the Standard Safety Measures/Risk Control Measures notified by the Govt of GB and were complied by the Mashabrum Tours.
- When the casualty bus (EA 3688) was purchased and who is the legal owner (CNIC copy of the owner), his/her contact details and address.
- What was the capacity of casualty bus and how many passengers were on board on 07-02-2023?
- What is the Registration Number of the casualty bus?
- Driver's license and license plate number
- Insurance company and policy number if the bus was insured.
- How many times in the past the instant bus has faced/passed accidents and accident like situation.
- When was the last time before the unfortunate accident the maintenance work of the bus was carried out, item/component wise. (Documentary evidence required) and when last inspection was carried out by the Mashabrum Travels to get vehicle fitness certificate.
- Name of the driver and conductor (CNIC Copies)
- What is the normal/admissible speed limit adhered by the drivers of Mashabrum Tours?

Since the inquiry is time bound therefore, it is requested that the above-mentioned information along with the necessary documents may kindly sought and furnished within two days, please.

(NAJEEB ALAM PAS)
Commissioner Gilgit Division/Inquiry
Officer

Cc:

1. Secretary to Chief Minister GB, Gilgit
2. Secretary Home & Prisons, GB, Gilgit
3. Secretary S & GAD, GB, Gilgit
4. AS(Staff) to Chief Secretary, GB



10.8 Letter to Secretary to Government, Excise and Taxation Department Gilgit from the Commissioner Gilgit Division



File. Misc.Commissioner-6/23

GOVERNMENT OF GILGIT-BALTISTAN
Office of the Commissioner Gilgit Division
Gilgit

Dated 9th February, 2023

To,

Secretary to the Government of Gilgit-Baltistan,
Excise & Taxation Department, Gilgit.

Subject: REQUEST FOR TECHNICAL STAFF TILL FINALIZATION OF INQUIRY REPORT

The undersigned has been appointed as fact finding inquiry officer vide Home & Prisons Department GB Secretariat Inquiry Order No. SO-Admin-13(4)/2017 dated 9th February, 2023 to ascertain the facts of the bus incident that took place at Shatial area on 7th February, 2023 which resulted in loss of 18 precious lives and causing serious injury to 09 other passengers on board.

Apropos, the undersigned need the support of technical and relevant officers of your esteemed department to undertake the inquiry on merit and in a professional manner, therefore, the services of the following officers may kindly be attached with the undersigned till finalization of the inquiry report.

1. Mr. Abu Bakar Siddiqui Deputy Director Gilgit
2. Mr. Moazzam Ahmed DD Transport/DD Diامر-Astore
3. Mr. Mutahir Ahmed SO Excise & Taxation.

The undersigned has to complete the task within 10 days and the matter is of sensitive nature which demands urgency and professionalism; therefore, the above-mentioned officers may be directed to report to the undersigned tomorrow on 10th February, 2023, please.

(NAJEEB ALAM PAS)
Commissioner Gilgit Division/Inquiry
Officer

Cc:

1. Secretary to Chief Minister GB, Gilgit
2. Secretary Home & Prisons, GB, Gilgit
3. Secretary S & GAD, GB, Gilgit
4. AS(Staff) to Chief Secretary, GB



10.9 *Reply from Excise and Taxation, Zakar & Ushr, Cooperatives and Transport Department, Government of Gilgit-Baltistan Secretariat*



(Confidential)
GOVERNMENT OF GILGIT-BALTISTAN
GILGIT-BALTISTAN SECRETARIAT
EXCISE & TAXATION, ZAKAT & USHR, COOPERATIVES
AND TRANSPORT DEPARTMENT

No. Sectt-E&T-(Admn)- Inq-2(26)/2022/1374
Gilgit, dated the 17th February, 2023

To

✓ The Commissioner Gilgit Division / Inquiry Officer
Gilgit.

CC:

PS to Secretary Excise & Taxation, Z&U, Cooperative and Tpt. Department GB.

Subject:

REQUEST FOR INFORMATION.

I am directed to refer to the Commissioner Gilgit Division Gilgit letter No. Misc.Commissioner-6/23 dated 9th February, 2023 on the above noted subject and to submit the requisite information as furnished by the Deputy Director (Operations)/Secretary Provincial Transport Authority E&T Department GB vide letter No. Dir (E&T) PTA-5(24)/2021/1475 dated 14th February, 2023, as under please: -

1. The public service vehicle is presented before Motor Vehicle Examiner (MVE) or at facilities like Vehicle Inspection and Certification System (VICS) whereby these vehicles are physically and technically examined and Vehicle Fitness Certificates (VFCs) are issued if the vehicle fulfills their fitness criteria. Currently the Excise & Taxation Department GB has no technical arrangement in place to issue vehicle fitness certificate to inter provincial public transport vehicles. These vehicles are referred to Transport Department KPK and Transport Department Punjab to obtain VFC.
2. These vehicles are referred to Transport Department KPK and Transport Department Punjab to for physical and technical examination and to obtain VFC.
3. These inter provincial vehicles are monitored on daily basis during road beats and on various Excise Check Posts. Transporters are advised on the spot to keep their vehicles and fit and VFCs upto date to avoid accidents.
4. Punjab Motor Vehicle Ordinance 1965 and Motor Vehicle Rules 1969 has been adopted with all amendments, by Excise & Taxation Department GB to register and regulate public transport vehicles.




5. The route permit of PSVs are issued on the basis of following documents: -

- a. Registration Book of Vehicles
- b. CNIC of driver
- c. Passenger Insurance Certificate
- d. Valid vehicle fitness certificate
- e. Route permit from KPK Transport Department
- f. Route permit from Punjab Transport Department
- g. Letter to Excise & Taxation Department GB for endorsement of Route Permit.

The route permit of vehicle No. EA-3688 for M/s Mashabrum Tours was endorsed on 5th September, 2022 and was valid upto 18th June, 2023.

6. The inspection and checking of PSVs is carried out on daily basis during road beats and on Excise check post. The VFC of EA-3688 was issued on 06-06-2022 from KPK Transport Department.

7. The motor vehicles Examiners of the Department are responsible to examine private regular and NCP vehicles before registration. They also check PSVs during road beats to ensure that vehicles are fit to play on road.


(Muhammad Ali)
Deputy Secretary





10.10 Reply from Office of the Deputy Director (Operations) Excise and Taxation Department

GOVERNMENT OF GILGIT-BALTISTAN
OFFICE OF THE DEPUTY DIRECTOR (OPERATIONS)
SECRETARY PROVINCIAL TRANSPORT AUTHORITY
EXCISE AND TAXATION DEPARTMENT

Dated 14th February, 2022

No. DIR (E&T) PTA-5(24)/2021/1476

To, 1. The Deputy Secretary E&T and Transport Department,
Gilgit-Baltistan

CC: The Deputy Director Excise and Taxation Department, Gilgit-Baltistan

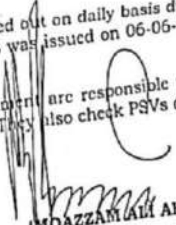
Sub: REQUEST FOR INFORMATION

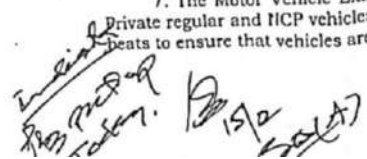
With reference to the Excise, Taxation and Transport Secretariat letter No. Sectt-E&T-(Admn)-Inq-2(26)/2022 dated 10th February, 2023 on the subject cited above, and to say that item-wise information as requested by the inquiry officer is given as follows:

1. The public service vehicle is presented before Motor Vehicle Examiner or at facilities like Vehicle Inspection and Certification System (VICS) whereby these vehicles are physically and technically examined and VFCs are issued if the vehicle fulfills their fitness criteria. Currently, The Excise and Taxation Department GB has no technical arrangements in place to issue vehicle fitness certificate to inter-provincial public transport vehicles. These vehicles are referred to Transport Department KPK and Transport Department Punjab to obtain VFC.
2. These vehicles are referred to Transport Department KPK and Transport Department Punjab for physical and technical examination and to obtain VFCs
3. These Inter-Provincial vehicles are monitored on a daily basis during road beats and on various Excise Check posts. Transporters are advised on the spot to keep their vehicles fit and VFCs up to date to avoid accidents.
4. Punjab Motor Vehicle Ordinance 1965 and Motor Vehicle Rules 1969 has been adopted with all amendments by E&T Department GB to register and regulate Public Transport Vehicles.
5. The route permit of PSVs is issued on the basis of the following documents:
 - a. Registration Book of vehicle
 - b. CNIC of drivers
 - c. Passenger insurance certificate
 - d. Valid vehicle fitness certificate
 - e. Route permit from KPK Transport Department
 - f. Route permit from Punjab Transport Department
 - g. Letter to E&T Department GB for endorsement of route permit

The route permit of vehicle No. EA-3688 for M/S Mashabrum Tours was endorsed on 05th September, 2022 and is valid up to 18th June, 2023.

6. The inspection and checking of PSVs is carried out on daily basis during road beats and on Excise Checkpost. The VFC of EA-3688 was issued on 06-06-2022 from KPK Transport Department.
7. The Motor Vehicle Examiners of the department are responsible to examine Private regular and HCP vehicles before registration. They also check PSVs during road beats to ensure that vehicles are fit to ply on road.


 (MOAZZAM ALI AHMED)
 Secretary Provincial Transport Authority
 Gilgit Baltistan





10.11 Letter to SP Traffic from the Commissioner Gilgit Division Office



File. Misc. Commissioner-6/23

GOVERNMENT OF GILGIT-BALTISTAN
Office of the Commissioner Gilgit Division
Gilgit

Dated 11th February, 2023

To,

Superintendent of Police,
District Diamer, Chilas

Subject: REQUEST FOR INFORMATION ON SPEED LIMIT ADMISSIBLE ON
KKH(N-35) AND ROLE OF SUPERINTENDENT OF POLICE (TRAFFIC)

The undersigned has been appointed as fact finding inquiry officer vide Home & Prisons Department GB Secretariat Inquiry Order No. SO-Admin-13(4)/2017 dated 9th February, 2023 to ascertain the facts of the bus incident that took place at Shatial area on 7th February, 2023 which resulted in loss of 18 precious lives and causing serious injury to 09 other passengers on board.

To undertake the inquiry the undersigned, need the following information and documents from your esteemed office which is requested to be shared at the earliest please.

- What is the normal/admissible speed limit allowed on KKH (N-35)?
- When was the road furniture plan approved and executed in your jurisdiction for KKH especially with respect to safety and security of vehicles plying on it?
- When the casualty bus (EA 3688) of Mashabrum Tours entered into the jurisdiction of Diamer and when it exit from the jurisdiction of Diamer?
- Is there any mechanism installed either manually or through variable speed limit sign (VSLS) system to monitor speed on KKH in your jurisdiction?
- How many times in your jurisdiction on KKH, your good office has generated/registered challan someone on over speeding.
- What are your recommendations to keep a check on speed of vehicles plying on KKH in your jurisdiction and beyond and what are your responsibilities as SP Traffic on KKH?

Since the inquiry is time bound therefore, it is requested that the above-mentioned information along with the necessary documents (if any) may kindly furnished to the office of Commissioner Gilgit Division/Inquiry Officer within two days, please. Your cooperation is humbly solicited to avoid loss of precious lives in such road accidents in future, please.

(NAJEEB ALAM PAS)
Commissioner Gilgit Division/Inquiry
Officer

Cc:

1. Secretary to Chief Minister GB, Gilgit
2. Secretary Home & Prisons, GB, Gilgit
3. Secretary S & GAD, GB, Gilgit
4. IGP, GB, Gilgit
5. AS(Staff) to Chief Secretary, GB



10.12 Reply from Superident Police (Traffic)

OFFICE OF THE
SUPERINTENDENT OF POLICE
DISTRICT DIAMER

To,

The Commissioner Gilgit Division,
Gilgit.

No. SPD-3(12)/ 2956-

/2023

Dated 15 Feb, 2023

SUBJECT: - REQUEST FOR INFORMATION ON SPEED LIMIT ADMISSIBLE ON KKH(N-35) AND ROLL OF SUPERINTENDENT OF POLICE(TRAFFIC)

Kindly refer to your good office letter No. Misc.Commissioner-6/23 dated 11th Feb, 2023, on the above cited subject.

It is submitted that the requisite information and comments are as under:-

Required information/ documents	Comments/ remarks
➤ What is normal /admissible speed limit allowed on KKH(N-35)	Admissible speed limit is 60/70 for Heavy passenger Vehicles on KKH. Traffic Police are being deployed on KKH for monitoring with no modern facilities.
➤ When was the road furniture plan approved and executed in your jurisdiction for KH especially with respect to safety and security of vehicles playing on it.	No specific road furniture plan has been introduced so far. However, point to point security of vehicle commuting on KKH is being provided by Police station level besides patrolling of KKTF and tourist Police.
➤ When the causality bus(EA 3688 of Mashabroom Tours entered into the jurisdiction of Diamer and when it exit from the jurisdiction of Diamer	As per report of Incharge PS Thore/ CP Thore, bus No EA-3688 was exit from Thore Police Check post on 7 th Feb, 2023 at 1800 hours.
➤ Is there any mechanism installed either manually or through variable speed limit sign (VSLS) system to monitor speed on KKH in your jurisdiction.	It is pertinent to mention that there are no modern techniques to monitor speed on KKH however, traffic police is being deployed in addition to conduct of nakabandies at various points on KKH.



<p>➤ How many times in your jurisdiction on KKH, your good office has generated /registered Challan someone on over speeding</p>	<p>Traffic Naka is being ensured on daily basis and approximately 20 vehicles have been Challan on over speeding during current month.</p>
<p>➤ What are your recommendations to keep a check on speed of vehicles playing on KKH in your jurisdiction and beyond and what are your responsibilities as SP traffic on KKH.</p>	<ol style="list-style-type: none">1. Establishment of Traffic/ KKH Police like motorway Police.2. Provision of modern equipments to Police to monitor speed.3. NHA and district administration may be advised to install sign boards on visible places to control over speeding and for their guideline.4. Traffic Police is being deployed for checking of driving licenses and other documents on daily basis. In this regard, Excise & Taxation department may be sensitized for checking of fitness of vehicles and route permits of all sort of vehicles specially heavy transport vehicles.5. This office is trying its level best to control flow of traffic and over speeding with available resources. This office has to see overall crimes, security matters (especially security of Chinese) and security of all vehicles commuting on KKH within jurisdiction of District Diamer. Due to shortfall of Police personnel traffic management on KKH is suffering badly.

Submitted for information as desired, please.

**Sr. SUPERINTENDENT OF POLICE
DISTRICT DIAMER
Ph: 5812-930029**



10.13 Letter to Mashbrum Services from Commisioner Gilgit Division



(Confidential)

GOVERNMENT OF GILGIT-BALTISTAN
GILGIT-BALTISTAN SECRETARIAT
EXCISE & TAXATION, ZAKAT & USHR, COOPERATIVES
AND TRANSPORT DEPARTMENT

No. Sectt-E&T-(Admn)- Inq-2(26)/2022//396
Gilgit, dated the 17th February, 2023

To

✓ The Commissioner Gilgit Division / Inquiry Officer
Gilgit.

CC: PS to Secretary Excise & Taxation, Z&U, Cooperative and Tpt. Department GB.


Subject: **REQUEST FOR DOCUMENTS PERTAINING TO MASHABRUM TOURS**

I am directed to refer to the Commissioner Gilgit Division Gilgit letter No. Misc.Commissioner-6/23 dated 9th February, 2023 on the above noted subject and to submit the requisite information as furnished by the Deputy Director (Operations)/Secretary Provincial Transport Authority E&T Department GB vide letter No. Dir (E&T) PTA-5(24)/2021/1478 dated 15th February, 2023, as under please: -

1. M/s Mashabrum Tours was established on 31st December, 1992 and it started its operations on Gilgit/Rawalpindi routes thereon (**Annex-A**).
2. There are 24 vehicles plying on Gilgit - Rawalpindi route and there are 08 plying on Gilgit – Skardu route (**Annex-B**).
3. The vehicles of Mashabrum Tours are examined for fitness every 06 months by Transport Department KPK and Transport Department Punjab (**Annex-C**).
4. All transporters are regularly advised on safety precautions and risk control measures during road beats and Mashabrum Tours was complying with it.
5. ORIX Leasing Pakistan Limited is the current owner of the vehicle No. EA-3688 (address: Ground Floor State Life Building 32 the Mall, District Peshawar), (Registration Book attached at **Annex-D**).
6. The seating capacity of the vehicle EA-3688 is 47 and there were 21 passengers on board on 07th February, 2023.
7. The Registration No. of the casualty bus is EA-3688.
8. The name of casualty bus driver was Mr. Shakeel Ahmad and his driving license No. is 20841/SKD (**Annex-E**).



9. The casualty bus is insured with Alpha Insurance Company Ltd. With Policy No. 2020/12/RRSPADP00007 **(Annex-F)**.
10. The instant bus had not faced any accident in the past.
11. The maintenance work of Mashabrum Tours was carried out on 02-02-2023 and the last inspection to get VFC was carried out on 07-12-2022 **(Annex-G)**.
12. The names of the driver and conductor is Shakeel Ahmed and Muhammad Raza, respectively **(Annex-H)**.


(Muhammad Ali)
Deputy Secretary





10.14 Reply from Mashbrum Services pertaining to Vehicle Documentation



GOVERNMENT OF GILGIT-BALTISTAN
OFFICE OF THE DEPUTY DIRECTOR (OPERATIONS)
SECRETARY, PROVINCIAL TRANSPORT AUTHORITY,
EXCISE AND TAXATION DEPARTMENT



No. DIR (E&T) PTA-5(24)/2021 /1478

Dated 15th February, 2023

To,


1. The Deputy Secretary E&T and Transport Department,
Gilgit-Baltistan

CC: The Deputy Director Excise and Taxation Department, Gilgit-Baltistan

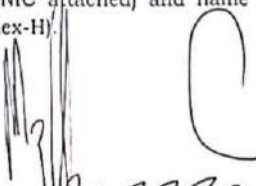
Sub: REQUEST FOR DOCUMENTS PERTAINING TO MASHABRUM TOURS

With reference to the Excise, Taxation and Transport Secretariat letter No. Sectt-E&T-(Admn)-Inq-2(26)/2022 dated 10th February, 2023 on the subject cited above, and to say that item-wise information and documents as requested by the inquiry officer are given below:


1. M/S Mashabrum Tours was established on 31st December, 1992 and it started its operations on Gilgit/Rawalpindi routes thereon (doc. Attached as Annex A).
2. There are Twenty Four (24) vehicles plying on Gilgit to Rawalpindi route and there are Eight (08) vehicles plying on Gilgit to Skardu route (List of vehicles attached as Annex -B).
3. The vehicles of Mashabrum Tours is examined for fitness every six months by Transport Department KPK or Transport Department Punjab (VFC attached as Annex-C).
4. All transporters are regularly advised on safety precautions and risk control measures during road beats and Mashabrum Tours was complying with it.
5. ORIX Leasing, Pakistan, Limited is the current owner of the Vehicle EA-3688. (Address: Ground floor state life building 32 the mall district Peshawar)(Registration book attached as Annex-D).
6. The seating capacity of the vehicle EA-3688 is Forty-Seven (47) and there were Twenty-One (21) passengers on board on 07th February, 2023.
7. The registration number of the casualty bus is EA-3688.
8. The driver of the casualty bus was Mr. Shakeel Ahmed and his driving License No. is 20841/SKD (driving license attached as Annex-E).
9. The casualty bus is insured with Alpha Insurance Company Limited with policy No. 2020/12/RRSPADP00007 (Doc. Attached as Annex-F).
10. The instant bus has not faced any accidents in the past.
11. The maintenance work of Mashabrum Tours was carried out on 02/02/2023 and the last inspection to get VFC was carried out on 27/12/2022 (item wise maintenance work is attached as Annex-G).
12. The name of the driver is Shakeel Ahmed (CNIC attached) and name of the conductor is Muhammad Raza (CNIC attached as Annex-H).


Secretary E&T and Transport Department,
Excise & Taxation Department,
Gilgit-Baltistan
17/2/23




(MOAZZAM ALI AHMED)
Secretary Provincial Transport Authority
Gilgit Baltistan





CERTIFICATE OF INCORPORATION

[Under the Companies Ordinance 1984-85]

No. R/JSC/NA -59/92 of 1992


I hereby certify that THE HAKHAME (PRIVATE) LIMITED

is this day incorporated under the Companies Ordinance 1984-85 and that the Company is limited as private Company limited by shares.

Given under my hand at Gilgit this 31st day of December 1992

One Thousand Nine Hundred and Ninety two

Fee Rs 15,500/- paid


REGISTRAR,
Joint Stock Company.

SEAL

MASHABRUM TOURS

بیس سرورس ٹاکس تا سکرو 1981 میں شروع ہوا
جملہ ٹکٹوں تا راولپنڈی سرورس 1984 سے

موجودہ حادثہ نمبر 3688 اور نمبر 3689 کی (موجودہ) کٹنگ
کے نام پر جملہ بیس میں 47 شیئرس جملہ حادثہ
کے ہر وقت 2.5 آزاد ہو جس میں موجودہ کٹنگ
کٹنگ سے راولپنڈی کے لئے سید گرام "50 اور 60 کی کٹنگ
رفنار سے چلتی ہے

DAILY AIR CONDITION BUS SERVICE FOR SAKARDU, GILGIT & RAWALPINDI. WAGON SERVICE FOR SAKARDU & GILGIT

Head Office SAKARDU: yadgar chowk sakardu Ph: 05815-455195,
Branch office GILGIT: general bus stand gilgit Ph: 05811-453095
branch rawalpindi. office # 7, transport block, Firdahal, Ph: # 051-5163695 - 5163695





10.15 First Investigation Report

انچیز جرنل پولیس سوب ڈیپارٹمنٹ کوٹلیہ، فارم نمبر ۴۲

ابتدائی اطلاعی رپورٹ

فائل

فارم نمبر (۱) ۵-۲۵

ابتدائی اطلاع نسبت جرم قابل دست اندازی پولیس رپورٹ شدہ زیر دفعہ ۱۵۴ مجرمین کے خلاف نو جداری

مقام ساہیون

منطقہ ریبر کھوشان

میں ۲۵ تاریخ ۲۵

تاریخ وقوع ۲۵ وقت وقوع ۱۹:۲۰ بجے

1- تاریخ وقت رپورٹ	۲۵/۰۲/۲۰۲۵ ۷:۰۰ بجے
2- نام و سکونت اطلاع دہندہ و دستنیز اور اس کا رابطہ نمبر	جاکیر علی بیگم ۲۵/۰۲/۲۰۲۵ ۷:۰۰ بجے
3- مختصر کیفیت جرم (معدومہ) حال اگر کچھ لیا گیا ہو۔	NIL-135-4-7675761-5 135-4-03554409311
4- جانے وقوعہ فاصلہ مقام سے اور سمت	زیر دفعہ ۱۵۴/۱۵۴/۱۵۴/۱۵۴
5- نام و سکونت ملزم	جانہ مستون لفظ ۱۵/۱۶ کلو میٹر نزدیکی
6- کارروائی جو تفتیش کے متعلق کی گئی اگر اطلاع درج کرنے میں توقف ہوا تو وجہ بیان کرو۔	آمدن فراموش ہونے کی وجہ سے
7- مقام سے روانگی کی تاریخ و وقت	۲۵/۰۲/۲۰۲۵

ابتدائی اطلاع نیچے درج کرو۔ ہفت روزہ ۲۵/۰۲/۲۰۲۵ کو ملزمہ جاکیر علی بیگم نے اطلاع دہنیہ کے تحت اطلاع دی کہ اس نے اپنے گھر پر ۱۵/۱۶ کلو میٹر نزدیکی کے گاؤں میں ایک شخص کی موت دیکھی ہے۔ اطلاع دہنیہ نے اطلاع دی کہ اس شخص کی شناخت کئی لوگوں کے پاس سے ہوئی ہے۔ اطلاع دہنیہ نے اطلاع دی کہ اس شخص کی شناخت کئی لوگوں کے پاس سے ہوئی ہے۔ اطلاع دہنیہ نے اطلاع دی کہ اس شخص کی شناخت کئی لوگوں کے پاس سے ہوئی ہے۔

MHC PS Sojeen 7-02-023
13401-1503857-1



11. Rescue and Response

11.1 Information

- 11.11 The accident location was in a relatively uninhabited zone. It was 10mins away from the Shatiyal Bazaar. A small check post of KP police was also present about 500m southbound as Police Patrolling check post, Shatial Bazar.
- 11.12 The exceeding traffic did not stop when both vehicles off tracked.
- 11.13 After the passenger from the vehicle 2 (Car) gained conscious, a call was made to his hometown and people from Harban Area (KPK) came for rescue in about 10 minutes of the crash incident.
- 11.14 Police check post was given information about the incident around 20 minutes after the crash. Duty officer Saif Ur Rehman first came to the crash site with his subordinates.
- 11.15 Information about the accident was communicated to Chilas at about 7:00pm. Some of the critical patients were transported to Hospitals at Chilas and Gilgit.
- 11.16 Rescue ambulances came from Dassu and Gilgit to take transport dead bodies.

11.2 Road and Traffic management

- 11.21 The crash happened in the jurisdiction of Kohistan, KPK. The accident location was after the last GB check post.
- 11.22 The traffic management of the area is the responsibility of Traffic Police (KPK) and Traffic Police Daimir (GB).
- 11.23 No road blockage was caused by the accident. It was a double vehicle off tracking and the final resting position of the vehicles were down the cliff.
- 11.24 The traffic in the area was moderate (< 80 vehicles traversing per hour) and no management was needed.

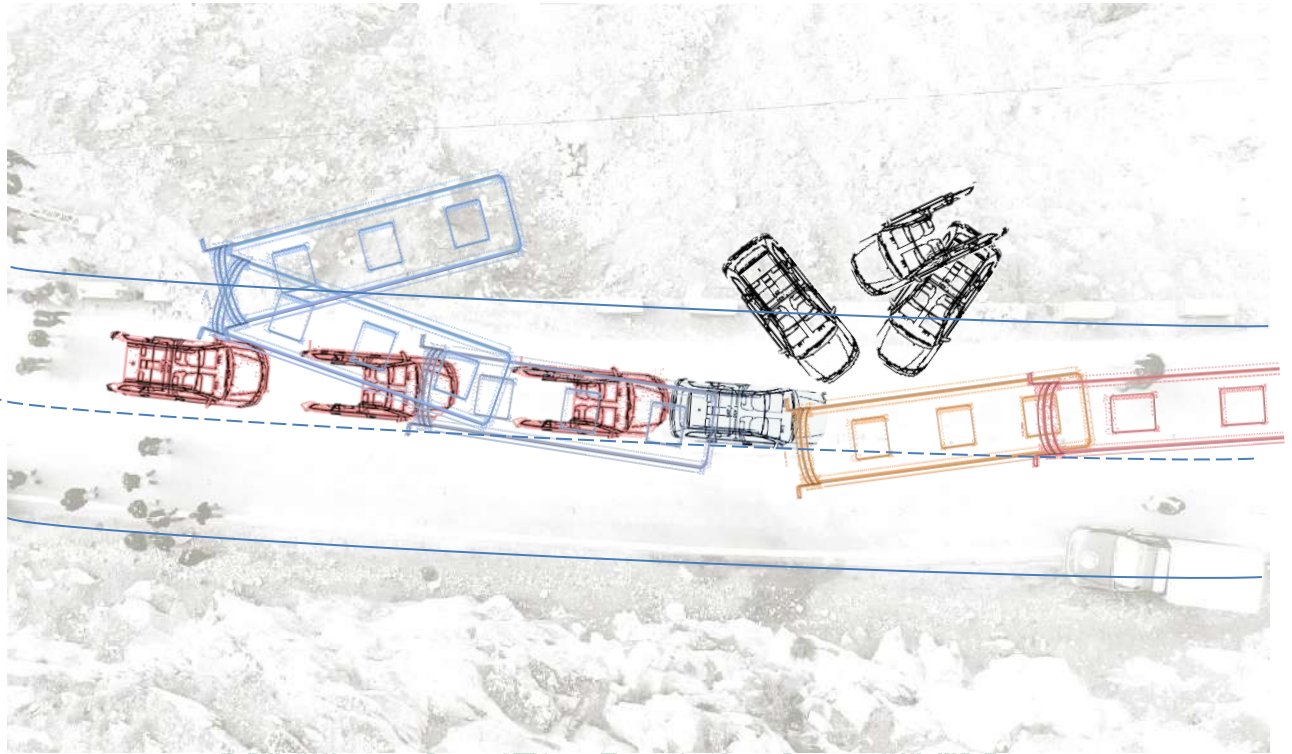
11.3 Rescue Efforts

- 11.31 The first responders of the accident were Locals of Harban Nala Village (KPK) to whom call was made by the car survivor. It took them 10 minutes to reach at the crash site and begin rescue effort.
- 11.32 The locals rescued the injured and recovered the deceased by using sheets as makeshift stretchers to carefully and safely move them to the nearby RHC Shatial dispensary.
- 11.33 Doctor was informed after bodies and injured had arrived at the RHC dispensary.
- 11.34 The doctor at the RHC dispensary provided initial medical assistance, however, due to limited resources at the dispensary, the extent of available medical care was restricted.
- 11.35 Critical patients were moved to nearby DHQ's and Hospitals at Dasu, Chilas and Gilgit.
- 11.36 The temperature was approximately 7-10 degrees. The altitude of the location was around 1200 meters.

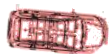


12. Reconstruction

12.1 Collision Diagram



Collision Diagram



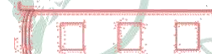
Car path before impact



Car collision Point



Car path after impact



Bus path before impact

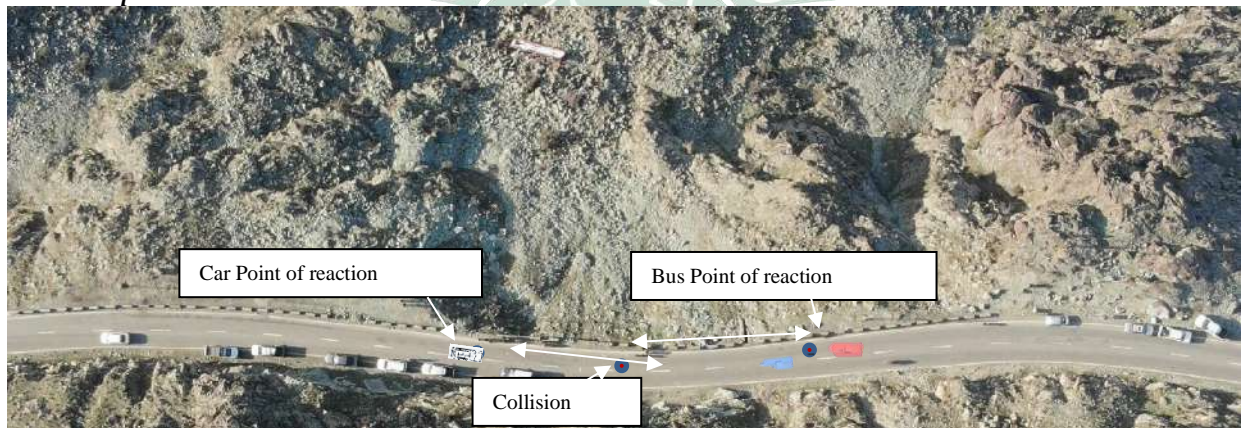


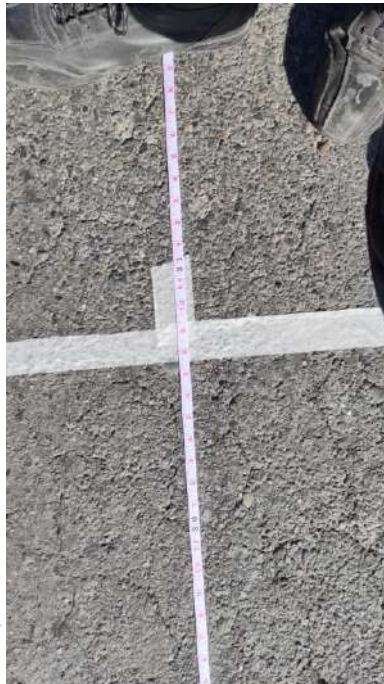
Bus collision point



Bus path after impact

12.2 Speed Calculations





Length of mark 12m

Length of mark with 20 percent. = $12 * 1.2 = 14.4$ meters

Estimated minimum impact speed of passenger car given the crush depth = 65kmph,
=18.05m/s

Approximate Coefficient of friction = 0.7

Incline = 6 Degrees

Initial speed:

$$u = \sqrt{(v^2 + 2gs)} + \sqrt{(2g(L\sin\theta))}$$

$$u = \sqrt{(18^2 + 2(10)(14.4))} + \sqrt{(2(10)(14.2\sin 6))}$$

$$u = \sqrt{(324 + 288)} + \sqrt{(29.68)}$$

$$u = \sqrt{(324 + 288)} + \sqrt{(29.68)}$$

$$u = 24.7 + 5.44$$

$$= 30.14 \text{ m/s} = \mathbf{108 \text{ kmph (Passenger Car)}}$$

$$2as = v^2 - u^2$$

$$2a14.4 = 30.14^2 - 18.05^2$$

$$28.8a = 30.14^2 - 18.05^2$$

$$a = 20$$

$$v = u + at \text{ t} = 0.6 \text{ seconds}$$

$$\text{for bus: } v = s/t = 17/.6 = 28.33 = \mathbf{102 \text{ kmph (Bus)}}$$



13. Legal implications on all parties.



List of violations on **Pakistan Penal Code (Act XLV of 1860)** which were directly a contributing factor to sequence of events in the tragedy

13.1 *Legal implications on the driver of vehicle 2 (Car)*

- I. **Chap 24, Clause 279: Rash driving or riding on a public way**
“Whoever drives any vehicle, or rides, on any public way in a manner so rash or negligent as to endanger human life, or to be likely to cause hurt or injury to any other person, shall be punished with imprisonment of either description for a term which may extend to [two years] or with fine which may extend to [three thousand rupees], or with both”
- II. **Chap 26, Clause 320: Punishment for qatl-i-khata by rash or negligent driving:**
Whoever commits qatl-ikhata by rash or negligent driving shall, having regard to the facts and circumstances the case, in addition to diyat, be punished with imprisonment of either description for a term which may extend to ten years.
- III. **Chap 27, Clause 427: Mischief causing damage to the amount of fifty rupees:**
Whoever commit mischief and thereby causes loss or damage to the amount of fifty rupees or upwards, shall be punished with imprisonment of either description for a term which may extend to two years, or with fine, or with both.



13.2 *Legal implications on driver of vehicle 1 (Bus)*

- I. **Chap 24, Clause 279: Rash driving or riding on a public way**
“Whoever drives any vehicle, or rides, on any public way in a manner so rash or negligent as to endanger human life, or to be likely to cause hurt or injury to any other person, shall be punished with imprisonment of either description for a term which may extend to [two years] or with fine which may extend to [three thousand rupees], or with both”
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13.3 *Legal implications on Transport Company (Mashabrum Tours)*

- I. **Chap 5, Clause 109: Punishment of abetment if the Act abetted committed In consequence and where no express provision is made for its punishment:**
Whoever abets any offence shall, if the act abetted is committed in consequence of the abetment, and no express provision is made by this Code, for the punishment of such abetment, be punished with the punishment provided for the offence.

In the light of clause 109 of Pakistan Penal Code (Act XLV of 1860), the bus transport company Ms Masherbrum Tours shall be liable according to the ***Pakistan Fatal Accident Act 1855***.

An Act to provide compensation to families for loss occasioned by the death of a person caused by actionable wrong.

Preamble.

WHEREAS no action or suit is now maintainable in any Court against a person who, by his wrongful act,

Neglect or default, may have caused the death of another person, and it is often times right and expedient that the wrongdoer in such case should be answerable in damages for the injury so caused by him; It is enacted as follows:

__1. Suit for compensation to the family of a person for loss occasioned to it by his death by actionable wrong. Whenever the death of a person shall be caused by



wrongful act, neglect or default, and the act, neglect or default is such as would (if death had not ensued) have entitled the party injured to maintain an action and recover damages in respect thereof, the party who would have been liable if death had not ensued shall be liable to an action or suit for damages, notwithstanding the death of the person injured, and although the death shall have been caused under such circumstances as amount in law to felony or other crime. 3***E very such action or suit shall be for the benefit of the wife, husband, parent and child, if any, of the person whose death shall have been so caused, and shall be brought by and in the name of the executor, administrator or representative of the person deceased; and in every such action the Court may give such damages as it may think proportioned to the loss resulting from such death to the parties respectively, for whom and for whose benefit such action shall be brought; and the amounts recovered, after deducting all costs and expenses, including the costs not recovered from the defendant, shall be divided amongst the before mentioned parties, or any of them, in such shares as the Court by its judgment or decree shall direct.

In light of the above legal clauses, The inquiry committee recommends a monetary compensation to be paid to the affected passengers of the bus and their families as per the follows by M/s Masherbrum Tours Ltd.

Description	Compensation Amount
For each deceased passenger	Rupees 1 Million PKR
For each critically injured passenger where a loss of limb, arm or vital body organ has occurred.	Rupees 0.8 Million PKR
For each injured passenger where a no loss of limb has occurred but a full recovery is not possible.	Rupees 0.5 Million PKR



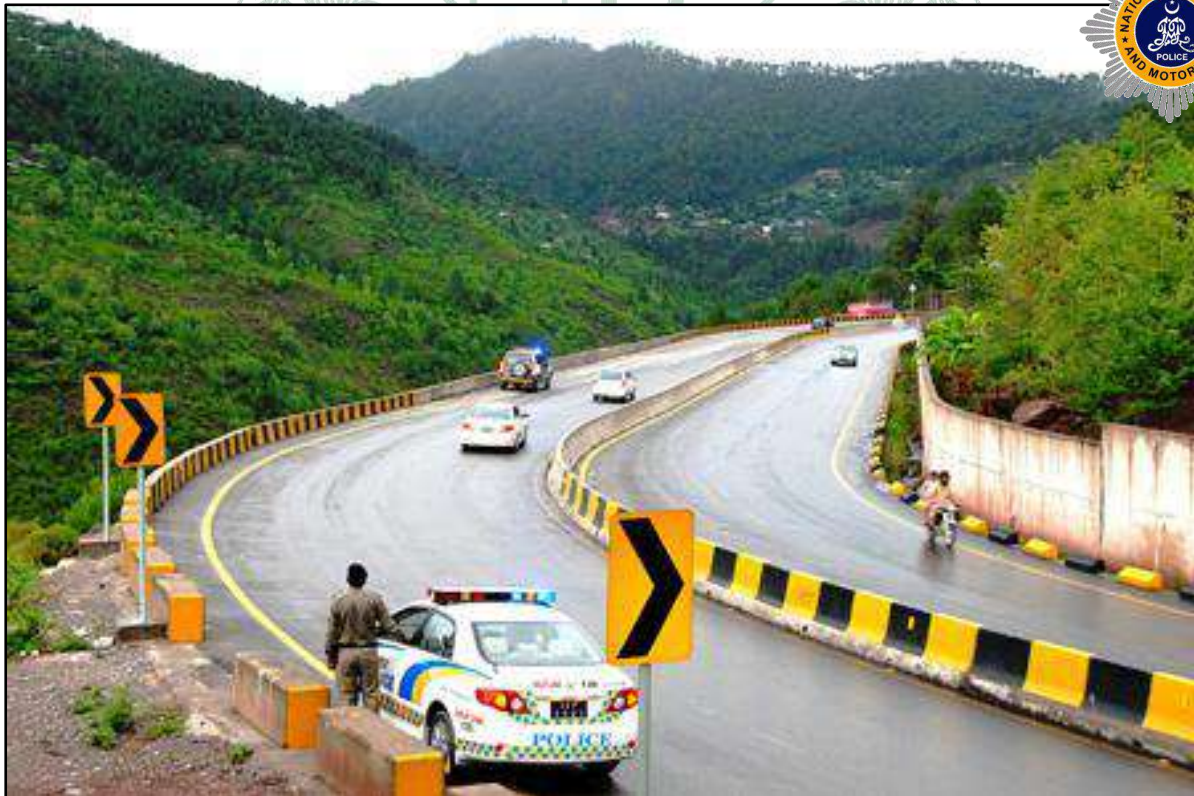
14. Recommendations and Action Plan for Government of Gilgit Baltistan.

14.1 Deployment of NH&MP in Gilgit Baltistan

Gilgit-Baltistan has three major Highways which are federally owned by the National Highway Authority. These highways are extremely dangerous due to the mountainous topology but there is no speed enforcement mechanism. These international highways are trade routes of immense national significance.

The Gilgit Baltistan Government may take up the issue with the federal government of Pakistan to deploy the **National Highway and Motorway Police**.

The **NH&MP** is a well-trained and well equipped organization capable of managing the traffic on these highways. They have an excellent corruption free record and are known for their professionalism. They have made a significant difference in speed management on all National highways where they have been deployed.





14.2 Mandating bus operators to share tracker passwords with the Govt. of GB

Gilgit-Baltistan ETO office should mandate that all commercial bus operators should install GPS trackers on all vehicles and share their tracker login with the ETO Office along with the phone numbers of drivers.

This would enable not only better speed control monitoring, but also improve security management, safety of tourists visiting the area and search and rescue operations.



14.3 Mandating time stamps and route based timelines for all commercial operators

All commercial bus operators should provide a schedule for all busses. The vehicles must have a time stamp of all vehicles travelling on the route with respect to all check posts on the roads. Minimum travel times and mandatory rest periods shall be denoted by the ETO office Gilgit.

This would ensure greater and more secure service to passengers, better speed control, better tourist management and disaster management for the GB government.

- 1 The ETO office shall set minimum travel time periods between different stations and different police check posts (including those in GB as well as on Motorway)
- 2 Every bus company shall share their timetables with the ETO office.



- 3 The time schedule published (example given shall be published on the company website, ETO Office website, a copy shall be sent to all police check posts as well as motorway police. The time schedule shall also be displayed on the bus door.

How this would help:

- a. Over speeding would be monitored and controlled very effectively.
- b. Mandatory driver rest periods would be ensured.
- c. Search and rescue operations as well as general security of passenger busses in case of landslides and road blockages would be better managed by the GB government.
- d. The system is low cost, and easy to implement

Example of a route time stamp. (dummy values)

Bus Number		Route	
LHG 14 7534		GILGIT TO RAWALPINDI	
Stop	Time	Distance	Min Travel Time
Gilgit Bus Stop	12:00 noon	26.1 Km	30 min
Forestry Check Post	12:30 pm	17.7 Km	20 min
Anti-Food Smuggling post	12:50 pm	26.4 Km	25 min
Raikot	01:15 pm	26.0 Km	30 min
Gonar	01:45 pm	18.2 Km	20 min
Ginni	02:05 pm	10.2 Km	15 min
Chillas Zero point	02:20 pm	28.1 Km	30 min
Thor	02:50 pm	24.1 Km	35 min



Bhasha	03:25 pm		

14.4 Taking up Issues in Road Design with the National Highway Authority

Speed Limit Signs and Concave mirrors

The National Highway Authority, Islamabad should be officially contacted for the provision of concave mirrors along each curve of the National Highway. NHA should also be asked to post realistic speed limit signs on the road.



Para-pit Walls & Guardrails

The issue of Substandard para pit walls and non-provision of guard rails must also formally be undertaken by the Government of Gilgit Baltistan with the federal Government of Pakistan. They should also conduct a formal road safety Audit of the Highways within GB.





14.5 Conducting a survey setting up realistic speed limits on the Highways.

There is a huge ambiguity about speed limits on this road. When NHA was asked in writing about the speed limits on KKH by the commissioner's office, they denoted a speed limit of 40kph, which is highly impractical. When the Superintendent of Police was asked about the speed limits, they denoted 70kmph as the speed limit. **No speed limit signs are present on the road.**



A small survey project can be done by the GB government which can assign the different speed limits in different zones. (Lower speed in areas with sharp turns and a higher speed limit on relatively flat areas. The project can also chart out where the speed limit signs have to be placed along the road for effective speed management.



14.6 Vehicle Design and Fitness Standards and Inspection

Vehicle fitness of busses plying on GB roads remains a major problem, As also pointed out in the 2019 inquiry, underpowered busses with weak structural design and unreliable braking systems are resulting in frequent crashes. A fitness inspection system must be made similar to Vehicle Inspection System Punjab.



A private public model can be developed, in which the government of GB provides space on lease, while the private party runs the facility. The revenue out of the system can be shared with the GB government, The System shall also ensure that design requirements are also complied to.



The Design and fitness regime shall inspect the following systems:

- 1 Vehicle engine, drivetrain suitability for hill roads
- 2 Vehicle Seat, Floorboards, integrity
- 3 Vehicle roof integrity, general bodywork integrity
- 4 Vehicle Weight Dynamics, Load balance
- 5 Vehicle Glass crashworthiness
- 6 Vehicle emergency doors and systems etc.
- 7 Vehicle Braking systems
- 8 Vehicle Lights, and Signaling Devices,
- 9 Vehicle emissions



Office of the Commissioner
Gilgit Division
Government of Gilgit Baltistan
Islamic Republic of Pakistan

