Government of Gilgit Baltistan

Office of Commissioner, Gilgit Division

Crash Inquiry Report

LES-8831 Bus Accident near Hatushi Shong Yashukal (Near Chilas) District Diamer

3rd May 2024

(Submitted by Govt of Gilgit Baltistan's notified Inquiry Committee on the incident)

1. Inquiry team:

In accordance with Home & Prisons Department GB

Order No SO(Lit)-19/23 Dated 3rd May, 2024 and SO(Lit)-19/23 dated 4th May, 2024.
[By the order of Chief Secretary, Gilgit Baltistan] [Annex-A/A1]

.....
(Chairman)
Kamal Khan, Commissioner, Gilgit Division.
Government of Gilgit Baltistan

.....
(Member)
Kumail Abbas, Deputy Secretary Home, Gilgit Baltistan.
Government of Gilgit Baltistan

.....
(Member)
Fiaz Ahmed Deputy Commissioner, Diamer
Government of Gilgit Baltistan

.....
(Member)
Sardar Muhammad Sheheryar Khan, Superintendent of Police, Diamer
Government of Gilgit Baltistan

Technical Team Lead
Dr. Omer Masood Qureshi
Chief Scientist
Automotive Design and Crashworthiness Research

Team Members
Engineer Asfandyar Muhammad
Engineer Abdullah Sohail Quidwai
Engineer Shiza Kafeel
Advocate Jamaal Akhtar Mian
&
Saud Ahmed (Tehsildar headquarters Chilas)

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

2. Executive Summary

On 3rd May 2024, a passenger bus of Marcopolo Transport Company bearing registration number LES-8831 bound to Hunza from Rawalpindi met a tragic accident in early hours of the morning at Haltushi Shong, Yashukal situated a distance of 10 km upstream of Chilas City of District Diamer. Unfortunately, 23 passengers passed away and 18 passengers got injured. Consequently, the Chief Secretary Gilgit-Baltistan vide Home Department Gilgit-Baltistan letter No. dated SO(Lit)-19/2023 dated 3rd May 2024 constituted an Inquiry Committee under the chairmanship of Commissioner Gilgit Division along with Deputy Commissioner Diamer, SP Diamer and Deputy Secretary (Home) as members of the committee.

Bus number LES-8831 operated by Marcopolo Express (SMC-Private) Limited was traveling from Rawalpindi to Hunza on 3rd May 2024 carrying 41 passengers in which 23 passengers passed away and 18 got seriously injured. The bus after stopping for several minutes at the fuel station in Ginni, Chillas and crashed at Haltushi Shong, Yashukal situated a distance of 10 km upstream of Chilas City of District Diamer.

There was no reported collision of bus before it off-tracked and fell into the ravine. The roof of the bus was completely detached from the body and passengers were ejected/ partially ejected onto the rock. Bus rolled multiple times before it came to rest on the river shore down the ravine. Locals and passer by travellers came for the rescue. Sometime later rescue teams arrived on the crash site for rescue and First Aid.

Crash Details			
Crash Type	Single Vehicle Off-Tracking	**Total Crash Injuries Total Crash Casualties**	18 23
Location	Haltushi Shong, Yashukal. 20km Ahead of Chilas City, Diamer	**Crash time**	05:15 am (±30 sec)
GPS Coordinates	35.411N ,74.301E	**Crash Date**	03rd May 2024
Altitude	1104.7 m	**Road**	N-35

Vehicle 1	
Vehicle Type	Midi Bus,
Vehicle Reg #	LES-8831
Owner/ Operator	Saeed ur Rahman / Marcopolo Express
Model/Manufacturer	DAEWOO 340HP (340HP)
Seating Capacity	47
Total Passengers Onboard at time of Crash	39 +2 Crew
Injured	18
Fatalities	23
Driver Name	Muhammad Fahim
Driver Age	33
License Detail	License No: 13101-6086722-7#859

Contents

1. Inquiry team: 2
2. Executive Summary 3
3. Background 6
4. Proceedings of the Committee: 6
5. Vehicle Analysis 7
5.1 4 sides view of vehicle (Bus) 7
5.2 Tire Analysis 9
5.3 Roof of the bus 12
5.4 Notable similar roof failure cases 12
5.5 Critical Axle parts and Suspension of the Bus 13
5.6 Brake Analysis 15
5.7 Vehicle inspection report on brakes as obtained by VICS 16
6. Road Analysis 18
6.1 General Observations on the road section 18
6.2 Road Marks Overview 20
6.3 Heavy Vehicle Front Wheel Skid 1 21
6.4 Heavy Vehicle Rear Vehicle Skid Marks 22
6.5 Spillage Over run Marks 22
6.6 Oil Spillage 23
6.7 Scuff Mark of an unknown Light Vehicle 1 23
6.8 Skid Mark of an unknown Light Vehicle 2 24
7. Crash Reconstruction 25
7.1 Trajectory analysis to determine if the bus was on the left or right side 25
7.2 Steering Wheel Direction at the time Driver First Reacted 26
7.3 Reconstruction 27
8. CCTV Footage Analysis 28
9. Statements 30
9.1 Statement of Bus Conductor Izhar Ali, Marco Polo Bus Company, Commissioner Office, Gilgit 30
9.2 Statement of Injured Passenger Admitted in PHQ Hospital Ward, Gilgit Abdur Raziq 31

9.3 Statement of Injured Passenger Admitted in PHQ Hospital Ward, Gilgit, Arif Hussain. 32

9.4 Statement of Injured Passenger Admitted in PHQ Hospital Ward, Gilgit, Naeem Abbas 32

9.5 Statement of Chief Surgeon MS RHQ Chilas Diamer,Dr Muhammad Iqbal, ...32

9.6 Statement of Shift Incharge Rescue 1122 Diamer, Fazal Haq 33

10. Documents 35

10.1 Vehicle Documents 35

10.1.1 Bus Registeration 35

10.1.2 Certficates of Fitness.....36

10.1.3 Route Permit documentation.....37

10.1.4 Insurance Documents 46

10.2 Licenses Detail of Designated Driver of the vehicle.....46

10.3 Correspondence.....47

11. Details of Occupants and Drivers 50

11.1 Details of Deceased.....50

11.2 Details of Injured.....51

12. Summary of Partial Conclusions 52

13. Conclusion 55

14. Other Findings 56

15. Recommendations and Action Plan for Government of Gilgit Baltistan. 58

15.1 Deployment of NH&MP in Gilgit Baltistan 58

15.2 Mandating bus operators to share tracker passwords with the Govt. of GB 59

15.3 Mandating time stamps and route-based timelines for all commercial operators.....59

15.4 Taking up Issues in Road Design with the National Highway Authority 61

15.5 There is a huge ambiguity about speed limits on this road. 62

15.6 Vehicle Design and Fitness Standards and Inspection.....62

16. Status of previous recommendations 63

17. Other Recommendations.....64

3. Background

On 3rd May 2024, a passenger bus of Marcopolo Transport Company bearing registration number LES 8831 bound to Hunza from Rawalpindi met a tragic accident in early hours of the morning at Haltushi Shong, Yashukal situated a distance of 10KM upstream of Chilas City of District Diamer. Unfortunately, 23 passengers passed away and 18 passengers got injured. Consequently, the Chief Secretary Gilgit-Baltistan vide Home Department Gilgit-Baltistan letter No. dated SO(Lit)-19/2023 dated 3rd May 2024 **(Annex-A)** constituted an Inquiry Committee under the chair of Commissioner Gilgit Division. The other members included Deputy Commissioner Diamer, SP Diamer and Deputy Secretary (Home).

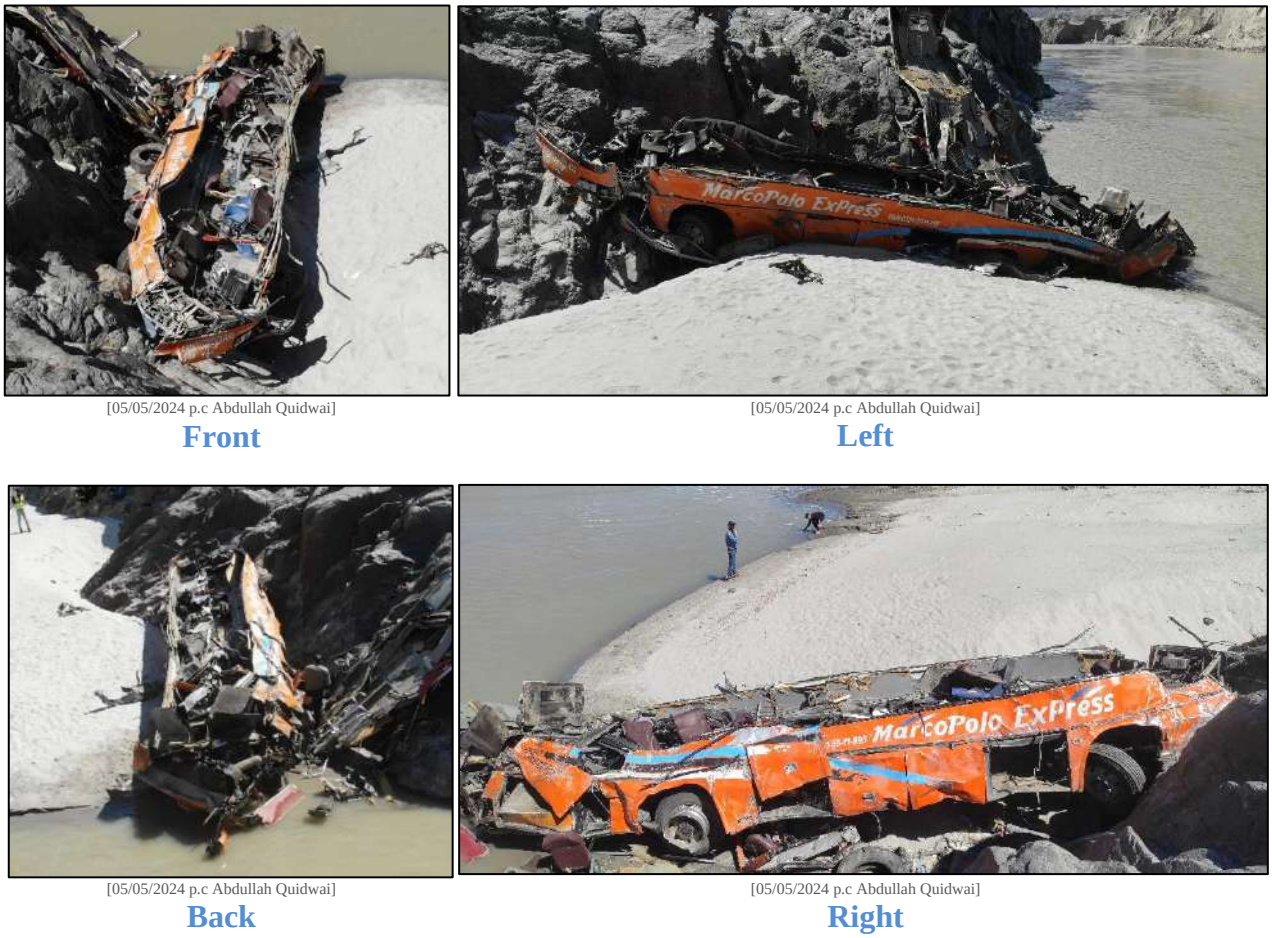
4. Proceedings of the Committee:

Deputy Commissioner Diamer was requested to protect the accident site on 3rd May 2024. The committee visited the accident site on 5th May 2024. After in depth examination the committee assembled at Commissioner Diamer office Chilas to record the statements of persons who were involved in carrying out the rescue operation, personnel deputed at joint check post (JCP), MS RHQ hospital Chilas, officials of Excise and Taxation Office Chilas, personnel of KKTF and examined and obtained the CCTV footage from the petrol pump situated in Ginni where the ill-fated bus made its last stop before embracing the fatal accident. In order to obtain expert/technical opinion services of Automotive Design and Crash Worthiness Research (ADCR) Islamabad **(Annex-B).** Accordingly, Dr. Omer Masood Qureshi, Chief Crash Investigator of the institute also visited the site on 7th May 2024 along with his team members.

The chairman of the Committee recorded statements of three injured passengers admitted in PHQ hospital Gilgit on 4th May 2024; the chair also recorded statements of Mr. Izhar Ali S/O Nisar Ali, bus conductor, and Mr. Ghayasud Din, rent a car driver plying on KKH, in Commissioner Office Gilgit on 6th May 2024. The Chairman of the Committee and Deputy Secretary (Home), member of the committee recorded statements of officers of Excise and Taxation, GM NHA, DEO Rescue 1122 GB at Commissioner office Gilgit on 8th May 2024. Statements are annexed as **Annex-C**.

5. Vehicle Analysis

5.1 4 sides view of vehicle (Bus)



[05/05/2024 p.c Abdullah Quidwai]
Front

[05/05/2024 p.c Abdullah Quidwai]
Left

[05/05/2024 p.c Abdullah Quidwai]
Back

[05/05/2024 p.c Abdullah Quidwai]
Right

Fig.1.1. All sides of the Bus.

5.1.1 There was no sign of frontal collision of the bus or any other type of major of collision with any other vehicle or the road barriers.

5.1.2 There were no observable marks of any side collision with any other vehicle. Any minor collisions with any vehicle could not be ruled out at this stage due to the extensive damage suffered by the bus during the cliff fall.

5.1.3 Roof of the bus was ripped off due to bus rolling down the cliff. The body of the bus received extensive damage on all sides due to rolling down the cliff.

5.1.4 Seats of the bus got detached from the floor and some were found as a debris on the rocks. The bus fabrication process was non standardized.

5.1.5 At the time of inspection, both the axles of the vehicle were present although tires of the rear axle got off the wheels while rolling down the cliff. The right wheel of the rear duplex axle was found cracked and severely damaged.

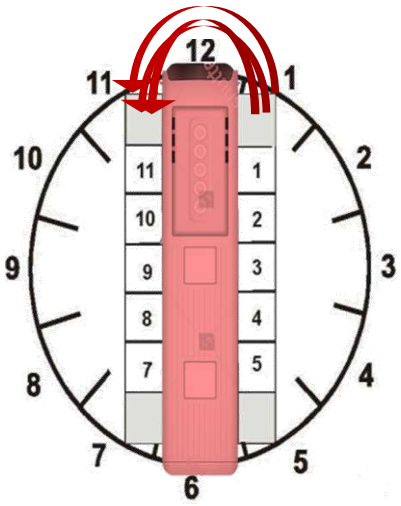
5.1.6 The interior of the Cabin was extensively damaged as it rolled down the cliff. The frontal area and the driver controls were not present, it was a rear engine bus.

5.1.7 All damages were likely low speed damages, (under 25kmph) such as a cliff fall of 5m-10m at a roll max). There was no observable high speed collision damage of a colliding vehicle (about 60/70kmph type)

Partial Conclusion on overall vehicle analysis:

5.1.8 It was most likely a single vehicle rollover. There is nearly no possibility of any other vehicle colliding with the subject bus and throwing it off the cliff. However, it does not rule out the possibility of another vehicle being involved in a scenario where the subject bus steered out to avoid a collision and fell of the cliff.

5.1.9 Clock point of the bus.



Impact 1: Multiple rollovers

5.2 Tire Analysis

[05/05/2024 p.c Abdullah Quidwai]

Front Right

[05/05/2024 p.c Abdullah Quidwai]

Front Left

[05/05/2024 p.c Abdullah Quidwai]

Rear Right

[05/05/2024 p.c Abdullah Quidwai]

Rear Left

5.2.1 Tires of the front axle of the bus were found in good condition. They were relatively new with a tread depth of 8 to 10 mm and found in perfect working condition.

5.2.2 Outer Tires of the rear duplex axle of the bus got dismantled while the bus had multiple roll overs. Inner tires of the axle wheels were found inflated and in good conditions after the crash.

5.2.3 Outer right wheel of the rear axle got hit by boulder and cracked causing a severe side wall damage to the tire shown below.

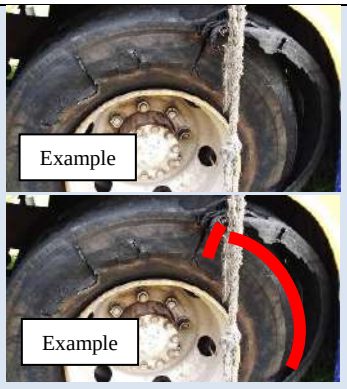
[05/05/2024 p.c Abdullah Quidwai]

Cracked rim of the bus rear outer right wheel and Side wall damage on the tire

Side-wall damage such as this occurs ‘During the crash’, not ‘Before the Crash’ thereby causing it.

5.2.4 CLARIFICATION. (EXAMPLE)

In case a tire burst causes the crash, the burst occurs in a “Global Mode” with a tear starting axially and then moving circumferentially along the perimeter of the tire as in the case shown right. This was not the case in this crash.



5.2.4 Two dismantled tires were found lying beside the bus body. Rear left tire had no observable damage. Tires had acceptable tread depth.

[05/05/2024 p.c Abdullah Quidwai]

Rear Right

[05/05/2024 p.c Abdullah Quidwai]

Rear Left

[05/05/2024 p.c Abdullah Quidwai]

Tire Tread

Acceptable Tread Depth

[05/05/2024 p.c Abdullah Quidwai]

Tire Tread

Acceptable Tread Depth

PARTIAL CONCLUSION ON TIRES

5.2.5 Tire burst was not the cause of the crash, Tires failed after the crash.

- No pre-crash failure of the tires was found in investigation of the crashed bus.
- Front wheels were found inflated and had no sign of tread wear or damage. The inner tires of the rear duplex axle were found inflated and had no sign of tread wear or damage however the outer wheels of this axle were found severely damaged.
- Skid marks on the road shows clear striations on the road which proved that the tires were inflated while braking.
- Post-crash damage on the rear right tire was observed. However, this type of damage is not the cause of the crash but a consequence.

5.3 Roof of the bus

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

5.3.2 The roof was very weak and not up to any vehicle design safety standards. If the roof of the bus was made up to UNECE R66 regulations, the majority of lives would have been saved.

[05/05/2024 p.c Abdullah Quidwai]

[05/05/2024 p.c Abdullah Quidwai]

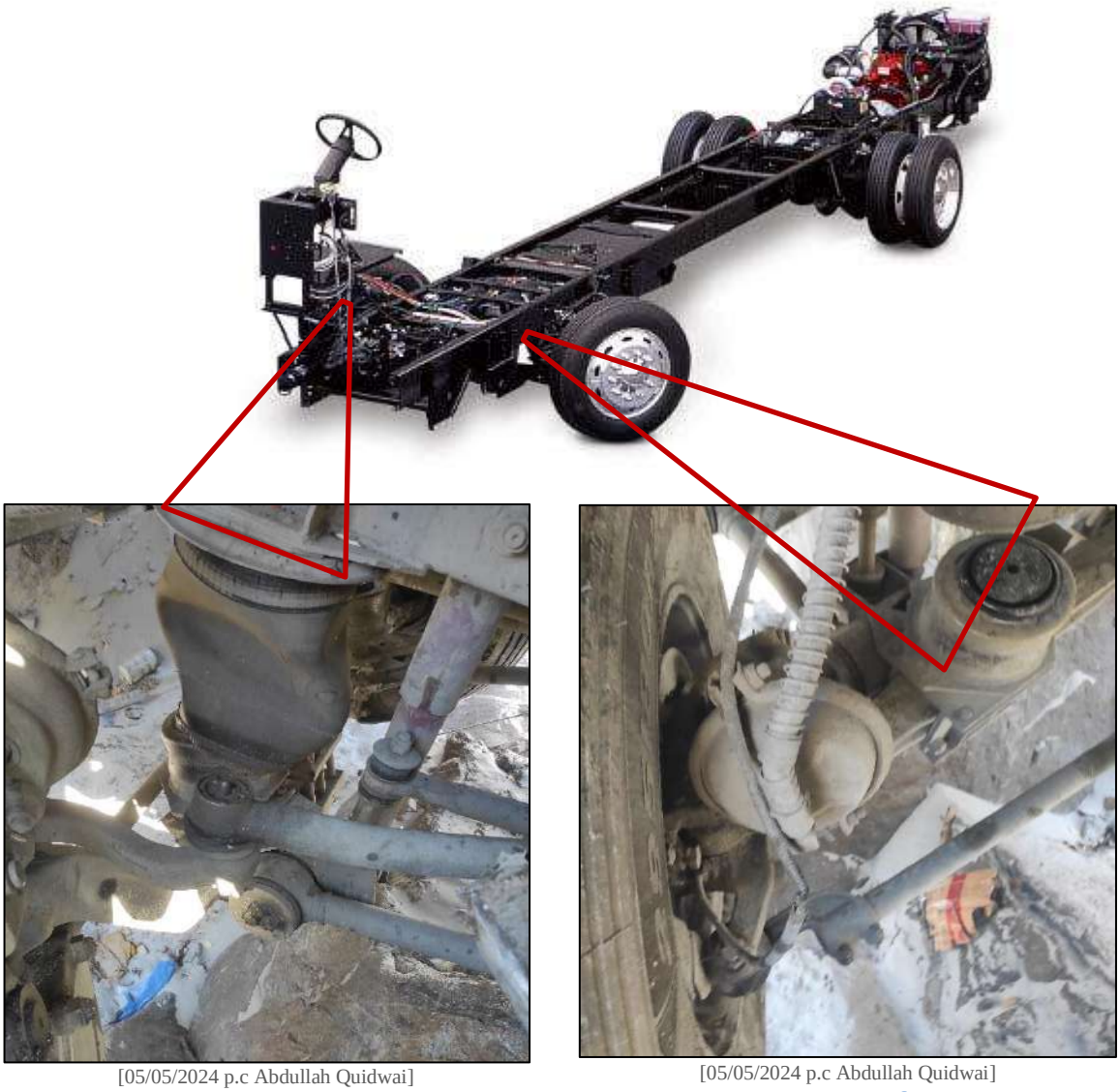
5.4 Notable similar roof failure cases

School bus rollover on 11 sept 2011 on M2 near Kalar-Kahar which killed 37 schoolchildren.

Trailer/bus collision on April 20, 2014, on N-5 near Sukkur which killed 44 passengers.

Bus/Truck Collision near Theri bypass, Khairpur on 11th Nov 2014 which killed 57 passengers

5.5 Critical Axle parts and Suspension of the Bus



[05/05/2024 p.c Abdullah Quidwai]

Front Right

[05/05/2024 p.c Abdullah Quidwai]

Front Left

5.5.1 The Air cushions of the front suspension evidently were found deflated. Cushion of the rear right side dismantled after crash. However, Air cushions are only soft springs incorporated for comfort, they are not critical components. Even if the air cushion burst during emergency braking before the crash, the failure cannot cause the sudden loss of control of the vehicle in this case. The skid marks also correspond to the fact that there was no loss of control on the vehicle.

5.5.2 There was no observable major misalignment of the wheels which could have caused the crash.

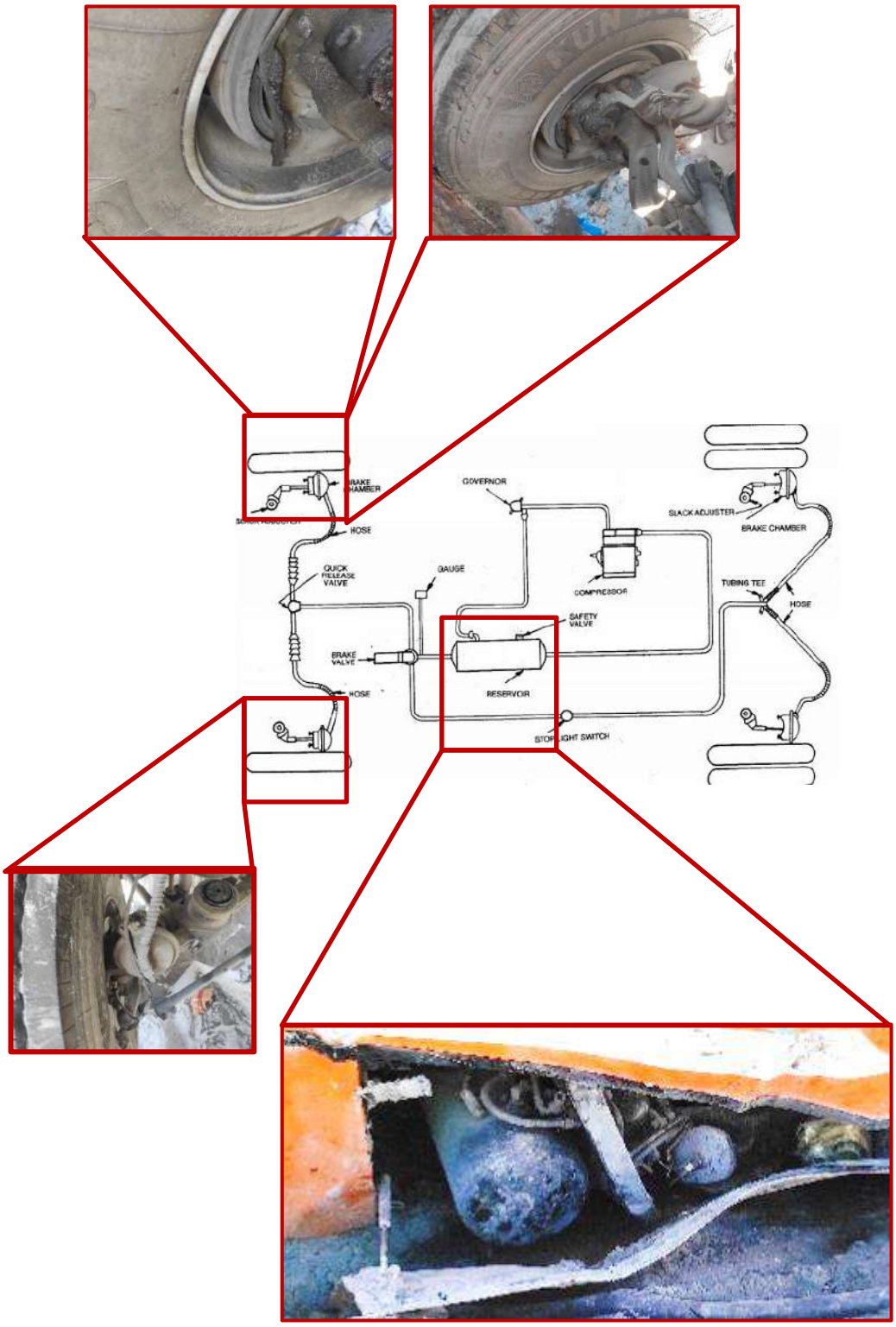
5.5.3 The front critical axle parts were found intact even after crash. The steering rod and column were also found intact. The vehicles steering system failure was not the cause of the crash.

PARTIAL CONCULSION OF THE MECHANICAL COMPONENTS OF THE BUS

5.5.4 No Mechanical Failure in the critical axle components was the cause of the crash.

- Steering and front axle were found intact.
- There was no visual sign of damage to axle parts even after the crash.
- The suspension of the bus was disrupted after the crash and air cushions were found deflated not burst, one bag was missing, however, that cannot be the cause.

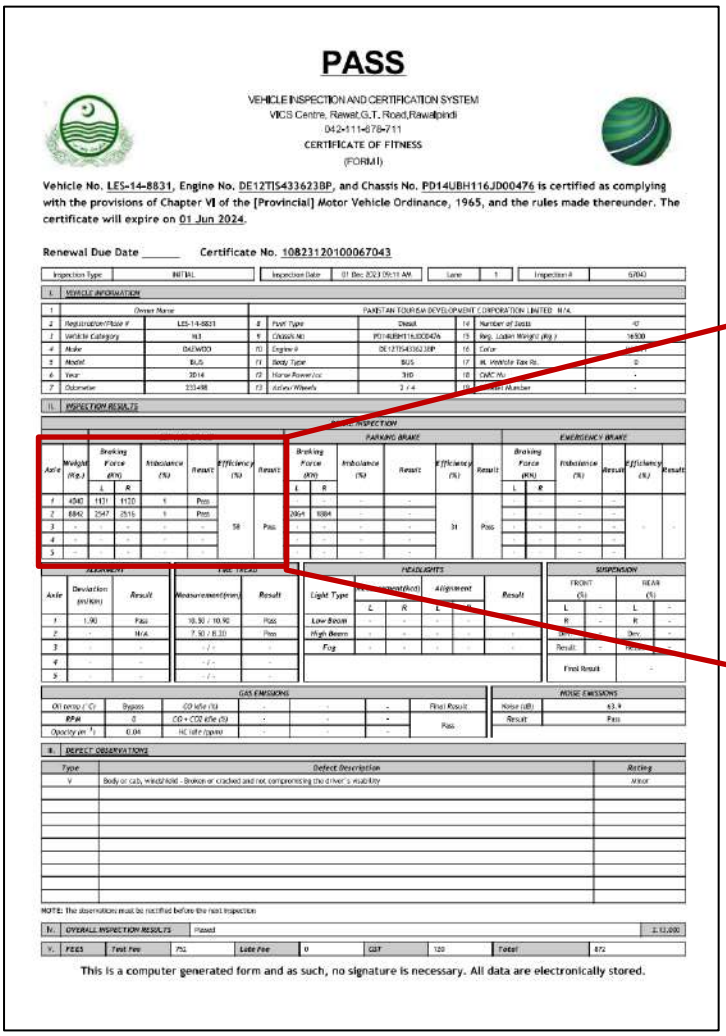
5.6 Brake Analysis



5.6.1 Brake pads showed no wear and were found in good condition.
5.6.2 Brake chambers showed no sign of air leakage and found in working condition.
5.6.3 There was no leakage in circuit of the air braking system.
5.6.4 No sign of any brake burning in every wheel which means there was no brake fade.
5.6.5 Circuit piping was found intact and showed no sign of pre-crash leakage.

5.6.6 Air pressure cylinders were also found in good working conditions.
5.6.7 Air dryer unit was intact.
5.6.8 Air pressure gauge was also observed to be in working condition.
5.6.9 Foot valve was found intact, and no leakage was observed.

5.7 Vehicle inspection report on brakes as obtained by VICS



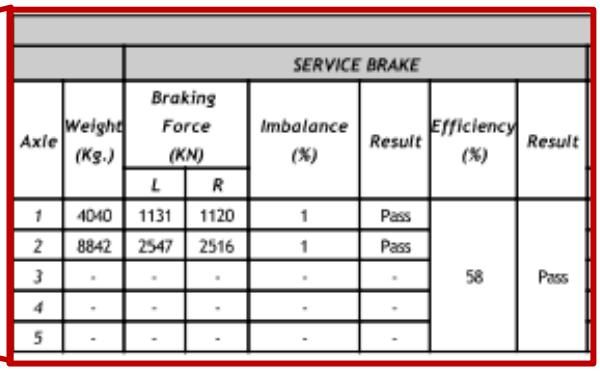
PASS

VEHICLE INSPECTION AND CERTIFICATION SYSTEM
VICS Centre, Rewat,G.T. Road,Rawalpindi
042-111-678-711
CERTIFICATE OF FITNESS
(FORM I)

Vehicle No. LES-14-8831, Engine No. DE12TIS433623BP, and Chassis No. PD14UBH116JD00476 is certified as complying with the provisions of Chapter VI of the [Provincial] Motor Vehicle Ordinance, 1965, and the rules made thereunder. The certificate will expire on 01 Jun 2024.

Renewal Due Date _____ Certificate No. 108231201000067043

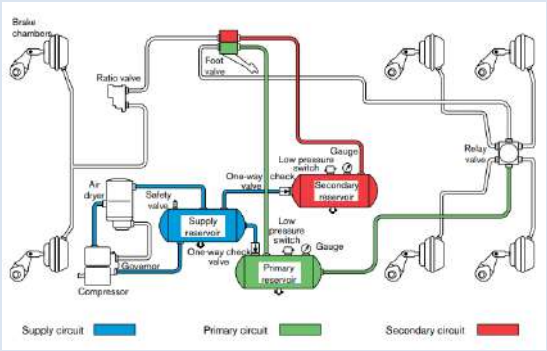
This is a computer generated form and as such, no signature is necessary. All data are electronically stored.



Axle	Weight (Kg.)	SERVICE BRAKE					
		Braking Force (KN)		Imbalance (%)	Result	Efficiency (%)	Result
		L	R				
1	4040	1131	1120	1	Pass		
2	8842	2547	2516	1	Pass		
3	-	-	-	-	-	58	Pass
4	-	-	-	-	-		
5	-	-	-	-	-		

5.7.1 VICS inspection report shows that the brakes were near to perfect on the time of inspection.
5.7.2 The braking system was calibrated accordingly to the weight distribution of the bus.
5.7.3 Brake fitness reports seconds the fact that the brakes of the bus were road worthy and had almost no imbalance that could cause the vehicle to swing (yaw) during braking and cause loss of control.

5.7. 4 CLARIFICATIONS ON AIR BRAKE SYSTEM



When a brake application is made, air is drawn from the primary reservoir (green) through the foot valve and is passed on to the relay valve, which delivers air from the primary reservoir to the rear brake chambers. At the same time, air is also drawn from the secondary reservoir (red), passes through the foot valve and is passed on to the front brake chambers. If there is an air loss in either circuit, the other circuit will continue to operate independently. Unless air is lost in both circuits, the vehicle will continue to brake. The primary and secondary circuits are equipped with low-pressure warning devices and pressure gauges. Modern air brake systems are very reliable with multiple fail safe redundancies. Sudden and complete loss of brake failure does not occur in such systems.

PARTIAL CONCULSION ON BRAKING SYSTEM

5.7.5 **Brake failure was not the cause of the crash. No brake failure occurred.**

- No leakage in brake circuitry and brake pads was found, it was evident that there was no pre-crash brake failure in the braking system and system was working.
- There was 5% climbing gradient on the road. Normally Brake failure is not consequential on up-slopes of the road.
- The two skid marks on the road also verify the fact that the braking system was live and working.

6. Road Analysis

6.1 General Observations on the road section

The crash occurred on the main Karakorum Highway N35 about 10 Kilo meters ahead of Chilas Market, KKH.

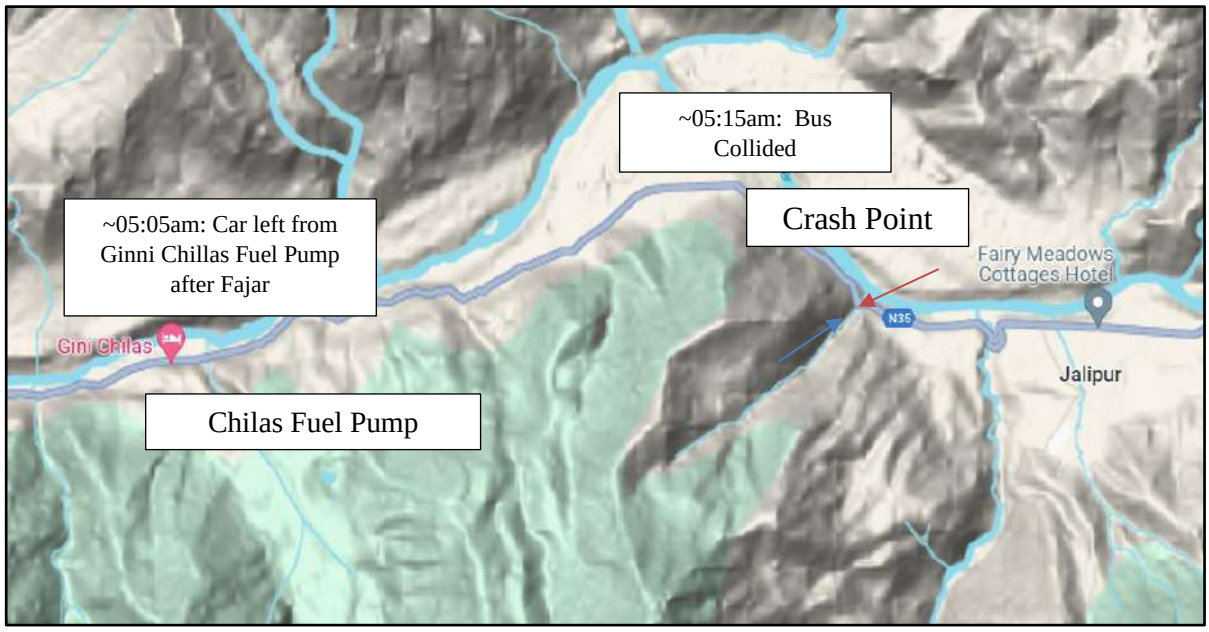
The road is two lane mountainous dual lane road for two-way traffic. This patch of the road has an average gradient of around 2 percent, with the maximum gradient in this area around

5percent. The road has multiple blind corners and has a major cliff-fall hazard which is unprotected.

6.1.1 The road section did not have any lane and road markings or delineation as per the AASTOO standards and also likely as per NHA approved consultant plans for road rehabilitation. Lack of lane markings cause drivers to tend to drive in the centre of the road thereby causing frequent frontal offset collisions between two-way traffic.

6.1.2 There was no adequate road furniture, i.e. concave mirrors or adequate guardrails/para pit walls to prevent vehicle cliff falls, even for small passenger vehicles.

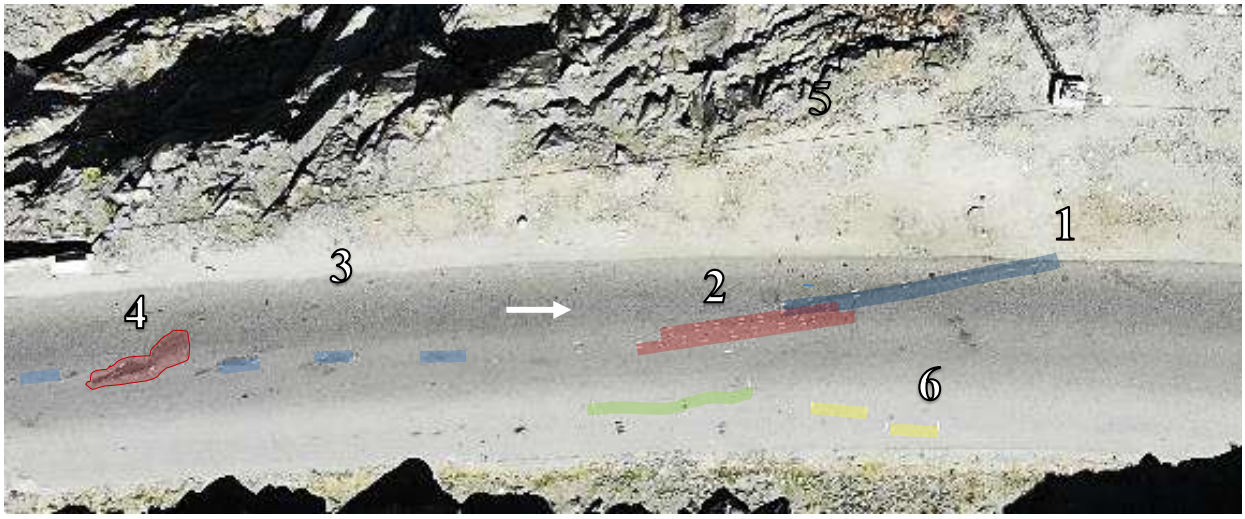
6.1.3 There were no posted speed limits on this section of the road. NHA has designated a design speed of 40kmph on this road, although local traffic travels on this road at a much more, higher speed. Most busses and cars on this section of the road were observed to be travelling at 60-90kmph on average. The posted speed limit has been set wrongly by NHA using the geometric parameters of the most critical curves and applying it to the entire road. An alternate speed setting approach should be used such as the 80th percentile method.



6.1.4 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%.

6.1.5 The road surface condition was adequate.

6.2 Road Marks Overview



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	Skid Mark
2	Skid Marks
3	Spillage tire overrun marks
4	Oil Spillage
5	Unknown Skid Marks
6	Unknown Scuff Marks

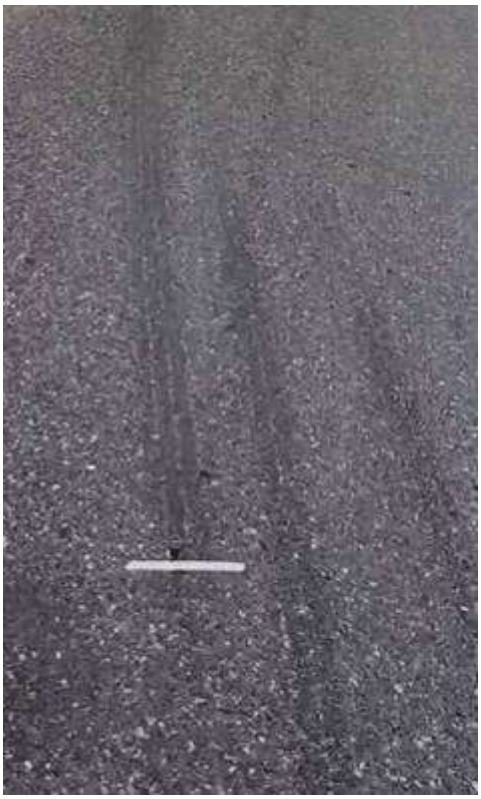
6.3 Heavy Vehicle Front Wheel Skid 1

6.3.1 This skid mark had clear striation mark and on measuring the width proved it to be of a heavy vehicle. Mark was imprinted right before the track ends, leading toward the cliff.

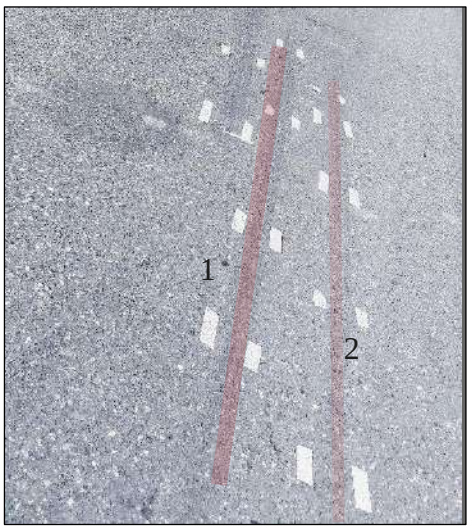
6.3.2 Length of this skid mark was 8.635m.

6.3.3 Skid mark is continuous and lengthy which shows that the vehicle did not have any ABS braking system.

6.3.4 The mark had clear grooves visible indicating that the tire was pointed directly towards the cliff and not steered towards the left. **The direction of the steering wheel of the bus at the time of braking was towards the cliff.** No emergency steering was done before the crash.



6.4 Heavy Vehicle Rear Vehicle Skid Marks



6.4.1. Two skid marks were observed starting right at the start of the mark#1. This skid marks are continuous which shows that the vehicle did not have ABS braking system.

6.4.2 The striations of the skid marks explain the sudden braking of the vehicle.

6.4.3 The length of skid mark#1 was 5.6m and skid mark 2 was 6.6m.

6.4.4 These marks were of a larger vehicle having duplex axle on the rear.

6.4.5 This indicated that the rear wheel had functional braking, the wheels were also not deflated so tire burst was not a cause, and the wheel hubs of the bus did not have any mechanical breakage.

6.5 Spillage Over run Marks

6.5.1 These marks were due to over running of vehicles on the spillage and not due to braking.

6.5.2 On measuring the distance between each mark was equidistant to one another.

6.5.3 This fact was further proved by measuring the circumference of a HTV vehicle. These marks were unrelated to the crash and left by some other vehicle.

6.6 Oil Spillage

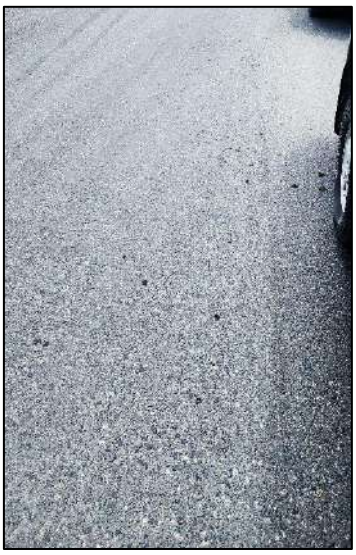
6.6.1. Fluid spillage which could be of either engine oil or diesel. Likely unrelated / inconsequential to the crash causation.

6.7 Scuff Mark of an unknown Light Vehicle 1

6.7.1 This mark was also observed on the median of the road near crash site on the right of mark 1 and 2.

6.7.2 The shape of this mark is however different from mark 1. No Grooves are visible, and this is a scuff caused by emergency steering and braking combined of a light vehicle. This is not the mark of a bus as initially perceived.

6.7.3 The mark did not have a fixed track distance. The outer tire to tire distance of the bus wheels are 2.48meters. These marks varied between 2.2 to 1.8 meters. This indicated that they were not marks of the same vehicle.



6.8 Skid Mark of an unknown Light Vehicle 2

6.8.1 This mark was found on the incoming lane. It is observed to be scuff mark, not a steer mark.

6.8.2 With the close observation, it resembles to a scuff mark of a smaller LTV vehicle which has emergency braked at the crash site. It was not related to the crash.

PARTIAL CONCLUSION ON ROAD MARKS

6.8.3 This was a single vehicle crash with the brakes working.

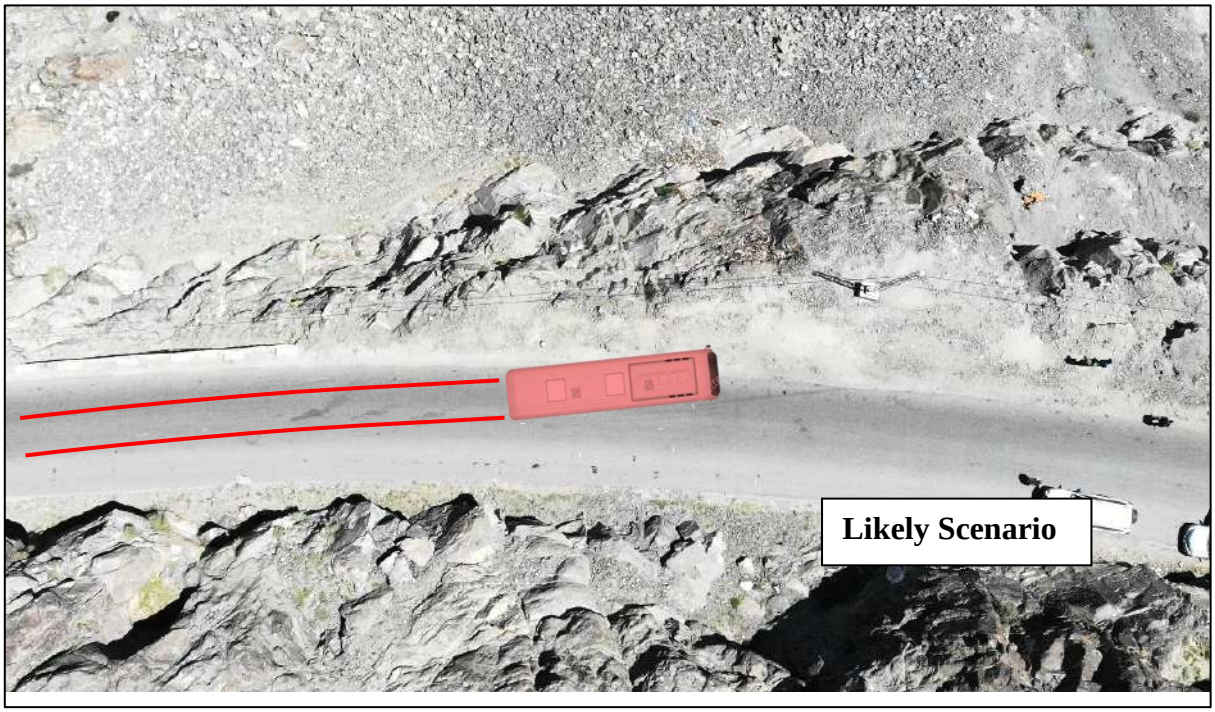
- The bus braked only a few meters before veering off the road, at the time of applying brakes, the tires of the bus were pointing towards the ravine rather than towards the road.
- The brakes were functional, and no brake evidence of failure or mechanical breakage could be observed.
- This was likely a single vehicle crash with no other vehicle involved.
- There were several other marks which were of vehicle coming for rescue, not the marks of the bus.
- The trajectory of the bus, and whether the main marks observed were of the right or left tire set has been determined in the reconstruction phase.

7. Crash Reconstruction

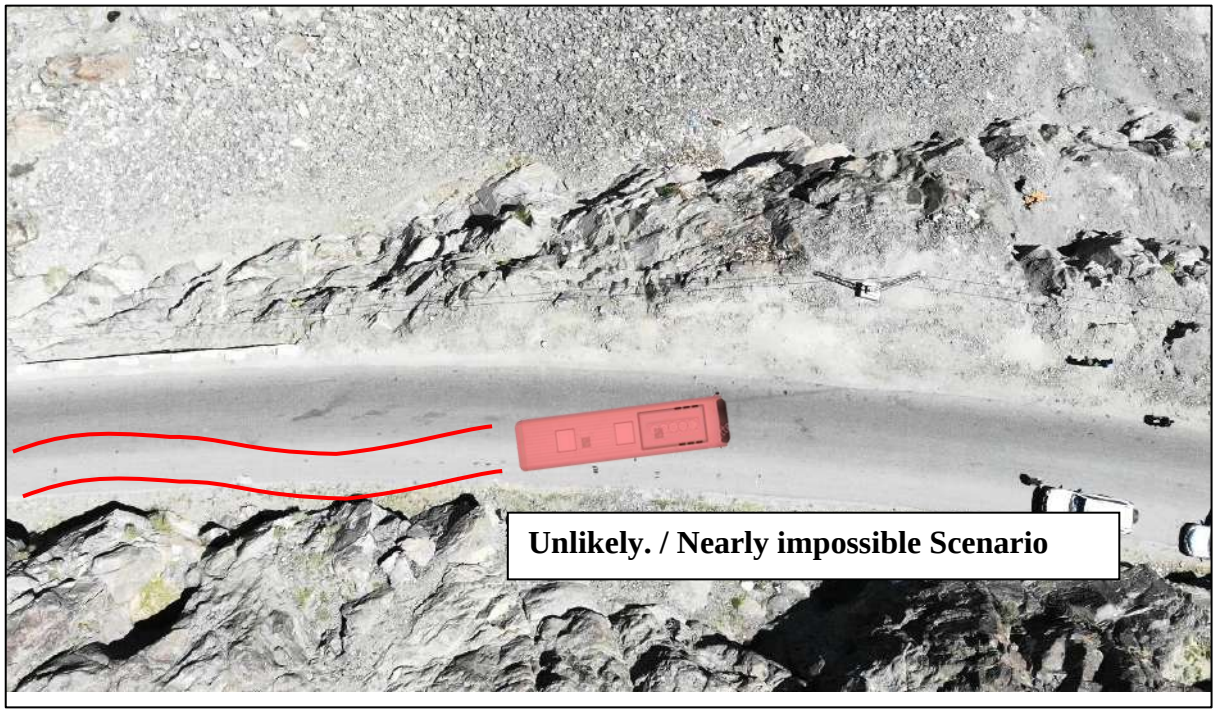
7.1 Trajectory analysis to determine if the bus was on the left or right side

A small enactment was conducted to see if the observed skid marks were of the left of right wheels of the bus. The vehicle was placed in both possibilities (once with the left wheels on the marks and once with the right wheels on the marks) and photographed aerially.

7.1.1 (Likely Scenario) The skid marks were of the right side of the bus, the bus was appraoching from the curve and went tangentially out due to misjudgement. It was early dawn, the traffic volume was very low and it was unlikely that the bus had to conduct an overtake manuever.

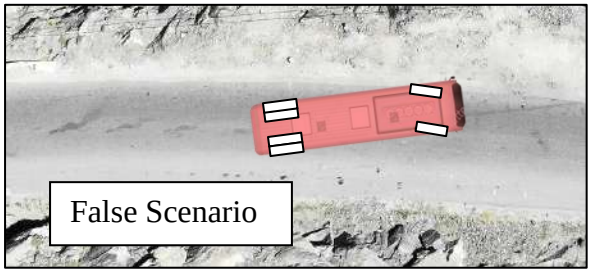


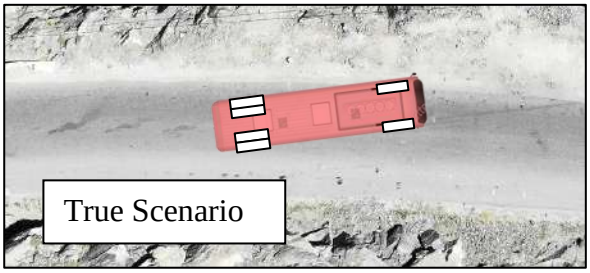
7.1.2 Trajectory of the skid marks are of the left wheels. This is an unlikely/impossible scenario since the vehicles approach would have been coming from the rock even while doing the enactment, the bus had to be reversed several times to bring it up to the marks.



7.2 Steering Wheel Direction at the time Driver First Reacted

7.2.1. At the point when driver applied the brakes, the tire marks showed distinct tire grooves. This conclusively indicates that the steering wheel was pointing towards the ravine rather than the road.



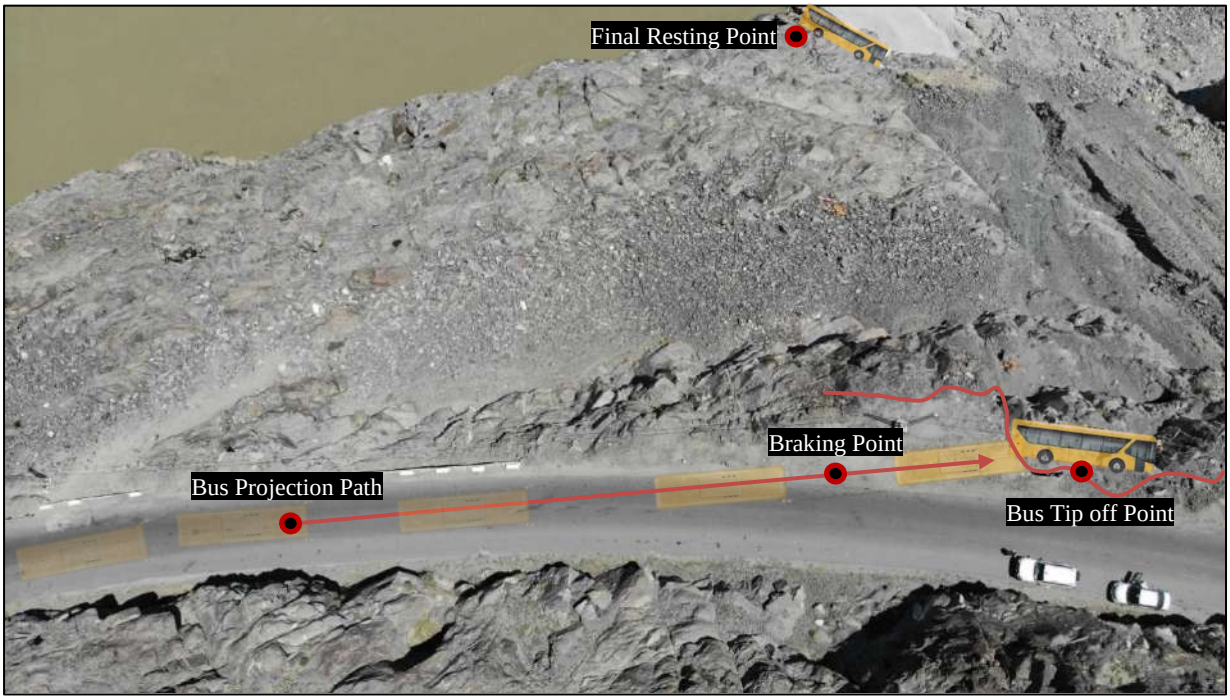


PARTIAL CONCLUSION ON TRAJECTORY

7.2.2 The driver was inattentive/ in micro sleep immediately before the crash

The vehicle was in its own lane. There was no second vehicle involved and no evasive steering was done. The skid marks were of the right wheel and the driver was not alert about where he was heading until he suddenly reacted and pressed the brakes. This strongly indicates that the driver was in micro-sleep or inattentive before the crash.

7.3 Reconstruction



8. CCTV Footage Analysis

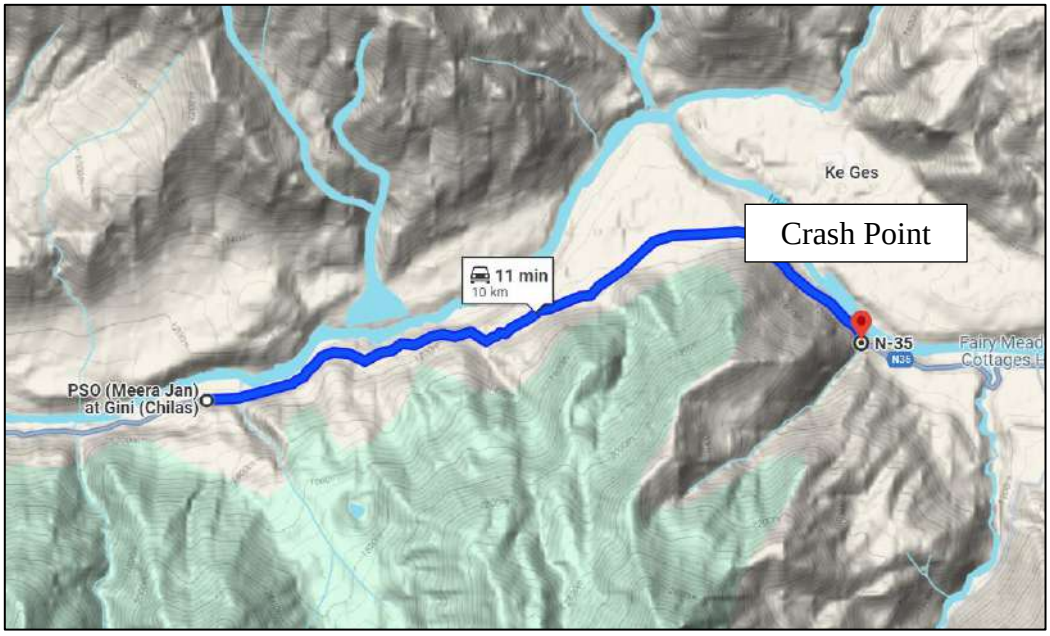
8.1 Recoding was taken from the CCTV camera footage of Ginni Fuel Station, Chillas was obtained and analysed.

The bus arrived at Ginni Fuel Station on ~04:48 am	**The bus departed from Ginni Fuel Station on ~05:05 am**

8.2 The crash site is 10km ahead of the fuel station.

8.3 The driver remained on his seat and the bus was idling when the passengers were taking prayer break.

8.4 The least possible time was calculated by traversing on highest possible speed between two points was 9 minutes and 38 seconds which is unlikely to achieve by a full booked Bus.



8.5 The possible traversing time of the bus is 10:30 to 11 minutes between stopping and crashing point.

8.6 On close observations of the recording at Ginni Fuel Station, no other vehicle was observed crossing the pump station on the time between 05:10 am to 05:20 am neither from 05:30 am onwards.

8.7 A truck carrying gas cylinders arrived at the site at 5:21am; 16 minutes after the bus left. Since the travel time of the bus could not be less than 9 minutes 40 seconds and the travel time of the truck could not be less than 11 minutes, making a total of 21 minutes. This truck in not likely involved in the crash.

8.8 No other vehicle was observed coming south bound between the time period (5:25 am to 5:30 am). It is concluded that there was no other vehicle involved.

PARTIAL CONCULSION ON CCTV ANALYSIS

8.9 No other vehicle was involved in the crash. It was a single vehicle off-tracking crash. The time of the crash was between 5:15 and 5:16.

- No other vehicle was observed going southbound at a timing that could have played a role in the crash.
- Conductor also did not mention any vehicle confronting the bus at the time of off tracking.
- The exact time of the crash was 5:15am to 5:16am.

9. Statements

9.1 Statement of Bus Conductor Izhar Ali, Marco Polo Bus Company, Commissioner Office, Gilgit

Interviewers:

Kamal Khan

(Commissioner Gilgit)

Dated 6 May, 2024

I am bus conductor for the last two months with Marcopolo. Before that I was involved in business of fresh fruit.

We stopped at Ginni Petrol Pump for Fajar prayers. I don't remember exact time; however, it was Fajar time. After praying we left to our destination and after travelling 8 to 10 minutes**, I heard a noise from the bus while I was making a passenger list to hand over at different CPs. I don't know the exact location from where the voice came. I was sitting on folding seat dedicated to the conductor which is located near the entrance door near the dashboard. When I heard the noise I stood up from my seat by holding dashboard for support.** I noticed that I was out of the bus 50ft below KKH, and the bus was sliding down after me. I was in senses, so I rushed towards Chilas direction to save myself from the sliding bus. I noticed passengers were falling here and there from the sliding bus. I was not feeling any pain at the time and noticed that the passengers were injured. In the first instance I thought I should go where the sliding bus was lying to help the passengers, but I changed my mind because I could not have extended enough help. I decided to move towards KKH in order to get help from the people. I reached KKH in 3 to 4 min and before reaching KKH I saw white Shahzore passing and shouted at it for help, but nobody listened to me. After reaching KKH, a truck with buffaloes and other vehicles also came which I stopped. Exact number of vehicles that stopped there, I don't remember. However, I remember there was a vehicle with foreigners. I did not meet any police official. May be the people present there have told the police official about the accident.

I sat in car available there. Other injured were also there in the car. The car took us to the Chilas. The person driving the car was in plain shalwar qameez. When I reached Pakistan Hotel at KKH I saw Marcopolo Bus, and I disembarked the vehicle to get more help to rescue the passengers of who got accidented. I requested the people to extend help, and someone took to me to hospital from Pakistan Hotel.

I shouted to let me go from the car that took me from the site of accident just to get help from the people who were present at Pakistan Hotel.

He was confronted that when he was asked by SP Diamer in RHQ Hospital about the accident and he responded that I don't know exactly what happened as I was sleeping. In response he mentioned that so many people were asking me questions about the accident, so I took this stance.

When I was holding the dashboard after hearing the noise in the bus, I did not look towards the driver. But I heard from his mouth saying "Ya Allah" and thereafter the incident took place. But he was trying to control the bus. I guess the speed was 60km/h. I don't think that I noticed coming any vehicle from the opposite side soon before the accident. We were supposed to leave at 4:00pm from Pindi but we left a bit late.

This driver namely Fahim started driving the bus from Mansehra Bazar. Mr. Suhail driver drove the bus from Pindi to Mansehra. Mr. Suhail and Fahim driver completed their trip from Hunza to Pindi in the accidented vehicle. The bus from Hunza to Rawalpindi leaves at 2:00pm and normally reaches Rawalpindi between 6:00am to 7:00am. This bus reached Pindi in the morning of 2nd May 2024 and drivers were Suhail and Fahim. However, Fahim driver was dropped at Mansehra, the same day i.e. on 2nd May, 2024 at 4:30pm the ill-fated bus started traveling back to Hunza and Mr. Suhail was driving. At Mansehra, Suhail dropped off because of his sister wedding was planned and Mr. Fahim joined us and drove the bus onwards.

Before leaving for journey, all technical persons come at the bus stand and carry out thorough examination of the vehicle. This vehicle was also checked. I myself got repaired the tire rods, adjusted the brake shoes, greasing was done, and bushes got changed. My mobile got lost otherwise I would have shared pictures. I myself checked the tires and they were fit. We change tires in one month.

9.2 Statement of Injured Passenger Admitted in PHQ Hospital Ward, Gilgit Abdur Raziq

Interviewers:

Kamal Khan

(Commissioner Gilgit)

Dated 4 May, 2024

Approximately, at 5:00pm we stopped at Ginni to offer Fajar prayers. After staying for 10 to 15 minutes we left for Gilgit. I was sitting at seat No. 11 of the bus. The accident took place between 5:15am to 5:20am. We left from Pirwadai at 4:30 pm on 2nd of May 2024**. One driver who drove the bus from Pirwadai left at Mansehra and from Mansehra this driver took over**. In my understanding the primary reason of accident was over speeding. I was awake when the bus got accident. I noticed that the bus was about to fall. I can't say much about the drowsiness of the driver. **We did not hear any explosion or noise in the bus as narrated one of the passengers on social media.**

9.3 Statement of Injured Passenger Admitted in PHQ Hospital Ward, Gilgit, Arif Hussain.

Interviewers:

Kamal Khan

(Commissioner Gilgit)

Dated 4 May, 2024

I was sitting at seat of No. 12 of the bus. I am not sure about the exact time of accident but I guess it took place between 5:30 to 6:00am. I was a bit sleepy so cannot say anything about the speed of the bus.

9.4 Statement of Injured Passenger Admitted in PHQ Hospital Ward, Gilgit, Naeem Abbas

Interviewers:

Kamal Khan

(Commissioner Gilgit)

Dated 4 May 2024

We offered Namaz at Ginni. The driver was driving the bus rashly. The driver overtook to two Natco Youtoung Bus in Chilas, and he was racing with them. The Youtoung Buses reached Ginni after our spending of 15minutes in Ginni. After traveling for 10 to 15minutes, we met the accident. **The driver was driving the bus rashly. The bus did not hit the mountain.** I was sitting on seat No. 10 of the bus. I was hit with the window and thereafter no idea what happened. **This driver took over the bus at Mansehra as the driver who was driving from Pindi let at Mansehra because his sister wedding was planned.**

9.5 Statement of Chief Surgeon MS RHQ Chilas Diamer,Dr Muhammad Iqbal,

Committee:

Kamal Khan

(Commissioner Gilgit Division)

5 May 2024

I was up at 5;30 am for my prayers and a police officer of RHQ CP informed me about the bus accident. I reached hospital and informed all doctors to reach the hospital. At 6:30am DSP Andaleeb brought 4 injured passengers to RHQ hospital. Thereafter 10 injured passengers reached hospital in two Rescue 1122 ambulance at around 6:45 approximately. I received 23

injured passengers. In total 13 injured passengers shifted to Gilgit via Heli and one by road. I operated ten passengers. RHQ Chilas has no Neurosurgeon which is huge drawback. I have insufficient budget on account of medicine as this hospital caters for patients from Kohistan, people deployed on DBD beside RTAs in tourist season. I have purchased necessary medicine for the patients of bus accident for Rs. 0.7 million on loan.

I have 6 ambulances at RHQ and all ambulances were involved in the rescue operation. I have shortage of staff and doctors. There should be two surgeons and a neurosurgeon as we have MRI and CT machine available.

I receive information from Police control about any emergency incident. For effective communication we may be provided a walkie talkie set.

9.6 Statement of Shift Incharge Rescue 1122 Diamer, Fazal Haq

Committee

Kamal Khan

(Commissioner Gilgit Division)

5 May 2024

Mr. Abdul Basit is Emergency Officer who is incharge of District Diamer. He is in Islamabad with the permission of DG 1122. The second in command is Mr. Shaukat Riaz who is station coordinator. At the moment he is also in Gilgit. I am third in command. I supervised the rescue operation. I was on duty on that day. **At 5:30am we received a call at our control room from a private mobile number and informed about the bus accident.** The informer was not sure about the exact location, and he was saying it is near Gonar Farm. We moved two ambulances. We don't fill response forms of ambulances due to emergency. Once we deal with the emergency thereafter, we fill the form by guessing. I moved with mortuary van at exactly 5:36am because it took a few minutes in moving the two ambulances. We have total four ambulances. I reached at the site at around 5:55am. The two Rescue 1122 Ambulances sent in the first place to the accident site, crossed us near Ginni. When I reached at the site, one dead body was there at KKH and two injured were being shifted by public from sloppy area to KKH. I sent the two injured in the mortuary van as there was no other ambulance there at site. In the meantime, another ambulance van arrived there, and another injured person was sent to hospital in that ambulance. I will provide the response forms.

I have four ambulances, one mortuary van, one water rescue, one rescue vehicle, one recovery vehicle and one fire tender. Two ambulances' tires are worn out and batteries are out dead and not fit for engaging in emergency situations. Demand for their repair has been sent. We have 60 staff hired for Diamer. 11 staff have been transferred to Astore, 5 have been posted to Gilgit. One is attached with Additional Secretary Izharullah. We are located in Chilas.

PARTIAL CONCLUSION ON STAEMENTS

9.7 **There were two drivers. No reports of any other vehicle involved, no evidence of mechanical breakage other than a 'noise reported which could have been braking noise.**

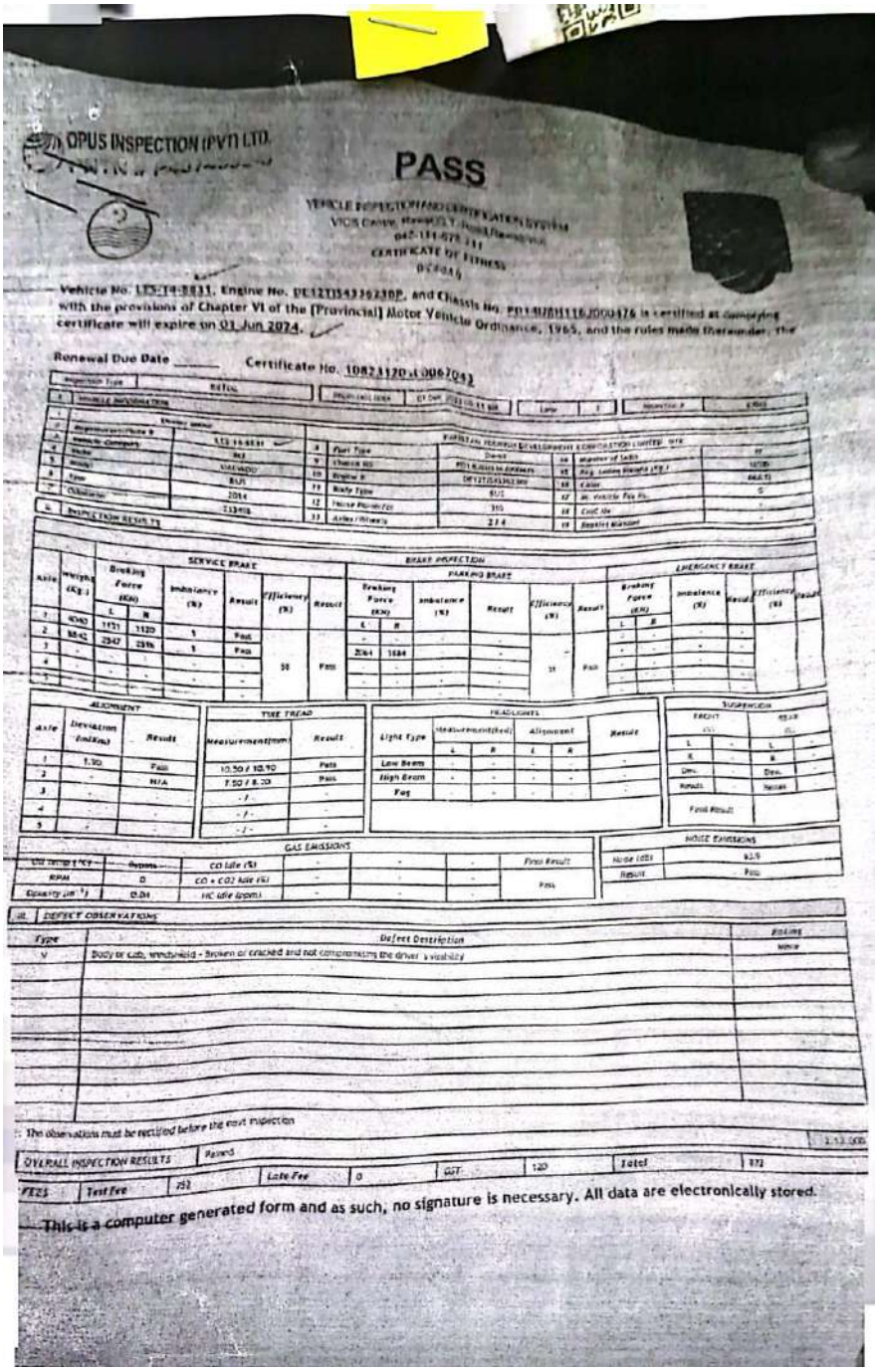
- 3 survivors have categorically mentioned that there were two drivers. As said the other driver got off in Mansehra.
- Nobody in survivor saw any incoming Vehicle or any road obstacle at the time of crash.
- One has mentioned that he heard a pounding noise before crash, but he is not sure if that was of any mechanical failure of the bus but one other survivor categorically denied the fact of hearing any sound before impact. There is no evidence of any mechanical breakage.

10. Documents

10.1 Vehicle Documents

10.1.1 Bus Registeration

10.1.2 Certficates of Fitness



OPUS INSPECTION (PVT) LTD.

PASS

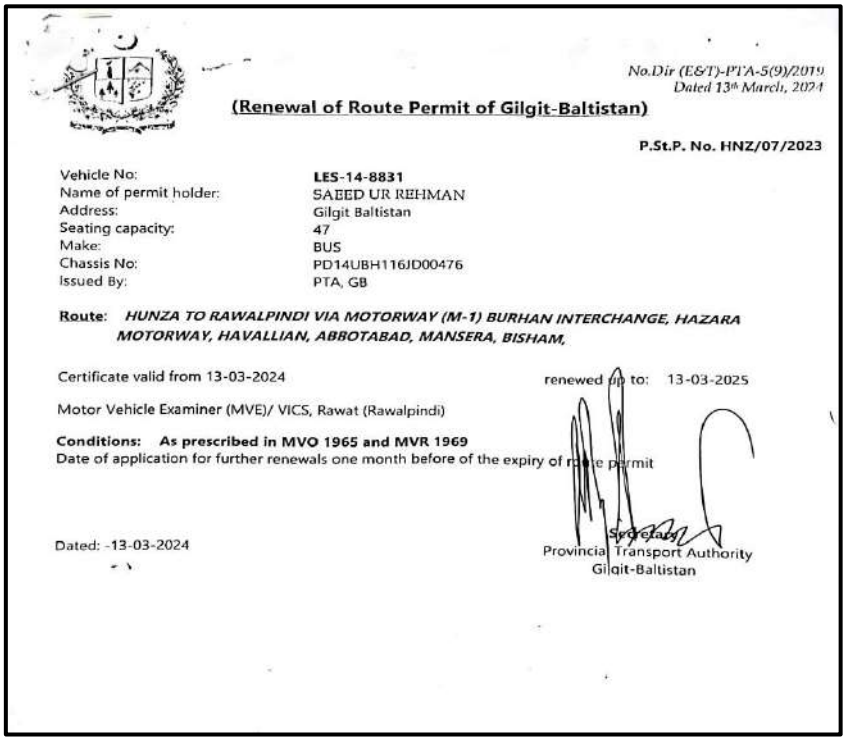
CERTIFICATE OF FITNESS

Vehicle No. LES-14-8831, Engine No. DE12TI5439230P, and Chassis No. PH140M11160000476 is certified as complying with the provisions of Chapter VI of the [Provincial] Motor Vehicle Ordinance, 1965, and the rules made thereunder. The certificate will expire on 01 Jun 2024.

Renewal Due Date _____ Certificate No. 10821120-0067043

This is a computer generated form and as such, no signature is necessary. All data are electronically stored.

10.1.3 Route Permit documentation



No.Dir (E&T)-PTA-5(9)/2019
Dated 13th March, 2024

(Renewal of Route Permit of Gilgit-Baltistan)

P.St.P. No. HNZ/07/2023

Vehicle No:	**LES-14-8831**
Name of permit holder:	SAEED UR REHMAN
Address:	Gilgit Baltistan
Seating capacity:	47
Make:	BUS
Chassis No:	PD14UBH116JD00476
Issued By:	PTA, GB

Route: ***HUNZA TO RAWALPINDI VIA MOTORWAY (M-1) BURHAN INTERCHANGE, HAZARA MOTORWAY, HAVALLIAN, ABBOTABAD, MANSERA, BISHAM,***

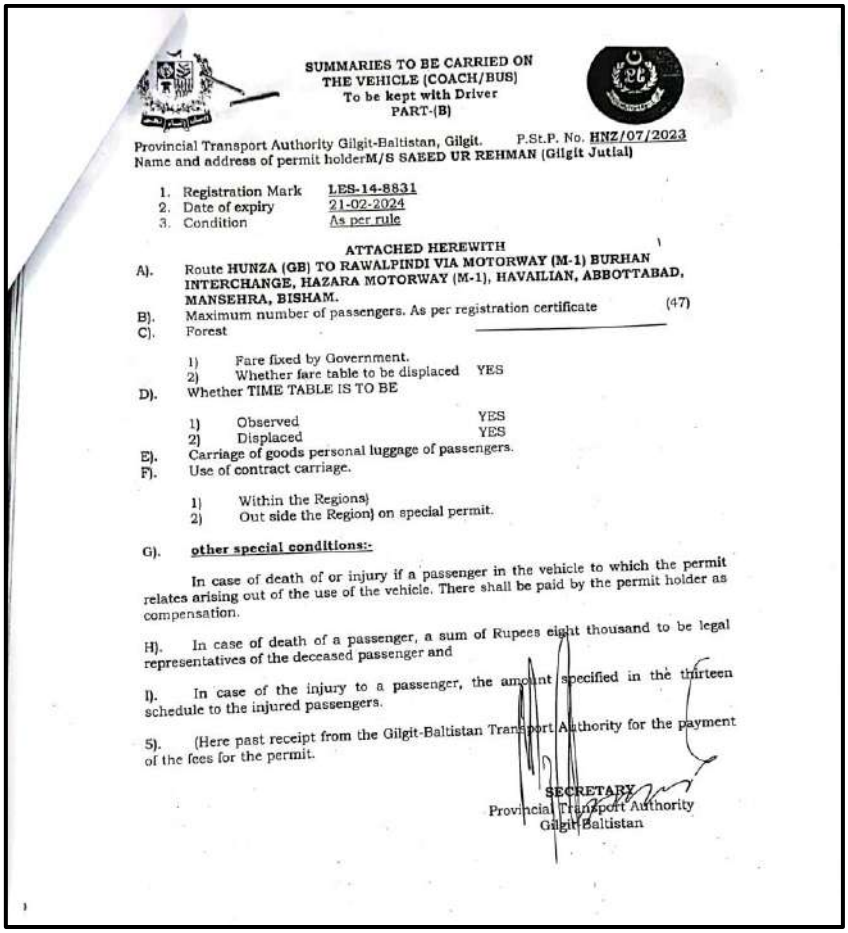
Certificate valid from 13-03-2024 renewed up to: 13-03-2025

Motor Vehicle Examiner (MVE)/ VICS, Rawat (Rawalpindi)

Conditions: As prescribed in MVO 1965 and MVR 1969
Date of application for further renewals one month before of the expiry of route permit

Dated: -13-03-2024

Secretary
Provincial Transport Authority
Gilgit-Baltistan



SUMMARIES TO BE CARRIED ON THE VEHICLE (COACH/BUS)
To be kept with Driver
PART-(B)

Provincial Transport Authority Gilgit-Baltistan, Gilgit. P.St.P. No. **HNZ/07/2023**
Name and address of permit holder**M/S SAEED UR REHMAN (Gilgit Jutial)**

1. Registration Mark **LES-14-8831**
2. Date of expiry 21-02-2024
3. Condition As per rule

ATTACHED HEREWITH

A). Route **HUNZA (GB) TO RAWALPINDI VIA MOTORWAY (M-1) BURHAN INTERCHANGE, HAZARA MOTORWAY (M-1), HAVAILIAN, ABBOTTABAD, MANSEHRA, BISHAM.**
B). Maximum number of passengers. As per registration certificate (47)
C). Forest

1) Fare fixed by Government.
2) Whether fare table to be displaced YES

D). Whether TIME TABLE IS TO BE

1) Observed YES
2) Displaced YES

E). Carriage of goods personal luggage of passengers.
F). Use of contract carriage.

1) Within the Regions)
2) Out side the Region) on special permit.

G). **other special conditions:-**

In case of death of or injury if a passenger in the vehicle to which the permit relates arising out of the use of the vehicle. There shall be paid by the permit holder as compensation.

H). In case of death of a passenger, a sum of Rupees eight thousand to be legal representatives of the deceased passenger and

I). In case of the injury to a passenger, the amount specified in the thirteen schedule to the injured passengers.

5). (Here past receipt from the Gilgit-Baltistan Transport Authority for the payment of the fees for the permit.

SECRETARY
Provincial Transport Authority
Gilgit-Baltistan

FORM P.St.P

[See 65(1) (i) of the West Pakistan Motor Vehicle Rules, 1969
GOVERNMENT OF PAKISTAN
PERMITS IN RESPECT OF A PARTICULAR STAGE CARRIAGE

PART'A'
(Full permit to be kept by holder)

P.St.P. No. **HNZ/07/2023**

(GILGIT-BALTISTAN TRANSPORT AUTHORITY)

1. Name of holder **M/S SAEED UR REHMAN (Gilgit Jutial)**

2. a). Registration Mark **LES-14-8831**

   b). The vehicle is held under a hire/purchase agreement with

3. Maximum number of passengers with may be carried at any one time 48 **AS PER R.C.**

4. A conductor shall be carried on the vehicle at all times when it is in use as a stage carriage (or contract carriage (1) YES.

5. Routes area (2) for which the permit is valid **HUNZA (GB) TO RAWALPINDI BURHAN INTERCHANGE, HAZARA MOTORWAY, HAVELIAN, ABBOTABAD MANSEHRA, BISHAM**

6. Date of expiry **21-02-2024**

7. Rate of fares, if fixed under section 45 of the West Pakistan Motor Vehicles Ordinance 1965.FIXED BY THE GOVERNMENT.

8. Particulars of time table to be observed if Trip_____ (3)

9. Whether goods may be carried solely or in addition to passenger and their personal luggage and conditions subject which the goods may be carried.

PERSONAL LUGGAGE OF PASSENGERS

10. The vehicle above described may be used by the holder of this permit as a contract carriage with the area hereunder specified subject which the goods may be carried.

11. Whether the fare table is to be exhibited on the vehicle YES

12. Whether the time table is to be exhibited on the vehicle YES

31. The record to be maintained and the dates on which returns are to be made to the Transport Authority AS PRESCRIBED.

14. When the vehicle is not use it shall not be halted in any public place except at a stand or a marking place appointed by a competent authority under section 80 of the West Pakistan Motor vehicle Rules, 1960.

15. The fees payable for this permit shall be paid on the due dates as laid down.

16. ANY OTHER CONDITIONS. In of death of or injury to a passenger the vehicle to which the permit relates arising out of the vehicle there shall be paid by the permit holder as compensation.

   a). In case of death of a passenger a sum of rupees 8 thousand to the legal representatives of the deceased passenger :- and

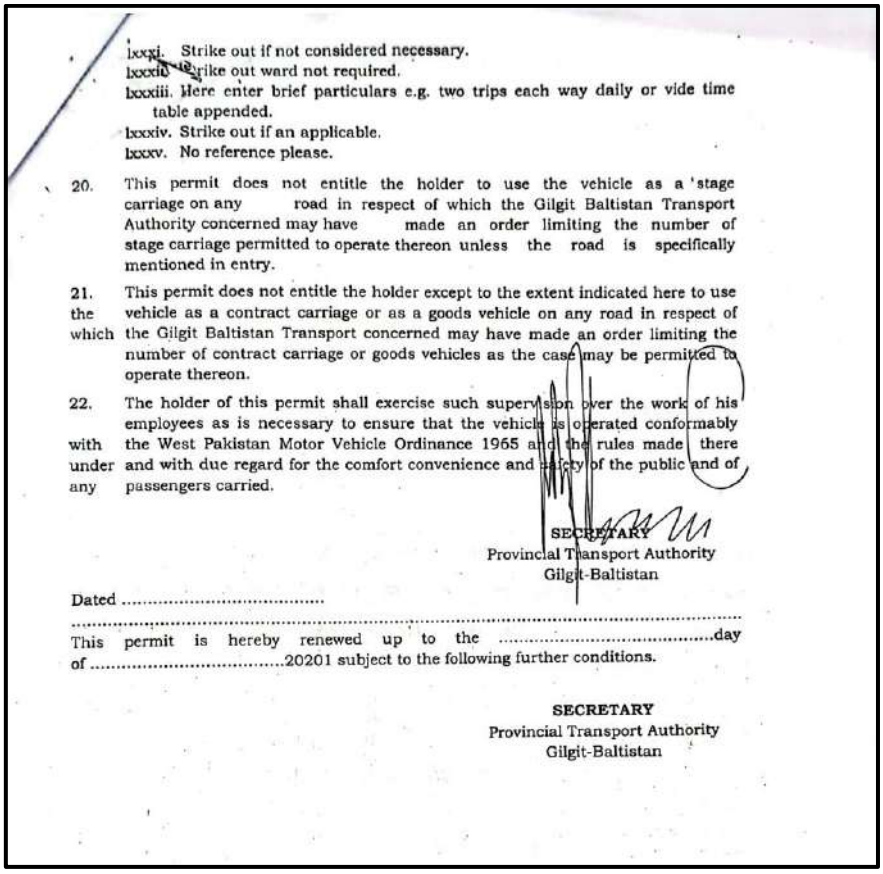
   b). In case of any injury to a passenger the amount specified in the thirteen schedule to the injured passenger.

17. This permit shall be to extend specified in entry 11 above be deemed to be a public carrier permit (4).

18. This permit shall to the extent specified in entry 13 above be deemed to be contract carriage permits (5).

19. Under the provision of rule 10 of the West Pakistan Motor Vehicles Rules, 1969 this permit is valid also in the regions and subject to the conditions set out below.

REGION	Route (5*)	CONDITIONS



lxxxi. Strike out if not considered necessary.
lxxxii. Strike out ward not required.
lxxxiii. Here enter brief particulars e.g. two trips each way daily or vide time table appended.
lxxxiv. Strike out if an applicable.
lxxxv. No reference please.

20. This permit does not entitle the holder to use the vehicle as a 'stage carriage on any road in respect of which the Gilgit Baltistan Transport Authority concerned may have made an order limiting the number of stage carriage permitted to operate thereon unless the road is specifically mentioned in entry.

21. This permit does not entitle the holder except to the extent indicated here to use the vehicle as a contract carriage or as a goods vehicle on any road in respect of which the Gilgit Baltistan Transport concerned may have made an order limiting the number of contract carriage or goods vehicles as the case may be permitted to operate thereon.

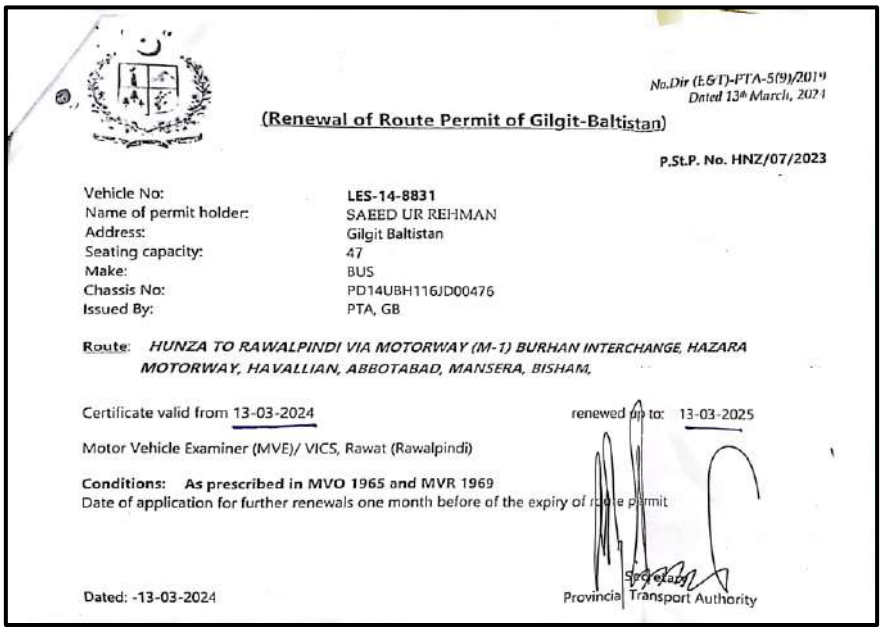
22. The holder of this permit shall exercise such supervision over the work of his employees as is necessary to ensure that the vehicle is operated conformably with the West Pakistan Motor Vehicle Ordinance 1965 and the rules made there under and with due regard for the comfort convenience and safety of the public and of any passengers carried.

SECRETARY
Provincial Transport Authority
Gilgit-Baltistan

Dated .....

This permit is hereby renewed up to the .....day of .....20201 subject to the following further conditions.

SECRETARY
Provincial Transport Authority
Gilgit-Baltistan



No.Dir (E&T)-PTA-5(9)/2019
Dated 13th March, 2024

(Renewal of Route Permit of Gilgit-Baltistan)

P.St.P. No. HNZ/07/2023

Vehicle No:	LES-14-8831
Name of permit holder:	SAEED UR REHMAN
Address:	Gilgit Baltistan
Seating capacity:	47
Make:	BUS
Chassis No:	PD14UBH116JD00476
Issued By:	PTA, GB

Route: *HUNZA TO RAWALPINDI VIA MOTORWAY (M-1) BURHAN INTERCHANGE, HAZARA MOTORWAY, HAVALLIAN, ABBOTABAD, MANSERA, BISHAM,*

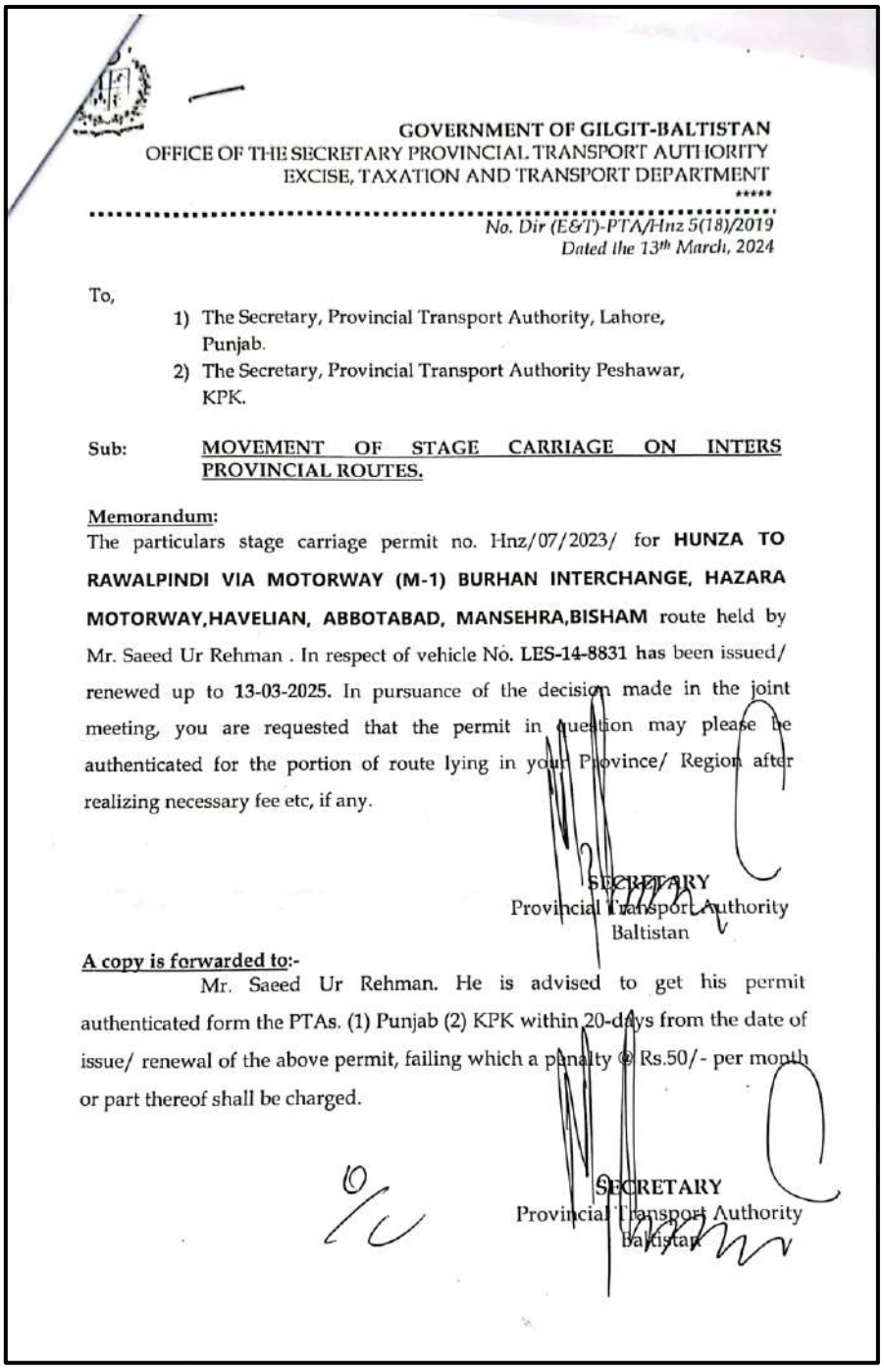
Certificate valid from 13-03-2024 renewed up to: 13-03-2025

Motor Vehicle Examiner (MVE)/ VICS, Rawat (Rawalpindi)

Conditions: As prescribed in MVO 1965 and MVR 1969
Date of application for further renewals one month before of the expiry of route permit

Dated: -13-03-2024

Secretary
Provincial Transport Authority



GOVERNMENT OF GILGIT-BALTISTAN
OFFICE OF THE SECRETARY PROVINCIAL TRANSPORT AUTHORITY
EXCISE, TAXATION AND TRANSPORT DEPARTMENT
*****

No. Dir (E&T)-PTA/Hnz 5(18)/2019
Dated the 13th March, 2024

To,

1) The Secretary, Provincial Transport Authority, Lahore, Punjab.
2) The Secretary, Provincial Transport Authority Peshawar, KPK.

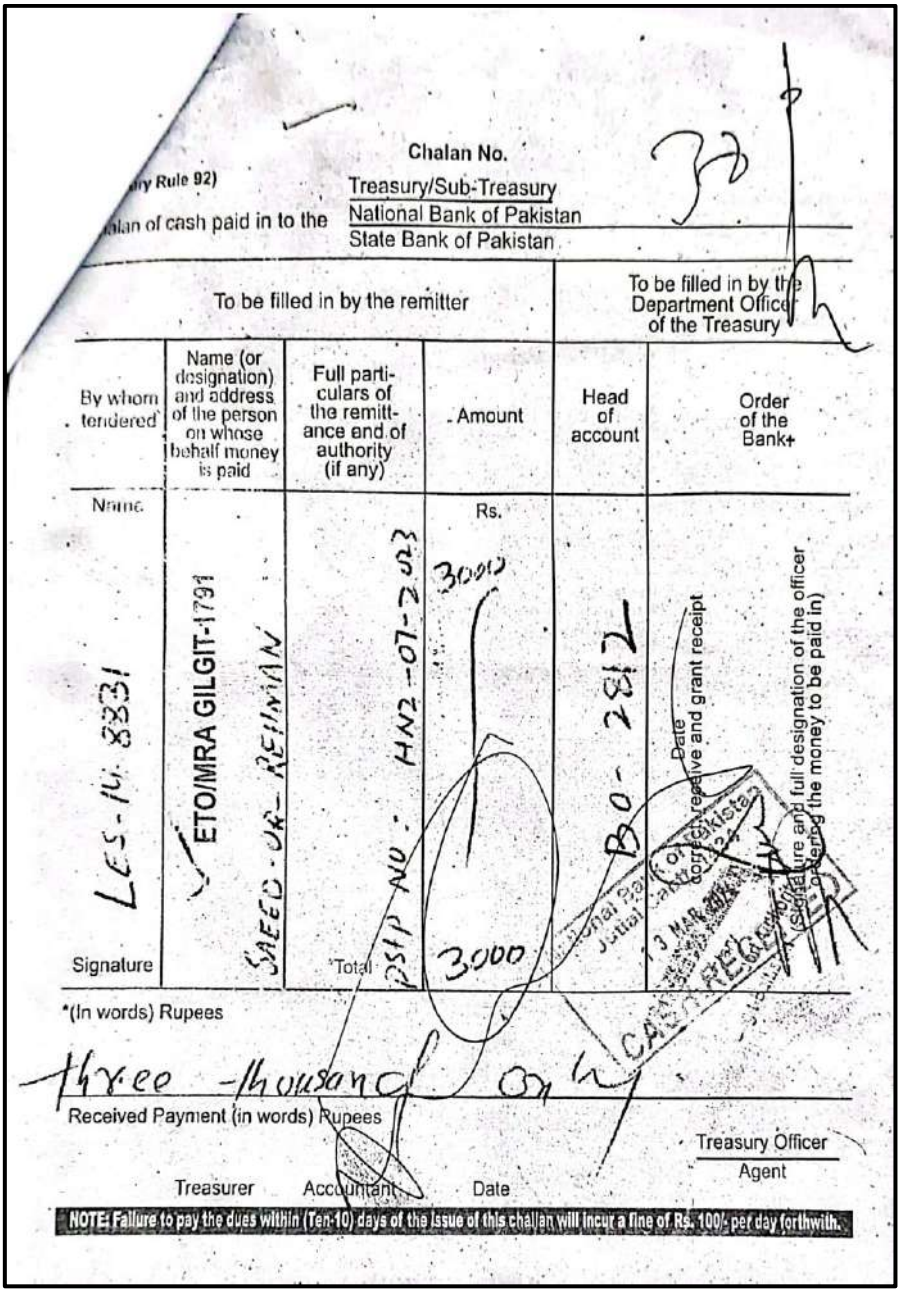
Sub: **MOVEMENT OF STAGE CARRIAGE ON INTERS PROVINCIAL ROUTES.**

Memorandum:
The particulars stage carriage permit no. Hnz/07/2023/ for **HUNZA TO RAWALPINDI VIA MOTORWAY (M-1) BURHAN INTERCHANGE, HAZARA MOTORWAY,HAVELIAN, ABBOTABAD, MANSEHRA,BISHAM** route held by Mr. Saeed Ur Rehman . In respect of vehicle No. **LES-14-8831 has** been issued/ renewed up to **13-03-2025.** In pursuance of the decision made in the joint meeting, you are requested that the permit in question may please be authenticated for the portion of route lying in your Province/ Region after realizing necessary fee etc, if any.

SECRETARY
Provincial Transport Authority
Baltistan

A copy is forwarded to:-
Mr. Saeed Ur Rehman. He is advised to get his permit authenticated form the PTAs. (1) Punjab (2) KPK within 20-days from the date of issue/ renewal of the above permit, failing which a penalty @ Rs.50/- per month or part thereof shall be charged.

SECRETARY
Provincial Transport Authority
Baltistan



Chalan No. 32

...ry Rule 92)

...lan of cash paid in to the Treasury/Sub-Treasury / National Bank of Pakistan / State Bank of Pakistan

To be filled in by the remitter				To be filled in by the Department Officer of the Treasury	
By whom tendered	Name (or designation) and address of the person on whose behalf money is paid	Full particulars of the remittance end of authority (if any)	Amount	Head of account	Order of the Bank+
Name. LES-IV-8331	ETO/MRA GILGIT-1791 SAEED-UR-REHMAN	PSIP NO: HN2-07-2023	Rs. 3000	B0-2812	Date 13 MAR 2023 (Signature and full designation of the officer receive and grant receipt / or ordering the money to be paid in)
Signature		Total	3000		

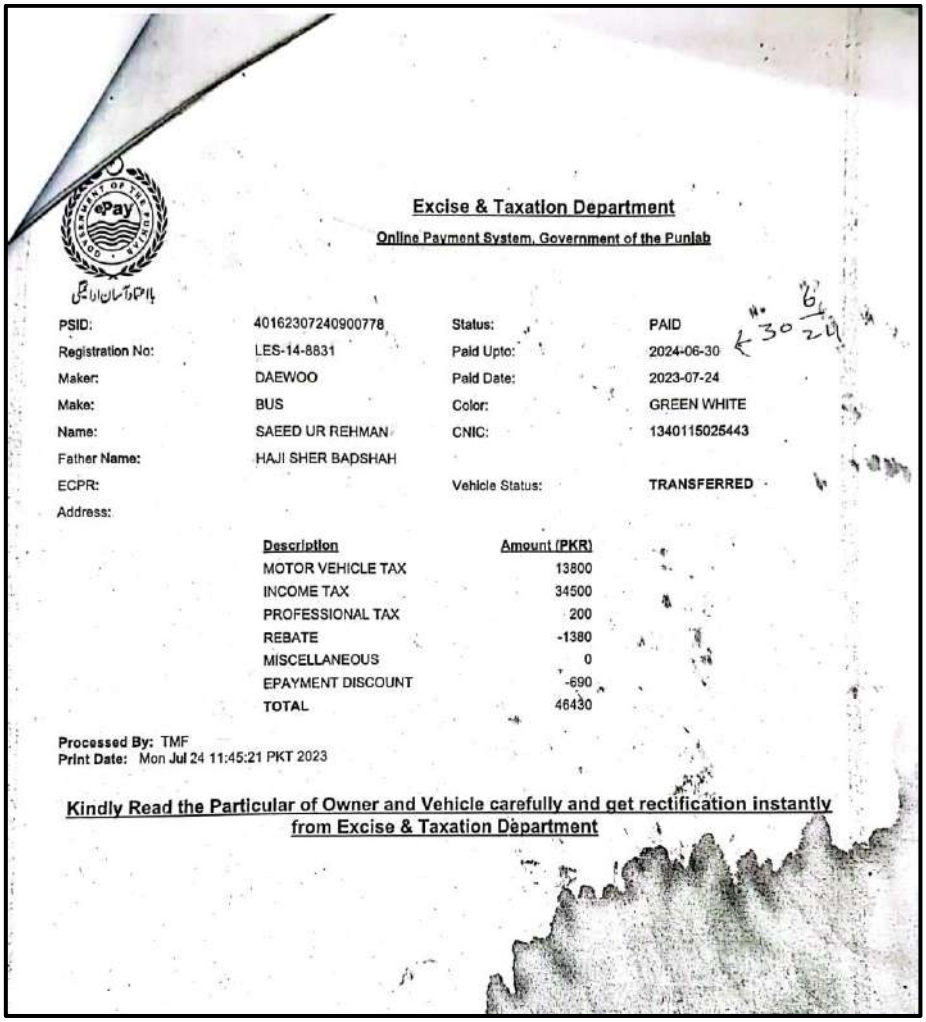
*(In words) Rupees Three Thousand Only

Received Payment (in words) Rupees

Treasurer Accountant Date

Treasury Officer / Agent

NOTE: Failure to pay the dues within (Ten-10) days of the issue of this challan will incur a fine of Rs. 100/- per day forthwith.



Excise & Taxation Department

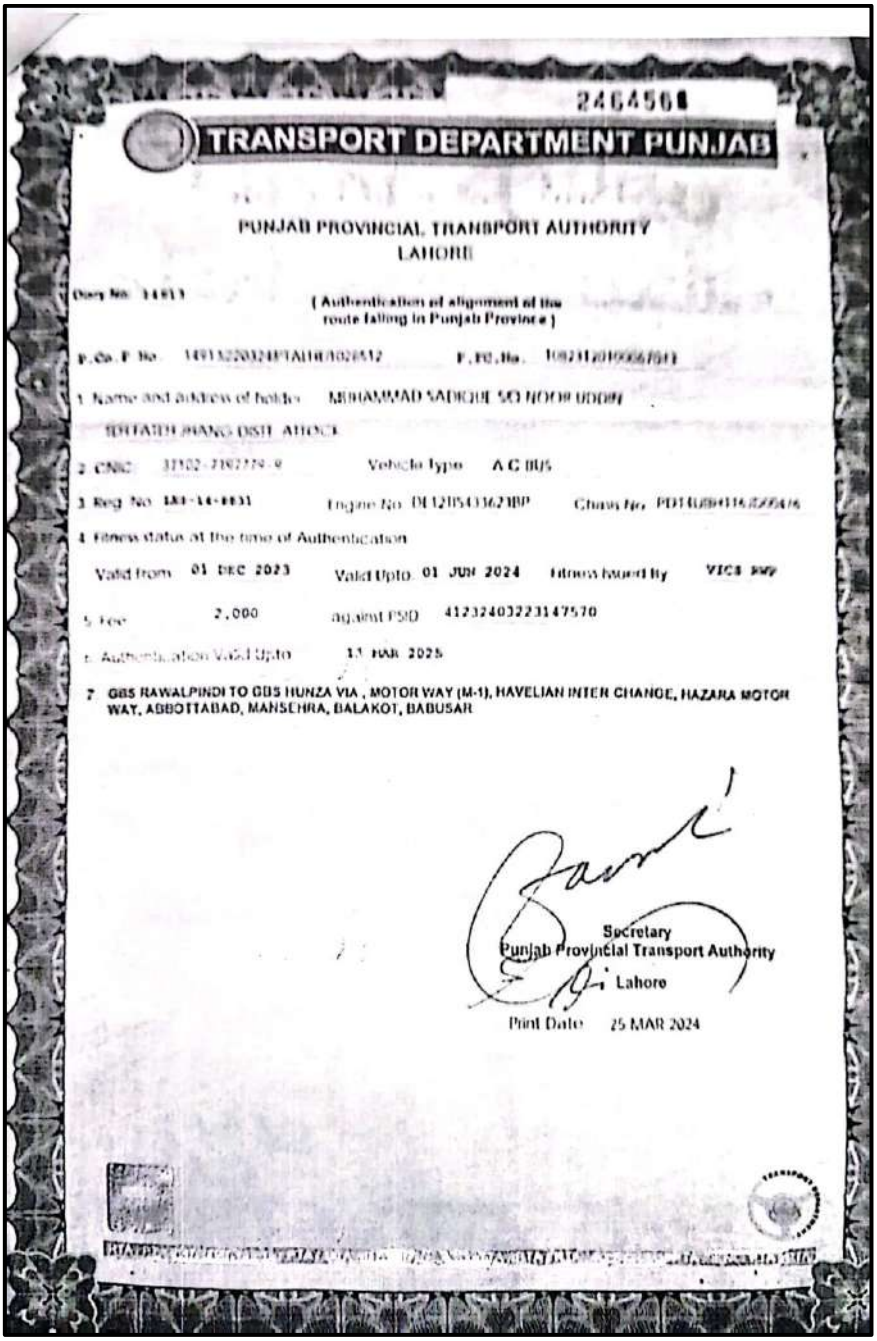
Online Payment System, Government of the Punjab

PSID:	40162307240900778	Status:	PAID
Registration No:	LES-14-8831	Paid Upto:	2024-06-30
Maker:	DAEWOO	Paid Date:	2023-07-24
Make:	BUS	Color:	GREEN WHITE
Name:	SAEED UR REHMAN	CNIC:	1340115025443
Father Name:	HAJI SHER BADSHAH		
ECPR:		Vehicle Status:	TRANSFERRED
Address:			

Description	Amount (PKR)
MOTOR VEHICLE TAX	13800
INCOME TAX	34500
PROFESSIONAL TAX	200
REBATE	-1380
MISCELLANEOUS	0
EPAYMENT DISCOUNT	-690
TOTAL	46430

Processed By: TMF
Print Date: Mon Jul 24 11:45:21 PKT 2023

Kindly Read the Particular of Owner and Vehicle carefully and get rectification instantly from Excise & Taxation Department



2464561

TRANSPORT DEPARTMENT PUNJAB

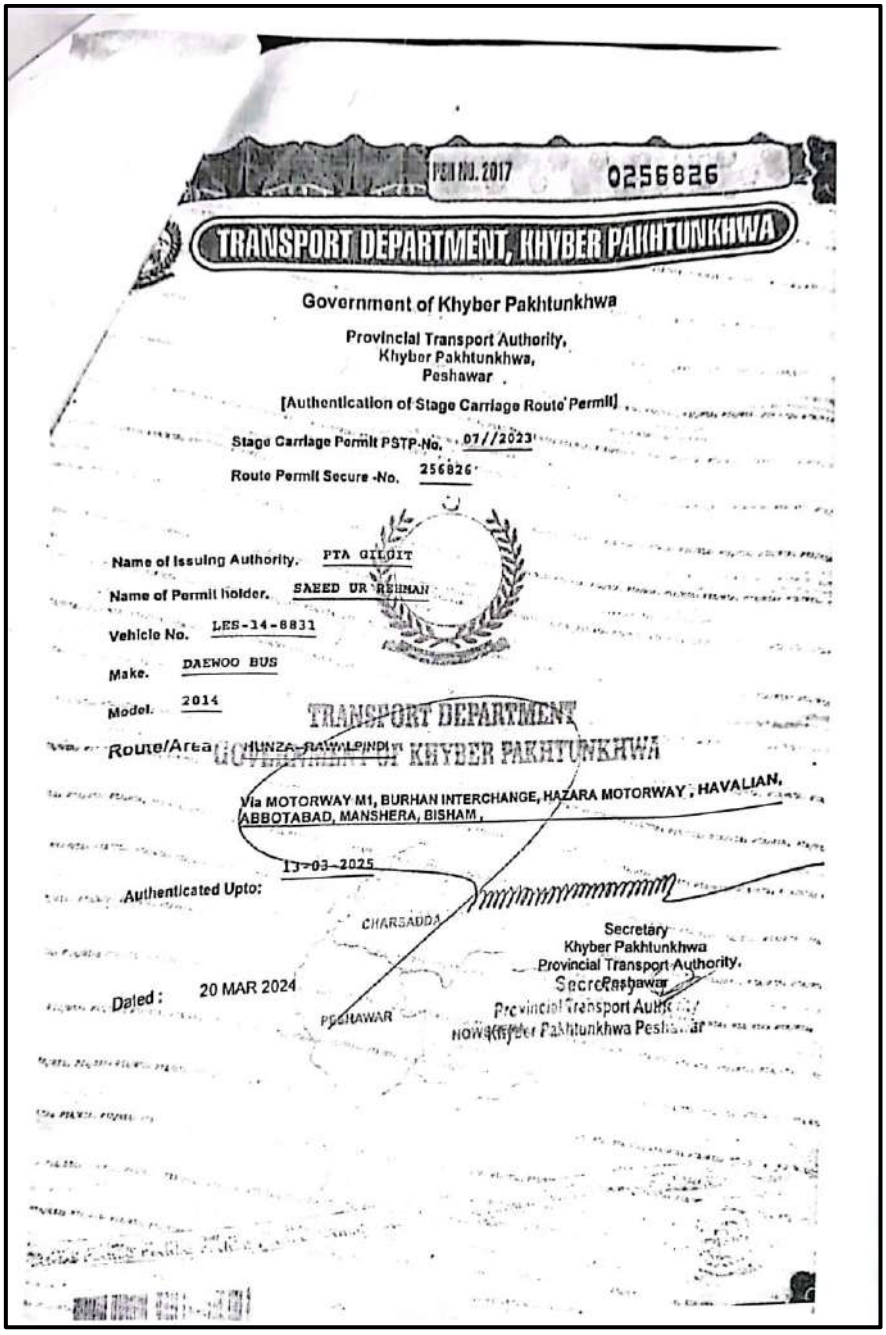
PUNJAB PROVINCIAL TRANSPORT AUTHORITY
LAHORE

(Authentication of alignment of the route falling in Punjab Province)

1. Name and address of holder: MUHAMMAD SADIQUE S/O NOOR UDDIN
SHAHEEN BANGLOW DISTT ATTOCK
2. CNIC: 37302-3782779-9 Vehicle Type: A C BUS
3. Reg No: LEA-14-8831 Engine No: DE12TI543362IBP Chasis No:
4. Fitness status at the time of Authentication
Valid from: 01 DEC 2023 Valid Upto: 01 JUN 2024 Fitness Issued By: VICS PWP
5. Fee: 2,000 against PSID: 412324032231475?0
6. Authentication Valid Upto: 11 MAR 2025
7. GBS RAWALPINDI TO GBS HUNZA VIA , MOTOR WAY (M-1), HAVELIAN INTER CHANGE, HAZARA MOTOR WAY, ABBOTTABAD, MANSEHRA, BALAKOT, BABUSAR

Secretary
Punjab Provincial Transport Authority
Lahore

Print Date: 25 MAR 2024



PSTP NO. 2017 0256826

TRANSPORT DEPARTMENT, KHYBER PAKHTUNKHWA

Government of Khyber Pakhtunkhwa

Provincial Transport Authority,
Khyber Pakhtunkhwa,
Peshawar

[Authentication of Stage Carriage Route Permit]

Stage Carriage Permit PSTP-No. 07//2023

Route Permit Secure -No. 256826

Name of Issuing Authority. PTA GILGIT

Name of Permit holder. SAEED UR REHMAN

Vehicle No. LES-14-8831

Make. DAEWOO BUS

Model. 2014

Route/Area HUNZA-RAWALPINDI

TRANSPORT DEPARTMENT
GOVERNMENT OF KHYBER PAKHTUNKHWA

Via MOTORWAY M1, BURHAN INTERCHANGE, HAZARA MOTORWAY , HAVALIAN, ABBOTABAD, MANSHERA, BISHAM ,

Authenticated Upto: 13-03-2025

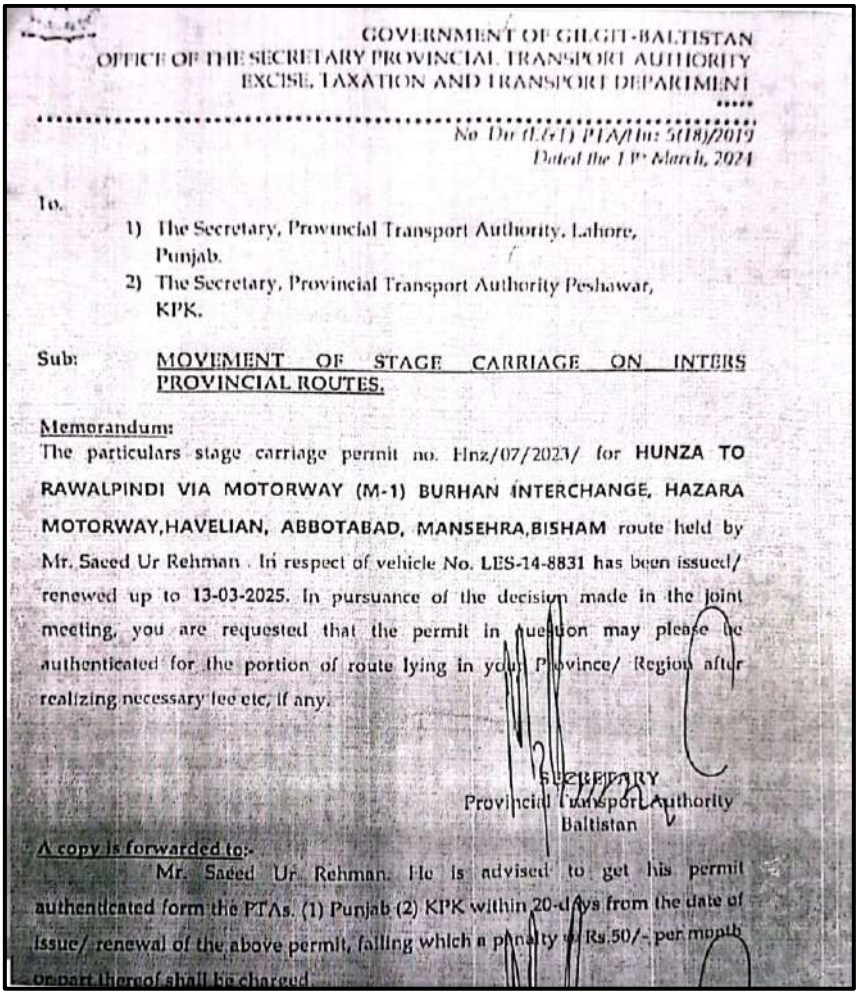
CHARSADDA

Secretary
Khyber Pakhtunkhwa
Provincial Transport Authority,
Peshawar

Dated: 20 MAR 2024

PESHAWAR

Provincial Transport Authority
Khyber Pakhtunkhwa Peshawar



GOVERNMENT OF GILGIT-BALTISTAN
OFFICE OF THE SECRETARY PROVINCIAL TRANSPORT AUTHORITY
EXCISE, TAXATION AND TRANSPORT DEPARTMENT

No. Dir (L&T) PTA/Hnz/5(18)/2019
Dated the 14th March, 2024

To,

1) The Secretary, Provincial Transport Authority, Lahore, Punjab.
2) The Secretary, Provincial Transport Authority Peshawar, KPK.

Sub: MOVEMENT OF STAGE CARRIAGE ON INTERS PROVINCIAL ROUTES.

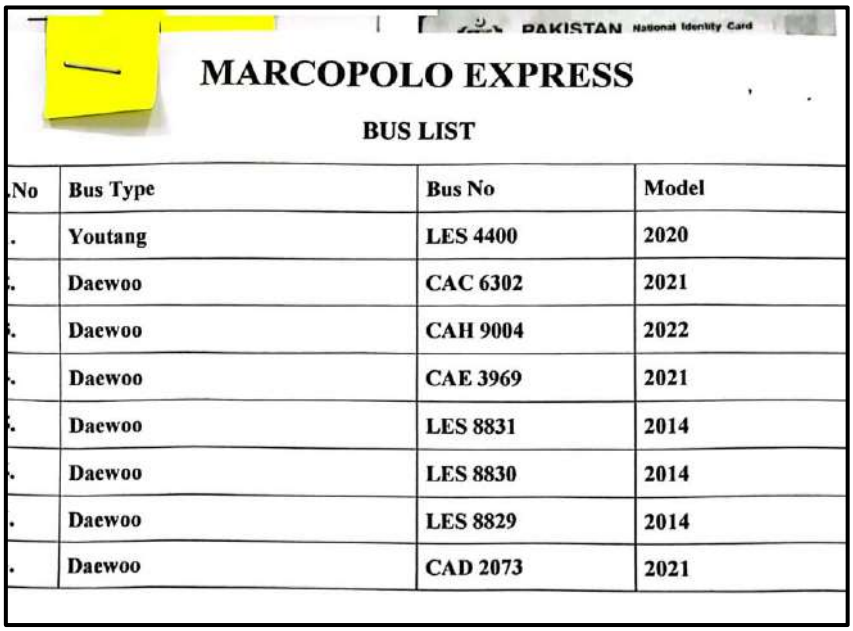
Memorandum:

The particulars stage carriage permit no. Hnz/07/2023/ for HUNZA TO RAWALPINDI VIA MOTORWAY (M-1) BURHAN INTERCHANGE, HAZARA MOTORWAY,HAVELIAN, ABBOTABAD, MANSEHRA,BISHAM route held by Mr. Saeed Ur Rehman . In respect of vehicle No. LES-14-8831 has been issued/ renewed up to 13-03-2025. In pursuance of the decision made in the joint meeting, you are requested that the permit in question may please be authenticated for the portion of route lying in your Province/ Region after realizing necessary fee etc, if any.

SECRETARY
Provincial Transport Authority
Baltistan

A copy is forwarded to:-

Mr. Saeed Ur Rehman. He is advised to get his permit authenticated form the PTAs. (1) Punjab (2) KPK within 20-days from the date of issue/ renewal of the above permit, falling which a penalty of Rs.50/- per month or part thereof shall be charged.



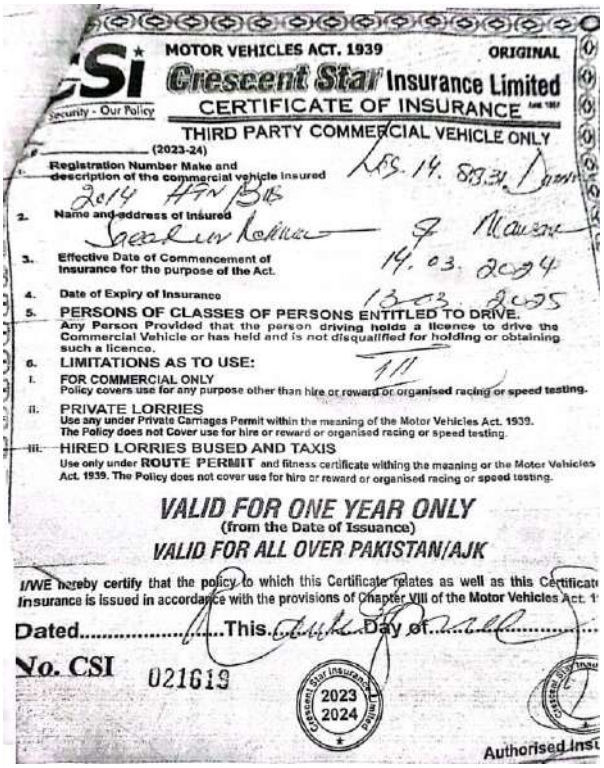
PAKISTAN National Identity Card

MARCOPOLO EXPRESS

BUS LIST

.No	Bus Type	Bus No	Model
.	Youtang	LES 4400	2020
.	Daewoo	CAC 6302	2021
.	Daewoo	CAH 9004	2022
.	Daewoo	CAE 3969	2021
.	Daewoo	LES 8831	2014
.	Daewoo	LES 8830	2014
.	Daewoo	LES 8829	2014
.	Daewoo	CAD 2073	2021

10.1.4 Insurance Documents



MOTOR VEHICLES ACT. 1939 ORIGINAL

CSI Crescent Star Insurance Limited

Security - Our Policy

CERTIFICATE OF INSURANCE

THIRD PARTY COMMERCIAL VEHICLE ONLY

(2023-24)

1. Registration Number Make and description of the commercial vehicle Insured — LES. 14. 8931 Toyota 2014 HTV Bus
2. Name and address of Insured — Zareen s/o Mausaf
3. Effective Date of Commencement of Insurance for the purpose of the Act. — 14.03.2024
4. Date of Expiry of Insurance — 13.03.2025
5. PERSONS OF CLASSES OF PERSONS ENTITLED TO DRIVE. Any Person Provided that the person driving holds a licence to drive the Commercial Vehicle or has held and is not disqualified for holding or obtaining such a licence.
6. LIMITATIONS AS TO USE:
   - i. FOR COMMERCIAL ONLY — Policy covers use for any purpose other than hire or reward or organised racing or speed testing.
   - ii. PRIVATE LORRIES — Use any under Private Carriages Permit within the meaning of the Motor Vehicles Act. 1939. The Policy does not Cover use for hire or reward or organised racing or speed testing.
   - iii. HIRED LORRIES BUSED AND TAXIS — Use only under ROUTE PERMIT and fitness certificate withing the meaning or the Motor Vehicles Act. 1939. The Policy does not cover use for hire or reward or organised racing or speed testing.

VALID FOR ONE YEAR ONLY
(from the Date of Issuance)
VALID FOR ALL OVER PAKISTAN/AJK

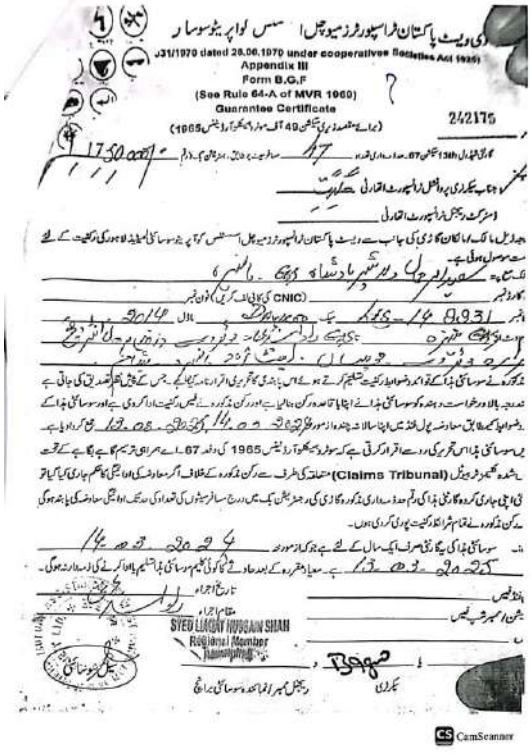
I/WE hereby certify that the policy to which this Certificate relates as well as this Certificate Insurance is issued in accordance with the provisions of Chapter VIII of the Motor Vehicles Act. 1

Dated.....This.....Day of.....

No. CSI 021619

2023 2024

Authorised Inst



Appendix III
Form B.G.F
(See Rule 64-A of MVR 1969)
Guarantee Certificate
(1965)

242175

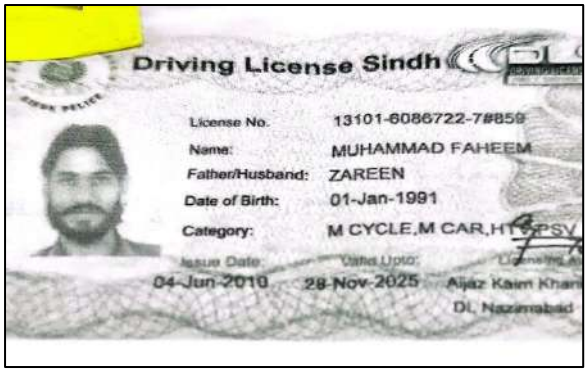
1750000/-

SYED LIAQAT HUSSAIN SHAH
Regional Member

CamScanner

10.2 Licenses Detail of Designated Driver of the vehicle.

Driver- Vehicle 1 (Bus)
Muhammad Faheem s/o Zareen
r/o Flat#444, Diamond Garden, Building, Nasar Vangi Road, Garden East Karachi
Age: 33 Y
License No: 13101-6086722-7#859
Category: HTV-PSV
Date of Issuance: 04-06-2010
Current Status: Dead



Driving License Sindh

License No. 13101-6086722-7#859
Name: MUHAMMAD FAHEEM
Father/Husband: ZAREEN
Date of Birth: 01-Jan-1991
Category: M CYCLE,M CAR,HTV,PSV
Issue Date: 04-Jun-2010
Date Upto: 28-Nov-2025
Ajaz Kaim Khani
DI, Nazimabad

CNIC No.: 13101-6086722-7
Address: FLAT# 444, DIAMOND GARDEN BUILDING, NASAR VANGI ROAD, GARDEN EAST KARACHI
Blood Group: O Positive
Identification Mark: 054
Old DL#
PSV # LASER NO 00917978

This License is property of Sindh Police. If found please drop in to the nearest post box.
Office of DIGP Traffic (L&T), Sindh. 11th Zamzama Street, Phase - V, DHA, Karachi.
For complaints/whatsapp/sms # 0322-5423623, www.dis.gos.pk.
DRIVE SAFELY
"WE CARE FOR YOU AND YOUR FAMILY"

10.3 Correspondence

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

HOME & PRISONS DEPARTMENT
Government of Gilgit Baltistan
NO. SO(Lit)-19/2023
Dated the 3rd May, 2024

FACT FINDING INQUIRY ORDER

WHEREAS, the competent authority has been pleased to constitute fact finding inquiry committee comprising of the following officers to probe into the unfortunate bus incident took place at Yashokal Dass Chilas District Diamer on 3rd May,2024 at around 0500 am that led to loss of civilian lives;

i). The Commissioner Gilgit Division	**Chairman**
ii). The Deputy Secretary Home GB	Member
iii). The Deputy Director E&T Department Gilgit	Member
iv). The Superintendent of Police, Diamer	Member

2. **AND WHEREAS,** the committee shall thoroughly investigate the circumstances surrounding the tragic bus incident and to identify causes of the incident, assess any systematic failures or negligence, vehicle maintenance as per set protocols and any other relevant factors that may have contributed to the incident and fix responsibility accordingly.

3. **NOW THEREFORE**, the Fact Finding Inquiry Committee is required to finalize the inquiry report and submit to this department within **15 days** with clear findings/recommendations for final decision of the competent authority.

BY ORDER OF THE CHIEF SECRETARY/COMPETENT AUTHORITY

DISTRIBUTION:

1. The Secretary Excise & Taxation Department GB.
2. The Commissioner Gilgit Division, Gilgit.
3. The Deputy Secretary Home, Home & Prisons Deptt GB.
4. The SP Diamer, District Diamer, Chilas.
5. The Dy. Director Excise and Taxation, Gilgit.
6. PS to the Secretary Home and Prisons GB.

(ABDUL GHAFFAR)
Deputy Secretary Home-II

Letter to Marco Polo Services from Commisioner Gilgit Division

GOVERNMENT OF GILGIT-BALTISTAN
SECRETARY PROVINCIAL TRANSPORT AUTHORITY
EXCISE, TAXATION, TRANSPORT AND NARCOTICS CONTROL DIRECTORATE

No. DIR (E&T) /PTA-5(31)/2021
Gilgit Dated 07th May, 2024

To,

Chairman Inquiry Committee/Commissioner
Gilgit Division

CC: 1. The Secretary Excise, Taxation, Transport and Narcotics Control Department, **Gilgit-Baltistan**
2. PA to Director Excise, Taxation, Transport and Narcotics Control Directorate **Gilgit Baltistan**

Sub: REQUEST FOR DOCUMENTS/INFORMATION PERTAINING TO MARCOPOLO EXPRESS

With reference to the Chairman Inquiry Committee/Commissioner Gilgit Division letter No. CGD(Inquiry)-1/2024 dated 06th May, 2024 on the subject cited above, the documents collected from Marcopolo Express of vehicle no. LES-8831 of is enclosed herewith for information and further necessary action, please.

1. Documents showing start of operations by Marcopolo Express on all routes particularly towards Rawalpindi/Islamabad is attached at Annexure-A.
2. All buses of Marcopolo Express ply on Rawalpindi route and details of its fleet is attached at Annex-B.
3. Date of purchase of bus is not available and details of owner are as follows: Name: Saeed Ur Rehman, S/O Haji Sher Badshah, R/O Kohistan, Contact no: 03465239710. CNIC of owner is attached at Annex-C.
4. Registration number of the accident bus is LES-8831
5. VICS Certificate is attached at Annex-D.
6. Driver's license is attached at Annex-E and license plate number is LES-8831
7. Insurance Company is Crescent Star Insurance Limited, Insurance No. 242175, and Amount of insurance per 47 seater bus: Rs. 1,750,000/-(Annexure-F).
8. This bus has never had an accident before 3rd May, 2024
9. The Gilgit checkpost and Thore checkpost regularly check passenger vehicles for fitness and fitness certificate from VICS and also ensure presence of two drivers in each vehicle.
10. The penalty for violating the condition of route permit is Rs. 1000/- under MVO 1965. However, there is no penalty mentioned for violating the presence of two drivers in each vehicle.
11. Name of driver is Muhammad Faheem. The CNIC of driver is not available and conductor was not present in the bus.

(MOAZZAM ALI AHMED)
Secretary
Provincial Transport Authority

Reply from Marco Polo Company pertaining to Vehicle Documentation

15/12/2021, 8:14 am

SECURITIES AND EXCHANGE COMMISSION OF PAKISTAN

Company Registration Office

CERTIFICATE OF INCORPORATION

[Under section 16 of the Companies Act, 2017 (XIX of 2017)]

Corporate Unique Identification No. 0165677

I hereby certify that **MARCOPOLO EXPRESS (SMC-PRIVATE) LIMITED** is this day incorporated under the Companies Act, 2017 (XIX of 2017) and that the company is **limited by shares.**

Given at **Gilgit** this **Sixth** day of **January,** Two **Thousand** and **Twenty One**

Ghulam Shabir Mashori
Additional Joint Registrar

CERTIFIED TO BE TRUE COPY

11. Details of Occupants and Drivers

11.1 Details of Deceased.

Details of the deceased passengers are as under:

1. Muhammad Fahim r/o Mansehra KP.
2. Khatori w/o Gul Sher r/o Juglote Gilgit
3. Gul Sher s/o Samad r/o Juglote Gilgit
4. Shahbaz Khan s/o Sahib Khan r/o Rahimabad Gilgit
5. Ejaz Hussain s/o Adina Shah r/o Gupis Ghizer
6. Khushi Muhammad r/o Kala Pani Abbottabad (FWO)
7. Fida Hussain s/o Muhammad Raza r/o Ghamba Skardu
8. Najam Khan s/o Jibla r/o Jagir Baseen Gilgit
9. Mirza Aslam Baig s/o Durdana Shah r/o Gupis Ghizer
10. Abuzar s/o Khatoor r/o Thore Diamer
11. Muhammad Amin s/o Muhammad Riaz r/o Narowal (Punjab)
12. Waris Ali r/o Rawalpindi
13. Shafa s/o Bakhtar Shah r/o Hunza
14. Waliza w/o Muhammad Ali r/o Nagir
15. SaniaZuhra d/o Muhammad Ali r/o Nagir
16. Wasid Ali s/o Muhammad Ali r/o Nagir
17. Fakhar Zaman r/o Mansehra KPK (Pak Army)
18. Zikria s/o Sher Wali r/o Gojal
19. Imran ullah s/o Ahmad Khan r/o Juglote Gilgit
20. Abdul Ghaffar s/o Nora Ali r/o Quetta (Balochistan)
21. Qudoos s/o Syed Gul r/o Mansehra (KPK)
22. Muhammad Sajjad s/o Muhammad Hussain r/o Bahawalnagar

11.2 Details of Injured.

Details of injured persons are as below: -

1. Arif s/o Ali Muhammad r/o Skardu
2. Mumtaz s/o Naeem r/o Charsadda (KPK)
3. Khalid s/o Muhammad Haleem r/o Charsadda (KPK)
4. Tofiq Ahmad s/o Malik Rafiq r/o Mansehra (KPK)
5. Izhar Ali s/o Nisar r/o Hunza
6. Sami ullah s/o Javed r/o Sheikhupura (Punjab)
7. Saddam s/o Noor Jahan r/o Mansehra (KPK)
8. Faisal s/o Naib Shah r/o Danyor Gilgit
9. Muhammad Ali s/o Ali Muhammad r/o Khomer Gilgit
10. Iftikhar Ahmad s/o GulamSarwar r/o Balakote (Mansehra KPK)
11. Matiullah s/o Syed Abdul Hadi r/o Quetta (Balochistan)
12. Muhammad Ghazi s/o Qurban Ali r/o Nagar
13. Amir Hussain s/o Ramzan Ali r/o Nagar
14. Naeem Abbas s/o Ali Raza r/o Nagar
15. Abdul Sattar s/o Syed Noor Ali r/o Gilgit
16. Sultan Sallahuddin s/o Sultan Mehmood r/o Khaniwal Punjab (Pak Army)
17. Abdul Raziq s/o MolaMadad r/o Hunza
18. Nasir s/o Jahangir r/o Azad Kashmir
19. Kazim r/o Nagar

12. Summary of Partial Conclusions

5.1.8 Overall Vehicle Analysis

It was most likely a single vehicle rollover.

- There is nearly no possibility of any other vehicle colliding with the subject bus and throwing it off the cliff.
- The possibility of another vehicle being involved in a scenario where the subject bus steered out to avoid a collision and fell of the cliff could not be ruled out at this stage. Other evidence has to be considered.

5.2.5 Tire Analysis

Tyre burst was not the cause of the crash, Tires failed after the crash.

- No pre-crash failure of the tires was found in investigation of the crashed bus.
- Front wheels were found inflated and had no sign of tread wear or damage. The inner tires of the rear duplex axle were found inflated and had no sign of tread wear or damage however the outer wheels of this axle were found severely damaged.
- Skid marks on the road shows clear striations on the road which proved that the tires were inflated while braking.
- Post-crash damage on the rear right tire was observed. However, this type of damage is not the cause of the crash but a consequence.

5.5.4 Axle & Critical Component Analysis

No Mechanical failure in the critical axle components was the cause of the crash.

- Steering and front axle were found intact.
- There was no visual sign of damage to axle parts even after the crash.
- The suspension of the bus was disrupted after the crash and air cushions were found deflated not burst, one bag was missing, however, that cannot be the cause.

5.7.5 Brake Analysis

Brake failure was not the cause of the crash. No brake failure occurred.

- No leakage in brake circuitry and brake pads was found, it was evident that there was no pre-crash brake failure in the braking system and system was working.
- There was 5% climbing gradient on the road. Normally Brake failure is not consequential on up-slopes of the road.
- The two skid marks on the road also verify the fact that the braking system was live and working.

6.8.3 Road Analysis

This was a single vehicle crash with the brakes working.

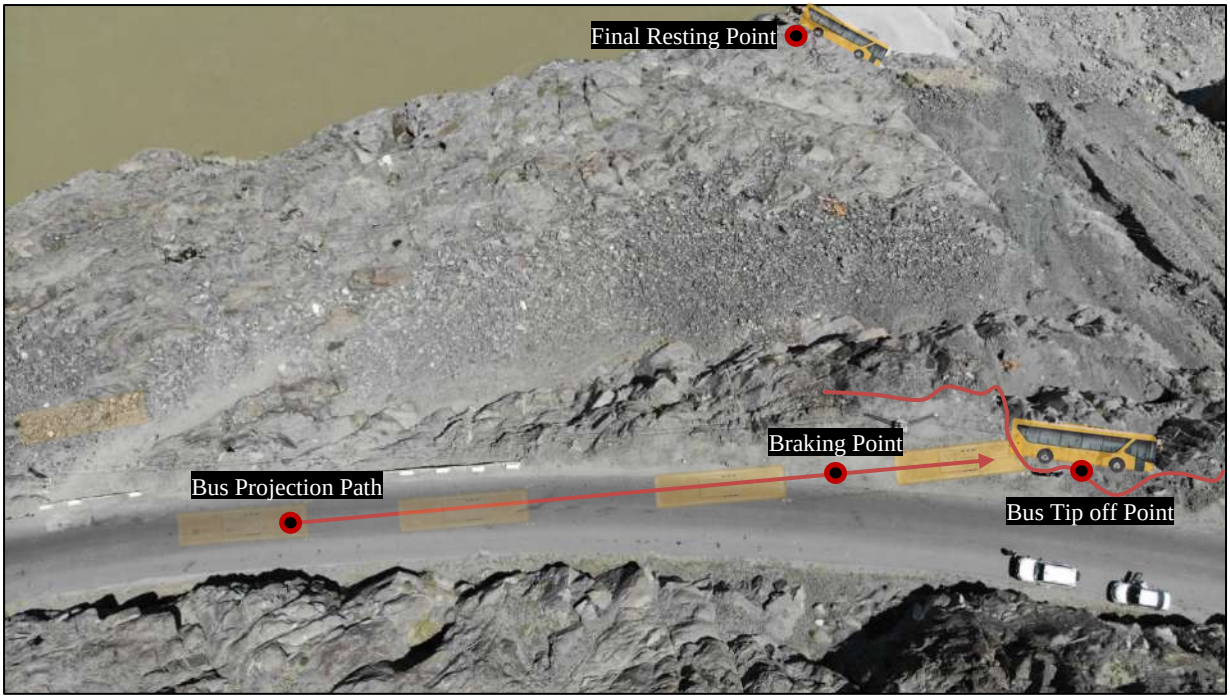
- The bus braked only a few meters before veering off the road, at the time of applying brakes, the tires of the bus were pointing towards the ravine rather than towards the road.
- The brakes were functional, and no brake evidence of failure or mechanical breakage could be observed.
- This was likely a single vehicle crash with no other vehicle involved.
- There were several other marks which were of vehicle coming for rescue, not the marks of the bus.
- The trajectory of the bus, and whether the main marks observed were of the right or left tire set has been determined in the reconstruction phase.

7.2.2 Road Trajectory Analysis

The driver was inattentive/ in micro sleep immediately before the crash

- The vehicle was in its own lane.
- There was no second vehicle involved and no evasive manoeuvring was done.
- The skid marks were of the right wheel and the driver was not alert about where he was heading until he suddenly reacted and pressed the brakes. This strongly indicates that the driver was in micro-sleep or inattentive before the crash.

7.3 Crash Reconstruction is as follows.



8.9 CCTV Analysis

No other vehicle was involved in the crash. It was a single vehicle off-tracking crash.

- No other vehicle was observed going southbound at a timing that could have played a role in the crash.
- Conductor also did not mention any vehicle confronting the bus at the time of off tracking.
- The exact time of the crash was 5:15 to 5:16am.

9.7 Cross Examination of statements

There were two drivers. No reports of any other vehicle involved, No evidence of mechanical breakage other than a 'noise reported which could have been braking noise.

- 3 survivors have categorically mentioned that there were two drivers. As said the other driver got off in Mansehra.
- Nobody in survivor saw any incoming Vehicle or any road obstacle at the time of crash.
- One has mentioned that he heard a pounding noise before crash, but he is not sure if that was of any mechanical failure of the bus but one other survivor categorically denied the fact of hearing any sound before impact. There is no evidence of any mechanical breakage.

13. Conclusion

The investigation reveals it was a single-vehicle rollover with no other vehicle involved in the collision. (3.1.8) (4.9) (5.3)

Tire failure. The tires did not cause the crash; they failed post-crash. The front wheels and the inner tires of the rear duplex axle were found intact and without signs of pre-crash damage. The outer wheels of the rear axle were damaged, but this damage occurred as a result hitting boulders. Skid marks on the road indicated that the tires were inflated while braking, further confirming that tire failure was not a factor. (3.2.5) (3.5.4) (3.7.5) (4.9)

The critical axle components and steering were examined and found to be intact, showing no signs of mechanical failure. The suspension system was disrupted in the crash, with air cushions deflated, but this was not a contributing factor. (3.2.5) (3.5.4) (3.7.5) (4.9)

There was no evidence of brake failure; the braking system was intact with no leaks or issues found. The skid marks on the road confirmed the brakes were functional and engaged just before the crash. The road's climbing gradient further supports the conclusion that brake failure was unlikely. (3.2.5) (3.5.4) (3.7.5) (4.9)

The bus was within its own lane, and no evasive steering was indicated. The trajectory analysis and skid marks show that the bus's right wheels left these marks, suggesting the driver was unaware of the danger until the last moment when they suddenly applied the brakes. This is a case of driver falling into micro-sleep during the crash. The driver was relatively young, 33 years of age. Young drivers do tend to fall asleep more commonly than older drivers and the time of the crash (after Fajr) is the most critical time when most cases of drowsy driving are reported.

There were two drivers, with one exiting in Mansehra, and none witnessed any oncoming traffic or road obstacles.

Although one survivor mentioned hearing a noise before the crash, another denied this, and no mechanical failure was found to explain the sound.

In conclusion, this crash was a single-vehicle incident caused by the bus veering off the road due to driver drowsiness. with no involvement of other vehicles, mechanical failure, or brake malfunction.

14. Other Findings

14.1 The Department was established in 2009 and the same was run under West Pakistan Motor Vehicle Ordinance 1965 extended to the then Northern Areas vide notification No. NA-4(1)/80 dated 27th February 1990. The Gilgit-Baltistan Excise and Taxation Department is governed by Motor Vehicle Ordinance 1965 and Motor Vehicle Rules 1969 with all amendments made in Punjab as mentioned in rules of Business of the department published in the Gazette of Pakistan on 1st January 2017. It is the prime responsibility of the department to provide route permits to passenger vehicles operating within the jurisdiction of GB and down country. As of now, the department has not promulgated its own laws despite the fact that the Excise and Taxation is a devolved subject and laws pertaining to the subject can be promulgated by government of Gilgit-Baltistan.

14.2 The Babusar top accident inquiry report dated 22nd September 2019 recommended to introduce Vehicle Inspection and Certification System (VICS) on the analogy of Punjab. Accordingly, the department sent a letter to the Planning and Development Department on 21st May 2021 for inclusion of a scheme to establish VICS along with other four schemes but the same was not reflected in the ADP of 2021-22. On 12 April 2022, a concept paper was submitted to P&D Department for reflection of a Scheme in the ADP and accordingly the Scheme was reflected in the ADP of 2022-23 with an approved cost of rupees 51.500 million. In July 2022, the P&D Department advised to include a feasibility study component in the PC-1. In December 2022, the department submitted PC-1 after incorporating the feasibility component with a Cost of rupees 30.98 million. On 9th March 2023, the PC-1 was approved at the cost of rupees 13.600 million. On 27th April 2023, DD Transport sought permission for advertisement for hiring consultant. On 31st July 2023, approval was granted by the E&T Secretariat. On 9th August 2023, the DD Transport advertised EOI. After submission of the feasibility study and PC-1 by the Consultant, PC-1 was submitted to P&D on 6th May 2024.No proper record is maintained by the E&T field team of the random checking of vehicles to ensure fitness, presence of two drivers on long route passenger vehicles and other requirements as envisaged in the MVO, 1965.

14.3 It was observed that there is lack of understanding of the legal regime by the field formations of the Excise and Taxation Department.

14.4 Under the MVO 1965 in addition to general conditions as mentioned in the MVO, 1965, the specific conditions may also be mentioned in the route permit. However, no specific condition especially the condition of two drivers was not mentioned in the Route Permit issued against the accidented vehicle. On the other hand, both the Director E&T and Secretary PTA asserted that the condition of two drivers on long route public vehicles has been communicated to the route permit holders through separate letters.

14.5 It is a prerequisite under section 49 of the MVO 1965 that the applicant for obtaining/ renewal of a route permit is bound to provide a bank guarantee or a valid member shop certificate used by the West Pakistan Transporters Mutual Assistance Cooperatives Society Limited. It was observed that the route permit holder provided a guaranteed certificate bearing number 242175 issued by the society. The same was sent to the Secretary of the Society for verification. In response the society asked to vide its letter

no 87/Acctt/2024 dated 10th May 2024 requested for provision of the original guarantee certificate. Accordingly, the same was obtained from Secretary Provincial Transport Authority GB vide letter number DIR(E&T)/PTA-5(31)/2021/164 dated 14th May 2024. After comparing it was observed that the photocopy provided earlier did not match with the original provided subsequently. At any rate the original copy of the guaranteed certificate was sent to the Secretary of the Society for verification. The Society vide its letter number 88/Acctt/2024 dated 22nd May 2024 responded that the guaranteed certificate is fake.

14.6 A nominal fee is charged for issuance of route permit to down country. The fee as per seating capacity was fixed with a maximum fee of Rs. 12000. However, the fee was reduced to Rs. 3000 in the year 2016 by GB Cabinet.

14.7 There is no separate Transport Department on the analogy of other provinces and E&T Department is looking after the matters of Transport Department. The post of Secretary Provincial Transport Authority is not created and DD Diamer-Astore Region is currently holding the charge with only two subordinates.

14.8 The posts of constables and MVE in Diamer District are vacant while only 9 are filled. Rest there are three project staff, and they are deputed at Thore JCP which is of vital importance. 11 posts of ETO Diamer Office including 6 posts of constables are vacant due to court case filed by project staff and a few officials of Excise Police Diamer are attached out of District.

14.9 There is no effective checking mechanism of Excise Police all across GB especially on KKH of public transport vehicles.

14.10 The accidented vehicle was not checked by the Excise Police deployed on Thore JCP which after crossing the JCP met accident.

14.11 The recommendations of the Gitti Dass Accident and Shatial Accident Report were not implemented except making VICS Punjab certificate mandatory despite lapse of considerable time. Even claims tribunal has been established on 24th April 2024. The DD Transport and Director Excise stated that they are not aware about the recommendations of the two inquiry reports except establishing VICS and making VICS Punjab certificate mandatory.

14.12 Out of four ambulances of Rescue 1122 Diamer, 4 are not fit to use in emergency situations as the tires are worn out and batteries are dead. Similarly, out of 6, 4 ambulances of RHQ Chilas are out of order.

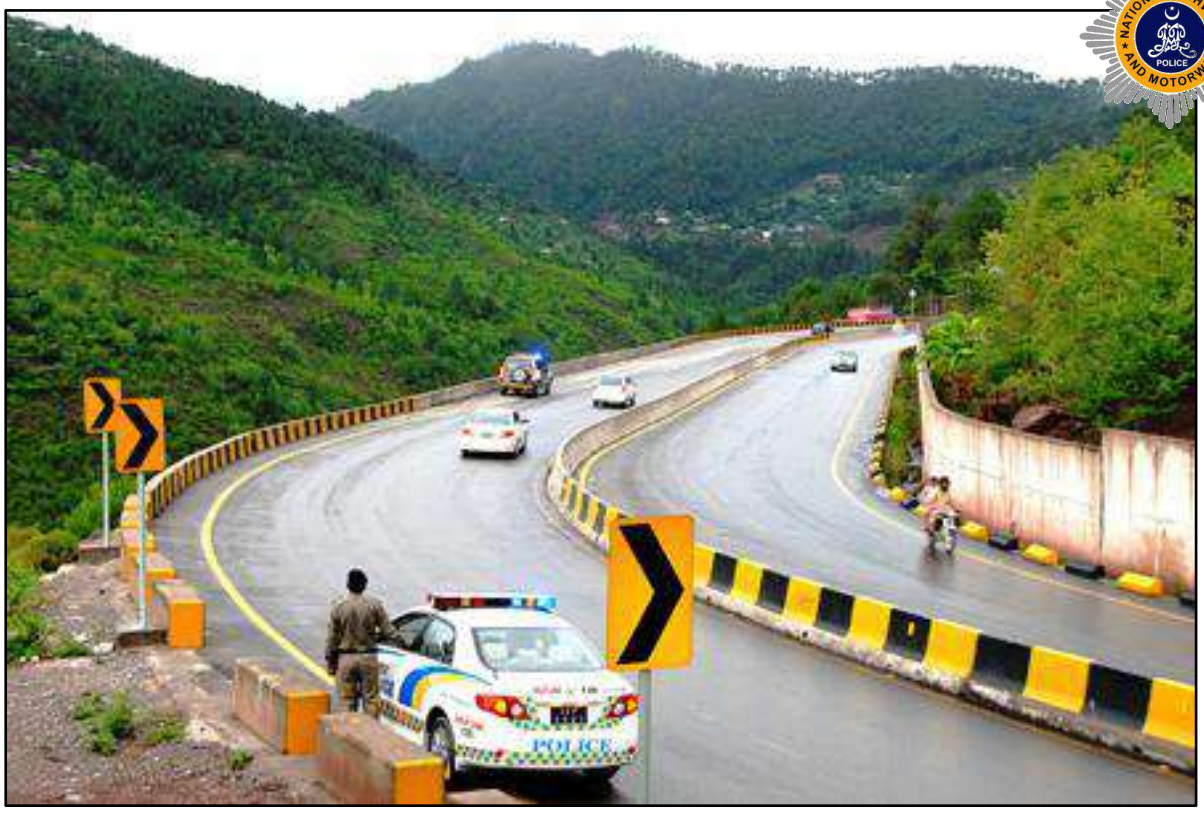
15. Recommendations and Action Plan for Government of Gilgit Baltistan.

15.1 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.



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

Gilgit-Baltistan Excise and Taxation Department should ensure 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.

15.3 Mandating time stamps and route-based timelines for all commercial operators

All commercial bus operators should provide a schedule for all buses. 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 Excise and Taxation Department GB.

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

1 The Department shall set minimum travel time periods between different stations and different police check posts (including those in GB as well as on KKH)

2 Every bus company shall share their timetables with the Department.

3 The time schedule published (example given below) shall be published on the company 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 buses in case of landslides and road blockages would be batter 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 LHG 14 7534	Route 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**		

15.4 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.

15.5 There is a huge ambiguity about speed limits on this road.

When NHA was asked about the speed limits on KKH, they denoted a speed limit of 40kmph, which is highly impractical. The 40 kmph limit is highly impractical. Besides, **no speed limit signs are present in major places on the KKH**. NHA may be requested by GB Government for conducting a survey setting up realistic speed limits on the Highways.

15.6 Vehicle Design and Fitness Standards and Inspection

The VICS Project may be expedited by P&DD and E&T Department GB.

16. Status of previous recommendations

Recommendations	ADCR-2019 Report BABUSAR Crash Mashabrum Tours 	ADCR-2023 Report SHATIYAL Crash Mashabrum Tours 	Current Status
Mandate all commercial vehicles operating within Gilgit Baltistan to hold a valid VICS Fitness certificate.	✓	✓	Implementation & regulated
Develop a newer fitness criteria for vehicles for mountainous roads.	✓	✓	**Not Implemented**
Setting up a VICS centre in Gilgit:	✓	✓	**Not Implemented**
Development of New laws.	✓	○	**Not Implemented**
Enforcement of Better driver Licencing system through collaboration with ADB.NHMP	✓	○	**Not Implemented**
Deployment of NH&MP in Gilgit Baltistan	○	✓	**Not Implemented**
Mandating bus operators to share tracker passwords with the Govt. of GB	✓	✓	**Not Implemented**
Mandating time stamps and route based timelines for all commercial operators	○	✓	**Not Implemented**
Taking up Issues in Road Design with the National Highway Authority	✓	✓	**Not Implemented**
Conducting a survey setting up realistic speed limits on the Highways.	○	✓	**Not Implemented**
Vehicle Design and Fitness Standards and Inspection	○	✓	**Not Implemented**
The Previous recommendations of the two inquiry reports may be implemented immediately.			

17. Other Recommendations.

17.1 Excise and Taxation Department GB shall initiate criminal proceedings against the owner of Marcopolo Express (SMC-Private) Limited / Route permit holder of the accidented bus for submission of fake guaranteed certificate within a period of **5 days.**

17.2 The Excise & Taxation Department shall take strict legal action u/s 62 of MVO, 1965 against the Company/Route Permit holder for violation of the condition of two Drivers on the Bus.

17.3 The Excise and Taxation Department shall carry out verification of all guaranteed certificates submitted by the Company/Route Permit Holder at the time of issuance/renewal of route permit for the remaining vehicles and if the same are also found fake criminal proceedings may be initiated besides taking action u/s 62 of MVO, 1965.

17.4 The office of Secretary GB Transport Authority should be made fully functional by providing the requisite staff and resources. The Post of Secretary GB Transport Authority should be created by re-designating and existing post immediately.

17.5 The Secretary GB Transport Authority should be filled/reserved for cadre officers i.e. PAS, DMS, OMS.

17.6 The Excise and Taxation Department may carry out an extensive audit of all route permits issued by the respective authorities to ensure that all prerequisites have been dully fulfilled prior to issuance / renewal of route permits specially the bank guarantees.

17.7 Excise and Taxation Department shall prepare and submit its own Motor Vehicle Bill which caters for the geographical terrain of Gilgit Baltistan, with in period of two weeks by constituting a dedicated committee under the chairmanship of Deputy Director Excise and Taxation Gilgit.

17.8 The Excise and Taxation Department shall prepare and submit draft of Gilgit Baltistan Road Transport Workers Bill within a period of seven days by constituting a dedicated committee under the chairmanship of Deputy Director Excise and Taxation Gilgit.

17.9 The Excise and Taxation Department shall prepare and submit draft of Gilgit Baltistan Fatal Accident Bill within a period of seven days by constituting a dedicated committee under the chairmanship of Deputy Director Excise and Taxation Gilgit.

17.10 CCTV Cameras may be got installed by the Excise and Taxation Department in all public transport Vehicles plying on KKH within a period of two months and the installation of CCTV Cameras may be made a condition for obtaining/renewal of route permit.

17.11 The condition of two drivers may be specifically mentioned in the route permit.

17.12 The Excise and Taxation Department shall ensure that no repetition of same driver within 24 hours.

17.13 Excise Department to prepare a timetable of travelling in a way that the public transport buses do not cross Diamer and Kohistan area between 12:00 am to 06:00.

17.14 The Route Permit fee should be revised in every Financial Year by including the same in the Finance Bill.

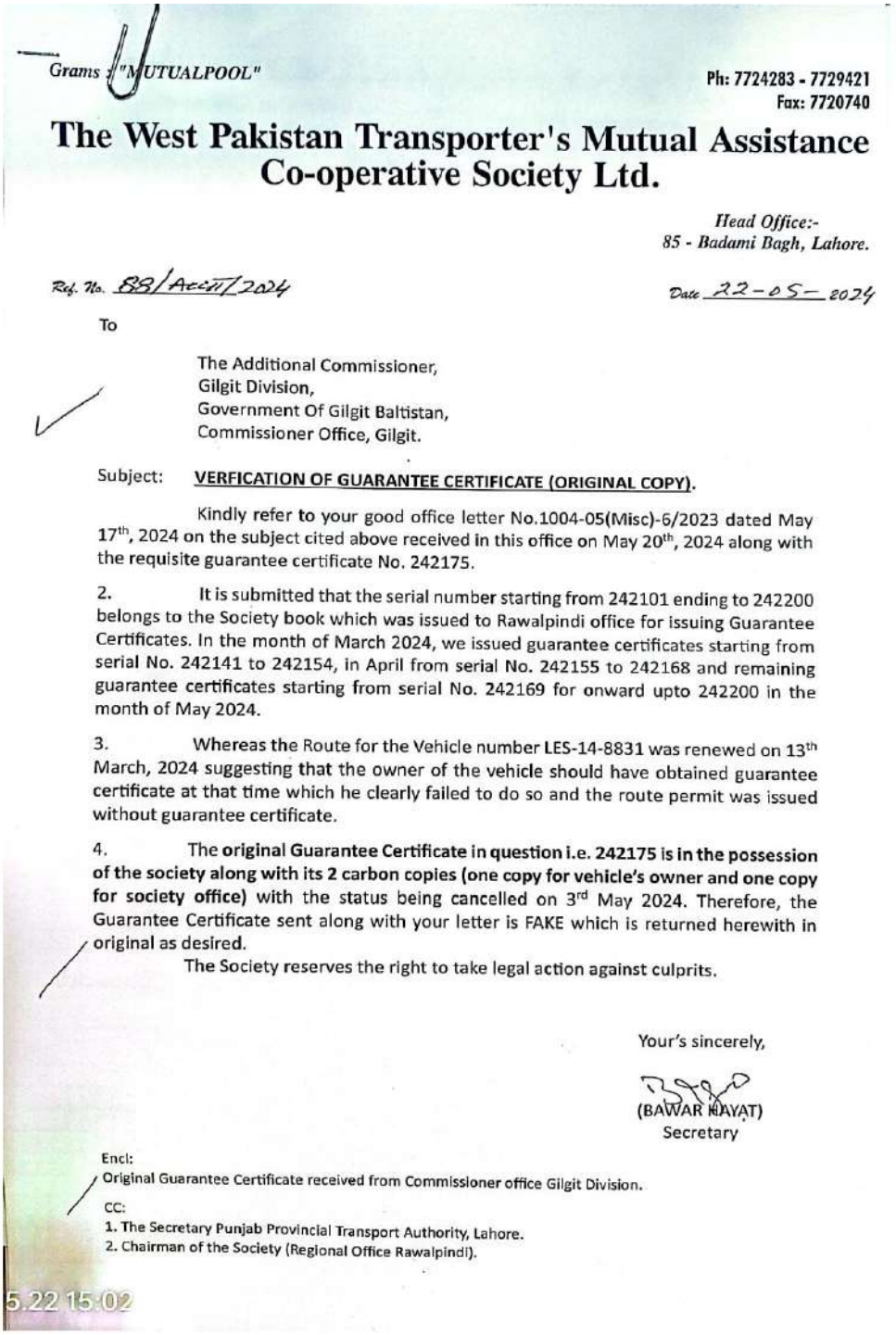
17.15 The Excise and Taxation Department should devise a mechanism for snap checking of public Transport Vehicles by strengthening its internal systems.

17.16 The Excise and Taxation Department shall ensure that all Route Permit holders shall properly maintain passenger manifest by mentioning name, father's name, address and contact number.

(Member)	**(Member)**	**(Member)**
Kumail Abbas, Deputy Secretary Home, Gilgit Baltistan.	Fiaz Ahmed Deputy Commissioner, Diamer	Muhammad Sheheryar Khan, Superintendent of Police, Diamer

(Chairman)
Kamal Khan, Commissioner, Gilgit Division.

Verification Letter of West Pakistan Transporter's Mutual Assistance Co-operative Society Ltd.



Grams "MUTUALPOOL"

Ph: 7724283 - 7729421
Fax: 7720740

The West Pakistan Transporter's Mutual Assistance Co-operative Society Ltd.

Head Office:-
85 - Badami Bagh, Lahore.

Ref. No. 88/Acctt/2024 Date 22-05-2024

To

The Additional Commissioner,
Gilgit Division,
Government Of Gilgit Baltistan,
Commissioner Office, Gilgit.

Subject: **VERFICATION OF GUARANTEE CERTIFICATE (ORIGINAL COPY).**

Kindly refer to your good office letter No.1004-05(Misc)-6/2023 dated May 17th, 2024 on the subject cited above received in this office on May 20th, 2024 along with the requisite guarantee certificate No. 242175.

2. It is submitted that the serial number starting from 242101 ending to 242200 belongs to the Society book which was issued to Rawalpindi office for issuing Guarantee Certificates. In the month of March 2024, we issued guarantee certificates starting from serial No. 242141 to 242154, in April from serial No. 242155 to 242168 and remaining guarantee certificates starting from serial No. 242169 for onward upto 242200 in the month of May 2024.

3. Whereas the Route for the Vehicle number LES-14-8831 was renewed on 13th March, 2024 suggesting that the owner of the vehicle should have obtained guarantee certificate at that time which he clearly failed to do so and the route permit was issued without guarantee certificate.

4. The **original Guarantee Certificate in question i.e. 242175 is in the possession of the society along with its 2 carbon copies (one copy for vehicle's owner and one copy for society office)** with the status being cancelled on 3rd May 2024. Therefore, the Guarantee Certificate sent along with your letter is FAKE which is returned herewith in original as desired.

The Society reserves the right to take legal action against culprits.

Your's sincerely,

(BAWAR HAYAT)
Secretary

Encl:
Original Guarantee Certificate received from Commissioner office Gilgit Division.

CC:
1. The Secretary Punjab Provincial Transport Authority, Lahore.
2. Chairman of the Society (Regional Office Rawalpindi).

5.22 15:02

CamScanner

Grams : "MUTUALPOOL"

Ph: 7724283 - 7729421
Fax: 7720740

The West Pakistan Transporter's Mutual Assistance Co-operative Society Ltd.

Head Office:-
85 - Badami Bagh, Lahore.

Ref. No. 87/Acctt/Ho/2024 Date 10/05/2024

E-mail

To

The Additional Commissioner,
Government of Gilgit Baltistan,
Gilgit.

Subject: **REQUEST OF VERIFICATON OF DOCUMENTS.**

Respected Sir,

Kindly refer your good office e-mail bearing letter No. CGD (Inquiry) 2024 dated 09-05-2024 on the subject noted above.

2. With due respect it is submitted that copy of attached guarantee certificate lying with the record of the Gilgit Transport Authority, Gilgit Office which may be required in original to this office for verification. It is humbly requested to send the same through e-mail/post etc.

With Best Regards.

Your's sincerely,

(Bawar Hayat)
Secretary

GOVERNMENT OF GILGIT-BALTISTAN
SECRETARY PROVINCIAL TRANSPORT AUTHORITY
EXCISE, TAXATION, TRANSPORT AND NARCOTICS CONTROL DIRECTORATE

No. DIR (E&T) /PTA-5(31)/2021/164
Gilgit Dated 14th May, 2024

To,

Additional Commissioner
Gilgit Division

Sub: **REQUEST FOR ORIGINAL GUARANTEE CERTIFICATE**

With reference to the Additional Commissioner Gilgit Division letter No. (Misc)-6/2023 dated 13th May, 2024 on the subject cited above, the original copy of the guarantee certificate of Marcopolo Bus bearing registration no. LES-14-8831 is enclosed herewith for information and further necessary action, please.

(MOAZZAM ALI AHMED)
Secretary
Provincial Transport Authority

AO

COMMISSIONER GILGIT DIVISION
Diary No. 545
Dated 14-5-24
Received by Abid
Signature

دی ویسٹ پاکستان ٹرانسپورٹ میوچل اسسٹنٹ کوآپریٹیو سوسائٹی لمیٹڈ-85 - بادامی باغ، لاہور

(Registration No. 831/1970 dated 26.06.1970 under cooperative Societies Act 1925)

Appendix III
Form B.G.F
(See Rule 64-A of MVR 1969)
Guarantee Certificate

نمبر: 242175 (برائے مقصد زیر سیکشن 49 آف موٹر وہیکلز آرڈیننس 1965)

گارنٹی شیڈول 13th سیکشن 67۔ حد ذمہ داری تعداد 47 مسافر سیٹ بمطابق رجسٹریشن بک (رقم) 1750000/-

بجانب:

جناب سیکریٹری پروونشل ٹرانسپورٹ اتھارٹی

ڈسٹرکٹ ریجنل ٹرانسپورٹ اتھارٹی

مندرجہ ذیل مالک / مالکان گاڑی کی جانب سے ویسٹ پاکستان ٹرانسپورٹرز میوچل اسسٹنس کوآپریٹیو سوسائٹی لمیٹیڈ لاہور کی رکنیت کے لئے درخواست موصول ہوئی ہے۔

نام مالک معہ پتہ عبدالرحمان ولد شیر باد شاہ GBS حالیہ GBS

شناختی کارڈ نمبر _____ (CNIC کی کاپی لف کریں) فون نمبر _____

گاڑی نمبر: hES-14883 میک DAWOO ماڈل 2014

مقررہ روٹ GBS بنزہ GBS تا راولپنڈی راستہ موٹروے M-1 برہان انٹرچینج

ہزارہ موٹروے حویلیاں۔ ایبٹ آباد حالیہ سنام

رکن مذکورہ نے سوسائٹی ہذا کے قواعد وضوابط رکنیت تسلیم کرتے ہوئے اس پابندی کا تحریری اقرار نامہ کیا ہے۔ جس کے پیش نظر تصدیق کی جاتی ہے کہ مندرجہ بالا درخواست دہندہ کو سوسائٹی ہذا نے اپنا باقاعدہ رکن بنالیا ہے اور رکن مذکورہ نے فیس رکنیت ادا کردی ہے اور سوسائٹی ہذا کے قواعد وضوابط کیمطابق معاوضہ پول فنڈ میں اپنا سالانہ چندہ از مورخہ 14-03-2024 تا 13-03-2025 جمع کروایا دیا ہے۔

بنابریں سوسائٹی ہذا اس تحریر کی رو سے اقرار کرتی ہے کہ موٹر وہیکلز آرڈیننس 1965 کی دفعہ 67۔اے ہمراہی ترمیم گاہے بگاہے کے تحت تشکیل شدہ کلیمز ٹریبونل (Claims Tribunal) متعلقہ کی طرف سے رکن مذکورہ کے خلاف اگر معاوضہ کی ادائیگی کا حکم جاری کیا گیا تو سوسائٹی اپنی جاری کردہ گارنٹی ہزا کی رقم حد ذمہ داری مذکورہ گاڑی کی رجسٹریشن بک میں درج مسافر سیٹوں کی تعداد کی حد تک ادائیگی معاوضہ کی پابند ہوگی بشرطیکہ رکن مذکورہ نے تمام شرائط رکنیت پوری کردی ہوں۔

نوٹ:۔ سوسائٹی ہذا کی یہ گارنٹی صرف ایک سال کے لئے ہے جو کہ از مورخہ 14-03-2024 تا 13-03-2025 ہے۔ معیاد مقررہ کے بعد حادثے کا کوئی کلیم سوسائٹی ہذا تسلیم یا ادا کرنے کی ذمہ دار نہ ہوگی۔

پول فنڈ فیس _____ تاریخ اجراء _____

ایڈمیشن / ممبر شپ فیس _____ مقام اجراء راولپنڈی

ٹوٹل _____

SYED LIAQAT HUSSAIN SHAH
Regional Member

سیل سوسائٹی

_____ و _____ یا Bajwa

چیئرمین سیکریٹری ریجنل ممبر / نمائندہ سوسائٹی برانچ

Annex-A

HOME & PRISONS DEPARTMENT
Government of Gilgit Baltistan
NO. SO(Lit)-19/2023
Dated the 3rd May, 2024

FACT FINDING INQUIRY ORDER

WHEREAS, the competent authority has been pleased to constitute fact finding inquiry committee comprising of the following officers to probe into the unfortunate bus incident took place at Yashokal Dass Chilas District Diamer on 3rd May,2024 at around 0500 am that led to loss of civilian lives;

i). The Commissioner Gilgit Division	**Chairman**
ii). The Deputy Secretary Home GB	Member
iii). The Deputy Director E&T Department Gilgit	Member
iv). The Superintendent of Police, Diamer	Member

2. **AND WHEREAS,** the committee shall thoroughly investigate the circumstances surrounding the tragic bus incident and to identify causes of the incident, assess any systematic failures or negligence, vehicle maintenance as per set protocols and any other relevant factors that may have contributed to the incident and fix responsibility accordingly.

3. **NOW THEREFORE**, the Fact Finding Inquiry Committee is required to finalize the inquiry report and submit to this department within **15 days** with clear findings/recommendations for final decision of the competent authority.

BY ORDER OF THE CHIEF SECRETARY/COMPETENT AUTHORITY

DISTRIBUTION:

1. The Secretary Excise & Taxation Department GB.
2. The Commissioner Gilgit Division, Gilgit.
3. The Deputy Secretary Home, Home & Prisons Deptt GB.
4. The SP Diamer, District Diamer, Chilas.
5. The Dy. Director Excise and Taxation, Gilgit.
6. PS to the Secretary Home and Prisons GB.

(ABDUL GHAFFAR)
Deputy Secretary Home-II

CamScanner

Annex-A1

HOME & PRISONS DEPARTMENT
Government of Gilgit Baltistan
NO. SO(Lit)-19/2023
Dated the 4th May, 2024

CORRIGENDUM

In partial modification of this office Fact Finding Inquiry order of even number dated 3rd May,2024, the member of the inquiry committee i.e "the Deputy Director, Excise and Taxation department Gilgit" is replaced with "Deputy Commissioner Diamer" as member of the said committee. Rest of the contents of the order shall remain the same.

BY ORDER OF THE CHIEF SECRETARY/COMPETENT AUTHORITY

DISTRIBUTION:

1. The Secretary Excise & Taxation Department GB.
2. The Commissioner Diamer-Astore Division.
3. The Deputy Commissioner Diamer.
4. The SP Diamer, District Diamer, Chilas.
5. The Dy. Director Excise and Taxation, Gilgit.
6. PS to the Secretary Home and Prisons GB.

(ABDUL GHAFFAR)
Deputy Secretary Home-II

CamScanner

Annex-B

No. CDG(Inquiry)-1/2024
GOVERNMENT OF GILGIT-BALTISTAN
OFFICER OF THE COMMISSIONER GILGIT DIVISION
GILGIT

Dated the 4th May, 2024

To

Dr. Omar Masood Qureshi
Chief Crash Investigator
Automotive Design and Crashworthiness Research
Institute of Space Technology
Islamabad

Subject: **REQUEST FOR PROVISION OF CONSULTANCY SERVICES TO ASCERTAIN FACTS IN THE YASHOKAL DASS BUS ACCIDENT**

Please refer to the captioned subject and to say that the undersigned has been appointed Chairman of the fact finding Inquiry Committee vide Home and Prisons Department Gilgit-Baltistan Secretariat letter No. SO (Lit)-19/2023 dated 3rd May, 2024 to identify causes of the accident that took place at Yashokal Dass, Chilas, District Diamer area on 3rd May, 2024, assess systematic failures or negligence, vehicle maintenance as per protocols and any other relevant factors that may have contributed to the said incident and fix responsibility.

2. In view of the foregoing, you are requested to provide your expert opinion in determining the causes of the accident from all angles including but not limited to in-depth analysis of the accident site and the bus, road assessment hazards, recommendations to avoid future tragic accidents and any other technical input that the committee requires in conducting a conclusive and speaking inquiry report.

3. The Government of Gilgit-Baltistan shall cover the travelling and lodging expenses along with an agreed remuneration.

4. Furthermore, you are requested to keep the findings confidential and submit the same to the Chairman Inquiry Committee within ten days, please.

(Kamal Khan)
Chairman Inquiry Committee/
Commissioner Gilgit Division

CC:

The Secretary Home and Prisons Department, Gilgit-Baltistan, Gilgit
The AS (Staff) to the Chief Secretary, Gilgit-Baltistan, Gilgit

CamScanner

Annex-C

Statement of Witnesses
Dated: 04th May, 2024
PHQ Hosptial Ward Gilgit

Abdur Raziq S/O Mola Madad
Injured Passenger Admitted in PHQ Gilgit
Approximately, at 5:00pm we stopped at Ginni to offer Fajar prayers. After staying for 10 to 15 minutes we left for Gilgit. I was sitting at seat No. 11 of the bus. The accident took place between 5:15am to 5:20am. We left from Pirwadai at 4:30 pm on 2nd of May 2024. One driver who drived the bus from Pirwadai left at Mansehra and from Mansehra this driver took over. In my understanding the primary reason of accident was over speeding. I was awake when the bus got accident. I noticed that the bus was about to fall. I can't say much about the drowsiness of the driver. We did not hear any explosion or noise in the bus as narrated one of the passengers on social media.

Arif Hussain s/o Ali Muhammad
Injured Passenger Admitted in PHQ Hospital Gilgit

I was sitting at seat of No. 12 of the bus. I am not sure about the exact time of accident, but I guess it took place between 5:30 to 6:00am. I was a bit sleepy so cannot say anything about the speed of the bus.

Naeem Abbas s/o Ali Raza
Injured Passenger Admitted in PHQ Hospital Gilgit

We offered Namaz at Ginni. The driver was driving the bus rashly. The driver overtook to two Natco Youtoung Bus in Chilas and he was racing with them. The Youtoung Buses reached Ginni after our spending of 15minutes in Ginni. After traveling for 10 to 15minutes, we met the accident. The driver was driving the bus rashly. The bus did not hit the mountain. I was sitting on seat No. 10 of the bus. I was hit with the window and thereafter no idea what happened. This driver took over the bus at Mansehra as the driver who was driving from Pindi let at Mansehra because his sister wedding was planned.

Dated: 05th May, 2024
Commissioner Office Chilas

Name: Fazal Nasir
Designation: FC PS KKH
I was deputed with foreigners. One injured person stopped our vehicle and informed about the accident of the bus. I informed the control on mobile phone. Time was 5:27 am. In the meantime, other trucks also stopped. I along with the driver of our car went to the site where the bus was laying. Three passengers were near the bus on bank of the river while the remaining passengers lying here and there on slope between KKH and river. The Rescue 1122 team arrived after forty minutes of my call to control. KKTF reached after 30 minutes of my call. When the KKTF and Rescue team reached the site, I left with the foreigners. I did not notice any vehicle crossing our vehicle at that time.

Name: Abdul Ghaffar
SIP/SHO Goner Farm

Time 1;25

I received call from Police Control about accident at Yashokal. SDPO alongwith three to four police jawans was the one who moved firstly towards the site as he resides in the PS. I followed him. The call was made between 5;30 am to 5:40 am as we all rushed and did not note the exact time. I reached the site and noticed that three to four injured passengers were at KKH and the same were sent in SDPO car to RHQ Hospital Chilas. I did not find any Rescue 1122 ambulance. In the meantime, public also started to arrive at the site. Local people took active part in the rescue operation. Around 7:15am the rescue operation was complete. I am not sure about the participation of ambulances as I was at river Indus Basin near the accidented bus. The dead bodies and passengers were spread all along the way from KKH to river bed. I got the announcements from mosques requesting public to participate in rescue operation. In 2011-12 a local vehicle also got accident near the place where the subject accident has happened. From Gonar Farm PS it takes 10 to 12 minutes to the place where the accident took place. I am not sure whether any car from opposite side cross the accidented bus as I did not noticed any evidence at the site.

Shamoon Syed
FC Police
Wireless Operator Police Control Room Chilas

I received a call at 5:30 am from FC Fazal who was on foreigners' security duty and he informed me about the bus accident. I immediately, gave wireless call to all concerned including CP near RHQ hospital to inform MS hospital to alert the medical team. I also gave wireless call to PS Gonar Farm. I informed Rescue 1122 on landline and it was between 5:30 to 5:40. I have mentioned the whole activity in the log book.

Andaleeb Khan
DSP/SDPO Goharabad

I received a call from PS Control at around 5:30 am in PS Gonar Farm where I was present about the bus accident at Altashi Nullah Yashokal Dass towards Gilgit. I moved to the site with jawans of PS Gonar Farm. I reached the site within 10 to 12 minutes. When I reached at the site there were 3 to 4 private vehicles at the site that were plying at KKH. One passenger in injured condition was present at the site who was probably the conductor who was sober and in his senses. I put him in my vehicle and waited for other injured passengers as people were rescuing other people at the time. I put four more injured passengers in my own premio car and took all five passengers to RHQ Hospital. I was driving the car. The time was about 6:00am. On the way I talked with the injured conductor and he identified himself as Umair. When I reached Pakistan Hotel KKH Bazar area there was another Marco Polo bus. When he saw the bus, he shouted to drop him there and ultimately he left the car. I proceeded to hospital with the four passengers where MS received the patients. In the meantime the conductor also came to the hospital in another car. I stayed in hospital and did not go back to the site of bus accident.

I want to mention that the accidented bus was not in its lane. I believe that suddenly another vehicle from opposite side came and driver tried to avoid collision and turned the bus towards

left and ultimately fell into river Indus. I substantiate this claim because there were some break marks on the road.

Fazal Haq
Shift Incharge Rescue 1122
Diamer

Mr. Abdul Basit is Emergency Officer who is incharge of District Diamer. He is in Islamabad with the permission of DG 1122. The second in command is Mr. Shaukat Riaz who is station coordinator. At the moment he is also in Gilgit. I am third in command. I supervised the rescue operation. I was on duty on that day. At 5:30am we received a call at our control room from a private mobile number and informed about the bus accident. The informer was not sure about the exact location and he was saying it is near Gonar Farm. We moved two ambulances. We don't fill response forms of ambulances due to emergency. Once we deal with the emergency thereafter we fill the form by guessing. I moved with mortuary van at exactly 5:36am because it took a few minutes in moving the two ambulances. We have total four ambulances. I reached at the site at around 5:55am. The two Rescue 1122 Ambulances sent in the first place to the accident site, crossed us near Ginni. When I reached at the site, one dead body was there at KKH and two injured were being shifted by public from sloppy area to KKH. I sent the two injured in the mortuary van as there was no other ambulance there at site. In the meantime another ambulance van arrived there and another injured person was sent to hospital in that ambulance. I will provide the response forms.

I have four ambulances, one mortuary van, one water rescue, one rescue vehicle, one recovery vehicle and one fire tender. Two ambulances' tires are worn out and batteries are out dead and not fit for engaging in emergency situations. Demand for their repair has been sent. We have 60 staff hired for Diamer. 11 staff have been transferred to Astore, 5 have been posted to Gilgit. One is attached with Additional Secretary Izharullah. We are located in Chilas.

Sherbahadur
ETO Diamer

I am here in Diamer since three years. Secretary Provincial Transport Authority provides route permit. Prior to issuance of route permit the following prerequisites are required:

- Registration of Vehicle
- Insurance of the Bus
- Passengers' insurance
- Examination of the vehicle by MVE. However, due to frequent accidents, VICs has been made mandatory and the same is obtained from VICS Facility Rawat Rawalpindi.
- HTV + PSV Driving License of two drivers.

Once the requirements are met, route permit is issued under Section 44 of West Pakistan MVO 1965 and MV Rules, 1979. The permit is endorsed by the Provincial Transport Authority of the destination area. Intra GB permit is issued by ETO.

As ETO my job description is registration of vehicles, head of district regulation of transport. Excise PS is notified in Diamer. Total sanctioned posts are 35 and 11 are vacant. 9 Constables

posts are filled while six are vacant. One inspector post is filled and present at Diamer along with one ASI while one sub inspector namely Israr Malik is attached at Gilgit. Out of 9 constables, one is attached with Minister Excise while one is attached with Secretary Provincial Road Transport Authority. District MVE is vacant but divisional is MVE is present.

I have also one ASI appointed against project post who is deputed at JCP Thore. One havaldar on project post is attached with Minister Excise who was previously posted at JCP Thore. The personnel at JCP are tasked to check, VICS, route permit, registration of vehicle, fair and freight charges, stolen vehicles etc. Excise does not obtain passenger manifest as it is not mandatory in any law.

There are three constables deputed at Thore CP - one ASI and two constables. We conduct two to three times in weak checking of route permits and VIC's certificate. Our MVE also checks fitness of the vehicles on an off. On 30th April 2024, VICS and route permit was checked at JCP Thore but the same is not mentioned in the register placed at Thore. I verbally checked it from Mr. Shafqatullah ASI who is deputed at JCP Thore. I have neither visited nor contacted VICS Rawat facility to cross check whether the VICS at Rawat is issued after proper physical examination of the vehicles or otherwise. Only VICS certification is not sufficient, we should have MVE on the road for frequent checking. The vehicle should be checked at the district from where it starts its journey. On KKH, checking is not that effective as the vehicle with passengers cannot be stopped due to inconvenience to the passengers. In the past we stopped a vehicle for examination and our staff was attacked by passengers.

Shafqatullah
ASI Excise JCP Thore

I am deputed at Thore JCP. My duties include checking of route permit, fairs, overloading, two drivers are present or not etc. I am not sure the exact time when Thore CP was crossed by the bus that met road accident. I did not check whether two drivers were present in the vehicle or otherwise because I checked the vehicle on 30th April 2024 and two drivers were present. One was Fahim who expired in the accident and other was Suhail. I know Fahim personally but don't know Suhail. I don't maintain any record at the JCP. If we observe any issue in a vehicle, we inform ETO on WhatsApp. If we find any violation, we charge fine. We have challan books to charge fine. There are four Excise officials at Thor JCP. At a time three of us remain present at the JCP 24 hours. We have shortage of staff. We check vehicles randomly. At a time three persons of Excise need to be at the JCP due to busy traffic. The peak time of vehicle movement from GB to down country is 6 to 7 am. The peak time of vehicles movement coming to GB from down country is between 3am to 9am. Our second team checks vehicles at Bab-e-Chilas.

Munir Ahmad
Motor Vehicle Examiner
Excise Chilas Diamer

I have been working in Excise Department for the last 15 years. Before that I worked in PAF as auto and diesel technician. I physically verify all documents of vehicles presented in Excise for registration. I ensure that chassis number and engine number mentioned in the documents matches with the vehicle. I physically examine vehicles for whom Intra district route permit

needs to be issued. Checking is done by physically driving the vehicle, examination of tyres, engine is noisy or otherwise, check the light beams and indicator, side mirrors, front beam and vipers, breaks and clutch performance and overall condition of vehicle. While for inter province route permit, VICs certification is required. I have no equipment to carry out the above tests. I just check the vehicle visually while VICS has proper equipment. We don't counter check to establish the veracity of the VICS certificate from the VICS centre at Rawat. I don't know about the efficiency of break mentioned in the VICS certificate of the accidented vehicle which is mentioned as 58%. I am not sure that I have checked the accidented vehicle or not during random checking at KKH.

I along with other staff, carry out random checking at KKH once in a week. We focus on passenger vehicles. We don't have any record of the random checking. If there is any deficiency in any vehicle, our staff imposes fine.

I want to mention that besides checking on vehicle fitness, we should also focus on driving license. The regime should be strict.

Naveed Ahmad
Inspector Excise Department Chilas Diamer

I was appointed in 2017 as Inspector. My basic job is revenue generation through indexation of vehicles. I also impound cut and weld vehicles as a seizing officer. It is my job description to check fancy number plates, blue lights and fair and freight. This is my job description. We don't collect taxes as GB is tax free. I also check fitness of PSVs and token tax. We do random checking of vehicles but don't keep any record. We share our performance in WhatsApp group of E&T Department. I don't know how many numbers of PSV fitness I checked. It is my responsibility to ensure that two drivers are present in PSVs plying on long route.

Hyder Akbar Shah
NK GBS KKTF HQ

I received mobile call from Subedar Shahzad GBS and he informed me about the accident of the bus and asked us to move to the accident site. The time of call was about 5:30am. We reached the site within 15 mins from zero point. There were two civil vehicles, and 8 to 10 people were present at the site and called us to help in rescuing the passengers of the accidented bus. After 2 to 3 minutes, FC Mobile also reached from Gonar Farm side. Rescue 1122 reached the site after 10 to15 minutes. I met one injured passenger who was from Nagar, and he told me that we asked this driver to drive slowly but he did not listen and this accident happened. He did not mention that this accident happened due to vehicle coming from opposite side. I was there till culmination of the rescue operation. I guess it took to 2 to 3 hours for completion of the rescue operation.

Dr Muhammad Iqbal, Chief Surgeon
MS RHQ Chilas Diamer

I was up at 5;30 am for my prayers and a police officer of RHQ CP informed me about the bus accident. I reached hospital and informed all doctors to reach the hospital. At 6:30am DSP Andaleeb brought 4 injured passengers to RHQ hospital. Thereafter 10 injured passengers reached hospital in two Rescue 1122 ambulance at around 6:45 approximately. I received 23 injured passengers. In total 13 injured passengers shifted to Gilgit via Heli and one by road. I operated ten passengers. RHQ Chilas has no Neurosurgeon which is huge drawback. I have insufficient budget on account of medicine as this hospital caters for patients from Kohistan, people deployed on DBD beside RTAs in tourist season. I have purchased necessary medicine for the patients of bus accident for Rs. 0.7 million on loan.

I have 6 ambulances at RHQ and all ambulances were involved in the rescue operation. I have shortage of staff and doctors. There should be two surgeons and a neurosurgeon as we have MRI and CT machine available.

I receive information from Police control about any emergency incident. For effective communication we may be provided a walkie talkie set.

Dated 6 May 2024
at Commissioner Office Gilgit

Izhar Ali s/o Nisar Ali (24 years Old)
Conductor of the Bus
Time 1100am

I am bus conductor for the last two months with Marcopolo. Before that I was involved in business of fresh fruit.

We stopped at Ginni Petrol Pump for Fajar prayers. I don’t remember exact time however; it was Fajar time. After praying we left to our destination and after travelling 8 to 10 minutes, I heard a noise from the bus while I was making a passenger list to hand over at different CPs. I don’t know the exact location from where the voice came. I was sitting on folding seat dedicated to the conductor which is located near the entrance door near the dashboard. When I heard the noise, I stood up from my seat by holding dashboard for support. I noticed that I was out of the bus 50ft below KKH and the bus was sliding down after me. I was in senses, so I rushed towards Chilas direction to save myself from the sliding bus. I noticed passengers were falling here and there from the sliding bus. I was not feeling any pain at the time and noticed that the passengers were injured. In the first instance I thought I should go where the sliding bus was lying to help the passengers, but I changed my mind because I could not have extended enough help. I decided to move towards KKH in order to get help from the people. I reached KKH in 3 to 4 min and before reaching KKH I saw white Shahzore passing and shouted at it for help but nobody listened to me. After reaching KKH, a truck with buffaloes and other vehicles also came which I stopped. Exact number of vehicles that stopped there, I don’t remember. However, I remember there was a vehicle with foreigners. I did not meet any police official. May be the people present there have told the police official about the accident.

I sat in car available there. Other injured were also there in the car. The car took us to the Chilas. The person driving the car was in plain shalwar qameez. When I reached Pakistan Hotel at KKH I saw Marcopolo Bus and I disembarked the vehicle to get more help to rescue the passengers of who got accidented. I requested the people to extend help, and someone took to me to hospital from Pakistan Hotel.

I shouted to let me go from the car that took me from the site of accident just to get help from the people who were present at Pakistan Hotel.

He was confronted that when he was asked by SP Diamer in RHQ Hospital about the accident and he responded that I don't know exactly what happened as I was sleeping. In response he mentioned that so many people were asking me questions about the accident, so I took this stance.

When I was holding the dashboard after hearing the noise in the bus, I did not look towards the driver. But I heard from his mouth saying "Ya Allah" and thereafter the incident took place. But he was trying to control the bus. I guess the speed was 60km/h. I don't think that I noticed coming any vehicle from the opposite side soon before the accident. We were supposed to leave at 4:00pm from Pindi but we left a bit late.

This driver namely Fahim started driving the bus from Mansehra Bazar. Mr. Suhail driver drove the bus from Pindi to Mansehra. Mr. Suhail and Fahim driver completed their trip from Hunza to Pindi in the accidented vehicle. The bus from Hunza to Rawalpindi leaves at 2:00pm and normally reaches Rawalpindi between 6:00am to 7:00am. This bus reached Pindi in the morning of 2nd May 2024 and drivers were Suhail and Fahim. However, Fahim driver was dropped at Mansehra, the same day i.e. on 2nd May, 2024 at 4:30pm the ill-fated bus started traveling back to Hunza and Mr. Suhail was driving. At Mansehra, Suhail dropped off because of his sister wedding was planned and Mr. Fahim joined us and drove the bus onwards.

Before leaving for journey, all technical persons come at the bus stand and carry out thorough examination of the vehicle. This vehicle was also checked. I myself got repaired the tire rods, adjusted the brake shoes, greasing was done, and bushes got changed. My mobile got lost otherwise I would have shared pictures. I myself checked the tires and they were fit. We change tires in one month.

Ghayasuddin s/o Ali Rajab (32years)
Rent a Car Driver

I drive rent a car from Gilgit to Pindi. I am driving rent a car since 2018. I was traveling from Gilgit to Pindi along with three other rent a car vehicle on 2nd May, 2024. I stopped at Dassu and resumed my journey. When I reached the curve next to the bridge which comes after Kumaila Bazar, Marco Polo bus bearing No. 8831 came from opposite side and in the wrong lane with high beam head lights besides having three to four other lights installed on its front.

The vehicle was being driven rashly and it was about hit my car. In order to save myself, I stopped my car immediately by moving it at the max towards my lane on the KKH as in front of me there was electricity pole and closed my eyes as I was not able to do more than that. And I thought that in the next few minutes I will be hit by the bus. Once the bus crossed me, I noticed in the side mirror that there was an inch's distance between the tail of the bus and my vehicle's tail. The passengers sitting in my car asked me to return the car and chase the bus driver so that he could be confronted for the rash driving. I refused and proceeded towards my destiny. I reached Pindi at 6:00am in the morning. When I checked our rent a car driver's WhatsApp group I saw a message that a bus got accident. From face book it got confirmed that it was the same bus which was about to hit my car.

I was told by Midway Hotel people at Bisham that the bus stopped at the hotel at 8:00pm for dinner and picked two passengers from Gupis and both of them got killed in the accident. The hotel people told me that the condition of the driver was not good and looked tired and exhausted.

Dated 8th May 2024

Abubakr Siddique Khan
Director Excise and Taxation Gilgit-Baltistan
Gilgit

I am working since last 14 years in the E&T Department. I was inducted as ETO. I am head of the E&T Department. I give input making laws and rules in respect of the Department. Chairman PTA is Secretary E&T. PD of VICS is Secretary PTA.

West Pakistan Motor Vehicle Ordinance, 1965 and Motor Vehicle Rule, 1969 are the main laws that govern the E&T Department. In E&T ROB it is mentioned that all amendments made by the Punjab Government in MVO 1965 are made applicable to GB. However, the MVR 1965 the same is not applicable.

The following are the essentials of obtaining route permit for intra provinces:

- The Company must be registered as Firm or Company under Company's Act.
- Vehicle must be registered.
- Fitness issued by MVE as per MVO. However, due to frequent accidents VICS fitness was made mandatory.
- Third party insurance provided by Insurance Company/Bank/Cooperative Societies.
- Driving license of one driver having PSV License; and
- Fee challan fixed according to seating capacity.

After that the Secretary PTA issues route permit and the same is sent to Punjab and KP for endorsement.

We do not mention any specific conditions on the route permit. We just send the instructions through letters to the route permit holders. This issue can be properly explained by Secretary PTA as he issues route permits.

The rates have been notified after approval of the cabinet in 2016 or 17. Thereafter the same have not been revised.

The Secretary PTA has personally visited the VICS facility. But I am not sure whether he has visited to carry out cross examination whether the VICS is issued after proper physical examination.

We have sent suggestions to relevant forums to reduce accidents on KKH. We sent a summary to CM GB on 2nd October 2023 for a project to the tune 178million. On 7th October 2024 the PC-1 has been submitted to Secretary E&T. I will provide the summary to you in due course.

Our field formation carries out random checking of fitness of vehicles including PSVs at Thore, Minawar and at the entry and exit of district. I can check from the districts whether any record is maintained by the field staff about the fitness checking. Our MVE checks the fitness visually. We have no gadgets to check fitness. We short of staff.

Based on the recommendations of the said inquiry VICS was made mandatory and age of vehicles was reduced. Exact years I don't remember. However, the decision was withdrawn by the Chairman PTA/Minister Excise. As per ROB Secretary Excise is the Chairman of PTA. Regarding, the implementation of VICS, manager IT is in a better position to say something.

I am not sure why the E&T has not prepared its own laws and rules despite the fact that it is a devolved subject. However, I remember that we have submitted drafts before some forums. Besides, at the federal level an Act is being formulated therefore, we have stopped working on own Act and rules.

We issue instructions through letters to the transporters to ensure presence of two drivers.

The responsibility of Excise Police at Thore JCP is to check fitness, ensuring presence of two drivers and route permits of the vehicles besides checking token etc. One ASI and constables are deputed at Thore JCP. I have visited Thore JCP to check presence of Excise Police at JCP and found them present.

The contents of VICS are purely technical and I don't understand them. However, Secretary PTA can brief you about it in detail.

I am not sure what does performance guarantee means as mentioned in section 62-A of the MVO, 1965 inserted by Government of Punjab in 2005. We cancelled the permits of the accidented vehicles.

Driving licenses regime need to be strengthened. Secretary RTA, MVE as required by Section 8 of MVO, 1965 is never implemented and the same should be ensured. Vehicle plying on KKH age may be reduced. VICS fitness may be reduced to three months. Staff is short. No one is there to assist Secretary PTA who report to DDs. The post of constables in Diamer are vacant due to court case filed by project staff. MVE post is also vacant due to court case. DCs are chairman RTAs and they may be requested to assert their authority.

Moazzam Ali Ahmad
Secretary PTA

I am Secretary PTA since last three years. The post of Secretary PTA is not created. I have been given just charge of it as it is mentioned in MVO. I am getting salary as DD Diamer and attached here in Gilgit.

The prerequisites for issuance of route permit are as under:

- Registration of vehicle
- Updated tokens
- Fitness issued by VICS
- Insurance/third party guarantee for claims
- Driving license of two drivers
- Fees Challan

If the vehicle is Pindi bound then there is quota of Punjab, GB and KP. If one province issues route permit, the remaining two provinces endorse the same. The quota is determined by all PTAs with mutual consensus. Last time the PTAs meeting was chaired by AJK. I don't know the exact number of Pindi bound vehicles from GB. However, the number is around 150. While GB's quota is more than 300.

I have visited VICS facility at Rawat and Lahore many times to prepare the feasibility of VICS scheme. It is not possible that VICS can issue fitness certificate without physically examining the vehicle. The VICs is operated by Opus Inspection which well reputed company and it operates across the world in five continents.

We randomly get the VICS certificate checked through phone call on the given number on the certificate. The owner presents the original VICS certificate at the time of issuance of route permit. The validity of the certificate is six months. Once the same is renewed, again the certificate is presented at the time of renewal of the route permit. Route permit is renewed once in a year while VICS is renewed after six months as per MVO 1965.

We prepared our draft laws but, in the meantime, Federal Government took an initiative with the assistance of WHO to promulgate a centralized law. Hence, we stopped the process. The Federal Government sent us letter in 2021 for meeting on promulgating the central law.

We follow MV Rules of 1969, and amendments made by Punjab are not applicable on us. We should have our own Rules given the mountainous train of GB. Fancy numbers of plates should be made an offence which the existing laws does not cater for.

I have joined as Secretary PTA in 2021 and since then I have submitted concept note for inclusion in the ADP. However, we got success in June 2023 when the then Secretary got the same approved from CM Block allocation. P&D advised to hire a consultant and accordingly in March 2024, the consultant has submitted his feasibility report and presented the same to Secretary E&T. The consultant has also submitted PC-1 based on the feasibility report with an estimated cost of Rs. 187.00 million. The PC-1 was submitted to the Secretary in March. However, due to frequent postings of the Secretaries the same could not be forwarded to P&DD. The consultant has given detailed presentation to the present Secretary.

As per the recommendations of the 2019 bus accident inquiry report, I was asked to chalk an FIR against the transporter and the same was done by me as I was serving as Secretary RTA Skardu. I am not aware about the recommendation of imposing fine on the transporter as mentioned in the said report. I was not Secretary RTA at that time, so I am not sure why the recommendation of the said inquiry report were not implemented. Despite the fact that I am now Secretary PTA, I have not seen the recommendations of the said inquiry report.

We don't mention any specific conditions in the route permit other than those mentioned in MVO, 1965. However, we issue instructions to all transporters for having two drivers and also obtain CNIC and driving license of two drivers at the time issuance/renewal of permit.

I am strict in implementing the requisite laws and rules therefore the transporter lobby against me for my posting by submitting resolution to different forums.

I have not seen the recommendations of the Shatial Bus Inquiry Report conducted in March 2023 issued by Home Department in form of directives for implementation. The issue is that at the moment the Secretary RTA is not well established with set hierarchy. ETO/Secretary RTA report to DD of the region. DD reports to the Director GB and Secretary RTA is nowhere.

The culture of transport changed in Pakistan due to Daewoo. We have negotiated with Faisal Movers and have reduced the number of seats from 42 to 30 but we are forcing Faisal Movers to charge fare equal to that of buses having 42 seats. We have conducted trainings of drivers in Gilgit and Diamer through a person who has worked with Daewoo. Now we are going to Skardu to conduct the training. Frequent transfer posting of Secretaries hampers our initiatives. We need do away with the adda culture and introduce terminal. For terminal we need four kanals.

We have established claim tribunals very recently. We have checked The West Pakistan Transporters Mutual Assistance Cooperative Society Limited. They have paid compensation to the dead and injured persons. The insurance cap provided by the said society is Rs. 1750000/- while as per MVO, 1965 the compensation for injured is Rs. 250000/ which is insufficient. I am not sure about the issue. However, we have obtained two guarantees issued by Crescent Star Insurance Company. I hope since there is no mention of the maximum limit of the insured amount, we will be able to recover the same from Crescent Star. We have not dealt with claims previously as very recently claims tribunal has been established.

We need to introduce well reputed transporters who operate all across Pakistan. However, local transporters are resisting the issuance of route permit to non-local transporters.

I am short of staff and working with three staff.

Zubair Ahmad
Manager IT

I am working since 2010 as Manager IT. I hold Master of Computer Sciences. I look after the centralized system. I have additional charge of development side of the department.

It is my duty to prepare Concept Notes and PC-Is once directed by the Director E&T or Secretary as the case may be.

In December 2020, Secretary E&T issued an order to visit Transport Department Punjab. Accordingly, I along with DD Abubakr proceed to Lahore. After visit we submitted our report to Secretary E&T requesting PC-I shall be submitted May 2021 after confirming rates of the equipment in order to dollar fluctuation as advised by Punjab Transport Department. The PC-I was to be got approved in FY 2021-22.

On 14th June 2022, the department submitted the concept paper VICs costing Rs. 55.50 million to include in ADP. However, due to some unknown reasons the same was not reflected in the ADP.

On 12th April 2022, Mr. Moazam DD Transport/Sectary PTA submitted another concept paper to Secretary E&T costing Rs. 53.50. The same was submitted to P&DD and was reflected in ADP of 2022-23 in July 2022 with a cost of Rs. 36.720.

On 12 April 2022, a concept paper was submitted to P&D Department for reflection of a Scheme in the ADP and accordingly the Scheme was reflected in the ADP of 2022-23 with an approved cost of rupees 51.500 million. In July 2022, the P&D Department advised to include a feasibility study component in the PC-1. On December 2022, the department submitted PC-1 after incorporating the feasibility component with a Cost of rupees 30.98 million. On 9th March 2023, the PC-1 was approved at the cost of rupees 13.600 million. On 27th April 2023, DD Transport sought permission or advertisement for advertisement for hiring consultant. On 31st July 2023, approval was granted by the E&T Secretariat. On 9th August 2023, the DD Transport advertised EOI. After submission of the feasibility study and PC-1 by the Consultant, PC-1 was submitted to P&D on 6th May 2024.
I have no knowledge about the other recommendations of the inquiry conducted by Commissioner Usman in 2019 and Commissioner Najeeb in 2023.
I am overburdened in maintaining the centralized online management system. I have only one staff who is Data Analyst. Mr. Tassawar Web developer has been attached with PMRU. On the top that I have been assigned the development section since the very beginning of career.

Muhammad Mirbaz Khan
ETO Hunza

I joined as Assistant in E&T District Gilgit Office in 2009. In 2015, I was promoted as Superintendent in Directorate of E&T. In 2018, I was promoted as ETO and posted as ETO Admin in E&T Directorate Gilgit and with additional charge of ETO Astore. On 31st March 2021, I was posted ETO Hunza with additional charge of ETO Nagar. In April 2022, I was relieved from the additional charge of ETO Nagar. Presently I am posted as ETO Hunza.

My field staff checks once in a month physical fitness. There are two types of physical fitness. One is visual inspection while the other is physical inspection which we don't do because we don't have MVE in district Hunza. We check the validity of the VICS certificate only. VICS is issued for one year. It is not my mandate to cross verify the veracity of VICS as Secretary PTA checks the veracity of the VICS at the time of issuance/renewal of route permit. We check validity of route permit.

We don't check that whether two drivers are present at a time or not. It is duty of the Secretary of PTA to ensure that two drivers are present or not. We don't keep any record of checking

vehicles randomly. We are short of staff as there are two constables and one sub-inspector. One constable is deputed at Sost CP. He is there to safeguard our assets.

We don't maintain any record of vehicle inspection made by our field staff. However, we take action on vehicles which are not fit to ply on road. I am not sure whether this vehicle was checked by my field staff or not during their random checking.

Transport Department should be established independently. In GB it is merged with E&T. Or alternatively we may be given staff for effective implementation of laws. I stopped 7 coasters in Nagar for violation of route permit. The passengers pelted stones on me, and I called in police.

I am not sure what does performance guarantee means as mentioned in section 62A of the MVO, 1965. I have informed DD Gilgit to in 2022 to take the charge of Transport as I am overburdened. I have issued written instruction to transporters regarding timings to reach Pindi.

Muhammad Imtiaz Khan
GM GB

From Riakot (RD 471) to Khunjerab Top (RD 806) estimates for highway safety including sign boards, guard rails and parapets were submitted and the same were approved. Tender has been floated and technical bid has been opened while financial bid will be opened after 17 days as per PPRA Rules. In the last week of May, contractor will be mobilized. The specs are as per NHA specification which are as per Ashto specifications. The parapets and guard rails won't stop the vehicle from plunging into river Indus however, their purpose is the make the driver vigilant and careful. The estimates have been prepared as per site requirement. The concaves mirrors are not included in the contract as they are not effective on KKH and they are useful for blind curves only. The KKH has been designed for a maximum speed of 40km to 60 km per hour. The main issue of accidents on KKH is speed limit.

The KKH has not been designed now. NHA has recently just improved it by laying asphalt. To address the issue of sharp bends, huge financial resources are required. As of now we don't have any such scheme in pipeline. However, we will submit proposal for the geometrical improvement of KKH. Realistic speed limits cannot be installed due to KKH being a single land road with limited ROW.

The issue of accidents on KKH is due to one driver driving the vehicle throughout the journey. Therefore, presence of two drivers is necessary. Speed limit needs to be controlled at any cost.

Tahir Shah
District Emergency Officer GB

I am working with Rescue 1122 since 2012. I was inducted as Emergency Officer. Later in 2022 I was promoted to District Emergency Officer. I look after the operational affairs of 1122 in entire GB. I am team leader of urban search and rescue under NDMA.

In COVID 19 on the directives of competent authority three rescuers have been posted to Astore. Later on, each postings have been done on mutual basis i.e. the staff from Astore and Diamer swapped each other. At the moment only one Emergency Medical Technician on the

strength of Diamer is attached in District Gilgit. One driver is attached with AS Izharullah by DG Rescue 1122. Two Ahle Tashee EMTS are attached at District Astore appointed against the posts of Diamer due to law-and-order situation. The two EMTs domicile is of District Astore. In Astore there 40 staff members including the attached EMTS from Diamer. In Diamer there 56 staff members out of which three are females who are attached with Gilgit due to unconducive working environment for females in Diamer office. Separate Budget is provided to each district for repair and maintenance. If there is any shortage, each respective district sends requests through DG to Home Department. I am not involved in it.

We need water hydrants as at the moment we have only one hydrant in Gilgit. To meet emergencies on all important roads we need one ambulance with 9 staff members after every 20 km. All ambulances of Health Department need to be placed at the disposal of Rescue 1122 as per analogy of Punjab and KP. Rescue 1122 needs to formulate its own rules Financial Rules on the pattern of Punjab as there the vehicles are auctioned after completion of 1 lac km or 3 years whichever is earlier under the said rule.