



Report on the
Cognizance of Tragic Incident
of
Death of 57 Persons
in
Bus-Truck Accident
Near Khairpur - Sindh

**Wafaqi Mohtasib (Ombudsman)'s Secretariat
Islamabad**



FEDERAL OMBUDSMAN

**Report on the Cognizance of Tragic incident
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Table of Contents

| Sr # | Title | Page # |
|------|---|--------|
| 1. | Background and Introduction | 1 |
| 2. | Constitution of the committee | 1 |
| 3. | Terms of Reference (TOR) of the Committee | 1 |
| 4. | Methodology | 2 |
| 5. | Observations | 2-6 |
| 6. | Findings on Issues Contained in the Terms of Reference | 6-9 |
| 7. | Global Perspective | 9-10 |
| 8. | Pakistan's Scenario | 10-13 |
| 9. | Remedial Measures To make appropriate recommendations to avert possibility of such accidents in the future | 13-14 |

A. Background and Introduction

A tragic incident of collision took place between a Karachi bound bus originating from Bahrain in Swat and a truck near Theri bypass, Khairpur Sindh in the early hours of Tuesday 11th November 2014. The accident resulted in loss of life of 57 passengers including the driver and injuries to 21 others. According to the press report most of the passengers in the bus were related to each other and were on their way to attend a family wedding in Karachi. According to media report of 12th November 2014, an FIR had been lodged by the Police against the National Highway Authority (NHA) since according to initial investigation the accident occurred due to poor condition of the road and absence of any warning signs to alert drivers to the danger.

2. The Honorable Wafaqi Mohtasib took notice of the incident and ordered suo moto action under Article 9(1) of the Establishment of Office of Wafaqi Mohtasib Order 1983, President's Order No. 1 of 1983 read with Federal Ombudsmen Institutional Reforms Act, 2013. (Annex-A)

Constitution of the Committee

An inquiry committee was constituted by the Honorable Wafaqi Mohtasib vide office order No. 213/2014, dated 11-11-2014 with the following members; (Annex-B)

- | | | |
|------|---|----------|
| i) | Mr. Imtiaz Inayat Elahi, Senior Adviser (Former Secretary, Capital Administration & Development Division) | Chairman |
| ii) | Maj. Gen. (R) Haroon Sikandar Pasha, Adviser [Former D.G. (NAB) Sindh] | Member |
| iii) | Mr. M.A. Soomro, DG (Incharge), Regional Office Sukkur | Member |

3. The above committee is thankful to Mr. Asad Ashraf Malik, Provincial Ombudsman Sindh, for deputing Mr. Wahid Bux Mahar, Director, Regional Office, Provincial Ombudsman Sukkur, who provided necessary assistance in holding of the inquiry.

4. Following were Terms of Reference of the Committee;

- i) To probe into the causes leading to the fatal accident.

- ii) To fix responsibility for dereliction in duty, negligence and acts of omission or commission of the concerned departments and their functionaries.
- iii) To make recommendations to avert the possibility of recurrence of such incidents in the future.

B. Methodology

5. The committee in discharge of its functions held hearings at Sukkur wherein functionaries of all the concerned departments were summoned. The committee visited the site of the accident and examined the damaged bus and truck.
6. The committee also conducted in-depth interviews of eye witnesses including a surviving passenger of the ill-fated bus, the driver of the truck involved in the accident, the owner of the hotel where the passengers of the ill-fated bus stopped for meals and prayers, worker at a hotel close to the accident site, passenger of a van following the north-bound truck, patrol officer of the National Highways and Motorways Police (NH&MP), SP (NH&MP), SP Khairpur, SHO of the concerned Police Station, and Senior officers of NHA including Project Director, Consultant alongwith the contractor.
7. The committee also examined the available record and documentary evidence including the Highways Toll Plaza Log book and traffic challan receipt, contract document signed between NHA and consultant, contract agreement between NHA and the contractor responsible for repair of the section of the highway where the incident occurred. In the performance of its functions the committee was assisted by the Regional Head of the Provincial Ombudsman's office.

C. Observations

8. The chronology of events is that a bus (Al-Masoom Coach) No. JB 5190 originated from Bahrain in Swat district of Khyber Pakhtoonkhwa at around 5 a.m. on 9th November, 2014 bound for Karachi. The bus got refueled with 292 liters of diesel and set off via Mardan, Peshawar, Kohat, Bannu, D.I. Khan, D.G. Khan, Multan, Bahawalpur, Rahim Yar Khan, Pannu Aqil, Sukkur, Khairpur. The bus took its first stop at Talagang Chakwal at 1300 hours on the same day. The bus entered the Sukkur area at around 0205 hours on 11.11.2014. An officer of NH&MP stopped the bus in the beat 25 Daharki section and upon observing that the vehicle had more passengers than its seating capacity and that children were lying on the floor of the bus, issued the driver a ticket imposing a fine of

Rs. 750/- for overloading as the bus had more passengers than its capacity. Upon issuance of ticket the bus resumed its journey. At 0415 hours, the bus stopped at Al-Sajjad Hotel where only the driver alighted and had a cup of tea. After a 20-25 minutes stop over the bus again resumed its journey.

9. Barely 3 km in to the journey, the bus cruising between 80 and 90 Km per hour, entered the damaged section of the road. The bus hit a hump in the road which was created as a road block to divert traffic. However, over time in violation of the measure some vehicles had continued to climb over the hump and forge ahead. The sudden impact upon hitting the hump caused the driver to lose control of the vehicle and the bus ended up on the northern side of the road where it collided with a north-bound truck loaded with coal.

10. Keeping in view the eye witness account, it is clear that driver lost control of the vehicle after hitting a hump on the road. The vehicle was within the authorized speed limit and had started its journey only three minutes ago.

11. Furthermore, the probability of tiredness or drowsiness of the driver is very low as he had taken 20 to 25 minutes break and a cup of tea only three minutes prior to the incident.

12. It is clearly evident that the cause of the accident was hump on the road which was initially created as a road barrier to divert traffic. However, over time due to movement of some traffic over it, it was reduced in to a hard earthen hump. There were no signs warning the driver to slow down as he approached the hump or any extra reflectors to facilitate visibility of the hump from a distance thus depriving the driver of any reaction time to prevent a catastrophic outcome.

13. The record shows that the contract of the south-side of the road was assigned to a local Pakistani company M/s Zarghoon whereas the contract for maintenance of the north side of the road was assigned to a Chinese company. Rutting, poor condition of the road and unattended hump which could cause a serious accident, bring in to question the performance and vigilance of the departments concerned.

14. It may also be pointed out that had the NH&MP performed its duty in accordance with its mandate laid down in section 90 sub section 2(l) read with section 90 sub section 2(o) of the National Highways Safety Ordinance 2000, the disaster could have been averted. Under the aforementioned clauses NH&MP is duty bound to advise NHA for proper planning, building and development of National Highways and ***"inspect and oversee installation of such other facilities on or along the national highways as are necessary for ensuring good order and safety of public"***. It is noteworthy that the

NH&MP had not even once alerted the NHA or advised it to manage the hump and place adequate warning signs to facilitate vehicular traffic and avert a possible accident. All correspondence of NH&MP with NHA shared with the committee was of generic nature pertaining to rutting, absence of shoulders etc. and made no specific mention of the hump.

15. D. R. Simpkins, Chief Resident Engineer, SMEC International Pvt. Ltd. who was tasked with providing guidance and technical supervision to the project as Project Management Consultant as per Terms of Reference stated in his report dated 12th November, 2014 (**Annex-C**) as under:-

"The contractor for the Northbound carriageway is Xinjiang Beixin Road and Bridge Group Co Ltd (XB), a Chinese Company, and the contractor on the southbound carriageway is Zarghoon Enterprises (Pvt) Ltd(ZEPL), a local Pakistan's company. "The contractors were/are responsible to provide diversions between carriageways. They submitted traffic management plans for approval which included signs providing warning of the change to motorists. Instructions have been issued to supervision staff to undertake a daily check of diversions to ensure that signage is in place, that dust control measures are enforced and that any potholes or damage would be repaired. However, ZEPL's efforts to stop traffic moving into their work area were not entirely successful in that some vehicles continued south by driving over the earth barrier"

16. NH&MP is playing a vital role on Motorways and providing quality vigilance and inspecting services throughout Pakistan but there are serious shortcomings in its performance on National Highways because of shortage of human resource. It is clear that NH&MP has widened the scope of its work from Motorways to National Highways without allocating adequate resources. It is the major responsibility of NH&MP to check overloading as well as taking precautionary measures on the road to avoid such fatal accidents.

17. Office of the Chief Patrol NH&MP Beat-25 Daharki Sector-I, N-5, South on 13th November, 2014 in their Beat Survey Report of Beat-5 issued by Mr. Nisar Ahmed Hattar, A/Chief Patrol Officer stated that: (**Annex-D**)

- i) Diversion Starts, flashing lights required.
- ii) Diversion ends, flashing lights required.
- iii) 558-NB (North Bound), Rutted portion of the road.

- iv) 559-NB, Rutted portion of the road and grooves have been developed.
- v) 560-NB Rutted portion of the road and grooves have been developed.
- vi) 572-NB Guardrail broken and required repair. Dangerous ditch is adjacent to hard shoulder.
- vii) 582-NB to 583 Hard Shoulder needs to be repaired.
- viii) 588-NB A ditch on hard shoulder near front of Alliance Sugar Mills.
- ix) 589-NB to 592 Poor road condition and needs to be repaired.
- x) 594-NB Cracks are developed in between first lane and hard shoulder.
- xi) 607-NB Road has been cracked in between first lane and hard shoulder
- xii) 608-NB Speed Breaker on first and second lane
- xiii) 608-SB (South Bound) Speed Breaker on first and second lane.
- xiv) 607-SB Speed Breaker on first and second lane.
- xv) 606-SB Poor road condition and hard shoulder is deplorable.
- xvi) 600-SB There is no space of hard shoulder, no indication signboard is fixed. Guardrail is strongly required here to avoid any incident.
- xvii) 591-SB to 590 There is danger curve, chevron, guardrail and other road furniture required.
- xviii) 584-SB No inner & outer hard shoulder, whereas water course (NALA) crossing the road.
- xix) 584-SB No inner & outer hard shoulder, whereas water course (NALA) crossing the road.
- xx) 578-SB There is dangerous curve, chevron, guardrail and other road furniture required.
- xxi) 576-SB Poor road condition and road surface is uneven at curve.

- xxii) 574-SB No inner & outer hard shoulder , cat eyes, lane marking.
- xxiii) 569-SB No inner & outer hard shoulder. Level of road surface and plain hard shoulder is about 1 foot; any incident may be occurred while overtaking.
- xxiv) 564-SB Hard shoulder is blocked with stone crash, any incident can happen.
- xxv) 563-SB There is road cutting on bridge where drivers suddenly apply brakes and vehicles following may hit from rear.
- xxvi) 556-SB There is poor road condition and groove has developed.
- xxvii) 555-SB Hard shoulder is blocked with stone crash, any incident can happen.
- xxviii) 553-SB Very poor and deplorable road condition, unavailability of hard shoulder, only mud is lying on hard shoulder.

Note: Moreover, in overall beat area there are no lane marking, cat eyes installed / fixed to guide the road users in case of night hours and especially in foggy and rainy season. Hardly 20% inner & outer hard shoulder is available in whole beat area. Lane Marking, Cat eyes, Chevrons at curves, different signboards and guardrails are required.

18. It is noteworthy that the above detailed report points to numerous deficiencies but unfortunately makes no mention of the hump and the potential risk it posed to safety of vehicular traffic on the road.

D. Findings on Issues Contained in the Terms of Reference

- i) To probe in to the causes leading to the fatal accident

19. After hearing the points of view of the officials concerned and examining the statements of the eye witnesses including those at Al Ghadeer Hotel, Mashallah Hotel, surviving passenger of the bus and passenger of a vehicle behind the truck involved in the accident (**Annex-E**) along with other concerned, it can be clearly inferred that the accident was caused by sudden impact with the hump on the highway near Theri bypass. The driver had no prior warning of the presence of a hump on the road and upon hitting the hump the vehicle lost control and fell over to the North side colliding with the truck coming from the opposite direction. No textual or pictorial warning sign was placed ahead of the hump to allow the vehicle to slow down on the approach to the hump.

20. The statement of Mir Joel Khan, a survivor who was sitting close to the driver is of critical importance wherein he states that there was no signboard to forewarn about presence of any hump ahead and on seeing the hump he raised alarm which was belated and gave no reaction time to the driver (**Annex-F**).

21. All available evidences rule out other possible causes like malfunction of the vehicle, over-speeding, fatigue or drowsiness of the driver as the fitness certificate shows the vehicle was fit to ply on a long haul journey and the driver had freshened up a few minutes before the accident. It is also abundantly clear from eye witness account and logical flow of events that since the journey had only resumed three minutes before the accident the vehicle could not have attained a speed beyond the authorized limit especially on a section of the road that is badly damaged.

- ii) To fix responsibility for dereliction in duty, negligence and acts of omission or commission of the concerned departments and their functionaries.

22. It is abundantly clear that the cause of the accident is the hump that was not properly managed. On this count the contractor M/s Zarghoon is responsible for failing to manage the hump that led to a catastrophic accident and to place signs and warnings as per the terms of the agreement. It is also evident that NHA being responsible for upkeep and maintenance of Highways has failed to perform its role towards supervision of the work of the contractor and ensuring that damage caused to the road was repaired on urgent basis. NHA's contention that the safety signs were removed by the NH&MP and that the cause of the accident could be overloading of the Bus, does not in any way absolve NHA of its responsibility of oversight, supervision and monitoring of the project. There is no evidence available to show that NHA had identified the absence of safety signs to forewarn about the presence of a dangerous hump and taken due measures. Had the relevant functionaries of the NHA been more vigilant, the necessary safeguards would have been in place including the warning signs to avert a disastrous incident. There was a D.G., G.M., Director Maintenance and full time Project Director who had been placed under suspension following the incident. Officials of NH&MP are equally responsible for failing in their duty to ensure that aids for enhanced visibility of the hump and forewarning were available to avert the catastrophe. It is noteworthy that the area of the accident had heavy presence of NH&MP personnel who were continuously patrolling the area.

23. The entire episode has shown sheer lack of vigilance, neglect of duty and apathy towards safety of passengers and inaction in averting a possible catastrophe of all concerned including Contractor, Consultant, NHA and NH&MP. It is indeed deplorable that NHA being custodian of the project did not provide effective oversight and monitoring to the project despite the fact that there is abundant clarity in providing all necessary aids for visibility and putting in place measures for safety of passengers while initiating repair work and creating diversions. The contract agreement provides for specific requirements of signage with specifications including color, size, thickness etc. for diversions and general safety which were not adhered to in this case. All such requirements are included in the cost of the project.

24. The committee noted that upon its arrival in accident area, the authorities concerned had placed reflective road signage in the project area alongwith flag bearers stationed close to the diversion on both sides of the road which clearly establishes that it was a reactive move and was not in place to avert the disaster.

25. The committee views that negligence and dereliction of duty has been established on the part of NHA, NH&MP and the contractor. Therefore penalties may be imposed as under;

- a. The contractor ZEPL may be blacklisted.
- b. Compensation to the tune of Rs. 200,000 to family of each deceased and Rs. 100,000 to each injured passenger be granted and the same be recovered from the contractor. In case the amount cannot be recovered from the contractor, the NHA should arrange funds for the purpose.
- c. Disciplinary action be taken against all officials involved including those in NHA; DG, GM and Director (Maintenance) and Sector In-charge of NH&MP.

iii) The concerned authorities may issue strict instructions to obviate the possibility of recurrence of such incidents in the future.

26. It is noteworthy that this is the first time that FIR has been lodged *against a Government institution for criminal negligence with regard to a road accident.*

27. It is indeed sad reflection on the performance of state institutions that are responsible to ensure safe travel of the citizens that they derelict from their duties with impunity and there is no instance of any accountability to bring those

responsible to book and take measures to avoid any recurrence. The gravity of the situation has to be looked at in its entirety.

E. Global Perspective

28. Approximately 1.24 million people die every year on the world's roads, and another 20 to 50 million sustain nonfatal injuries as a result of road traffic crashes. These injuries and deaths have immeasurable impact on the families affected, whose lives are often changed irrevocably by these tragedies, and on the communities in which these people lived and worked. Many millions more are left with disabilities or emotional scars that they will carry for the rest of their lives.

Road traffic injuries are the eighth leading cause of death globally, and the leading cause of death for young people aged 15–29. The cost of dealing with the consequences of these road traffic crashes runs to billions of dollars. Current trends suggest that by 2030 road traffic accidents will become the fifth leading cause of death unless urgent action is taken. Economically disadvantaged families are hardest hit by both direct medical costs and indirect costs such as lost wages that result from these injuries. At the national level, road traffic injuries result in considerable financial costs, particularly to developing economies. Indeed, road traffic injuries are estimated to cost low- and middle-income countries between 1–2 % of their gross national product.

29. Road Traffic Injuries (RTI) are increasing, notably in low- and middle-income countries, where rates are twice those in high-income countries. This is partly attributable to the rapid rate of motorization in many developing countries that has occurred without a concomitant investment in road safety strategies and land use planning. While road traffic fatality rates are decreasing in some high-income countries, the rapid increase in road traffic crashes in low- and middle-income countries has driven an overall global increase in deaths and injuries with the disparity between high- and low-income countries accentuating further.

30. Nonetheless, RTIs are preventable. In 2004, World Health Organization (WHO) and World Bank (WB) jointly stressed the need for 'systems approach' and multi-sectoral action for prevention of road traffic injuries. The 'systems approach' to road safety involves identifying the interactions between the road users, the vehicle and the road environment i.e., the potential areas for interventions. On the same lines, the UN Road Safety Collaboration has developed a Global Plan for the Decade of Action for Road Safety 2011 - 2020. The UN addresses to retransform the road transport system by trying to

accommodate human error by taking into consideration susceptibility of the human body and attempting to share the responsibility from road users to those who design road transport system. The categories or pillars of the activities that will be focused are: building road safety management capacity; improving the safety of road infrastructure and broader transport networks; further developing the safety of vehicles; enhancing the behaviour of road users; and improving post-crashcare.

F. Pakistan Scenario

31. The growth and development of a nation depends, largely, upon the capacity of its transport system to move persons and goods to desired locations safely. In developing countries, like Pakistan, roads often carry a wide range of users – from heavy goods-vehicles to bicycles and pedestrians without any separation. Road deaths in Pakistan are increasing every year, while they are declining in the developed countries despite increase in volume of traffic.

32. According to the statistics bureau of Pakistan a total of 8,885 accidents took place in Pakistan in the year 2013, out of which 3,822 were fatal 4,261 people died in these accidents while 9,226 got injured during the said year.

33. The Global Status Report on Road Safety 2013 published by the World Health Organisation (WHO) declared road accidents in Pakistan a leading cause of death for young people aged 15-29. The report recorded at least 5,192 deaths in 2010, but (NH&MP) and Rescue 1122 put the annual death toll due to road accidents at around 12,000. The report also reflects on the dismal condition of road infrastructure in Pakistan due to irregular safety inspections of existing roads. Regarding post-crash care, the report acknowledged the lack of an emergency room-based injury surveillance system, along with a dearth of well-trained nursing staff for emergency situations. Fatalities from road accidents indicated that 41 per cent were pedestrians, four per cent drivers, and 39 per cent passengers, while the rest were grouped under "others".

Pakistan is a developing nation demonstrating all the features of urbanization and economic growth that portend an increasing risk for motor vehicle injuries. Road traffic injuries are a growing public health issue in Pakistan, disproportionately affecting vulnerable groups of road users, specially the poor, requiring concerted efforts for effective and sustainable avoidance. Male proportion play dominant role in the country to earn for their families so they have to face more problems like injuries and disability. Poor conditions of vehicles, uneducated drivers, violation of the traffic rules and regulation and

poor state of vehicle inspection system are the major causes of the road accidents.

G. Pakistan Road Safety Issues

34. Some other research evidence also indicates that the human element is responsible for 80 to 85% of all traffic accidents.

1. Institutional Issues

- Lack of coordination, cooperation, collaboration among safety stakeholders is identified as leading barrier for institutional capacity building.
- Currently there is no formal coordination and data sharing among agencies on road safety.
- Insufficient allocation of financial and human resources to road safety program.
- Non availability of trained Traffic Operation Engineers and Road Safety Auditors.
- Lack of training and educational opportunities to road safety professional.

2. Road Users Issues

- Law for helmet usage is present but its compliance is low, warm weather and view restriction are among the reasons for low compliance of helmet use.
- Motorists generally do not wear seat belt. There is a National seat belt law but the implementation is poor. Most of the vehicles plying on road are old and not equipped with the seat belts.
- Use of cell phone while driving, walking and even motor-biking is increasing day by day.

- Underage driving has become a serious threat to the life and property of people as laws could not be implemented in letter and spirit by the traffic police.
- No government school has adopted road safety in their curriculum. However, few privately managed schools have included road safety education in curriculum

3. Public Transportations Issues

- Upto 20 years old buses are plying on our roadway.
- Shortage of public transportation is causing overloading of Public vehicles.
- Lack of government run public transportation has resulted into many small transportation companies and those are difficult to regulate.

4. Road Infrastructure Issues

- Parking spaces are not available in the major cities, leading to congestion and road crashes due to unauthorizedly parked vehicles
- There is no policy on U-Turns. The illegal U-Turns made by the business owners are causing road crashes.
- Underpasses chocked during rain, making those unusable.

5. Vehicle Safety Issues.

- The overloading of the trucks, which are not designed for that amount of load, cause severe damage to roads resulting in rutting of roads and creates safety problems.
- Illegal High intensity lights are being used by the drivers, which are a cause of glare and crashes during night time.
- Although fog lights are available in some of the new vehicles, drivers are not aware of their proper use and crashes which can be avoided, happen.

6. Legislation /Regulation Issues

- Most of the drivers who are involved in serious road crashes escape criminal and civil penalties. Crash victims and their relatives are generally not aware of their legal rights/ compensation.

7. Hospital/Emergency Response Issues

- State-of-the-art trauma centers are generally not available in Pakistan.
- Growing congestion in urban area causes delay in patient transportation to hospital.

H. Remedial Measures and recommendations to avert possibility of such accidents in future

- Media should raise public awareness on the importance of compliance with legislation and application of individual protective measures for personal safety.
- To establish an effective surveillance system for preventing road traffic injuries through planning intervention strategies
- Speed laws should specify a maximum urban speed limit
- Road planners should adopt effective and safe traffic management measures in planning transport and land-use developments.
- Health agencies should ensure development of effective emergency medical/services and to provide health promotion road safety programmes.
- Road engineers and highway authorities should improve the safety performance of the road network by ensuring that planning, design, construction and maintenance places a high priority on safety outcomes.
- The training of the drivers should equip learner and novice drivers with the necessary skills, attitudes and behaviour needed to drive safely on roads. It should maintain and develop a high standard of driver training, instruction and professionalism.

- To help avoid fast deterioration of the road network, there is a need to enforce strict implementation of Axle load Management Regime in consultation with all stake holders.
- There is a need to develop and upgrade the existing setup of R&D for road infrastructure. This will help to address the issues relating to pavement design failures resulting in huge cost to the national exchequer. This may be taken up by NHA by involving Academia and all Provincial Road Departments.
- Issues relating to capacity building of Contractors and Consultants be addressed i.e. laws and regulations governing these stakeholders need to be reviewed for which PEC should play the lead role in consultation with all stake holders.
- Short, Medium and Long term Plans be developed for up gradation of road infrastructure after due consultations and deliberations. Sanctity of such plans be ensured.
- There is a need to establish a monitoring authority for motorways and highways with the mandate to ensure that internationally accepted bare minimum quality standards are implemented.

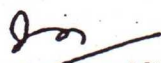
OFFICE OF THE SENIOR ADVISOR / N.C.C
WAFAQI MOHTASIB SECRETARIAT
ISLAMABAD.

SUBJECT: SUO MOTO NOTICE

HWM Called this morning and asked that we take suo moto notice of the recent accident on road in Sindh causing huge loss of life. It details are available in today's Daily Dawn.

He desired that a committee of Senior Advisors comprising Mr. Imtiaz Inayat Elahi, Major Gen. (R) Haroon Sikandar Pasha, and Regional Head Sukkur will investigate the causes and fix responsibility in their report / findings. The NHA, Motorway Police and relevant departments of the provincial government should be called for this inquiry. He further desired that hearing of this case should be fixed during the upcoming visit of Major Gen (R) Haroon Pasha to Sukkur. as the matter is of urgent nature.

Secretary WMS is requested for a formal order, please.


Ejaz A. Qureshi
Advisor/ N.C.C
13.11.2014

Copy to:

1. Secretary, WMS, ISB.
2. Mr. Imtiaz Inayat Elahi, Senior Advisor
3. Major General (R) Haroon Sikandar Pasha
4. Mr. M. Abdullah Soomro, D.G Sukkur
5. PS to HWM

**WAFAQI MOHTASIB (OMBUDSMAN)'S SECRETARIAT
ISLAMABAD**

No. F.3(228) A II 2014


Islamabad, the 13th November, 2014

OFFICE ORDER NO. 2/3/2014

The Honourable Wafaqi Mohtasib, while taking Suo Moto cognizance of the accident recently occurred at Khirpur, Sindh, as reported in the newspapers on 12th November, 2014, has been pleased to constitute the following Committee for probing into the matter:

- | | | | |
|------|--|---|----------|
| i. | Mr. Imtiaz Inayat Elahi, Sr. Advisor | - | Chairman |
| ii. | Maj. Gen (Retd) Haroon S. Pasha, Advisor | - | Member |
| iii. | Mr. M. A. Soomro, DG (Incharge), R.O. Sukkur | - | Member |

2. The Committee shall investigate the causes and fix responsibility in its report/findings to be submitted to the HWM within a week's time.


 (Muhammad Naeem)
 Director General (Admn)

Distribution:

All Members of the above Committee.

Copy for information to:

1. PS to the HWM, Wafaqi Mohtasib Secretariat, Islamabad.
2. PS to the Secretary, WMS, Islamabad.
3. Sr. P.S to Additional Secretary (Admn), WMS, Islamabad.
4. Office Order file.
5. Master file.



SMEC International Pty Ltd

In association with

Engineering General Consultants (Pvt) Ltd; Associated Consulting Engineers (Pvt) Ltd;
Indus Associated Consultants (Pvt) Ltd; Technical Resource Services (Pvt) Ltd

FLOOD EMERGENCY RECONSTRUCTION PROJECT PROJECT MANAGEMENT CONSULTANT

REPORT ON ROAD ACCIDENT 11 NOVEMBER 2014

A head on collision between a passenger bus and a truck in the vicinity of Km 456+400 on the N5 in the Khairpur district, Sindh, resulted in the deaths of in excess of 50 people.

The highway in this area is being reconstructed by contractors working for the NHA, and supervised by SMEC International Pty Ltd.

The contractor for the Northbound carriageway is Xinjiang Beixin Road and Bridge Group Co Ltd (XB), a Chinese company, and the contractor on the southbound carriageway is Zarghoon Enterprises (Pvt) Ltd (ZEPL), a local Pakistan company.

The contract lengths for these two contracts are approximately 28 kilometres. Possession of the full contract length of road was not entrusted to the contractors on commencement, but rather sections of three to five kilometres were handed over. When a section was completed, the NHA in conjunction with the NH and M Police would allow possession of another limited section. This system was adopted to provide better traffic control and management during the reconstruction process. The contractors were/are responsible to provide diversions between carriageways, and submitted traffic management plans for approval which included signs providing warning of the change to motorists. Instructions have been issued to supervision staff to undertake a daily check of diversions to ensure that signage is in place, that dust control measures are enforced and that any potholes or damage would be repaired.

The northbound carriageway in the area of the accident has been completed, and is open to traffic. The southbound carriageway, commencing at Km 457 and continuing north, had been completed between Km 457 and Km 462, but in June, some four months after being opened to traffic, rutting in the pavement was observed and the contractor had been directed to undertake rectification.

To undertake rectification, it was necessary to close that carriageway to all traffic so that the offending pavement material could be removed and replaced. This meant that all traffic, both northbound and southbound, would be restricted to the northbound carriageway, making that carriageway ostensibly a two way road until such time that the rectification on the adjoining carriageway had been completed.

ZEPL had been given possession of four kilometers of the southbound rutted section from Km 457 to Km 461 on 26 October 2014, and traffic diverted to the northbound carriageway. However, the NH & M Police restricted this such that ZEPL only had access to the section from Km 457 to Km 459.7, a distance of 2.7 kilometres. A diversion exists at Km 459.7, properly signposted to direct traffic, so that at the time of the accident, southbound traffic was using the southbound carriageway to Km 259.7 where it would then cross over to the northbound carriageway. Thus there would be two way traffic on the northbound carriageway between Km 259.7 and Km 257.



SMEC International Pty Ltd

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Engineering General Consultants (Pvt) Ltd; Associated Consulting Engineers (Pvt) Ltd;
Indus Associated Consultants (Pvt) Ltd; Technical Resource Services (Pvt) Ltd

**FLOOD EMERGENCY RECONSTRUCTION PROJECT
PROJECT MANAGEMENT CONSULTANT**

ZEPL had placed a mounded barrier of earth at Km 259.7 in an attempt to stop traffic using the section between Km 259.7 and Km 257, the section in which they were working. The pavement in this 2.7 kilometre section had been milled preparatory to laying the new asphalt wearing course. However, ZEPL's efforts to stop traffic moving into their work area were not entirely successful in that some vehicles continued south by driving over the earth barrier, but it is doubtful that this would have an effect on the events leading to the accident.

The accident occurred at 4.42 am.

An Accident Report prepared by the supervisory staff based in Sukkur is attached.

In summary, the following is applicable:

- The accident took place on a recently completed section of road. The road is in good condition.
- No work was being undertaken by the contractors at the time of the accident, and therefore there were no distractions that could be associated with construction activity.
- Proper diversions were/are in place to allow the passage of vehicles from one carriageway to the other. These diversions are placed with the approval of the supervisory staff, and are checked on a daily basis to ensure that they remain in good condition.
- The accident was not observed by any of the contractor's or supervision staff.

Report prepared by

Dated 12 November 2014

D R Simpkins
Chief Resident Engineer
SMEC International Pty Ltd

Attachments:

Accident Report – 3 pages including a diagram

Photos of damaged vehicles

Names of Victims

DIRECTOR, FERP-NHA

NATIONAL HIGHWAY AUTHORITY
Rehabilitation of Ranipur - Rohri N-5 (North Bound) Project Package-II
TRAFFIC ACCIDENT REPORT

Location (KM) 456+400

Time: 5:00 AM

Date: 11th November, 2014

Affected Vehicles

| No. | Type | Make | No Occupants | Damage Sustained |
|-----|-------------------------------|------|--------------|---------------------|
| 1 | A/C Passenger Coach | HINO | 76 | Fully Damaged |
| 2 | Loading Truck (10 Wheeler) | HINO | 2 | Front Cabin Damaged |
| | | | | |
| | | | | |
| | | | | |

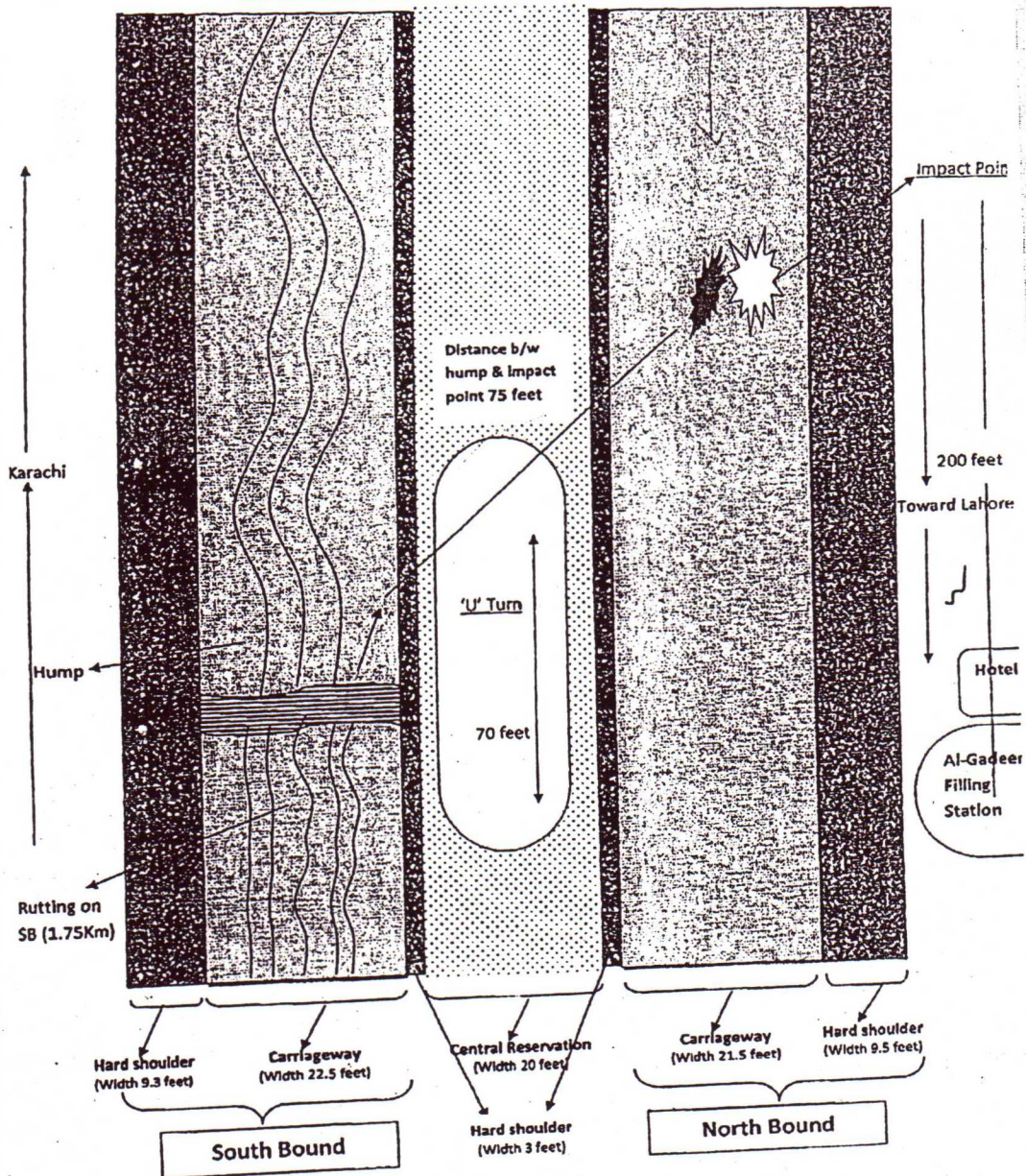
Affected Persons

| No. | Name (if Know) | Location in Vehicle | Age (adult/child,M/F) | Injury Sustained |
|-----|---|---------------------|-----------------------|------------------|
| 1 | List of Affected Persons Attached as Annexure-A | | | |

| | |
|-----------------------------------|--|
| Weather Condition: | Dry (Foggy) |
| Traffic Condition: | Light |
| Traffic Direction | One Way |
| Normal Flow: | Normal |
| Roadworks Diversion: | No Diversion |
| Road Cross Section: | 2 lanes each of 3.65 m, O/Shoulder = 3.0 m, I/ Shoulder = 1.0 m with TST, open depressed median. |
| Road Surface Type and Conditions: | One Lane Rigid Pavement, One Lane Flexible Pavement and Dry surface |

NATIONAL HIGHWAY AUTHORITY
Rehabilitation of Ranipur - Rohri N-5 (North Bound) Project Package-II
TRAFFIC ACCIDENT REPORT

| | |
|---|---|
| Description of Accident: | At 04:42 AM on-11/11/2014, at Km 456+400 (NBC), a fatal accident occurred resulting 57 casualties and injuring other 21 people. The accident was a result of collision between an A/C Passenger Coach (moving from Punjab to Karachi) and a Coal loaded Truck (moving from Hyderabad to Punjab). |
| Cause of Accident: | Probably over speeding and Driver's negligence of Passenger Coach. |
| Effect of Accident on Traffic: | North Bound Track blocked immediately after accident |
| Effect of Accident on Construction works: | No effect of activity on North Bound at this location. |
| Condition of relevant Traffic Controls in Place: | Relevant Traffic signs installed good and properly placed adequate location. |
| Contributing Factors to Accident: | Over speeding and over loading of Passengers (76 against 46 Seating capacity) in the Passenger Coach. Driver's sleepiness/ drowsiness due to continues ling drive from Swat. |



OFFICE OF THE MEDICAL SUPERINTENDENT GMMC CIVIL HOSPITAL KHAIRPUR
NO: MS/GMMC/KHP/ 19110. Dated: / 12-11- 2014.

STATEMENT SHOWING THE LIST OF DECEASED PERSONS BY THE
INCIDENT OF NEAR THERI BYPASS PS SHAH HUSSAIN
DISTRICT KHAIRPUR DATED 11.11.2014

List of dead body Shifted from GMMC Civil Hospital Khairpur to sawat

| S.No | Dead body Box # | Name of Dead Body | Cast | Age | R/O |
|------|-----------------|---------------------------------|---------|-----|-------|
| 1 | 1 | Siraj | Pathan | | sawat |
| 2 | 2 | Amroz | Pathan | | sawat |
| 3 | 4 | Fatecha W/O Suhraab | Pathan | | sawat |
| 4 | 5 | Noman | Pathan | | sawat |
| 5 | 6 | Anwar Khan S/O Bahadur Khan | Pathan | | sawat |
| 6 | 7 | Haidar Khan (Bm Dm) | Pathan | | sawat |
| 7 | 9 | Bishma D/O Suhraab | Pathan | | sawat |
| 8 | 11 | Muhammad Awais | Pathan | | sawat |
| 9 | 12 | Syeda Sabeen D/O Wali Rehmat | Pathan | | sawat |
| 10 | 15 | Sultana Zaiba | Pathan | | sawat |
| 11 | 17 | Bisma D/O Bahadur Khan | Pathan | | sawat |
| 12 | 18 | Saba D/O Bahadur Khan | Pathari | | sawat |
| 13 | 19 | Daood S/O Suhraab | Pathan | | sawat |
| 14 | 20 | Zulfi | Pathan | | sawat |
| 15 | 21 | Adnaan Khan S/O Suhraab | Pathan | | sawat |
| 16 | 22 | Shazia Bibi D/O Noor Muhammad | Pathan | | sawat |
| 17 | 23 | Hameeda begum | Pathan | | sawat |
| 18 | 25 | Dil Muhammad | Pathan | | sawat |
| 19 | 26 | Salman | Pathan | | sawat |
| 20 | 27 | Mukhtiar Hussain | Pathan | | sawat |
| 21 | 28 | Bakhtoor Khan | Pathari | | sawat |
| 22 | 29 | Noor Muhammd S/O Ghulam Muhammd | Pathan | | sawat |
| 23 | 30 | Jaan Bano | Pathan | | sawat |
| 24 | 31 | Tota Khan | Pathan | | sawat |
| 25 | 32 | Muhammad Zada | Pathan | | sawat |
| 26 | 34 | Barkat Hussain | Pathan | | sawat |
| 27 | 36 | Jaan Bahadur | Pathan | | sawat |
| 28 | 37 | Ibrahim | Pathan | | sawat |
| 29 | 38 | Bushira | Pathan | | sawat |
| 30 | 39 | Sadaf | Pathan | | sawat |
| 31 | 40 | Sonia | Pathan | | sawat |
| 32 | 42 | Naila | Pathan | | sawat |
| 33 | 43 | Muhammad Yaseen (2nd truck Dm) | Pathan | | sawat |

| | | | | | |
|----|----|--------------------------------|--------|--|----------|
| 34 | 45 | Rafia | Pathan | | Peshawar |
| 35 | 46 | Sultan Zareen | Pathan | | sawat |
| 36 | 47 | Taza Din | Pathan | | sawat |
| 37 | 48 | Uzair S/O Bahadur Khan | Pathan | | sawat |
| 38 | 49 | Saabira | Pathan | | sawat |
| 39 | 50 | Shazia W/O Wali Rehmat | Pathan | | sawat |
| 40 | 51 | Ghulam Mustafa (Bus Conductor) | Pathan | | sawat |
| 41 | 53 | Shazia | Pathan | | sawat |
| 42 | 54 | Mst.Nusrat W/O Dil Muhammad | Pathan | | sawat |
| 43 | 55 | Sanobar (2nd Bus Driver) | Pathan | | sawat |
| 44 | 56 | Gulshereen Bibi | Pathan | | sawat |
| 45 | 57 | Amina Bibi | Pathan | | sawat |

List of Dead body Shifted from GMMC Civil Hospital Khairpur to Karachi

| S.No | Dead bodyBox # | Name of Dead Body | Cast | Age | sawat |
|------|----------------|-------------------|--------|-----|-------|
| 46 | 3 | Badiree Begum | Pathan | | sawat |
| 47 | 6 | Ghulam Easaa Khan | Pathan | | sawat |
| 48 | 10 | Shafaat Bibi | Pathan | | sawat |
| 49 | 14 | Nacem Tara | Pathan | | sawat |
| 50 | 16 | Toheeda | Pathan | | sawat |
| 51 | 24 | Sajid | Pathan | | sawat |
| 52 | 33 | Muhammad Iqbal | Pathan | | sawat |
| 53 | 35 | Anus | Pathan | | sawat |
| 54 | 41 | Bilqees | Pathan | | sawat |
| 55 | 44 | Muhammd Sami | Pathan | | sawat |
| 56 | 52 | Saima | Pathan | | sawat |

List of Dead body Shifted from GMMC Civil Hospital Khairpur to Sukkur

| S.No | Dead bodyBox # | Name of Dead Body | Cast | age | R/O |
|------|----------------|-------------------|--------|-----|-----|
| 57 | 8 | Mansoor ilahi | Pathan | | |

Dead Body Shifted GMMC Khairpur to SAWAT 45
Dead Body Shifted GMMC Khairpur to KARACHI 11
Dead Body Shifted GMMC Khairpur to SUKKUR 1

TOTAL: 57


MEDICAL SUPERINTENDENT
GMMC CIVIL HOSPITAL KHAIRPUR

OFFICE OF THE MEDICAL SUPERINTENDENT GMMC CIVIL HOSPITAL KHAIRPUR
NO: MS/GMMC/KHP/ 19180 Dated: / 12 / 11 2014.

STATEMENT SHOWING THE LIST OF DECEASED PERSONS BY THE
INCIDENT OF NEAR THERI BYPASS PS SHAH HUSSAIN
DISTRICT KHAIRPUR DATED 11.11.2014

List of Injured Person Admitted in GMMC Civil Hospital Khairpur

| S# | Name Of Patients | Gender | Age | Caste |
|----|------------------------------|--------|----------|--------|
| 1 | Noman S/O Noor illahi | Male | 17 Years | Pathan |
| 2 | Nasir Ali S/O Sahib Zaree | Male | 30 Years | Pathan |
| 3 | Jameel (Referred to Karachi) | Male | --- | Pathan |
| 4 | Suhrab Khan S/O Meer Jaan | Male | --- | Pathan |
| 5 | Aneela S/O Noor Muhammad | Female | 22 Years | Pathan |
| 6 | Mehak | | 3 Years | Pathan |

List of Injured Shifted from GMMC Civil Hospital to Karachi for further treatment

| S# | Name Of Patients | Gender | Age | Caste |
|----|--|--------|----------|--------|
| 1 | Hazarat Bibi W/O Totec Khan | Female | 45 Years | Pathan |
| 2 | Humaira | Female | --- | Pathan |
| 3 | Zahida W/O Perwaiz | Female | --- | Pathan |
| 4 | Shama W/O Attaullah | Female | --- | Pathan |
| 5 | Younis S/O Muhammad Saeed | Male | 12 Years | Pathan |
| 6 | Muzammil | Male | 4 Years | Pathan |
| 7 | Akbar Zada S/O Sheereen Zada | Male | 35 Years | Pathan |
| 8 | Abdul Wadood S/O Abdul Malik | Male | 60 Years | Pathan |
| 9 | Waqas S/O Ihsaan Khan | Male | --- | Pathan |
| 10 | Sahib Zada Khan S/O Sheereen Zada Khan | Male | --- | Pathan |
| 11 | Abdul Waheed | Male | --- | Pathan |

List of Injured Shifted from GMMC Civil Hospital to Larkana for further treatment

| S# | Name Of Patients | Gender | Age | Caste |
|----|--------------------------|--------|-----|--------|
| 1 | Nek Muhammad | Male | --- | Pathan |
| 2 | Adam Sher S/O Adam khan | Male | 27 | Pathan |
| 3 | Muzammil S/O Sher Mustan | | --- | Pathan |

List of Injured Shifted from GMMC Civil Hospital to Sawat for further treatment

| S# | Name Of Patients | Gender | Age | Caste |
|----|-------------------|--------|-----|--------|
| 1 | Aiman D/O Bahadur | | 6 | Pathan |

Admitted @ GMMC Khairpur
Referred to Karachi
Referred to Larkana
Referred to Sawat

6

11

3

1

TOTAL:

21


MEDICAL SUPERINTENDENT
GMMC CIVIL HOSPITAL KHAIRPUR

OFFICE OF THE
CHIEF PATROL OFFICER
NATIONAL HIGHWAYS & MOTORWAY POLICE
BEAT-25 DAHARKI SECTOR-I N-5 SOUTH

Ph: 0723-642646

E-Mail: nhmpbeat25@gmail.com

No. CPO-25/Sec-I/N-5/S/ 1477 /14

Help Line #: 0723-642647 (130)

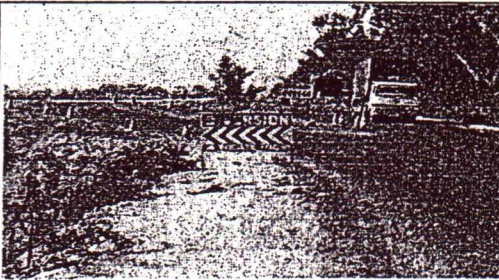
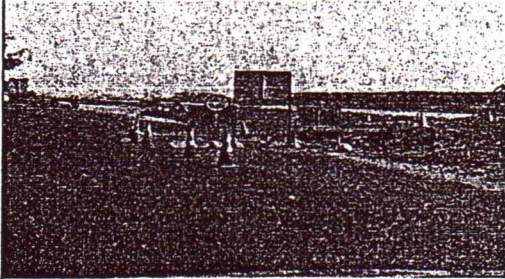
Web: www.nhmp.gov.pk13th November -2014

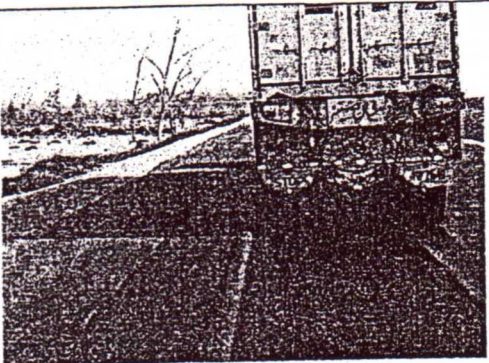
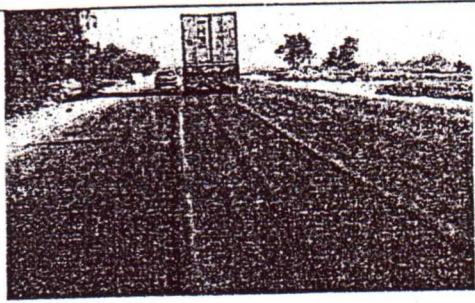
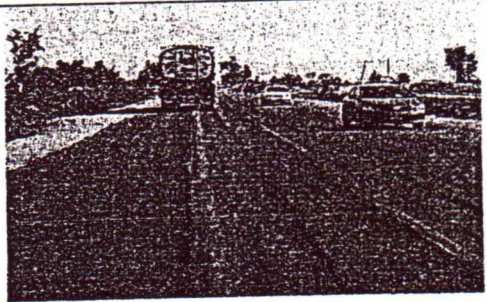
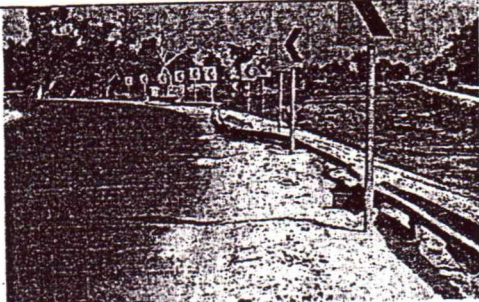
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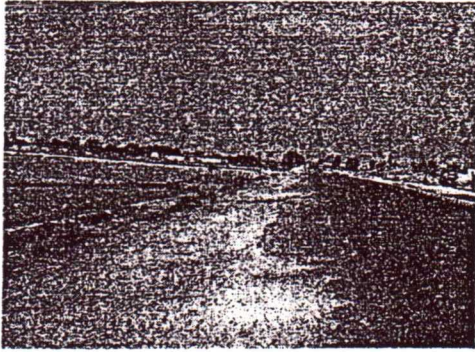
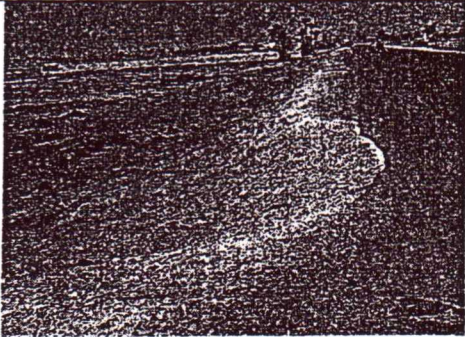
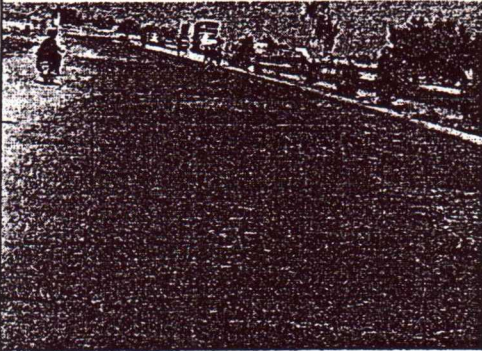
The Superintendent of Police,
National Highways & Motorway Police
Sector-I N-5 South Sukkur

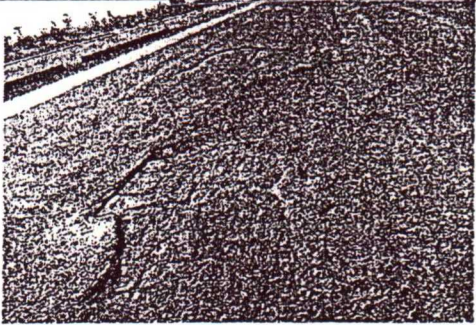

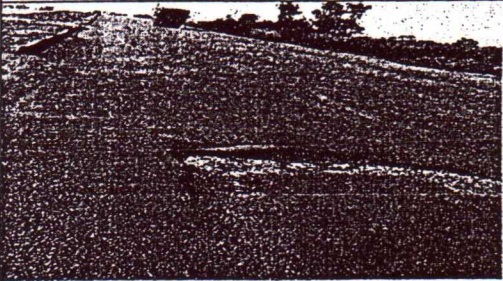
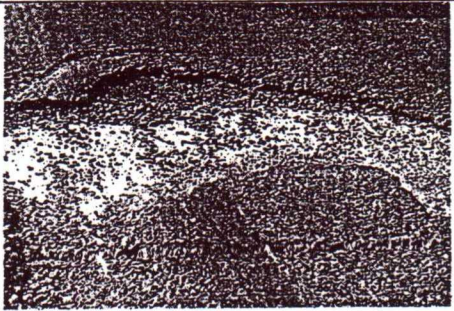
Subject: BEAT SURVEY REPORT OF BEAT-25.

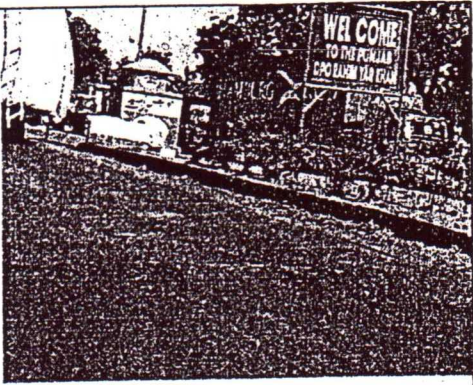
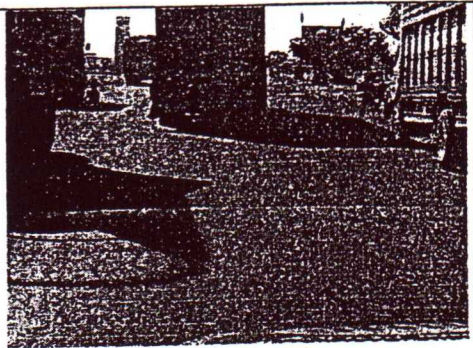
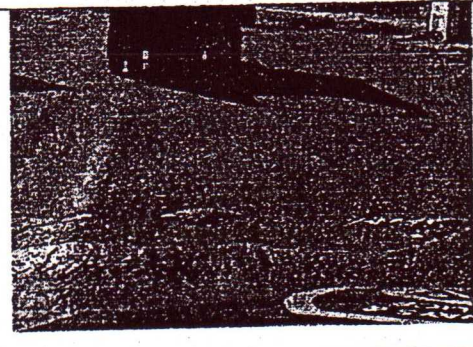
Kindly refer to your wireless message received through Base Jahangeer regarding road condition survey. It is submitted that the road condition report is as under:-

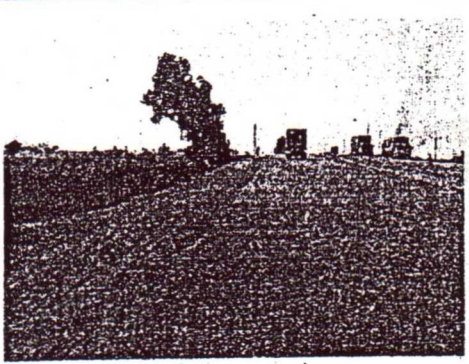
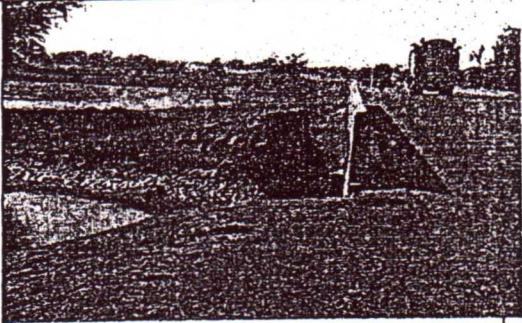
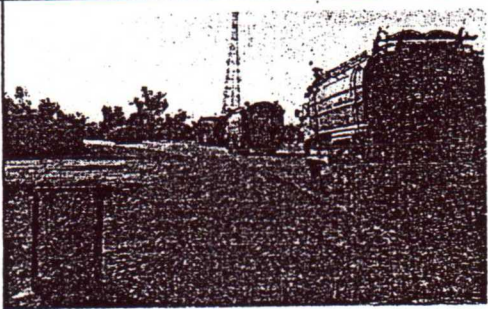
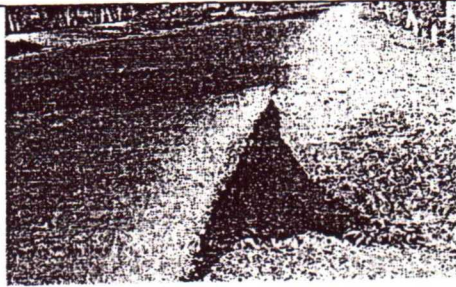
| Sr. No. | Location | Description | Photo |
|------------|----------|---|--|
| N-B | | | |
| 1 | 557-NB | Diversion Starts, flashing lights required. |  |
| 2 | 557-NB | Diversion ends, flashing lights required. |  |

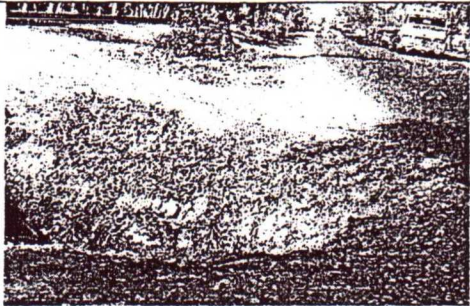


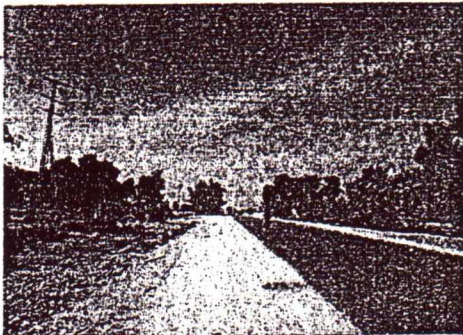
| | | | |
|---|--------|--|--|
| 3 | 558-NB | Rutted portion of the road. |  |
| 4 | 559-NB | Rutted portion of the road and grooves have been developed |  |
| 5 | 560-NB | Rutted portion of the road and grooves have been developed |  |
| 6 | 572-NB | Guardrail broken and required. Dangerous ditch is adjacent to hard shoulder. |  |

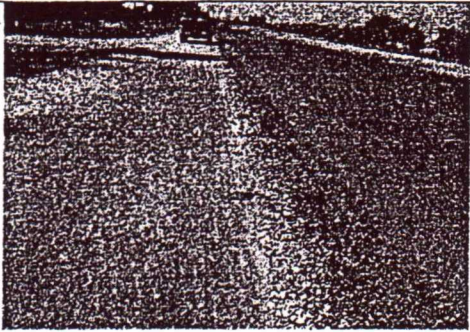
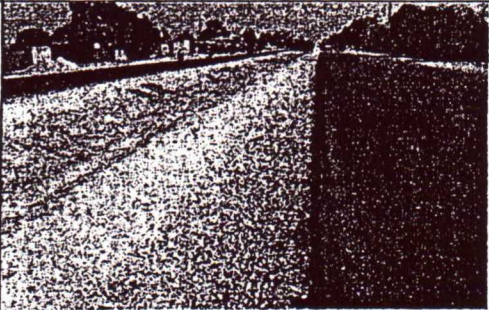
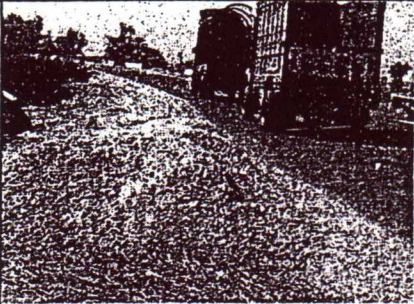
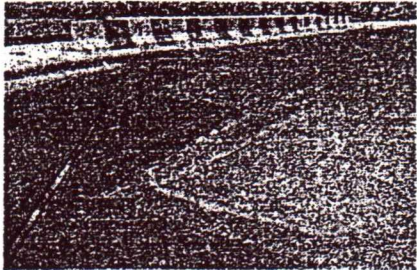
| | | | |
|---|---------------|--|--|
| 7 | 582-NB to 583 | Hard Shoulder needs to be repaired. |  |
| 8 | 588-NB | A ditch on hard shoulder near front of Alliance Sugar Mills. |  |
| 9 | 589-NB to 592 | Poor road condition and need to be repaired. |  |

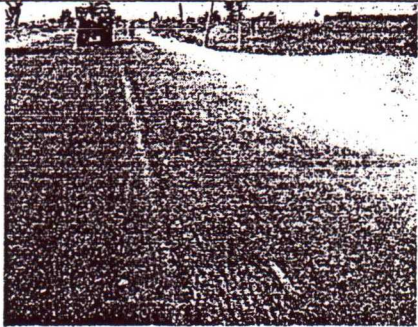
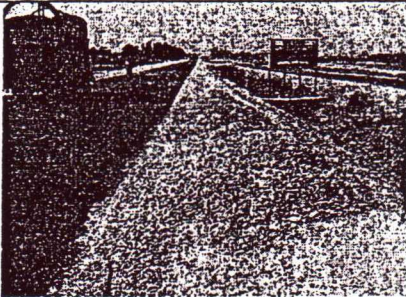
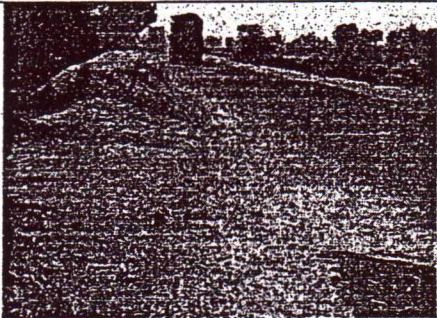
| | | | |
|----|--------|--|--|
| 10 | 594-NB | Cracks are developed in between first lane and hard shoulder. |  |
| 11 | 594-NB | Cracks are developed in between first lane and hard shoulder. |  |
| 12 | 607-NB | Road has been cracked in between first lane and hard shoulder. |  |
| 13 | 607-NB | Road has been cracked in between first lane and hard shoulder. |  |

| | | | |
|------------|--------|---|--|
| 14 | 608-NB | Speed breaker on first and second lane. |  |
| S-B | | | |
| 15 | 608-SB | Speed breaker on first and second lane. |  |
| 16 | 607-SB | Speed breaker on first and second lane. |  |

| | | | |
|----|---------------|---|--|
| 17 | 606-SB | Poor road condition and hard shoulder is deplorable. |  |
| 18 | 600-SB | There is no space of hard shoulder, no indication, signboard is fixed. Guardrail is strongly required here to avoid any incident. |  |
| 19 | 591-SB to 590 | There is dangerous curve, chevron, guardrail and other road furniture required. |  |
| 20 | 584-SB | No inner & outer hard shoulder, whereas water course (NALA) crossing the road. |  |

| | | | |
|----|--------|---|--|
| 21 | 584-SB | No inner & outer hard shoulder, whereas water course (NALA) crossing the road. |  |
| 22 | 578-SB | There is dangerous curve, chevron, guardrail and other road furniture required. |  |
| 23 | 576-SB | Poor road condition and road surface is uneven at curve. |  |
| 24 | 574-SB | No inner & outer hard shoulder, cat eyes, lane marking. |  |

| | | | |
|----|--------|---|--|
| 25 | 569-SB | No inner & outer hard shoulder. Level of road surface and plain hard shoulder is about 1 foot; any incident may be occurred while overtaking. |  |
| 26 | 569-SB | No inner & outer hard shoulder. Level of road surface and plain hard shoulder is about 1 foot; any incident may be occurred while overtaking. |  |
| 27 | 564-SB | Hard shoulder is blocked with stone crash, any incident can happen. |  |
| 28 | 563-SB | There is road cutting on bridge where drivers suddenly apply brakes and vehicles following may hit from rear. |  |

| | | | |
|----|--------|---|---|
| 29 | 556-SB | There is poor road condition and groove has developed. |  |
| 30 | 555-SB | Hard shoulder is blocked with stone crash, any incident can happen. |  |
| 31 | 553-SB | Very poor and deplorable road condition, unavailability of hard shoulder, only mud is lying on hard shoulder. |  |

Note: Moreover, in overall beat area there are no lane marking, cat eyes installed/fixed to guide the road users in case of night hours and especially in foggy and rainy season. Hardly 20% inner & outer hard shoulder is available in whole beat area. Lane Marking, Cat eyes, Chevrons at curves, different signboards and guardrails are required.

Submitted for kind perusal, please.


 (Nisar Ahmed Hattar)
 A/Chief Patrol Officer
 Beat-25 Daharki

Copy to:

سکون

عبدالخالق ولد عبد القادر

میں حادثہ معان چچا القدر بن بنی سال پر موجود رہا
 حادثہ کے دن میں پورے صبح کے ۱۰ بجے تک
 میں نے ہر وقتے اکاڑتے دیکھے ایک بس ہوئی
 کیا سامنے ٹھہرے عسرا چچی کے طرف لڑاں لٹے
 سٹریٹ کے دوسری طرف ہوئی کے سامنے اگلے اور
 اگلے سر سامنے سے آگے سے ٹکرائے جا کر لڑے
 میں دیکھا کہ اس حادثہ جانوروں کی فتنہ نہ ہو گیا
 سوال یہ سیٹ بڑیک اپنی نے کہتے تھے کہ یہ سیکھا اور
 یہ کب بنایا گیا



جواب اس سٹریٹ کہہ کہم میں پہلے ۱۸۸۹ء سے پہلے
 کے وجہ سے بنو کر دیا تھا اور سٹریٹ کے درمیان
 مٹی کے دھڑوں دیے گئے تھے اور پھر قو کو
 دوسری طرف سٹریٹ موڑ دیا گیا تھا
 سوال جب اس نے پوری سبب اس پر کوئی تھی Tivrisian
 نشان بنایا گیا تھا

جواب میں نے دیکھے دھڑ پر تیرا نشان لگا گیا
 تھا
 سوال کیا یہ روگ کب کھولا گیا
 جواب حادثہ سے ایک دن پہلے اس سٹریٹ شدہ
 شہر کو صدمہ ہو گیا تھے جس کے وجہ سے
 سٹریٹ کے وجہ سے پھر ذرا دھڑوں کو دیا گیا تھا
 پھر رات کو بت کر دیا گیا تھا اور پھر بڑی بڑی
 لگا دیا گیا تھا پورے موڑ ہی پورے والے سے
 لگا دیا تھا

عبدالخالق ولد عبدالقادر

Blo. AL-Qadeex Hotel

Thane by pass.

میرا نام الزر احمد ہے اور میں محل نور سے شامیر برقیل سلطان کی کرتا ہوں اور میرا ناموں در
 اس رکتے پر سفر کرتا ہوں اور عموماً چیمبر ڈالے پر سفر کرتا ہوں میں اس رکتے پر آکھن
 کے دن رات (۱) بے سرائی جانے لگتا تھا اس وقت ساکنہ باؤنڈ (کرالہ جان رالہ) سے
 پر انیں میرا اسیر ہو گیا یا ہمیں جل بنا میرا تھا جس وجہ سے گاڑیوں کو اس وقت
 پر آجستہ میرا رہتا تھا میں ایک میڈن نے اسے دوز اپنا کلم ختم کر کے کرالہ کی جانب سے واپسی
 آ رہا تھا تو میں مجھ سے آگے ایک رکتے جا رہا تھا میری گاڑی کی اسپید تقریباً (۶۵) ملو پر تھی مگر
 فی اس انداز سے کہ وہ رکتے میں ۸۵/۶۰ کے درمیان ہو گئی میں نے دیکھا کہ ایک بس جو کہ راکٹ
 ورنہ وال رکتے جو کہ کرالہ کی طرف جا رہی تھی سے اچانک رکتے کے سامنے رکتے کرالہ سے رکتے
 باری ساڑھ وال رکتے پر رکتے کے سامنے آگئی جہاں سے دیکھا کہ بس بے تار ہے اور ڈرائیور
 ڈرائیو سائیڈ زمین کی طرف بیٹھی ہو گئی اور کنڈکٹر سائیڈ اوپر بیٹھ گئی اور سیم سے آگے چل رہے تھے
 چکر لگتی ہیں جہاں سے اسی گاڑی میں ساڑھ میں دو کس بس میں موہر رکتے کی سرسریلے بس تار سے آگے



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عبدالحمید ولد صاحبی مولانا بنشہ جتوئی
 مکہ ساگر قیصل ہونہ مائل مملو سکھ

عبدالحمید بے بیان لیا گیا کہ بعد بن عبدالحمید القویس جتوئی سے بر سر میں سلام ہے اس میں تبتا
 کہ جمع 4/11/15 در تقریباً ہر ناکہ سانے پاٹھوے پر ایک بین رفتار کوٹا کی بریکوں آن آؤں سنو
 دی جب ہم نے باہر آکر دیکھا تو وہ کرایج بائیوہ کی موطور بریک کی دھیرے بجیب کھانے
 دو ۵) بار کٹی بریک ورموے روڑ پر سانے سانے والے ترے سے جائز الی

عبدالحمید - سوال: بندہ کراچی بلوچ الی سائڈ بک سے بندہ متا
 سوال: بندہ بک سے بندہ کراچی بلوچ الی سائڈ بک سے بندہ متا

جواب: ایک دن چھلے ٹریک
 انداز: ہر دفعہ سب کرپوں جانے والی سٹرک بند کر دی گئی
 ہر دفعہ سب ڈال کر بند کر دیا گیا لہذا سٹرک کی بجائے گھوڑے سے ہوتے ہیں
 صفحہ ہجرت ہوتا تھا اس پر بعد میں سٹرک کی بجائے گھوڑے سے ہوتے ہیں
 اس کتاب میں گزرتے تھے
 ایک سیٹھ نے ایک دن پہلے ٹریک جام ہو گیا
 یہ سب کچھ ادھر سے کراچی جانے والی ٹریک کی حالت تھی
 سوال: آپ نے اس پہلے بلوچ کو ایک سٹرک ہوا تھا

جواب: تین پہلے ایک چھوٹی گاڑی ایسا ہی کے ایسے سے چپ
 مگر کچھ عرصے سے یہ سٹرک والی گاڑی گندیا اور جھپٹ
 گندیا والی گاڑی کا ہوتا تھا
 سوال: اس کے علاوہ اس میں بریکوں کی آواز آتی تھی

جواب: کہ ...

نظر نہتہ آیتا تھا لوگ ڈرا ہیو مری تریب، کر
مریت سکرتہ مو

حوالہ:

تو ایسا! پہلے بہر تک لگنے کا پہلا سنہ ۱۹۴۷ء تک لگنے سے
دھماکے لگی ہوئے مینیجمنٹ میں تھے، پوئل سے مکمل کہ
دیکھا تو ایکسیڈنٹ میں پڑ گیا تھا

حوالہ: تھلارے خیال سے جگاڑا سڑک آتی دوسرے طرف کس
طرف سے گئے
جواب: میرے خیال میں (۱) ریتیز رضا، ریتیز جیوہر سے بہر تک
کہ پاس لگا تھا بہر تک لگنے سے سڑک تھوڑے دوسرے
طرف چلی گئی تھی

بہر تک سے جمپ لگنے کے بعد جگاڑا دوسرے طرف چلی گئی

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13.11.2014



HYDERABAD: Federal Ombudsman Salman Farooqi addressing a press conference here on Wednesday. He directed officials of his Sukkur office to collect details about factors which caused the road accident near Khairpur which caused the death of 57 people on Tuesday. Related report on Page 16.—APP

FIR yet to be registered in deadly Khairpur accident

The Motorway Police blame NHA for tragedy

By Bakhtawar Mian and
Mansoor Mirani

ISLAMABAD/KHAIRPUR: The Motorway Police have blamed the National Highway Authority (NHA) for Tuesday's bus-truck collision near Khairpur in which 57 people lost their lives. The NHA, on the other hand, has blamed the driver of the bus.

"The Motorway Police have repeatedly informed the NHA about the shabby condition of the Gambhir road

on the wrong side of the road.

He avoided answering a question about the letters written by the Motorway Police to the NHA and denied the allegation that NHA officials indulged in taking commissions from contractors.

Despite several attempts, NHA Chairman Shahid Ashraf Tarar could not be contacted.

Meanwhile, the main opposition Pakistan People's Party submitted a call-attention notice to the National Assembly secretariat on Wednesday, asking the minister for communications to explain why such fatal accidents had been taking place frequently in the recent past.

mental agency and local residents who took part in relief and rescue work blamed the accident on the NHA and the Motorway Police, saying they faced severe hardships in transporting the people injured in the accident, and the bodies, to hospitals due to the road's poor condition.

Thehri police said they had sent a draft of the FIR to senior police officials for approval. "As soon as we receive the approved draft we will register an FIR," they said.

Meanwhile, two of the 20 injured being treated at the Khairpur Civil Hospital were shifted to Hyderabad by their relatives on Wednesday. They were identified as Nisar Ali Khan and

57 die as bus collides with truck near Khairpur

By Mansoor Mirani and
Waseem Shamsi

KHAIRPUR/SUKKUR: Fifty-seven people, 17 women and 19 children among them, were killed when a Karachi-bound bus collided head-on with a coal-laden truck near the Therhi bypass on Gambhir Road a little before dawn on Tuesday.

Twenty-five people were injured, many of them seriously, in the crash. The bus driver was among the dead.

Residents of nearby villages and some of the injured told reporters and police that the speeding vehicles col-

lided with a bang, which was heard miles away.

Roads as death traps: Editorial on Page 8

lided with a bang, which was heard miles away.

A large number of victims died on the spot and the screams of the injured attracted people to the accident site.

The villagers and some travellers took some of the injured to nearby health facilities.

The truck driver and some other seriously injured people were rushed to the Khairpur Civil Hospital. All 57 bodies were kept at the same hospital.

The bus was coming from Swat and most of the passengers reportedly hailed from Bahrain.

According to some injured people, the bus was overloaded and many passengers were travelling on the roof. They said the collision was so powerful that it blew away the roof of the bus.

Many of the victims were taken out from the wreckage by prising open

the body of the bus with gas cutters.

An injured man told newsmen that he and six other members of his family were travelling in the bus and he was the lone survivor.

An official report released late in the evening said that the bus was carrying 77 passengers, a driver and a conductor. It said that 57 of them died and 22 were under treatment at the Khairpur Civil Hospital. The condition of 13 injured people was stated to be serious and two of them were referred to a Karachi hospital, it added.

Meanwhile, a C-130 plane sent to Sukkur in the afternoon transported 46 bodies to Risalpur.

According to an ISPR release, the bodies would be sent to the hometowns of victims by ambulances. Eleven bodies were dispatched to various destinations by Edhi air ambulances.

Officials at the hospital said that some of the dead and the injured were yet to be identified.

Some of the deceased were identified as Subhan, Zulfi Khan, Siraj Khan, Khan Bahadur, Mohammed Ishaq, Mohammed Sami, Mohammed Zada, Mukhtiar Ahmed, Dil Mohammed, Mohammed Ibrahim, Ghulam Mustafa, Noor Mohammed, Raziq Khan, Mohammed Iqbal, Mohammed Aziz, Hyder Khan, Noor Ellahi, Mohammed Yaseen, Dil Zaid Khan, Mohammad Sajid, Fehmida Begum, Gul Shireen, Sanobar, Sohnia, Bushra, Aisha, Sadaf, Zahida, Shazia, Shaista, Bakhtawar, Saba, Sabira, Sumera, Rehana, Naila, Badree Begum, Humera Khatoon, Sultana Zeba, Shumaila, Manzooran, Nusrat, Munawwar, Rabia and Naheed Ara.

Picture on Page 3

The NEWS

12.11.2014

Death trap

The usual tendency when there is a crash as horrific as the Khairpur bus accident which killed 57 people is for politicians to express sympathy, dole out compensation and chalk it down to bad luck. This is not good enough. We do not have all the details yet but there is already enough evidence to suggest government responsibility. The road on which the accident took place had a deep ditch, according to the DIG Motorway, and there is a possibility that the driver hit the ditch before colliding with the truck. The National Highway in Sindh is a disgrace, with repair work continually being carried out for the last five years but no sign of improvement. Such infrastructure work is a bonanza of corruption, with contractors using substandard materials and buying off authorities to escape accountability. Everybody – from politicians to bureaucrats and the builders mafia – makes out like bandits and it is the people who are left to suffer the consequences. We have seen this happen countless times before as bridges collapse and our public transport, already very poorly regulated with drivers handed out licences for money despite not possessing the necessary skills, becomes a death trap.

There have also been reports that the bus driver was fined just minutes before the accident for overcrowding and that he was speeding at the time of the crash. While the overcrowding may be a cause of the crash, one has to find the authorities at fault again. They do nothing to tackle this problem at the source: the owners of buses who try to squeeze every drop of revenue with little regard for safety or the law. It is also no surprise that the crash involved a bus and a truck. Our roads have been left in such poor condition that heavy-duty vehicles will always be at risk of an accident. The only way to force improvements is to treat such incidents not as accidents but as a criminal matter. Those who have allowed our roads to fall in a state of dangerous disrepair and who turn a blind eye to the shoddy way in which construction work is carried need to be investigated and then held accountable for their neglect. As we have seen in the Thar famine situation, politicians like to blame tragedies on bad luck rather than their perfidy. Such a situation now has to change.

