

GOVERNMENT OF PAKISTAN
COMMUNICATIONS DIVISION
NATIONAL TRANSPORT RESEARCH CENTRE

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NTRC
2001

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NTRC REFORM AND RE-ORGANIZATION PLAN

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NATIONAL TRANSPORT RESEARCH CENTRE (NTRC)

NTRC REFORM AND RE-ORGANIZATION PLAN

1. INTRODUCTION

In the Staff Conference Meeting held under the chairmanship of the Minister for Communications and Railways on 27th October, 2001, it was decided that:-

"C. NTRC Reform and Re-organization Plan Senior Chief, NTRC to prepare and present a complete Reform and Re-organization Plan for the Organization to the Minister by 1st December, 2001".

This was communicated vide Communications Division O.M No.6(6)/2000-Admn dated the 10th November, 2001.

In order to formulate the Plan, the work of the Centre has been reviewed in the context of the need for its setting up by the Planning and Development Division in 1974, mechanism of undertaking research work, the evaluation of work of NTRC carried out by the various agencies, the contributions made, the issues / problems and the remedial measures.

This constitutes a kind of Working Paper for an in-depth discussion so that the role of NTRC as a R&D set-up, most suited to the requirements of the Communications Division, are fully identified and incorporated in the final Re-organization Plan of NTRC for its implementation.

2. PAST REVIEW

Transport plays a strategic role in the economic development of Pakistan. It has accounted for about one-fifth of all public sector investments in the earlier Plan periods. The

developmental activities place a demand for mobility which consistently increases the pressure on the transport system. In order to develop an efficient integrated transport system, it requires continuous expansion, maintenance, replacement and modernization.

Modern transport is a very complex field in which numerous technological alternatives have become available for achieving the desired objectives. Each alternative (singly or in combination) has to be studied carefully to arrive at the optimum solution. The optimum solution has to take into account the nature of traffic, its composition, density, size of consignments, distances, inter-modal distribution, present and projected requirements, financing, etc and requires an R&D input on a continuing basis. The need for setting up of National Transport Research Centre had been felt for a long time and recommendations were made by various experts and advisory groups from time to time. The need for a centralized R&D facility was accentuated in view of the highly fragmented nature of the transport sector both in terms of its jurisdictional controls and geographical distribution. Among others, the Transport Coordination Study (TRACO) - 1970 recommended the setting up of a Central Transport Planning Cell so that indigenous R&D capability is developed to ensure that :

- (a) All transport plans and studies are based on planning assumptions determined specifically for Pakistani conditions by carrying out research in the country;
- (b) Research in planning process is conducted on a continuous basis to keep track of the dynamic changes taking place in the transport sector; and
- (c) Dependence on local expertise is maximized.

A proposal for setting up the National Transport Research Centre was, therefore, initiated by the Planning Commission in June 1971. The Centre was to be set-up with assistance from the UNDP in the form of experts and equipment. The Centre was included in the Country-Programme of UNDP for Pakistan from 1971 till 1975 but due to financial stringencies in the UNDP during the period, the technical assistance could not materialize.

Since the Centre was urgently required for carrying out studies in connection with preparation of Fifth Five Year Plan, the nucleus of the National Transport Research Centre (NTRC) was created in November, 1973 under the powers delegated to Secretary, Planning and Development Division. It was decided to fund it from own resources and develop it in phases. The overall cost of Phase-I of the Centre was estimated at Rs 1.929 million with F.E.C of Rs 0.975 million. The Centre, however, actually became operational in June, 1974.

The Centre operated as a Development Project upto June, 1978. During 1977-78, Ministry of Finance carried out a detailed review of the scheme and considering the continuing nature of work of NTRC made the following recommendations :-

- "(a) Beginning financial year 1978-79, the expenditure in respect of staff, etc of the Centre should be transferred to non-development budget.
- (b) Only the expenditure on research studies should be reflected in the development budget".

The PC-II of the Centre was revised and approved by CDWP in May, 1978 at an estimated cost of Rs 3.694 million with no Foreign Exchange Component.

During 1980-81, PC-II for Phase-II of the Centre was prepared. However, it was decided that commencement of Phase-II of the Centre should be deferred to coincide with Sixth Five Year Plan. A revised scheme for Phase-I covering the period 1974-83 was, therefore, prepared. The revised scheme was approved by the CDWP in January, 1981 at an estimated cost of Rs 10.304 million with a F.E.C. of Rs 4.5 million.

During the Sixth Five Year Plan (1983-88), a Road Research Wing was added. The nucleus was renamed as Operational Research Wing (ORW) and four more Wings namely Road Research, Urban Transport, Railway Research and Training were also added/approved subsequently. Construction of a separate office premises for the Centre was started in 1988 in Sector H-8/2, all as part of NTRC Development Budget.

Administratively, the Centre, right from its inception, was considered as part and parcel of the Planning Commission and was notified as one of its Technical Sections. However, the head of NTRC was delegated certain administrative and financial powers and provided with a Section Officer as well as Accounts Officer for smooth operation of day to day work of the Centre.

3. OBJECTIVES OF ESTABLISHMENT

The NTRC, set up at the federal level in the Planning Commission since June, 1974 as one of its Technical

Sections was transferred to the Ministry of Communications in November, 1992 (Annex-I, II and III). The basic objective of NTRC is to undertake research studies in the field of transport sector for determining the national transport policy leading to the formulation of an integrated plan for the development of a well-coordinated transport system in the country.

4. ASSIGNED WORK/FUNCTIONS

To achieve the above objectives, the Centre has been assigned multi-pronged work/functions ranging from undertaking research studies based on actual field data to the implementation of pilot demonstration projects, arranging training courses in the field of Transport Planning and setting up of a Transport Data Bank to readily make available statistical data relating to various modes of transport sector at one place.

5. MECHANISM OF UNDERTAKING RESEARCH WORK

A number of programmes/projects on different aspects in various modes of transport have been drawn up in consultation with the federal/provincial governments/agencies and translated into PC-Is/PC-II with well-defined aims and duly approved by the CDWP/DDWP for carrying out the research work. Through a network of Committees namely the Inter-Ministerial Committee (for Policy Making), Research Coordination Committee (for Project Identification and avoiding any duplication of efforts), Research Advisory Committee (for ensuring technical soundness of the proposed research study) and the Cost Appraisal Committee (for scrutiny and approval of cost estimates of the proposed Research Study), it is ensured that the research work is carried out in the high priority area in a technically sound and most cost effective manner.

The Organization Chart of NTRC may kindly be seen in Annex-IV.

6. TYPE OF STUDIES

Over the years, trained manpower (M.Phil; double Masters and Masters in Engineering) and basic infrastructure facilities (Building, Laboratories, Library) have been developed which is providing very useful input in terms of basic data, information on various types of parameters/factors used in plan/project preparation, appraisal and evaluation to the various transport organizations/ agencies in the country.

National Transport Research Centre has carried out applied research in almost all modes of transport such as Roads, Road Transport, Railways, Ports, Shipping, Civil Aviation, Highway Safety, etc. To date the Centre has completed 248 research studies covering all the major modes of transport. These essentially comprise economic based studies, transport planning studies, demand estimation and forecasting studies; Traffic Counts, Origin-Destination and Axle Load Studies, highway safety studies, urban transport studies, Vehicle operating cost studies, road research work etc. The broad break-down of these studies is as under :

<u>Sector</u>	<u>No. of Studies</u>	<u>Percentage Distribution</u>
Road Transport	43	17.3
Highways and Roads	59	23.8
Highway Safety	29	11.7
Organization of Transport Sector	14	5.7
Urban Transport	16	6.5
National Transport Plan Study	12	4.8

7. APPROVED ON-GOING PROJECTS OF NTRC:

A brief description of the approved on-going projects of NTRC in tabular form is as under:

Rs (million)							
S. No	Description	Total Cost		Est. Expend. upto June, 2001	Balance Amount	PSDP Allocation 2001-2002	Brief Project Profile
		Total	FEC				
1.	Operational Research Wing (Approved by CDWP)	50.000	1.000	33.00	17.00	5.00	Research on various modes of transport, help in formulating Med:/Long term Plans, Data Bank, O-D Surveys, Vehicle Operating Cost Studies, Traffic Counts, Road Accidents, Vehicle Operating Cost Studies, etc. Component schemes approved by CAC recently may be seen in Annex-V.
2.	Road Research Wing (Approved by CDWP)	51.750	19.130	51.35	0.40	-	Development of Infrastructure facilities and Research on various aspects of Pavement Design, Rut Resistant mix design, Low-cost roads, traffic engineering and quality checks of highways. Matter regarding transfer of officers & staff to the Non-Development Budget is presently under process.
3.	Urban Transport Wing (Approved by CDWP)	33.300	5.000	24.00	9.30	1.500	Development of infrastructure facilities and Research Studies on urban transportation problems for suitable remedial measures; Traffic management, Highway Safety and Urban Transportation Studies.
4.	Railway Research Wing (Approved by DDWP)	19.650	0.000	18.00	1.65	1.00	Development of infrastructure facilities and research on inter-modal operational matters and completion of building.
	Total:-	154.700	25.130	126.35	28.35	7.500	

The basic objective is to achieve self-reliance in the fields of transport planning, road engineering and highway safety

with a view to maximize the dependence on local expertise as far as possible.

8. THE ONLY RESEARCH ORGANIZATION IN THE FIELD OF TRANSPORT IN THE COUNTRY

NTRC is the only research organization in the country which is engaged in transport research. Facilities available elsewhere relate mainly to road material testing at different provincial capitals. The Centre does coordinate and maintain liaison with these organizations as per the need basis. The Rules of Business had to be amended in November, 1992 on the transfer of NTRC to the Communications Division and the word 'research' was specifically incorporated for the first time in the Rules of Business of the Ministry of Communications as may kindly be seen from the Notification dated the 10th November, 1992 (Annex-II).

9. EVALUATION OF WORK OF NTRC

The work of the Centre has been evaluated a number of times by various Commission/Committees. Its work has been acknowledged and appreciated as may be seen from the following:

- (1) CDWP Committee (June, 1988) The CDWP Committee set up in May, 1988 carried out qualitative and quantitative assessment of NTRC and found that when compared with the staff of the Centre, both on an individual and overall basis, the Research Output of the foreign experts working in NTRC, in terms of number of studies and number of pages per man-month was 1/3rd and 1/4th, respectively. This was, in spite of the fact, that the NTRC staff/personnel were assigned several other duties

during this period. As regards quality of work done in the Centre, it was either of a comparable level or even better in several cases when compared with the foreign experts, although, majority of the NTRC staff were fresh entrants to research with no previous background and experience of transport research. The foreign experts had experience of a number of years in the field.

"The Committee unanimously concluded that despite many problems and difficulties, the Centre has done a commendable work both in terms of quality as well as quantity and there is every reason for it to continue and flourish. It is the only Organization in the country which is doing effective research work in the field of transportation NTRC should be provided with additional funds, manpower, equipment and infrastructure facilities in a major way to enable it to cover all modes of transport in its research programme....."

- (2) Cabinet Sub-Committee on the Working of R&D Organizations (May, 1993) "..... The output of the organization, measured in terms of research papers and project reports produced during the same period is, however, better than what the input would have warranted. This is good indicator for the present health and future potential of the organization..... It is recommended that the NTRC may be allowed to continue as it is.....".

- (3) Economy Study of National Transport Research Centre Management Services Division (MSD) (June, 1994) In the 'Economy study of National Transport Research Centre' carried out by the Management Services Division (MSD) in June, 1994, it has been fully acknowledged by the

MSD that:- "..... the Centre has done a commendable work both in terms of quality and quantity and the Centre was achieving the objectives assigned to it in the charter through effective research work". The MSD in its June, 1994 Report had specifically recommended that "the Centre may continue to provide research based advice on all the transport related subjects allocated to the Communications Division".

(4) 'Project Evaluation Study of National Transport Research Centre carried out by the Management Services Division (MSD) in January, 1996

It has been recommended by the MSD that, "the NTRC may, however, be provided with adequate funds in the NTRC's non-development budget for meeting expenditure expected to be incurred on research studies, laboratory tests, etc. With a view to supplement the financial resources of the NTRC it may be considered to charge on dissemination of research work and laboratory tests which are conducted for other agencies."

(5) Report of the Committee on Restructuring and Right-sizing of the Federal Ministries/ Divisions-Committee set up under the chairmanship of the Deputy Chairman Planning Commission (April, 2001)

The endorsement of the sanctioned strength of 102 officials constituting 31 officers in BS 17 to 21 and 71 officials in BS 1 to 16, confirm the need and importance of NTRC.

10. IMPACT OF WORK DONE

Good quality trained manpower and, requisite R&D infrastructure facilities have been developed at the national level in the multi-disciplinary, and highly fragmented sector of

transport 'under one roof' in the most cost-effective manner. The total estimated development/non-development expenditure in local currency including pay of Officers, Staff, etc over the twenty seven year period since 1974-75 is about Rs 190 million (annual average expenditure of Rs 7.0 million). The 27-years expenditure of NTRC constitutes about 5-day expenditure of NHA. The annual allocation to NH & PMP is to the tune of about 5 times the amount provided to NTRC over the 27-years period. As against 5% of ADP considered as essential minimum allocation for R&D in the transport sector, the actual funding is of the order of about 0.07 percent. The infrastructure facilities, spread over a building area of about 58,000 sq.ft. on a plot of land measuring about 5.5 acres, houses modern road research laboratories, computer facilities and a Library.

The collection of data from primary and secondary sources for the Data Bank is one of the prime works of NTRC. The work done by the Centre is of direct relevance and application in the field of transport. This is evident from the requests received for its research studies from the various federal/provincial government organizations and the private sector. Besides serving as an authentic source of information on various modes of transport sector at one place - a fact acknowledged in almost every study undertaken by various agencies in the transport sector, this work has been carried out at a fraction of the cost.

Indigenous expertise is now available to competently prepare and examine proposals related to various aspects of transport planning, road research and highway safety. The development of indigenous factors for project preparation, appraisal and evaluation is another landmark which has greatly helped in the proper preparation, appraisal and evaluation of transport sector projects by the concerned executing Ministries/agencies and the Planning Commission. These include studies on Vehicle Operating Costs, Traffic Factors, Travel Speeds, etc. and have been adopted as the basis for Transport Project Appraisal and Evaluation. Design Standards for Roads have been modified based on axle load studies carried out by the Centre in quantifying the effects of axle loads. Based on the work done by the Centre, JICA have adopted the figure of 10,000 vehicles per day (vpd) as the design capacity of 2-lane road compared to 7,200 vpd used originally with tremendous pay-off in terms of economic savings to the country. Besides, expertise and techniques have been developed in the area of low cost roads, design and construction of a low cost mass transit facility, chip spreader and traffic signals, etc.

The extensive work done by the Centre in the field of country wide OD/Traffic Count surveys, etc. have enabled the various donor agencies to extend grant technical assistance for training of manpower, establishment of road research laboratories, comprehensive National Transportation Plan studies, urban transportation studies etc and thus not a single penny has

been incurred in foreign exchange from own resources on these capital intensive studies.

It may thus be seen that NTRC is playing a pivotal role in assisting the development of the transport system of Pakistan to meet its ever growing demands. NTRC is a successful example of efforts to develop and use indigenous expertise in the most cost-effective manner.

11. LINKAGES WITH NIT, NHA AND RE-ORGANIZATION OF NTRC:

(1) National Institute of Transport (NIT)

The National Institute of Transport (NIT), established at Risalpur, is a constituent institute of the National University of Sciences and Technology (NUST) under the Ministry of Science and Technology. It offers Post-Graduate Courses in Transport Engineering and other related fields. NTRC is a Research organization under the Ministry of Communications and Railways for undertaking research in various modes of transport for sound Transport Planning. The objectives of the two organizations are entirely different.

Although the basic objectives of NTRC and NIT are entirely different, linkages need to be strengthened in a non-intrusive mode. As far as collaboration between NTRC and NIT is concerned, the existing arrangement in which some of the M.Sc students of NIT undertake Dissertation/Project under the supervision/co-supervision of NTRC officers can be further encouraged.

There has never been a proposal for merging NIT with NTRC. However, for co-locating NIT in the premises of NTRC, the Minister for Communications and Railways in the Staff Conference meeting held on 18th December, 2000 desired that "the NIT should be brought under the Ministry of Communications".

(2) **National Highway Authority (NHA)**

NTRC has been providing consultancy services to NHA. However, this became a contentious issue after the transfer of NTRC to the Communications Division in November, 1992. In this context, the Ministry of Finance O.M No.F.2(14)-R4/93-153 dated the 24th March, 1994 regarding consultancy work in NTRC (Annex-VII) does provide the regulatory framework for undertaking studies on an institutional basis. The procedural details, however, need to be finalized with the approval of the Finance. In this way studies/projects emanating from NHA and other transport related organizations can be undertaken by the Centre on an institutional basis, at a fraction of the cost charged by the private consultants.

(3) **Re-Organization of NTRC**

NTRC is a 'multi-modal' R&D set up in the transport sector and its placement/merger with any other organization would limit its scope to a 'uni-modal' agency (and that too confined, for example, to the National Highways only, in the case of NHA) besides adversely affecting its independent assessment status for which the Communications Division assigns quality checking/ evaluation work to NTRC.

It may thus be concluded from the above that NTRC in its present form is well placed under the Communications Division. However, the following essential components have been kept in view for reforming and strengthening the NTRC:

(a) **Need for an indigenous R&D facility:** Due to the complex nature of transport operation and rapidly changing technologies, the need for R&D, specially indigenous effort should continue. Also, the research carried out in the developed countries cannot be transplanted directly unless it is properly adapted to suit our needs. Thus the need for an indigenous R&D facility stands fully established as also explained in the earlier paragraphs. The basic function of applied Research work in NTRC is to be maintained to fulfill the R&D needs in the Transport sector in accordance with the Rules of Business of the Communications Division.

(b) **Scope of Work:** The scope of work has to focus primarily on the roads and road transport sector which are the most fragmented sectors, unlike the other modes of transport like the Railways, Civil Aviation, Ports and Shipping, etc which are, invariably, under a single administrative control. However, for issues of an inter-modal nature, prioritization of projects, plan formulation, strong linkages with these agencies is necessary. Coordination with other modal agencies can be made very effective by reactivating the Transport Advisory Council (TAC) under the Communications Division.

- (c) **Role & Functions:** R&D in the field of transport has to be continued on a regular basis. Although it was transferred to the Communications Division in November 1992, it continued to function under the same development programmes which were approved earlier by the Planning and Development Division. With the issuance of the Office Order, assigning the role of 'Technical Bureau for Road Sector' by the Ministry of Communications on 17th January, 2000 (Annex-VI), some components like quality checking of NHA Highways, representation of NTRC on the Technical Working Party of NHA and matters relating to Highway Safety have recently been initiated.
- (d) **Status:** NTRC was notified as one of the technical sections of the Planning & Development Division and was transferred as such to the Ministry of Communications in November, 1992. It should therefore be considered as part and parcel of the Communications Division.
- (e) **Funds** are provided to NTRC from both the Development and Non-Development Budgets for its well-defined and approved programme. To undertake the assignments emanating from NHA and other transport organizations on

an institutional basis, arrangement for providing additional funds is necessary. For this, the procedural details need to be finalized with the approval of the Finance as mentioned in section 11(2) of this Report.

- (f) **Field Staff** The main handicap with NTRC is the non-existence of field staff. Provision of field staff would make the country wide programmes of Traffic Counts, Data Collection, Countrywide O-D Survey programmes fully operational. There is a need to have a 'hard core strength' of field staff on the revenue side for working on a regular basis specially for the Data Bank and the Permanent Traffic Counts Programme. This strength may be supplemented by contract appointments, depending on the nature and type of specific field survey works, etc which would be provided from the Development Budget.
- (g) **Uncertainty** caused to the Road Research Staff of NTRC because of their non-transfer to the Revenue Budget w.e.f 1st July, 2001 need to be resolved on a priority basis. The strength of Lab. Technicians need to be enhanced to at least three so that support staff is available at that level.
- (h) **Urban Transport Wing** On completion of the development phase of Urban Transport Wing, all the officers and staff should be transferred on to the Revenue side.

(i) Career opportunities to the Officers of NTRC need to be ensured. Presently, Officers remain in the same post for well over 10 - 15 + years. There is no incumbent in BS-20.

(j) Priority Areas While no major shift is anticipated in the type of work to be done under the reorganized programme, it is the priority ranking and categorization of the work in terms of 'CONTINUING NATURE', 'PERIODIC NATURE' and 'ONE-OFF NATURE' which would make the much desired effect of defining the base load as per the need and requirements of the Communications Division. R&D activities of a continuing nature, include the work on Data Bank, Permanent Traffic Counts, etc and those of a Periodic nature comprise 'Rotating' Traffic Counts, Vehicle Operating Cost studies, Axle Load/O-D Surveys etc. The One-off Research studies are carried out as per demand of the user agencies.

Over the next five years, the work in the Centre would be geared up to achieve the objective of self - sufficiency in the field of Transport Planning. As far as road engineering is concerned, the major issue is the rutting problem in asphaltic mixes and the Centre is endeavoring to develop rut resistant mix design suitable to our local conditions. Preliminary work has been done in this regard and some rut resistant mixes have

been developed in the laboratory. These would be tested under the actual field conditions to achieve the ultimate mix design that would ensure the avoidance of premature pavement failures. This will result in matching the actual service life to the design life of the roads and a huge savings to the national ex-chequer.

As per conservative estimate, the road investment in its network of 240,000 kms in the country is to the tune of Rs 200 billion and extensive R&D work is required to avoid their pre-mature failure.

The scope of Data Bank would be enhanced by establishing a Road Data Unit (RDU) with the help of the World Bank. The Unit would carry out data collection regarding surface condition of road network, its serviceability, maintenance needs etc through a well-coordinated computerized system for road prioritization and recommending road maintenance investment plan accordingly. Concept clearance has been accorded by the Concept Clearance Committee in its meeting held on 18th October, 2001.

12. RECOMMENDATIONS

The following recommendations are proposed :

- (1) R&D work in NTRC may be carried out as per the existing model/practice under the Development Budget for which well-defined PC-Is/II be prepared for approval of the competent authority, on the

completion of the existing programme, in accordance with the specific needs of the Communications Division.

- (2) Strong linkages with the field establishments/ executing agencies like the NHA, Provincial Government Departments, Transport agencies, etc are necessary.
- (3) For studies/projects emanating from NHA and other transport related organizations on an institutional basis, procedural details of the regulatory framework provided by the Finance Division vide its O.M No.F.2(14)-R4/93-153 dated the 24th March, 1994 need to be operationalized.
- (4) All officers/staff of NTRC who have already completed five years of service against the development posts be transferred to the Regular Budget (Non-Development) as per the laid down Government procedures.
- (5) About 50 Field Staff and Laboratory Technicians be provided on the Regular side to continue work on country-wide traffic counts, transport data collection, OD surveys and pavement evaluation work, etc.
- (6) Non-Development Budget be enhanced to cater for the Pay and Establishment of (4) and (5) above. This would also reduce the corresponding development budget requirement to that extent.
- (7) Career opportunities providing for timely promotions to the Research Staff have to be ensured.

- (8) NTRC was notified as one of the Technical Sections of the Planning and Development Division. It was transferred as such to the Ministry of Communications (MOC). It is therefore necessary to clearly define the role of NTRC and treat it as part and parcel of the Communications Division.
- (9) Besides, staff as detailed above, transport for Field Staff, Traffic Counters, Axle Load Machines, Laboratory equipment etc are required for which adequate funds be provided.
- (10) The Inter-Ministerial Committee (IMC) under the chairmanship of the Minister is the policy making body of the Centre. Its last annual meeting was held in the Planning and Development Division in 1991. It is recommended that the IMC may be revived for ensuring problem oriented research work in the Centre.

IMMEDIATE

GOVERNMENT OF PAKISTAN
CABINET SECRETARIAT
(CABINET DIVISION)

No. 4-12/91-Min.I.

ISLAMABAD, the 8th October, 1992.

OFFICE MEMORANDUM

Subject:- TRANSFER OF NATIONAL TRANSPORT RESEARCH CENTRE (NTRC) FROM
PLANNING & DEVELOPMENT DIVISION TO MINISTRY OF COMMUNICATIONS

The undersigned is directed to say that it has been decided with the approval of the Prime Minister to transfer administrative control of the National Transport Research Centre (NTRC) along with its staff and equipment from the Planning & Development Division to the Ministry of Communications with immediate effect.

2. Necessary amendment in the Rules of Business, 1973 will be made in due course of time.


(M. HANEEF QURESHI)
Deputy Secretary

To

- (1) Secretary,
Planning & Development Division
Islamabad.
- (2) Secretary,
Ministry of Communications
Islamabad.

Copy forwarded to , -

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(M. HANEEF QURESHI)
Deputy Secretary (Min).
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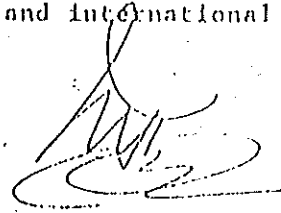
GOVERNMENT OF PAKISTAN
CABINET SECRETARIAT
(CABINET DIVISION)

ISLAMABAD, the 10th November, 1992.

NOTIFICATION

No. 4-12/91-Min.I.- In exercise of the powers conferred by Articles 90 and 99 of the Constitution of the Islamic Republic of Pakistan, the President is pleased to direct that the following further amendment shall be made in the Rules of Business, 1973, namely:-

In the aforesaid Rules, in Schedule II, in serial number 5, in entry 9, for the words, comma and colon "National Planning, international aspect of" the words and comma "National planning, research and international aspect of" shall be substituted.

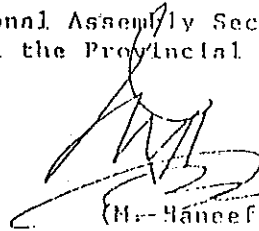


(M. Haneef Qureshi)
Deputy Secretary

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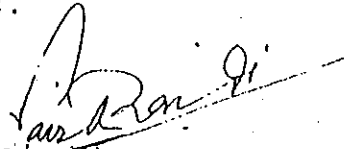
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Deputy Secretary

Government of Pakistan
Planning and Development Division

Islamabad, November 18, 1992.

NOTIFICATION

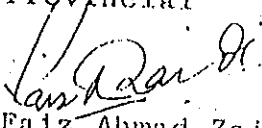
No. 3(72)Admu-VII/NTRC/PD/92. In pursuance of Cabinet Division's O.M. No. 4-112/91-MIN.I of 8th October, 1992 and their subsequent notification of the same number dated 10th ^{Nov.} ~~October~~, 1992, effecting amendment in the Rules of Business as directed by the President, the NTRC along with its staff headed by Mr. M. Sadiq Swati, Senior Chief (B-21), equipment, liabilities and assets stands transferred from Ministry of Planning and Development to the Ministry of Communications with immediate effect.


(S. Faiz Ahmad Zaidi)
Joint Secretary (Admn)

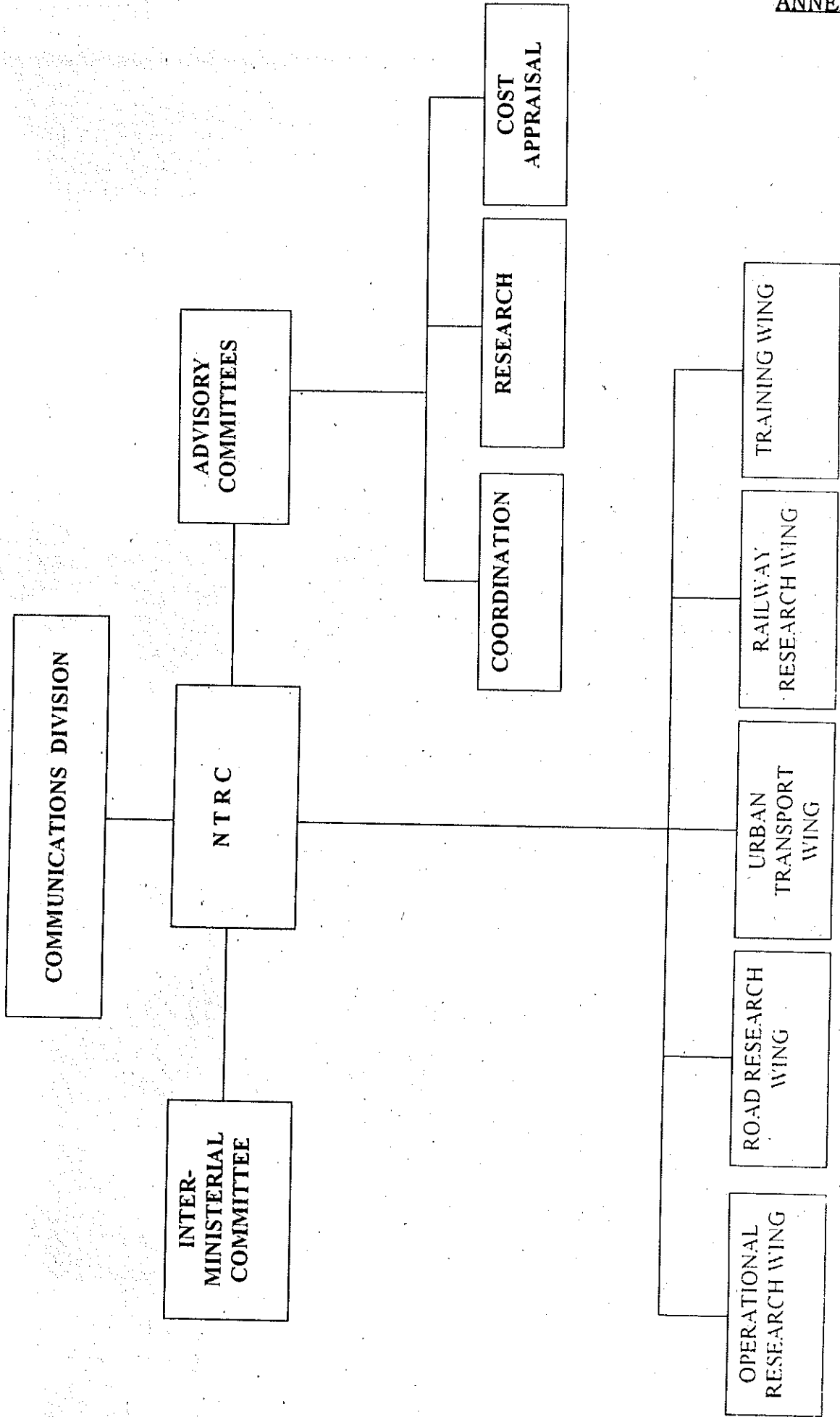
The Manager,
Printing Corporation of Pakistan Press,
Islamabad.

Copy forwarded to:-

1. Secretary to the President.
2. Principal Secretary to the Prime Minister.
3. Secretaries/Additional Secretaries (Incharge) of Ministries/Divisions.
4. Secretary Senate/National Assembly (Sectt.,).
5. Chief Secretaries of all the Provincial Governments.

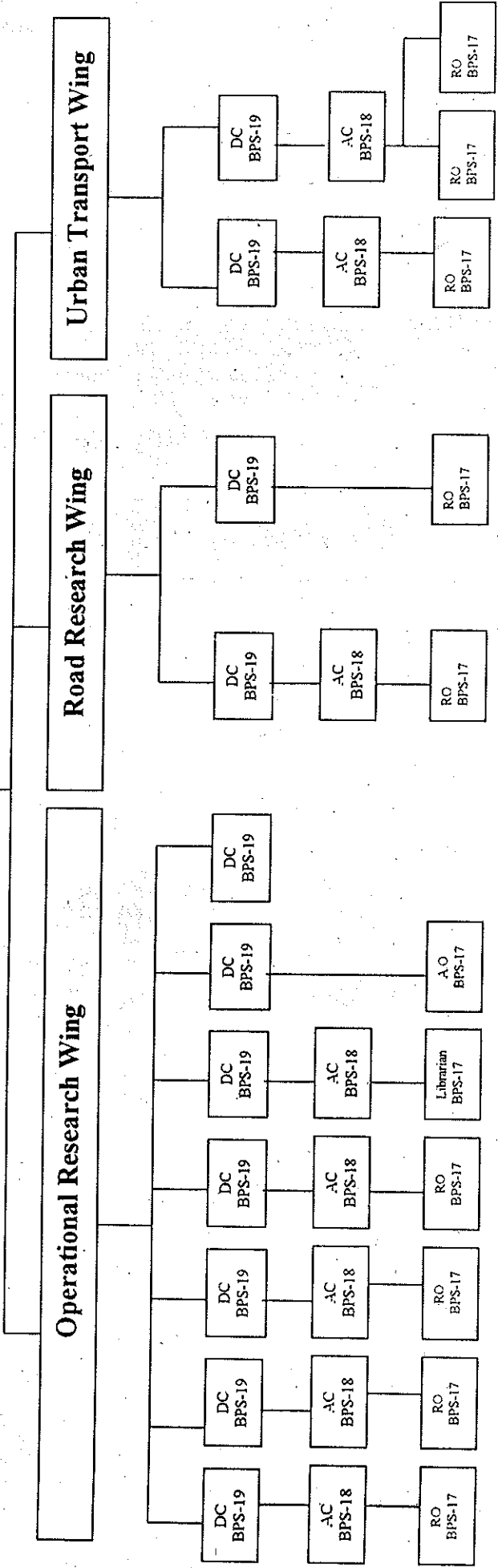

(S. Faiz Ahmad Zaidi)
Joint Secretary (Admn)
Tele:- 820459

NATIONAL TRANSPORT RESEARCH CENTRE (NTRC)



**Communications Division
Secretary**

**NTRC
Senior Chief (BPS-21)**



Supdt (BPS-16):	01
Stenographer (BPS-15):	08
Stenotypist (BPS-12):	04
Asstt(BPS-11):	03
Draftsman (BPS-11):	01
U.D.C (BPS-7):	02
L.D.C (BPS-5):	02
D.M.O	01
Driver/D.R (BPS-4):	04
Naib Qasid (BPS-1):	14
Total:	40

Supdt (BPS-16):	01
Computer Operator (BPS-16)	01
Stenographer (BPS-15):	03
Steno typist (BPS-12):	02
Laboratory Techni(BPS-11)	01
Mechanic (BPS -11)	02
Storekeeper (BPS-11)	01
Assistant (BPS-11):	01
Draftsman (BPS-11):	01
U.D.C (BPS-7):	01
L.D.C (BPS-5):	01
Driver/D.R (BPS-4):	02
Naib Qasid (BPS-1):	05
Total:	22

Stenographer (BPS-15):	01
Stenotypist (BPS-12):	02
Assistant (BPS-11):	01
L.D.C (BPS-5):	01
Naib Qasid (BPS-1):	04
Total:	09

Fig. 1. Organization of the Urban Transport Wing, as per the present budget.

GOVERNMENT OF PAKISTAN
MINISTRY OF COMMUNICATIONS

No.9(1)/99-Roads.

Islamabad, the January 17, 2000.

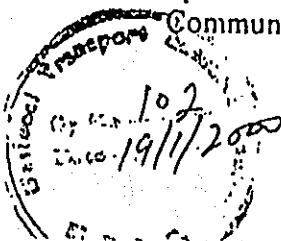
OFFICE ORDER

The competent authority has decided to assign NTRC the role of Technical Bureau of the Ministry of Communications for Road Sector with following Terms of Reference.

T.O.R OF TECHNICAL BUREAU FOR ROAD SECTOR

2. The NTRC in its capacity as Technical Bureau for Road Sector shall perform the following functions for advising and assisting the Ministry of Communications in the matters related to the National Highway Authority, National Mass Transit Authority, National Highways and Pakistan Motorway Police and sister organizations in the field of Transportation.

- 2.1. Collection of inventory data and compilation of all information on transport infrastructure elements besides traffic counts and O&D Surveys to help assist in transport planning.
- 2.2. Promotion of modernization of transport infrastructure for rapid transportation with reduced time/cost and due consideration of safety.
- 2.3. Formulation of integrated Transport Policy on all modes of transport including multi-modal transport keeping in view the national/international trends to plan for future with optimized/ economic choice.
- 2.4. Development of indigenous capabilities and adoption of techniques found most suitable to our environment in design, construction and maintenance of transport infrastructure besides suggesting remedial measures where prevailing practices are considered erroneous.
- 2.5. Analysing and examining the development schemes for their design and implementation with sound engineering practice including identification of bottlenecks in economic completion/ operation of projects as and when requested by the Ministry of Communications.



- 2.6. Publication of Annual report of Technical Bureau besides monthly news letter, directories on infrastructures and allied research papers on schemes/ projects under implementation/operation.
- 2.7. Advising and Assisting the Ministry of Communications in any other matter as requested from time to time.
3. This issues with the approval of Secretary Communications.


(MUHAMMAD RIAZ KHAN)
Section Officer (RT)

Senior Chief,
NTRC, Islamabad.

CC:

1. IG (E) MOC
2. Chairman, NHA
3. Acting Chairman, NMTA
4. Director (R&RT) MOC
5. PS to Secretary (C)
6. PA to JS-II (MOC)

Finance Division
(Regulations Wing)

No.F.2(14)-R4/93-153.

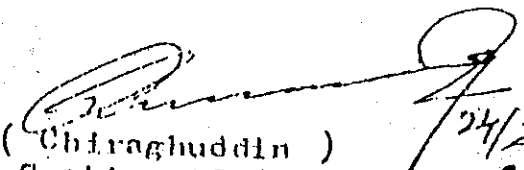
Islamabad the 24th March, 1994.

OFFICE MEMORANDUMSubject:- Consultancy work in the NTRC.

The undersigned is directed to refer to the enquiry being made by the P.M.I.C. against the officers of NTRC regarding gross financial irregularities in the consultancy work undertaken by National Transport Research Centre (NTRC) and to clarify that all works/assignments undertaken from Government and Semi-Govt. institutions by NTRC will be on account of the NTRC as an institution and not in private capacity. However, in case of non-Govt. Organizations the officers of NTRC can undertake assignments in private capacity with the prior approval of the competent authority as required under FR 46 (a) subject to payment of prescribed Govt. share in the fee received from non-Govt. Organizations.

2. This issue with the approval of the competent authority.

Secretary,
N/o Communications,
Govt. of Pakistan,
Islamabad.


(Chiraghuddin)
Section Officer
24/3
94