

GOVERNMENT OF PAKISTAN
MINISTRY OF COMMUNICATIONS
NATIONAL TRANSPORT RESEARCH CENTRE

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TRAINING OF MOTORWAY POLICE

NO.NTRC 228

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ASSISTANT CHIEF

GOVERNMENT OF CANADA
MINISTER OF JUSTICE
OFFICE OF THE ATTORNEY GENERAL

SUMMARY

OF

MOTORWAY POLICE

ROYAL CANADIAN MOUNTED POLICE
POLICE MONTAGNE

1987-1988

1987-1988

ACKNOWLEDGEMENT

Many thanks to Mr. M. Sadiq Swati, Senior Chief, NTRC as he provided continuous guidance for arranging training programme which was very helpful in every stage of this successful training course and report writing.

Special thanks to Mr. Shamim Ahmed Khan, Director, National Highways & Pakistan Motorway Police for taking part as an expert in the training of PMP officers for use of " Micro Accident Analysis Package ".

ACKNOWLEDGEMENTS

I am deeply indebted to my supervisor, Mr. [Name], for his constant guidance and support throughout the course of this project. His expertise and encouragement were invaluable in overcoming the challenges I faced. I also wish to thank my colleagues and friends for their assistance and moral support. Finally, I dedicate this work to my family, whose love and belief in me have been my greatest strength.

EXECUTIVE SUMMARY:

Proper accidents investigation and analysis primarily depends on accurate recording of all events leading to the accidents. Unfortunately this has not been given due importance by the Police & only cursory information is recorded on a plain piece of paper. As a result no meaningful analysis can be carried out. Even Pakistan Motorway Police, though imparted training by the foreign experts from U.K & Finland, did not have proper Accident Recording included in their syllabus.

2. Being conscious of the problems, NTRC as far back as 1985, in consultation with Transport Research Laboratory (TRL) U.K. designed & developed a proforma alongwith a software package for recording & analysis of accidents on a computer. The proforma was provided to all the provincial traffic police departments but it was used only at Islamabad & Karachi. It was discontinued in Islamabad after few years & presently is being used in Karachi only.

3. Prior to opening up of M-2 in 1997 copies of the proforma were provided to PMP with the request to use these for recording the accidents on the Motorway & provide copies to NTRC for analysis purposes. However PMP at the beginning confined accident - recording to only time & place of accident & recovery by FWO. Later they developed their own proforma but they realized after a year that there was no accompanying software package available to analyse the accidents recorded on their proforma.

4. Recognizing the gravity of the problem I.G (Enforcement) asked NTRC to arrange proper Training of PMP staff so that the proforma developed by NTRC could be used for recording accidents on M-2.

EXECUTIVE SUMMARY

Major scientific investigations and numerous primary research reports in the field of... (text is mirrored and difficult to read)

... (text is mirrored and difficult to read)

... (text is mirrored and difficult to read)

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5. For this purpose a three day training course was conducted at NTRC in July, 2000. The main objective of the course was to impart training to PMP officers in the proper filling of the accident recording proforma, increase their knowledge regarding provision of Highway code & safe driving. Eight Senior Patrol Officers from various beats of motorway and Computer Programmer of PMP were given the said training. At the end of the course the participants were tested in respect of filling up of MAAP proforma, knowledge of Highway Code & safe driving.

6. At the end the course was evaluated by the participants. They felt that the course was very useful but the time period was too short. They suggested that duration of the course should be one week .

The first part of the report is devoted to a general discussion of the problem and the objectives of the study. It is followed by a description of the experimental method and the results obtained.

The results of the experiment show that the rate of reaction is directly proportional to the concentration of the reactants. This is in agreement with the theoretical prediction based on the collision theory of chemical reactions.

Conclusions

It is concluded that the reaction is first order with respect to the concentration of the reactants. The rate constant of the reaction is found to be 0.02 s^{-1} .

The author wishes to thank the referee for his valuable suggestions.

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1. INTRODUCTION:

As first motorway was opened in Pakistan it was expected that there will be some severe accidents. At the same time it was also hoped that by proper recording and analysis of these accidents quick and appropriate measures will be taken to prevent occurrence of such accidents. To collect motorway accident data properly and then to analyse it scientifically was the job of PMP. Soon after opening of M-2 it was observed that motorway accidents are being recorded on the simple forms by PMP. These forms were designed by PMP without realizing that there is no computer programme for these forms. At the same time they knew that there is a standard proforma available for accident recording which is more useful because there is a proper Computer Package available with it.

NTRC made several efforts to introduce proper Accident Recording Proforma (MAAP) to PMP for recording and analysis of accidents. It was pointed out at various levels that proforma used by PMP does not have any computer programme and also it contains very scanty information which is not transferable to the relevant accident recording booklet.

Later on it was revealed that PMP is not trained to use these proformas and there is a need to train them for using standard accident recording booklets (MAAP).

For the purpose of proper accident recording on motorway a three day training course was conducted at NTRC in July, 2000. The main objective of the course was to impart training to PMP officers for use of Micro Accident Analysis Package. Eight Senior Patrol Officers from various beats of motorway and Computer Programmer of PMP were imparted a detailed training about the use of MAAP. A comprehensive lecture about Highway Code was delivered as preparation for filling of forms. The efficacy of training was evaluated at the end of the course about use of MAAP proforma and knowledge about Highway Code.

2. BACKGROUND:

Accidents investigation and analysis mainly depends on proper recording of accidents. Historically accidents are recorded on plain papers by concerned police stations. The information so gathered not only lacked some very basic aspects of the events but also the data so collected was not programmable. The accident recording officer usually does not know what information will be required by an analyst.

With the introduction of first Motorway in Pakistan it was expected that Motorway Police which was trained by the foreign experts would be fully equipped with the latest techniques of accident recording and investigation available.

As Motorway Police took charge of M-2 they started accident recording without using proper accident recording forms. Keeping in mind the crucial importance of accuracy and reliability of accident data, NTRC sent proper Accident Recording Proformas (MAAP) to PMP. These proformas are used for Micro Accident Analysis Package. These were designed and developed by NTRC in consultation with Transport Research Laboratory (TRL) of U.K in 1985. The forms which were in English originally have been translated into Urdu and are so designed that key details of the accidents can be directly stored on computer.

When Motorway Police was asked to provide details of the accidents to NTRC for analysis, it was revealed that PMP did not use MAAP Proforma and instead designed their own proforma, which had many short comings. It was also noted that the information gathered and recorded about the accidents by the PMP were not even as per their own booklet. The other problem about their own designed proforma was that there was no computer programme available for that proforma therefore it was not possible to carryout analysis of the data available with PMP.

3. OBJECTIVE:

The main objective of this training programme was to train Pakistan Motorway Police field staff for proper recording of accidents using " Micro Computer Accident Analysis Package Booklets" and then to analyse the results using computer package. The other aim was to enhance the basic knowledge of the participants about Highway Code.

4. SCOPE:

The scope of this training course was restricted to Pakistan Motorway Police officers. In this course Eight Senior Patrol Officers, one from each beat of the motorway and the PMP Computer Programmer took part. The trained staff will start using MAAP booklets for recording of accidents on motorway and will train rest of the field staff in their respective beats them selves. The Computer Programmer will carryout analysis of the recorded data using Computer Programmer (MAAP).

5. METHODOLOGY:

The method adopted for this training was very simple. The Training Topics and schedule were sent well in advance to PMP. It was felt important to improve the knowledge of the participant about traffic rules therefore, the three days training course included lectures about instruction of Highway Code using over head slides and white board. They were told that a test of competence would be conducted at the end of the training therefore they took great interest in learning about traffic rules. It was made clear to them that for proper filling up of the forms for Accident Recording in-depth knowledge of the Traffic Safety rules is basic requirement. The requirement of test helped the trainees for preparation about Highway Code

and MAAP Booklet. Detailed description of MAAP Proforma was given. The procedure for filling up of booklet with the help of lectures and white board was explained. All participants were asked to bring two accidents data from their respective beats for filling in MAAP during training course. These accidents information were filled in the MAAP Proformas by all the field officers. A stage accident was demonstrated and all field officers were asked to record information about that stage accident on MAAP booklet. The data of these two accidents was entered in the computer and various options and procedures were explained to PMP field officers and to the Computer Programmer.

Detailed discussions were made on each and every aspect of the entry/questions asked in the booklet and computer programme. The training programme however looked short of time as compared to topics covered in it (Training Programme is Annexed at Annexure-I).

6. IMPORTANCE OF TRAINING:

This training course had special importance because it was arranged for the specific purpose of preparing PMP field officers and Computer Programmer for motorway accident recording. It is important that training imparted once should not be considered enough. Training is a continuous process. There should be refresher courses where not only the professional knowledge should be refreshed, but new tactics should also be taught. The efficiency of dealing with accidents and law enforcement today is commensurate with the degree of training of its officers only through modern techniques. We can pull back the alarming rate of road accidents by applying efficient men and means. Police work by untrained men is medicine without prescription.

7. HIGHWAY CODE INSTRUCTIONS:

For enhancement of knowledge of Traffic Safety Highway and Motorway Code rules were explained to trainees in the lectures with the help of overhead slides of all articles of Code Book which apply to driving. This was done because filling of the Accident Recording Proforma (MAAP) requires in-depth knowledge of the Traffic Safety Rules. Since the proforma can only be filled properly by officials who are fully conversant with the Traffic Safety Rules therefore it is important in future as well that periodic tests/checks are conducted and any deficiency in this regard is redressed by appropriate refresher courses. Topics of the Highway Code instructed during training are Annexed at Annexure-II).

8. ACCIDENT RECORDING ON MAAP BOOKLET:

MAAP Proforma which was originally in English has been modified and translated into Urdu (Annexed at Annexure-III) with the aim of reconciling two conflicting needs firstly to minimize the time and efforts required by the reporting policeman to complete the booklet and secondly to maximize the recorded details of the accident for subsequent investigation and analysis. In particular the booklet is designed so that the key details of the accident can be directly stored on computer. There are total seventy seven entries in the MAAP booklet and most of them are just Ticking of columns. These entries have been given code numbers for entering into computer. Many options are available in the computer programme for making matrices of any particular information. The computer programme is also simple in handling. It is important that MAAP booklet is filled in neat and clean writing and no entry is left blank.

9. ACCIDENT RECORDING BY PMP:

The accident recording form designed by PMP contains very limited informations (Annexed at Annexure-IV). There have been found some serious deficiencies in recording of Accidents by PMP. Firstly, accidents which have occurred so far have not been recorded by PMP even on their own proforma. They have instead used another proforma (Annexed at Annexure-V), which contains very scanty information and therefore not suitable for detailed analysis. Secondly, few accident which have been recorded on the proforma can not be analysed on any computer as no package is available for this purpose. Thirdly, the data can also not be analysed using MAAP as it is not in the desired format and not even transferable to the relevant accident recording booklet.

10. COMPARISON BETWEEN MAAP PROFORMA & PMP PROFORMA:

A comparative statement of MAAP proforma and PMP accident recording form is made and is (Annexed as Annexure-VI). In MAAP proforma there are seventy seven questions where as in PMP proforma there are twenty five questions only. PMP form contains 68% less information. The information recorded through PMP proforma can be used for summary statement and not for any analysis. Reportedly PMP proformas were designed too simple so that these can be filled by the operator sitting in the control room at the information of Patrol Officers. Some times forms are not filled at site and information are recorded on the register directly from wireless message and by this way forms can be filled at any time. Because no computer programme is available therefore no analysis is made by this method.

11. QUALIFICATION OF TRAINEES:

Eight Senior Patrol Officers (Inspectors) and the Computer Programmer who took part in the training were found well educated. Three trainees were having Master Degrees, five Bachelor Degrees and one was holding FA Degree. All Patrol Officers had attended basic PMP training courses under foreign instructors. The over all police service experience was found from minimum of seven years to a maximum of twenty four years. The Computer Programmer was having M.Sc Computer Science Degree. (Details of education and experience of trainees is Annexed at Annexure - VIII).

12. OBSERVATIONS:

Observations made by the trainees.

The following observations were made by the trainees at the end of the training:-

- i) Few columns are not relevant with the conditions of the Motorway i.e Col. 31-32 and sub columns in Col. 40.
- ii) Pedestrian Information.
- iii) No information regarding the use of indicator is available in the booklet.
- iv) Most of the accidents occurs due to the negligence of Driver and to identify the cause of accident information regarding driver at the time of accident has not been asked in the booklet i.e whether the Driver is under the influence of Alcohol, sleeping etc. and the behaviour of the driver.
- v) Questions/booklet may be minimized by reducing un-necessary questions.
- vi) Whether accident recorded in the booklet will be in addition to the FIR or

the same booklet will be filled in duplicate for further process.

General observations:

All participants took great interest in the training course.

Time seed too short for this training course.

Post training test helped trainees in learning about Traffic Safety Rules and Accident Recording procedure.

Status of Highway Code and Highway Safety Ordinance was questioned by the participants.

Majority of the participants were not having traffic police background but had done recent PMP courses.

13. RECOMMENDATIONS:

- All accidents occurring on motorway may be recorded on standards forms.

- More Training Programme may be arranged for PMP field staff.

- Duration of this training course should be five days.

- Such Training Programme may be arranged for Provincial Traffic Police also.

- A pre-training test should be conducted to assess usefulness of training.

- Field visits of traffic violations sites and accident black spots may be included in the training course.

- Accident Recording Booklets (MAAP) may be introduced at Traffic Police Training Institutes.



14.

ANNEXURES

8 3 2 0 1 2 3 4 5 6 7 8 9

TRAINING PROGRAMME

Training programme for PMP officers at NTRC for using Accidents

Recording Proforma (MAAP) was as follows:-

FIRST DAY:

Officer responsible - Mumtaz Hussain Malik, Assistant Chief NTRC.

0900 - 0920 hour	Enlisting of participants.
0930 - 1230 hour	Lecture on highway Code.
1230 - 1300 hour	Question-answer session.
1300 - 1315 hour	Issuance of MAAP Proformas to trainees for study.

SECOND DAY: (MORNING)

Officer responsible - Mr. Shamim Ahmed Khan, Director N.H & PMP

0900 - 1000 hour	Introduction MAAP/Performa.
1000 - 1030 hour	Question Answer.
1030 - 1100 hour	Break
1100 - 1200 hour	Filling up Sample data of 2 accidents.
1200 - 1300 hour	Discussion of Deficiencies.

SECOND DAY: (AFTER NOON)

Officer responsible - Mumtaz Hussain Malik, Assistant Chief NTRC.

1400 - 1730 hours	Revision of first day lecture on Highway Code.
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THIRD DAY

Officer responsible - Mr. Shamim Ahmed Khan & Mumtaz Hussain Malik.

0900 - 1000 hour	Test of Highway Code.
1000 - 1030 hour	Design of Stage Accident.
1030 - 1130 hour	Test to Record Accident.
1130 - 1200 hour	Break.
1200 - 1300 hour	Results & Discussions of Results.

Subject:-

TOPICS FOR LECTURE ON HIGHWAY CODE.

- Safe Driving
- Speed Limits
- Stopping
- Overtaking
- Parking
- Controlled Junctions
- Un-Controlled Junctions
- Roundabouts
- Merging Traffic and Diverging Traffic
- Cyclists
- Pedestrians
- Slow Traffic

2. TRAFFIC CONTROL DEVICES:

- Roads Signs
- Traffic Signals
- Road Markings
- Road Studs
- Road Works

3. ACCIDENT:

- First Aid
- Accident Recording
- Accident Investigation
- Accident Analysis

4. LAW ENFORCEMENT:

- Driving License
- Traffic Penalties
- Traffic Engineering
- General Traffic Violations

سڑک کے حادثہ کی رپورٹ

1	سال	7	ملوث گاڑیوں کی تعداد
2	کیس نمبر	8	بتا شدہ گاڑیوں کی تعداد
3	ضلع	9	ہلاک ہونے والے ڈرائیوروں کی تعداد
4	شہر	10	زخمی ڈرائیوروں کی تعداد
5	پولیس تھانہ	11	ہلاک ہونے والے مسافروں کی تعداد
6	ایف آئی آر نمبر	12	زخمی مسافروں کی تعداد
		13	ہلاک ہونے والے راہ گیروں کی تعداد
		14	زخمی راہ گیروں کی تعداد

حادثہ کی رپورٹ تیار کرنے والے انسپٹر کے کوائف

نام

سروس نمبر

عہدہ

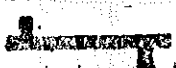
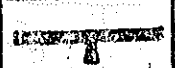
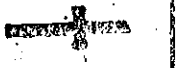


دستخط

عام تفصیل

جنوری	فروری	مارچ	اپریل	مئی	جون	15
جولائی	اگست	ستمبر	اکتوبر	نومبر	دسمبر	16
ہفتہ	اتوار	پیر	منگل	بدھ	جمعرات	17
1	2	3	4	5	6	7
منٹ	گھنٹہ	قبل دوپہر	بعد از دوپہر			18
جان لیوا	ہسپتال بھجوا یا گیا	معمولی زخمی ہوا	کوئی زخمی نہ ہوا			19
1	2	3	4			20
صاف	بارش	بادل	دھند	گرد آلود	علاوہ	21
1	2	3	4	5	6	22
دن کی روشنی	رات بجلی کی روشنی	رات بجلی کی روشنی	بغیر بجلی کی روشنی			23
1	2	3				24
سیدھی اور ہموار	ہموار موڑ	ڈھلوان	موڑ اور ڈھلوان			25
1	2	3	4			26
یک طرفہ	دو طرفہ					27
1	2					28
درمیانی قطعہ	بغیر درمیانی قطعہ					29
1	2					30
پختہ	بجری	کچی				31
1	2	3				32
ہموار	گڑھے	ناہموار				33
1	2	3				34
سڑک کی چوڑائی	میزر	درمیانی قطعہ والی سڑک کا صرف وہ حصہ نہیں جہاں حادثہ ہوا ہو				35
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+ حادثہ کے وقت -

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				29
بغیر کنارہ 3	کچا 2	پکا 1	کنارے کی حالت	
				30
علاوہ 3	گہلی 2	خشک 1	سرخ سڑک کی حالت +	
				31
 4	 3	 2	چوک پر نہیں 1	چوک کی قسم
				32
علاوہ 7	 6	 5		
اشارہ 3	پولیس 2	چوک پر نہیں 1	چوک کا ٹریفک کنٹرول	
بغیر کسی کنٹرول کے 6	راستہ دینے کا نشان 5	رکنے کا نشان 4		
				33
		نہیں 2	ہاں 1	ڈرائیور کا حادثہ سے فرار
				34
دیگر ☆ 8	الٹ گئی 7	کس چیز سے لگی 6	جانور کو لگی 5	رائی کی کو لگی 4
				35
		نہیں 2	ہاں 1	سڑک زیر مرمت

حادثہ کے وقت +

☆ وضاحت :-

تفصیل گاڑی نمبراً

	37	تیار شدہ سال		36	ساختہ
		رجسٹریشن نمبر			قسم ماڈل
3	2	کمرشل	1	38	رجسٹریشن کی قسم
غیر			پرائیوٹ		
	40	گاڑیوں کا عمل		39	گاڑی کی قسم
	1	دائیں مڑ رہی تھی	1	1	بائیکل
	2	بائیں مڑ رہی تھی	2	2	موٹر سائیکل
	3	یوٹرن کر رہی تھی	3	3	رکشہ
	4	سڑک عبور کر رہی تھی	4	4	کار/ٹیکسی
	5	ٹریفک کی لین میں شامل ہو رہی تھی	5	5	پک اپ
	6	ٹریفک کی لین سے نکل رہی تھی	6	6	منی بس/روٹین
	7	آدور ٹیکنگ کر رہی تھی	7	7	بس
	8	سیدھی جا رہی تھی	8	8	ٹرک
	9	ریورس کر رہی تھی	9	9	ٹریلر
	10	ایک دم چل پڑی	10	10	ٹریکٹر
	11	ایک دم رک گئی	11	11	ٹریکٹر ٹرائی
	12	کنارے پر کھڑی ہوئی تھی	12	12	جانور گاڑی
	13	سڑک پر کھڑی تھی	13	13	☆ علاوہ
	14	☆ علاوہ			

توضاحت :-

گاڑی نمبر کی تفصیلات (جاری ہیں)														
41	گاڑی کا نقصان	مکمل تباہ ہو گئی	1	معمولی نقصان ہوا	2	نقصان نہیں ہوا	3							
42	پتھے سے لکر لگی	پتھے سے لکر نہیں لگی	1	اگلی گاڑی سے	2	اگلی گاڑی سے نہیں	3							
43	گاڑی پر وزن کی کیفیت (سامان یا مسافر)	غیر قانونی وزن	1	توازن ٹھیک وزن	2	آگے کی طرف	3	پتھے کی طرف	4	سائڈ میں	5	اوپر کی طرف	6	اندھ
44	ٹاز پھٹا	نہیں پھٹا	1	2	3	4	5	6						
45	گاڑی کی بتیاں	کیا گاڑی کی بتیاں خراب تھیں یا انکے غلط استعمال سے طواشہ ہوا؟	1	نہیں	2	ہاں								
46	بریک کے نشان کی لمبائی	میٹر												

☆ وضاحت :-

گاڑی نمبر اسکے ڈرائیور کے بارے میں تفصیل									
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48	عمر	سال							
49	زخموں کی نوعیت	1	مرگیا	2	ہسپتال میں داخل ہوا	3	معمولی زخمی ہوا	4	زخمی نہیں ہوا
50	لائسنس نمبر								
	نام								
	پیشہ								

تفصیل گاڑی نمبر ۲

	تیار شدہ سال	37		سانتہ	36
	رجسٹریشن نمبر			قسم ماڈل	
3	کمرشل	2	پرائیوٹ	رجسٹریشن کی قسم	38
	گاڑیوں کا عمل	40		گاڑی کی قسم	39
	دائیں مڑ رہی تھی	1		بائیکل	1
	بائیں مڑ رہی تھی	2		موٹر سائیکل	2
	یوٹرن کر رہی تھی	3		رکشہ	3
	سڑک عبور کر رہی تھی	4		کار ریگی	4
	ٹریفک کی لین میں شامل ہو رہی تھی	5		پک اپ	5
	ٹریفک کی لین سے نکل رہی تھی	6		منی بس روٹین	6
	اوور ٹیکنگ کر رہی تھی	7		بس	7
	سیدھی جا رہی تھی	8		ٹرک	8
	ریورس کر رہی تھی	9		ٹریلر	9
	یک دم چل پڑی	10		ٹرکٹر	10
	یک دم رک گئی	11		ٹرکٹر ٹرائی	11
	کنارے پر کھڑی ہوئی تھی	12		جانور گاڑی	12
	سڑک پر کھڑی تھی	13		☆ علاوہ	13
	☆ علاوہ	14			

☆ وضاحت :-

گاڑی نمبر ۲ کی تفصیلات (جاری ہیں)						
نقصان نہیں ہوا 3	معمولی نقصان ہوا 2	مکمل تباہ ہو گئی 1	گاڑی کا نقصان	41		
اگلی گاڑی سے نہیں 3	اگلی گاڑی سے 2	پیچھے سے لکر نہیں لگی 1	پیچھے سے لکر لگی	42		
غیر قانونی وزن					43	
6 انچ	5 انچ کی طرف	4 اینچ میں	3 پیچھے کی طرف	2 آگے کی طرف	1 قانونی ٹیکہ وزن	
علاوہ 6	5	4	3	2	نہیں پھٹا 1	
ہاں 2	نہیں 1	کیا گاڑی کی بتیاں خراب تھیں یا انکے غلط استعمال سے حادثہ ہوا؟			گاڑی کی بتیاں	45
		بریک کے نشان کی لمبائی		46		

☆ وضاحت :-

گاڑی نمبر ۲ کے ڈرائیور کے بارے میں تفصیل					
عورت 2		مرد 1		جنس	47
		سال		عمر	48
زخمی نہیں ہوا 4	معمولی زخمی ہوا 3	ہسپتال میں داخل ہوا 2	مر گیا 1	زخموں کی نوعیت	49
				لائسنس نمبر	50
				نام	
				پیشہ	

تفصیل گاڑی نمبر ۳

	تیار شدہ سال	37		ساتھ	36
	رجسٹریشن نمبر			قسم ماڈل	
3	کمرشل	2	پرائیوٹ	رجسٹریشن کی قسم	38



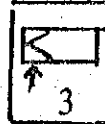
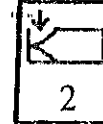
گاڑیوں کا عمل	40	گاڑی کی قسم	39
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دائیں مڑ رہی تھی	1	۳
بائیں مڑ رہی تھی	2	۶
یوٹرن کر رہی تھی	3	۸
سڑک عبور کر رہی تھی	4	۴
ٹریفک کی لین میں شامل ہو رہی تھی	5	۱۱
ٹریفک کی لین سے نکل رہی تھی	6	۱۲
اوپر ٹیکنگ - کر رہی تھی	7	۹
سیدھی جا رہی تھی	8	۱
ریورس کر رہی تھی	9	۱
ایک دم چل پڑی	10	۱
ایک دم رک گئی	11	۱
کنارے پر کھڑی ہوئی تھی	12	۱۱
سڑک پر کھڑی تھی	13	۱۱
☆ علاوہ	14	

بائیکل	1	۱
موٹر سائیکل	2	۱
رکشہ	3	۱
کارر ٹیکسی	4	۱
پکاپ	5	۱
منی بس روڈیگن	6	۱
بس	7	۱
ٹرک	8	۱
ٹریلر	9	۱
ٹریکٹر	10	۱
ٹریکٹر ٹرائی	11	۱
جانور گاڑی	12	۱
☆ علاوہ	13	

وضاحت :-

گاڑی نمبر ۳ کی تفصیلات (جاری ہیں)

نقصان نہیں ہوا 3	معمولی نقصان ہوا 2	مکمل تباہ ہو گئی 1	گاڑی کا نقصان 41			
اگلی گاڑی سے نہیں 3	اگلی گاڑی سے 2	پچھلے سے ٹکر نہیں لگی 1	پچھلے سے ٹکر لگی 42			
غیر قانونی وزن			گاڑی پروزن کی کیفیت (سامان یا سفر)			
اندھ 6	ایری کی طرف 5	سائیڈ میں 4		پچھلے کی طرف 3	آگے کی طرف 2	قانوناً ٹھیک وزن 1
غلاوہ 6					نہیں پھٹا 1	تازہ پھٹا 44
ہاں 2	نہیں 1	کیا گاڑی کی بتیاں خراب تھیں یا انکے غلط استعمال سے حادثہ ہوا؟			گاڑی کی بتیاں 45	
میٹر			بریک کے نشان کی لمبائی 46			

☆ وضاحت :-

گاڑی نمبر ۳ کے ڈرائیور کے بارے میں تفصیل

عورت 2	مرد 1	جنس 47
سال		عمر 48
زخمی نہیں ہوا 4	معمولی زخمی ہوا 3	ہسپتال میں داخل ہوا 2
مرگیا 1		
زخموں کی نوعیت 49		
لائسنس نمبر 50		
نام		
پیشہ		

زخمی راہ گیر کی تفصیلات

راہ گیر نمبر 2		راہ گیر نمبر		56 جنس	
عورت	2	مرد	1	عورت	2
سال		سال		57 عمر	
				تاریخ پیدائش	
				نام	
				پتہ	
				58 زخموں کی نوعیت	
ہسپتال گیا	2	مر گیا	1	ہسپتال گیا	2
معمولی زخمی		3		معمولی زخمی	
59 راہ گیر کی حرکات		سڑک پر چل رہا تھا	1	سڑک پر چل رہا تھا	1
		سڑک پار کر رہا تھا	2	سڑک پار کر رہا تھا	2
		سڑک پر کھیل رہا تھا	3	سڑک پر کھیل رہا تھا	3
		سڑک کے کنارے جا رہا تھا	4	سڑک کے کنارے جا رہا تھا	4
		☆ علاوہ	5	☆ علاوہ	5
60 سڑک کراس کرنے والے راہ گیر کا مقام		زیبرہ کراسنگ پر تھا	1	زیبرہ کراسنگ پر تھا	1
		زیبرہ کراسنگ پچاس میٹر کے اندر تھی	2	زیبرہ کراسنگ پچاس میٹر کے اندر تھی	2
		زیبرہ کراسنگ پچاس میٹر کے اندر نہیں تھی	3	زیبرہ کراسنگ پچاس میٹر کے اندر نہیں تھی	3
61 سکول کے طلباء		سکول کے طلباء نہیں	0	سکول کے طلباء نہیں	0
		طلباء سکول جاتے یا آتے ہوئے	1	طلباء سکول جاتے یا آتے ہوئے	1
		طلباء مگر سکول آتے یا جاتے ہوئے نہیں	2	طلباء مگر سکول آتے یا جاتے ہوئے نہیں	2

☆ وضاحت :-

جائے حادثہ

مقام کی نوعیت

شہر/قصبہ

1

گاؤں/عمارات

2

دیہی علاقہ

3

62

شہر، قصبہ یا گاؤں کا نام

63

سنگ میل دور

جائے حادثہ سنگ میل سے

65

نزدیک ترین

سنگ میل کا مقام کلو میٹر

64

جہاں سنگ میل نہ ہو

نزدیک ترین پولیس چوکی سے فاصلہ

اگلی سہت

کلو میٹر

جائے حادثہ کی تفصیلات۔ برائے تمام حادثات

جہاں ممکن ہو

سڑکوں کے نام

جائے حادثہ

اگر حادثہ چھوٹی سڑک پر ہو

تو نزدیک ترین بڑی سڑک کا نام

جائے حادثہ کا نزدیک

ترین مکانات یا جگہوں

سے تعلق وغیرہ

شمال کی طرف اشارہ



شمال

OFFICE USE ONLY

66 Map series

68 1st (across) coordinate

70 Main road

72 Node 1

74 Sector

76 Direction of travel of vehicle at fault

67 Map code

69 2nd (up) coordinate

71 Minor road

73 Node 2

75 Sub-sector

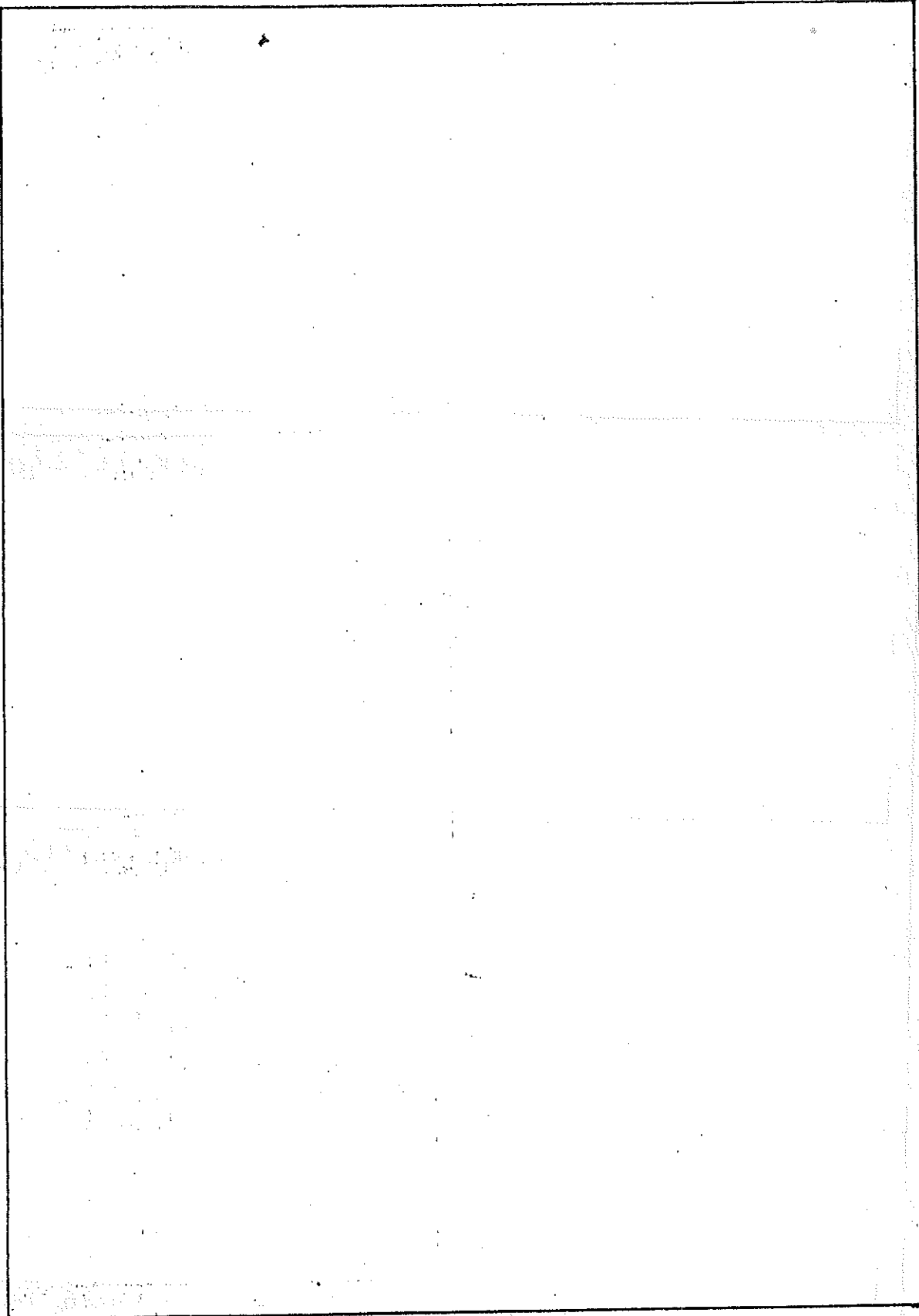
North 1

East 2

South 3

West 4

حادثه کا نقشہ



ڈرائیوروں کے بیانات

گاڑی نمبر 1 کے ڈرائیور کا بیان

گاڑی نمبر 2 کے ڈرائیور کا بیان

گاڑی نمبر 3 کے ڈرائیور کا بیان

صفحہ نمبر 14 سے 6 صرف اس لئے دیا گیا ہے کہ اس کے اندراج سے ایک عام اندازہ لگایا جائے۔ ان شعبوں کیلئے جو قانونی کارروائی وغیرہ کرتے ہیں۔

پولیس کی تفصیلات

حادثہ کے سلسلے میں متعلقہ افسران کی کارروائی (جس میں حادثے کی وجہ اور افسران کی رائے شامل ہو)۔

77

تفتیش کا نتیجہ

Pakistan Motorway Police Accident Report

Date: _____ Time: _____ Reporting officer: 33501

Time of Accident _____ Vehicles involved in Accident _____ Sector No. _____

Road Condition. _____ Dry / Wet / Slippery Location of Accident _____
 Accident: _____ Fatal / Serious / Slight / Damage
 Weather: _____ Dry / Rainy / Foggy

<u>Vehicle 1</u>	<u>Vehicle 2</u>	<u>Vehicle 3</u>
Type: _____ Driver: _____ Address: _____ Licence No. _____ Place of issue: _____ Insurance: _____ No of passengers: _____ Loaded / Empty _____	Type: _____ Driver: _____ Address: _____ Licence No. _____ Place of issue: _____ Insurance: _____ No of passengers: _____ Loaded / Empty _____	Type: _____ Driver: _____ Address: _____ Licence No. _____ Place of issue: _____ Insurance: _____ No of passengers: _____ Loaded / Empty _____
<u>Casualty 1</u>	<u>Casualty 1</u>	<u>Casualty 1</u>
Name: _____ Address: _____ Tel No. _____ Injury - Dead / Serious / Slight Nature of Injury: _____ Class - Driver /Second seater/ Back seater	Name: _____ Address: _____ Tel No. _____ Injury - Dead / Serious / Slight Nature of Injury: _____ Class - Driver /Second seater/ Back seater	Name: _____ Address: _____ Tel No. _____ Injury - Dead / Serious / Slight Nature of Injury: _____ Class - Driver /Second seater/ Back seater
<u>Casualty 2</u>	<u>Casualty 2</u>	<u>Casualty 2</u>
Name: _____ Address: _____ Tel No. _____ Injury - Dead / Serious / Slight Nature of Injury: _____ Class - Driver /Second seater/ Back seater	Name: _____ Address: _____ Tel No. _____ Injury - Dead / Serious / Slight Nature of Injury: _____ Class - Driver /Second seater/ Back seater	Name: _____ Address: _____ Tel No. _____ Injury - Dead / Serious / Slight Nature of Injury: _____ Class - Driver /Second seater/ Back seater
<u>Casualty 3</u>	<u>Casualty 3</u>	<u>Casualty 3</u>
Name: _____ Address: _____ Tel No. _____ Injury - Dead / Serious / Slight Nature of Injury: _____ Class - Driver /Second seater/ Back seater	Name: _____ Address: _____ Tel No. _____ Injury - Dead / Serious / Slight Nature of Injury: _____ Class - Driver /Second seater/ Back seater	Name: _____ Address: _____ Tel No. _____ Injury - Dead / Serious / Slight Nature of Injury: _____ Class - Driver /Second seater/ Back seater

Accident Sketch:

Draw a sketch plan of the accident site! Indicate directions and distances to known areas, buildings, etc!
Draw position of vehicles and their distances from each other and road edges/ medians etc.

Mark known buildings,
road signs, km-stones,
culverts, junctions and
pedestrian paths, etc.
information

Any Other details:

Chief Patrol Officer
Signature

Reporting Officer
Signature.

COMPARATIVE STATEMENT OF GENERAL ACCIDENT DETAIL

S.No.	ITEM	TRL	PMP
1.	YEAR	✓	✓
2.	CASE NO.	✓	
3.	DISTRICT	✓	
4.	CITY	✓	
5.	POLICE STATION	✓	
6.	F.I.R NO.	✓	
7.	NO OF VEHICLES INVOLVED IN ACCIDENT	✓	✓
8.	NO. VEHICLES DAMAGED	✓	
9.	NO. DRIVERS/RIDERS KILLED	✓	
10.	DRIVERS/RIDERS INJD	✓	
11.	NO. PASSENGERS KILLED	✓	
12.	NO. PASSENGERS INJURED	✓	
13.	NO. PEDESTRIANS KILLED	✓	
14.	NO. PEDESTRIANS INJURED	✓	
15.	MONTH	✓	✓
16.	DATE IN MONTH	✓	✓
17.	DAY OF WEEK	✓	
18.	TIME OF ACCIDENT	✓	✓
19.	ACCIDENT SEVERITY	✓	✓
20.	WEATHER	✓	✓
21.	LIGHT CONDITIONS	✓	
22.	ROAD GEOMETRY	✓	
23.	ONE-WAY OR TWO-WAY	✓	
24.	MEDIAN	✓	
25.	ROAD SURFACE TYPE	✓	✓
26.	RIDING QUALITY	✓	
27.	ROAD WIDTH	✓	
28.	SHOULDER WIDTH	✓	
29.	SHOULDER TYPE	✓	
30.	SURFACE CONDITION	✓	
31.	JUNCTION TYPE	✓	
32.	JUNCTION CONTROL	✓	
33.	HIT & RUN	✓	
34.	COLLISION TYPE	✓	
35.	ROADWORKS	✓	
36.	VEHICLE MAKE	✓	
37.	VEHICLE YEAR (MODEL)	✓	
38.	REGISTRATION TYPE	✓	
39.	VEHICLE TYPE	✓	✓
40.	VEHICLE MANOEUVRE	✓	
41.	VEHICLE DAMAGE	✓	
42.	NOSE-TO-TAIL	✓	
43.	VEHICLE LOADING	✓	✓

S.No.	ITEM	TRL	PMP
44.	TYRE BURST	✓	
45.	VEHICLE LIGHTING	✓	
46.	LENGTH SKID MARKS	✓	
47.	DRIVER SEX	✓	
48.	DRIVER/RIDER AGE	✓	
49.	DRIVER/RIDER INJURY	✓	✓
50.	LICENSE NUMBER	✓	✓
51.	PASSENGER VEHICLE CODE	✓	
52.	PASSENGER SEX	✓	
53.	PASSENGER AGE	✓	
54.	POSITION IN VEHICLE	✓	✓
55.	PASSENGER INJURY	✓	✓
56.	PEDESTRIAN SEX	✓	
57.	PEDESTRIAN AGE	✓	
58.	PEDESTRIAN INJURY	✓	
59.	PEDESTRIAN MANOEUVRE	✓	
60.	PEDESTRIAN LOCATION	✓	
61.	SCHOOL PUPIL	✓	
62.	URBAN/RURAL	✓	
63.	CITY/VILLAGE CODE	✓	
64.	ACCIDENT LOCATION	✓	✓
65.	ACCIDENT KILOMETRE POST.	✓	
66.	MAP SERIES	✓	
67.	MAP CODE	✓	
68.	X CO-ORDINATE	✓	
69.	Y CO-ORDINATE	✓	
70.	MAJOR ROAD CODE	✓	
71.	MINOR ROAD CODE	✓	
72.	NODE 1	✓	
73.	NODE 2	✓	
74.	SECTOR	✓	✓
75.	SUB SECTOR	✓	
76.	DIRECTION OF TRAVEL OF VEHICLE	✓	
77.	POLICE DETAIL	✓	
78.	REPORTING OFFICER		✓
79.	VEHICLE DRIVER		✓
80.	VEHICLE ADDRESS		✓
81.	PLACE OF ISSUE (LICENCE)		✓
82.	INSURANCE (VEHICLE)		✓
83.	NO. OF PASSENGERS		✓
84.	CASUALTY NAME		✓
85.	CASUALTY ADDRESS		✓
86.	CASUALTY TEL. NO.		✓

TEST OF COMPETENCE TO DRIVE

PART - I

Sign Test:- The candidates shall satisfy the examiner that he knows the meaning of the traffic signs specifically in the Ninth Schedule by giving nine correct answers to ten question asked.

PART - II

Rule Test:- The candidates shall satisfy the examiner that he is cognizant of the provisions of the Fifth Schedule and can give 95 right answers to the following 100 questions pertaining to the traffic safety rules and regulations. The candidate, if he can read and write shall give written answers to the questions by checking either Yes or No; if he is not literate, the examiner shall read and check each question in turn and then ask the candidate to tell either True or False. The test shall be given at an appointed hour on each working day to all the candidates who wish to take the test:

- | | | | |
|----|--|------|-------|
| 1. | Pedestrian can cross a road at any point. | True | False |
| 2. | Where there are no footpaths pedestrian should walk along left edge of the road. | True | False |
| 3. | At a Zebra crossing right-of-way belongs to pedestrian. | True | False |
| 4. | A pedestrian should cross at an intersection when the light is red. | True | False |
| 5. | While following behind another vehicle, the maximum distance between the two vehicles should be equal to one car length. | True | False |
| 6. | It is alright to overtake another vehicle by crossing single continuous line marked on the road provided no vehicle is coming from opposite direction. | True | False |
| 7. | It is alright to overtake while going through an intersection. | True | False |
| 8. | At a signalized intersection, left-turn on red signal is legally permissible. | True | False |
| 9. | You must use your horn while going through an intersection. | True | False |

- | | | | |
|-----|---|------|-------|
| 10. | It is not essential to dip your lights at night time for oncoming vehicle. | True | False |
| 11. | You must turn your lights on half hour before sunset. | True | False |
| 12. | It is legal to overtake on the left provided driver ahead is making a right turn. | True | False |
| 13. | It is alright to overtake provided you flash your headlights at the vehicle from opposite direction. | True | False |
| 14. | It is alright to drive at night without tail light if you have the proper headlights. | True | False |
| 15. | It is not necessary to stop at a stop sign if there is no traffic on the other road. | True | False |
| 16. | At a round-about, the right-of-way belong to traffic on main road. | True | False |
| 17. | It is alright to overtake a vehicle which is over-taking another vehicle provided no traffic is coming from opposite direction. | True | False |
| 18. | Yellow flashing signal light means caution. | True | False |
| 19. | Before crossing a major road you must come to a complete stop only if there is traffic on the major road. | True | False |
| 20. | While parking, the distance from an intersection should not be less than 10 meters. | True | False |
| 21. | While parking behind or in front of another parallel parked vehicle, the distance should not be less than three meters. | True | False |
| 22. | It is not essential to always keep rear screen clear. | True | False |
| 23. | It is alright to park on a bus stop provided no bus is using it. | True | False |
| 24. | On a red light, it is legal to turn right. | True | False |
| 25. | It is alright to make a U-Turn at any place provided it is not specifically prohibited. | True | False |

- | | | | |
|-----|---|------|-------|
| 26. | While turning right on green light it not necessary to yield to the traffic coming from opposite direction. | True | False |
| 27. | In case of four lane highway, it is legal to turn right from left lane. | True | False |
| 28. | In case of rear-end accident due to sudden stoppage of vehicle in front, the responsibility lies on driver in front. | True | False |
| 29. | Safe following distance rule does not apply in case of overtaking. | True | False |
| 30. | While parking behind or in front of another parallel parked vehicle the distance should not be less than 0.5 meters. | True | False |
| 31. | In case of doubt the right of-way at an intersection always yield to the traffic approaching from right. | True | False |
| 32. | Bad roads cause more accidents than bad driving. | True | False |
| 33. | It is not illegal to park the vehicle on the right hand side of the road. | True | False |
| 34. | On a hilly single lane road you must stop to let the vehicle coming pass if you are going down hill. | True | False |
| 35. | It is not essential to drive within the marked lanes if there is no other traffic on the road. | True | False |
| 36. | It is not necessary for a cyclist to have a reflector in the rear if he has a light in the front for night time driving. | True | False |
| 37. | You must use your indicator to help the following driver to over take if he cannot see the road ahead. | True | False |
| 38. | A traffic police officer in uniform can over-rule any indication given by a sign, signal or lane marking. | True | False |
| 39. | On hearing the siren or seeing the flashing signal of an approaching emergency vehicle such as ambulance, fire engine, police vehicle, etc. you are only required to slow down. | True | False |
| 40. | Pedestrian can cross road only at designated point if there is one in the vicinity. | True | False |

- | | | | |
|-----|--|------|-------|
| 41. | Where there are no footpaths pedestrian should walk along right edge of the road. | True | False |
| 42. | Double continuous yellow line marked along the hub means no stopping. | True | False |
| 43. | A pedestrian can cross at an intersection when light is green, provided there is no traffic. | True | False |
| 44. | While following behind another vehicle, the minimum distance between the two vehicles should be equal to one meter for every two kilometers per hour of speed. | True | False |
| 45. | It is alright to overtake another vehicle by crossing double lines marked on the road if no vehicle is approaching from opposite direction. | True | False |
| 46. | While turning left or right at an intersection you must stop for the pedestrian crossing street you are turning on. | True | False |
| 47. | It is alright to overtake going over a level rail crossing. | True | False |
| 48. | You must use your horn while going through a blind curve. | True | False |
| 49. | It is not necessary to dip your lights at night time while following behind another vehicle. | True | False |
| 50. | You must turn your lights on half hour after sunset. | True | False |
| 51. | It is always alright to overtake left provided the facility is a four-lane highway. | True | False |
| 52. | It is not necessary to stop at a stop sign if your are taking a left turn. | True | False |
| 53. | It is illegal to enter a Box Junction if you cannot go straight through it without stopping. | True | False |
| 54. | At round-about, the right-of-way belongs to traffic approaching from the right. | True | False |
| 55. | Yellow flashing signal means road is closed. | True | False |
| 56. | Before crossing a major road come to a complete stop even if there is no traffic on the major road. | True | False |

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| 57. | While parking the distance from an intersection should not be less than one car length. | True | False |
| 58. | In the absence of a speed sign, you can drive at any speed your wish, provided you are not endangering any body. | True | False |
| 59. | While parking the distance from a fire-hydrant should be at least 0.5 meters. | True | False |
| 60. | It is alright to park in front of an entrance to a building provided the gate is closed. | True | False |
| 61. | On a red light, you can turn right only after yielding to the traffic approaching from the right. | True | False |
| 62. | In case of four lane highway, it is not essential to turn right from right lane. | True | False |
| 63. | There is no bar on pedestrian, bicycles, small motor cycles and agricultural vehicle for using a motorway. | True | False |
| 64. | It is alright to pass a stationary school bus stopped for letting off or picking up school children provided the road is a four lane highway. | True | False |
| 65. | In case of doubt right-of-way at an intersection always yield to the traffic approaching from left. | True | False |
| 66. | Red flashing sign means road is closed. | True | False |
| 67. | Traffic safety rules for motor vehicles do not apply to animal drawn vehicles. | True | False |
| 68. | On hearing the siren or seeing the flashing signal of an approaching emergency vehicle such as ambulance, fire engine, police vehicle etc, you must pull to the curb and remain stationery till the emergency vehicle has passed. | True | False |
| 69. | Two vehicles approaching from opposite direction and wishing to turn on to a side road simultaneously, the right-of-way belong to the one making right turn. | True | False |
| 70. | It is alright to overtake another vehicle by crossing a single continuous line with a broken line on your side, even if a vehicle is approaching from opposite direction. | True | False |

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| 71. | You must use your horn while going through a crowded street. | True | False |
| 72. | Keep your lights on till half hour before sunrise. | True | False |
| 73. | On a motorway, you can take a U-Turn if it is not specifically prohibited. | True | False |
| 74. | There are no speed limits on a motorway. | True | False |
| 75. | At a round-about, the right-of-way belongs to traffic approaching from the left. | True | False |
| 76. | It is illegal for heavy vehicles to overtake another vehicle while going up a steep slope on a two lane highway. | True | False |
| 77. | Before crossing a major road, you are only required to slow down. | True | False |
| 78. | Night time speed should always be 15 Kph less than the day time speed limit. | True | False |
| 79. | A right turn green arrow appearing alone on a signal means one cannot go straight. | True | False |
| 80. | Intersection marked with diagonal yellow lines means you cannot enter even on green if you would be unable to cross the intersection before the light turns red. | True | False |
| 81. | It is alright to park on the right side of the road provided it is a one-way street and parking is not specially prohibited. | True | False |
| 82. | In case of four lane highway, it is essential to turn left from left lane only. | True | False |
| 83. | You must use your horn while overtaking another vehicle. | True | False |
| 84. | Red flashing sign has the same meaning as a stop sign. | True | False |
| 85. | The safety helmet for motor cycles, etc is desirable but it is not a legal requirement. | True | False |
| 86. | It is alright to overtake another vehicle by crossing single continuous line with a broken line on the other side, provided no vehicle is approaching from the opposite direction. | True | False |

87. There are maximum speed limits set for various types of roads which could not be exceeded even if no sign is installed. **True** **False**
88. Keep your light on till half hour after sunrise. **True** **False**
89. Single continuous yellow line marked along the curb means no parking. **True** **False**
90. It is alright to park on the road properly where there is no shoulder provided the road is not too busy. **True** **False**
91. In case of an emergency, you can park your vehicle anywhere on the road. **True** **False**
92. On a motorway, it is illegal to drive below a certain speed. **True** **False**
93. A single continuous line has the same meaning as a double continuous line. **True** **False**
94. It is alright to park on a footpath provided no body is walking on the footpath. **True** **False**
95. You must use your horn while reversing. **True** **False**
96. At a yield sign, give right-of-way only if there is traffic on the other road. **True** **False**
97. It is alright to park on pedestrian cross walks provided there is nobody crossing the road. **True** **False**
98. You must use your horn only when a violation is being committed and at no other time. **True** **False**
99. Light decoration in addition to those required under law are desirable for additional visibility at night time. **True** **False**
100. It is absolutely essential for public transport vehicle while crossing a rail track to stop and listen before crossing the rail tracks. **True** **False**
101. Pedestrians have un-restricted access to Motorway. **True** **False**
102. Pedestrians can walk on the shoulder of the motorway only in case of emergency. **True** **False**

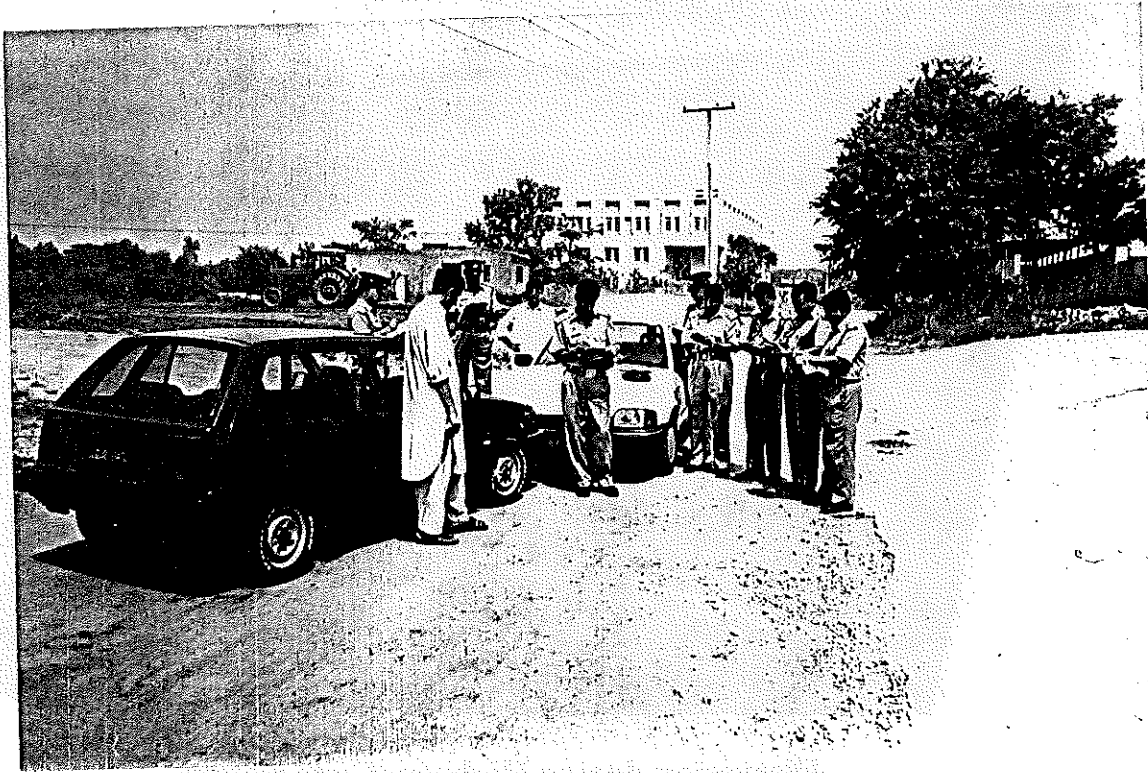
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| 103. | Entry of animals on the Motorway is prohibited. | True | False |
| 104. | The overhead Gantry Signs on motorway indicate each lane for various destinations. | True | False |
| 105. | Bicycle riders can only use shoulder of the motorway in case of emergency. | True | False |
| 106. | Riding of Motor Cycle less than 50 CC engine capacity is prohibited on the Motorway. | True | False |
| 107. | Entry or exit from the Motorway can only be made at designated points. | True | False |
| 108. | Enter the motorway only when a safe gap is available in the traffic already on the motorway. | True | False |
| 109. | It is alright to drive in any lane of the motorway irrespective of type of vehicle. | True | False |
| 110. | Overtaking is permissible in all lanes of the motorway, irrespective of volume of traffic. | True | False |
| 111. | Transport vehicles ordinarily use the extreme left lane. | True | False |
| 112. | It is permissible to park on the shoulder on the motorway. | True | False |
| 113. | Can park on the shoulder only in emergency. | True | False |
| 114. | Park only in the designated areas. | True | False |
| 115. | Must change one lane at a time on the motorway. | True | False |
| 116. | It is alright to reverse on the shoulder on the motorway. | True | False |
| 117. | U.Turn are prohibited on the motorway. | True | False |
| 118. | It is not necessary to display any special sign for carrying hazardous material on the motorway. | True | False |
| 119. | There are no minimum speed limits on the motorway. | True | False |
| 120. | Exit on motorway is indicated by "Countdown Markers" at 100 meter interval. | True | False |

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| 121. | Entry of farm machinery, etc is totally prohibited on the motorway. | True | False |
| 122. | Entry of construction machinery is not allowed on the motorway. | True | False |
| 123. | Other Traffic Safety Laws do not apply to Motorway. | True | False |
| 124. | There are no special laws for the motorway. | True | False |
| 125. | There are no maximum speed limits on the motorway. | True | False |
| 126. | In case of emergency you can drive in the opposite direction on a motorway. | True | False |
| 127. | Safe following distance is not very important on motorways. | True | False |
| 128. | Lane change on motorway in very dangerous due to "Blind Spot" behind right shoulder of the driver. | True | False |
| 129. | Old and worn out tyres should not be used on motorways. | True | False |
| 130. | Motorways are always dual carriageways. | True | False |
| 131. | Traffic signals are not installed on motorways. | True | False |
| 132. | There is no loading limits on motorways. | True | False |
| 133. | You must use horn while overtaking on a motorway. | True | False |
| 134. | There is a special driving licence for motorways. | True | False |
| 135. | Lane straddling is permissible on motorways. | True | False |
| 136. | If vehicle breakdown on a motorway you must always stay in side the vehicle. | True | False |
| 137. | It is alright to drive on a motorway without wearing a seat belt. | True | False |
| 138. | Distance of the following vehicle appear much longer in the rear view mirror than actual. | True | False |
| 139. | Motorways are identified by markers of special shape & numbering system. | True | False |

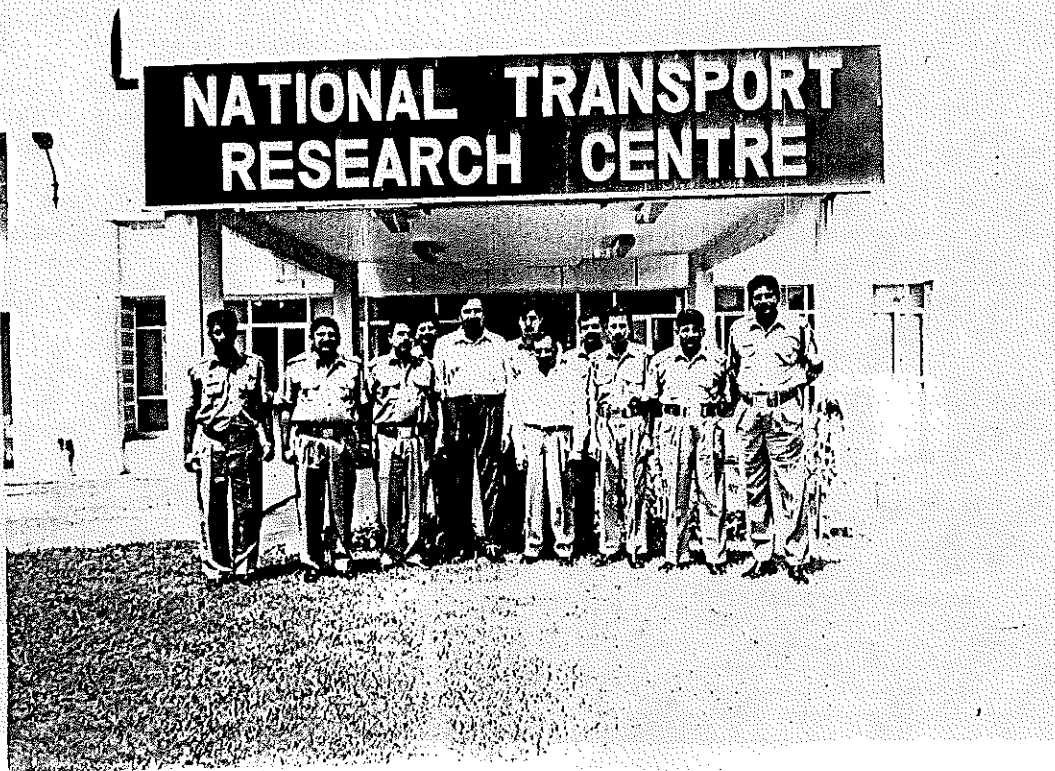
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| 140. | Holder of a learner licence can drive on motorways. | True | False |
| 141. | Crossing of the median barrier is prohibited on motorway. | True | False |
| 142. | Use of full headlight is permissible on motorways. | True | False |
| 143. | A vehicle being towed must have hazard lights on. | True | False |
| 144. | If an exit on a motorway is missed, you must continue to the next exit. | True | False |
| 145. | Runaway vehicles ramps are to be used only in the case of brakes failure. | True | False |
| 146. | On motorways children can be seated on front seats. | True | False |
| 147. | Background colour of only information signs on motorway in green. | True | False |
| 148. | If any thing fell from your vehicle on motorway you can immediately stop and pick it up your self. | True | False |
| 149. | In case of fog reduce speed and switch on hazard warning lights. | True | False |
| 150. | Keep the safe distance from the vehicle in front and increase gap on wet, muddy, icy roads or in fog. | True | False |

DETAILS OF TRAINEES

S.NO	NAME	Designation	Qualification	Date of Birth	Date of Entry in Police	Date of Joining PMP	Name of Traffic Course (s) done
1.	Mr. Altaf Hussain Khan	S.P.O	M.A, L.L.B	10-02-1963	17-09-1989	01-09-1997	CPTU, All PMP Courses, Foreign Course
2.	Mr. Asif Warrach	S.P.O	B.A	08-06-1968	11-02-1990	29-05-1999	All PMP courses
3.	Mr. Amir Ali	S.P.O	B.A, L.L.B	18-04-1959	21-08-1984	01-09-1997	Motorway Course, Traffic Course
4.	Mr. Abdul Rauf Qureshi	S.P.O	M.A, B.ED, L.L.B	20-11-1968	06-01-1993	20-04-1998	Basic Detective Course, Elite Course, Bomb disposal course, Special Ammunition course, All PMP courses, Traffic course in Hyderabad
5.	Mr. Ghulam Murtaza Rana	S.P.O	B.A	15-05-1958	11-05-1982	01-09-1997	Traffic Course, All PMP courses
6.	Mr. Ghulam Mehdi	S.P.O	B.A	19-12-1952	01-12-1976	02-01-1998	Traffic Course, Basic PMP course
7.	Mr. Khalid Ibrahim	S.P.O	F.A	21-12-1950	01-12-1977	01-09-1997	Basic PMP course
8.	Mr. Mueen-ud-din	S.P.O	B.A, L.L.B	01-04-1952	12-09-1983	01-09-1997	Motorway Training course held C.P.T.U. Islamabad, Foreign Training course U.K, Basic Motorway Training Courses
9.	Mr. Javed Iqbal	Computer Programmer	M.Sc (Comp.Sci)	10-05-1975	01-08-1999	01-08-1999	- Nil -



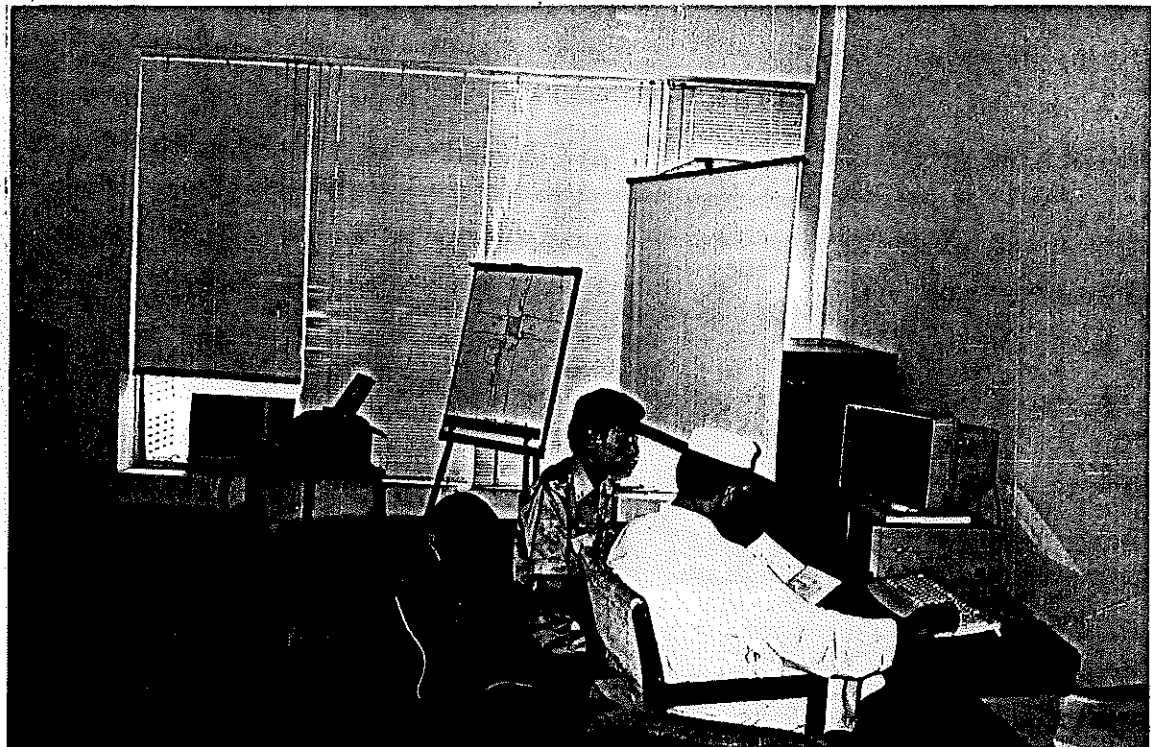
Recording of a Stage Accident.



Group Photo.



Discussion during Highway Code lecture.



Accident Data Entry into MAAP.