

Government of Pakistan
Ministry of Communications
Office Of The Deputy Inspector General Of Police
NH&MP, N-5 South Zone, Karachi

No. DIG/S/N-5/NH&MP/Rdr() 299/19, Karachi. Dated: 25/01/2019

To:

The Chairman,
Pakistan International Bulk Terminal Ltd. (PIBT),
Karachi

W/CEO PIBT

Subject: **CONSEQUENCES OF OVERLOADING AND AXLE CONTROL**

Please refer to letter of office of the Inspector General, NH&MP Islamabad vide No. NH&MP-2(17)/ Ops/ 2019/ 26 dated 17th January 2019 on the subject cited above.

2. The meeting of 7th Steering Committee held on 16-01-2019 at Ministry of Communications, Islamabad regarding consequences of overloading and axle control in which all DIsG/ Zonal Commanders of NH&MP have been directed to sensitize clusters of load origin i.e. KPT, Port Qasim, PIBT, QICT, factories, truck operators, freight agents, importers, exporters etc. on compliance with permissible load limits.

3. It is apprised that all concerned/ stakeholders i.e. factories, truck operators, freight agents, importers, exporters etc. may also be communicated of the upcoming deadline (15-02-2019) for termination of relaxed weight limits and implementation of actual axle load regime as prescribed in NHSO-2000 (***Axle Load Chart is attached herewith***). It is further informed to ensure proper loading of vehicles at PIBT and ***only those vehicles which observe the law regarding axle load and have loaded under the prescribed actual load limit as per provision of NHSO-2000*** may be allowed to leave the ports for traveling on the highways/ motorways so that overloading could be prevented from its origin and National Highway / national assets could be saved from further damages.

4. It was also decided in the "7th Steering Committee meeting that in an event of contravention to the prescribed limits, a vehicle so intercepted shall not only be penalized, offloaded and impounded but its originator shall also be prosecuted".

5. In view of above, it is requested that strict monitoring is required to be carried out at PIBT for implementation of actual axle load regime as per ***National Highway Safety Ordinance 2000 from deadline i.e. 15-02-2019*** onwards to avoid embarrassment, please.


(MUHAMMAD SALEEM), PSP
Deputy Inspector General of Police

Copy to:

- o The Inspector General, (NH&MP), Islamabad
- o The Addl. IG (South Region), NH&MP, Islamabad
- o The Member (South), NHA Karachi
- o All Sector Commanders, N-5 South Zone
- o The President, United Goods Transporters Alliance, Karachi
- o The President, All Pakistan Goods Transport Owners Association, Karachi

EIB

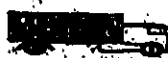
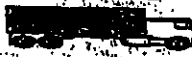








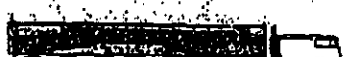
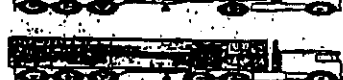
THE SIXTH SCHEDULE

SINGLE, TANDEM, TRIDEM-AXLE LOAD AND GROSS VEHICLE WEIGHT AND TYRE PRESSURE LIMITS

29

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TRUCK TYPES

| TRUCK TYPES | | Maximum Gross Weight(Tons) |
|---|-----------|----------------------------|
|  | 1.2 | 17.5 |
|  | 1.22 | 27.5 |
|  | 1.2-2 | 29.5 |
|  | 1.2-22 | 39.5 |
|  | 1.22-2 | 39.5 |
|  | 1.22-22 | 49.5 |
|  | 1.2-2-2 | 41.5 |
|  | 1.2-2-22 | 51.5 |
|  | 1.22-2-2 | 51.5 |
|  | 1.22-2-22 | 61.5 |
|  | 1.2-222 | 48.5 |
|  | 1.22-222 | 58.5 |

Axle Load Limits for Single Axle = 12 tons, Tandem Axle = 22 tons, Tridem Axle = 31 tons, Front Axle = 5.5 tons
Tire Pressures for Rear Axles = 120 psi, Front Axle = 100 psi