

9

Other Components

9.1. Section -I Axle Load Management

9.1.1 The illegal modification of trucks in back street workshops and low freight rates due to unhealthy competition compels an environment of overloading trucks. This is resulting in a high cost of damage to roads and alarming accident rates. According to an estimate, 30% of the 2, 3 axle trucks are overloaded while 40% of 4, 5 and 6 axle trucks are overloaded. Road deterioration and damages due to overloading are imposing huge infrastructure maintenance cost as well as slow travel times and high fuel costs.

9.1.2 In order to avoid overloading and the resultant road damage strict, “Axle Control Regime” needs to be enforced by NH&MP. The implementation of the

permissible load limits as defined by NHA (**Annexure-XI**) needs to be enforced. In addition to the above, the policy recommends the following:

- i) Weigh-bridges to be set up near loading points of goods and entry points at Highways and Motorways.(NHA’s phase wise programme to ensure the same)
- ii) NHA to access truck data from the Provincial Motor Vehicle Registration (MVR)/ Central Data Repository (CDR)
- iii) Weigh bridges also to be set up at the Trans Freight Stations (TFS).



Overloading – a common phenomenon

9.2. Section –II National Standards and Specifications for Trucks/Trailers/ Semi Trailers

9.2.1 While finalizing the Trucking Policy to Modernize the present Trucking Fleet, lack of National Standards and Specifications for Trucks and Trailers came out as an important core area requiring urgent attention. Roadside fabrications of trucks and the trailers along with the tendency of illegal modification disturbs the original specification of the vehicles while in absence of National Standards and Specifications there is no check. EDB, therefore, constituted a Committee comprising of local Truck/ Trailer OEM's and Experts in this fields and for the first time, Draft National Standards & Specifications for Trailers/ Semi-Trailers have been defined and forwarded to Pakistan Standards & Quality Control Authority (PSQCA).

9.2.2 The basic standards pertaining to trucks (HCVs & LCVs) include GVW, Power to Weight ratio, Axle arrangement, Control types, Cabin requirements, Chassis, Suspension Engine, Transmission, Safety Equipment etc. The basic standards pertaining to the Trailer/ Semi-Trailer includes dimensions and clearances e.g Length, Width, Slope, Clearances etc. Local distribution & stability, Axles, Brakes, Parking Brakes, Suspension, Kingpin, Turntable, Landing Leg and Twist locks.

9.2.3 PSQCA would implement and enforce these standards after adoption.

Dangerous Practice of Making Road Side Semi-Trailers



- Mechanical suspension with long hangers and heavy leaf springs. Destroys the Highways
- This two axle trailer being made for 70 ton payload or roughly 90 ton GCW



- Used/Scrapped truck axle used.
- 8 ton axle carries 20 ton
- Breakdowns cause accidents and block roads
- Used/cracked wheel rims are used and welded which break and cause accidents

Non-Standard Truck Body



Center of gravity shifted too high from the ground

9.3 Section -III Industrial Estates for Truck/Bus Body Makers

9.3.1 Truck body making activity is being carried out in a fragmented and unorganized manner at various clusters throughout the country.

9.3.2 Various Business segments in this sector are Mechanics, Radiator Makers, Denters, Painters, Upholsterers, Show Makers, Electricians, Rim Maker, Pipe Fitters, Leaf-spring Makers, Raw Material Suppliers (Wood & Steel). Moreover, in the Body Making clusters, activities of Retrofitting and spare part sale/ purchase are also common.

9.3.3 Most commonly, Truck Bodies are build on Bedford & Hino Chassis. For the complete body making of one truck, a one month period is the minimum requirement while the new truck Body lasts for 3 to 4 years.

9.3.4 Main raw materials required for Truck Body making are wood & steel. Break-up of major costs of Truck Body are as follows:



(Pak Rupees - Est.)

Steel/Iron	=	80,000
Wood	=	40,000
Nut/ Bolt	=	12,000
Decoration	=	40,000
Labour	=	30,000
Others	=	60,000
Total:		262,000

9.3.5 In order to streamline this activity, establishment of Truck/Bus Body Making Industrial Estates are approved by the Government in the Trucking Policy. Ministry of Industries Production & Special Initiatives has already assigned the task to National

Industrial Parks Developments Management Company (NIPS) to establish a Model Industrial Estate at Lahore. An Action Plan shall be prepared by NIPS for establishing such Estates in other clusters in various cities.

9.4 Section -IV Trailer Manufacturing and Separate Registration for the Trailer

9.4.1 For encouraging the local trailer manufacturers, the GoP has already given exemption of sales tax to local trailer manufacturers registered with EDB as they import CKD Kits under SRO-656(I)/2006.

9.4.2 To further streamline this sector, it is proposed that separate registration of trailers may be made mandatory. Non Registered Trailer Manufacturers in the informal sector must get registered with Engineering Development Board (EDB) as recognized manufacturers within the next four years. Ministry of Communications to coordinate with the Provincial Registration Authorities to enforce the following:-

- i) Trailer manufacturers to provide chassis number engraved on the trailer frame.
- ii) The number to be on record of the Registering Authority as a Vehicle Identification Number.
- iii) Implementation of the decision to display two number plates, distinct in color, at the back of the last trailer.

Trailer Making by non-Registered road side manufacturers



Lethal Sharp Edges



Underpowered Conversions