

Pakistan Railways Year Book 2014-15



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PRINCIPAL STATISTICS

PLANT & EQUIPMENT	Unit.	2013-2014	* 2014-2015
Route – Kilometres	Kms.	7,791	7,791
Track – Kilometres	Kms.	11,778	11,881
Locomotives	No.	421	458
Coaching Vehicles	No.	1,434	1,459
Other Coaching Vehicles	No.	262	281
Freight Wagons	No.	16,179	15,452
Railway Stations (Excluding Halts)	No.	527	456

OPERATIONS

Passenger, Mixed & Other Coaching Trains Run.	No.	32,864	35,612
Train Kilometres, Passenger Mixed and Other Coaching.	Thousand	21,129	21,942
Coaching Vehicle-Kilometres	Thousand	187,202	188,441
Freight Train Run	No.	2,172	5,442
Freight Train-Kilometres	Thousand	1,460	4,720
Freight Wagon-Kilometres (Freight & Mixed Trains)	Thousand	56,160	158,172
Other Coaching Freight Tonne-Kilometres	Thousand	658,748	764,768

VOLUME OF TRAFFIC

Passengers Carried	Thousand	47,690	52,951
Passenger Kilometres	Thousand	19,778,557	20,288,038
Tonnes of Freight Carried	Thousand	1,610	3,600
Tonne – Kilometres	Thousand	1,090,332	3,301,438
Tonne - Kilometres Freight and Coaching Combined.	Thousand	1,749,080	4,066,207
Freight Wagons Loaded	No.	76,307	176,155

FUEL CONSUMPTION

Furnace Oil	Tonnes	493	562
H.S.D. Oil	Liters/Thousand	98,212	121,836
Electric Energy	KWH	NIL	NIL
Coal	Tonnes	NIL	NIL

EMPLOYMENT & WAGES

Persons Employed	No.	79,505	78,031
Cost of Employees	Thousand	22,202,918	23,039,792
Pension Payment	Thousand	14,878,752	16,234,554

FINANCIAL RESULTS

Gross Earnings	Thousand	22,800,217	31,924,757
Total Ordinary Working Expenses	Thousand	39,795,937	42,000,125
Operating Ratio	Percent	174.54	131.53

Provisional

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PAKISTAN RAILWAYS

Brief History

Sir Henry Edward Frere was appointed Commissioner of Sindh after its annexation with Bombay in 1847. It was he who discovered the potential of Karachi as a seaport and conceived the idea of a railway line to up country and recommended Karachi to be a seaport in 1855. The survey for construction of a railway line from Karachi was started in 1858. Initially a railway line was proposed from Karachi City to Kotri, then steam navigation through rivers Indus/Chenab up to Multan and from there on a Railway line to Lahore and beyond.

The 13th of May, 1861 was historical day when the first railway line was opened for public traffic between Karachi City and Kotri, a distance of 169 Kms. By 1897 the line from Keamari to Kotri was converted to double track.

Different sections of this part of railway in the Sub-continent, which now comprise Pakistan Railways, were constructed in the last quarter of the 19th century and early part of the 20th century. Unlike other rail networks in the Sub-continent during British era, most of the sections (of Pakistan Railways) were constructed as strategic lines to safeguard the British Empire in the Sub-continent. It is an interesting coincidence that the present alignment of railway line from Peshawar to Karachi closely follows Alexander's line of march through the Hindu kush to the sea.

In 1885, the Sindh, Punjab and Delhi Railways were purchased by the Secretary of State for India. On 1st January, 1886 this line and other State Railways (the Indus Valley, the Punjab Northern, inclusive of Sindh Sagar Eastern section, and the Kandahar or Sindh-Pishin Southern section) were integrated and North Western State Railway was formed; which was later on renamed as North Western Railways

At the time of Independence, the NWR was bifurcated with 1,847 route miles lying in India, and 5,048 route miles in Pakistan. In 1954 the Railway line was extended to Mardan and Charsadda and in 1956 Jacobabad - Kashmore narrow-gauge section (2'-6") was converted into broad-gauge section. Construction of Kot Adu-Kashmor line was completed in 1973, providing an alternate route from Karachi to up country, along right bank of River Indus. Meter-gauge line from Hyderabad to Khokropar was converted to broad-gauge in two stages, from Hyderabad to Mirpur Khas 66.07 kilometer in 1967 & Mirpur Khas to Khokropar (Zero Point) 133 kilometer in 2006.

Route & Track Length:

Pakistan Railways is a two-gauge system i.e., broad-gauge and meter-gauge. The gauge-wise track length on 30th June, 2015 is as under;

	Route Kilometers	Track Kilometers
Broad-gauge	7479	11492
Meter-gauge	312	389
Total	7791	11881

Organization:

Pakistan Railways is a Federal Government Department under Ministry of Railways. The Secretary for Ministry of Railways is the ex-officio Chairman of the Railway Board.

Pakistan Railway comprises of three functional units. The Operating Unit, the Manufacturing & Services Unit and Welfare & Special Initiative Unit, each headed by a General Manager. Chief Executive Officer/Sr. General Manager (CEO) is the overall incharge of these units. The Operating unit is located in the historic North Western Railway Headquarter building, an imposing landmark of colonial-era architecture of Lahore. It oversees train operations and all related functions. Besides, three Additional General Managers, heading Infrastructure, Traffic and Mechanical unit, various specialized head of departments also assist the Senior General Manager. Who is the CEO of Pakistan Railways.

The Manufacturing and Services (M&S) unit is responsible for the management of the Concrete Sleeper Factories, Locomotive and Carriage Factories. The Welfare & Special Initiative Unit manages all Railway owned Schools, Hospitals, Sports and related procurement.

Pakistan Railway comprises of seven territorial operating Divisions viz: Peshawar, Rawalpindi, Lahore, Multan, Sukkur, Karachi & Quetta, besides, Workshops Division at Moghalpura, Lahore and an administrative Division at Headquarter Office, Lahore. Each territorial and Workshops Division is headed by a Divisional Superintendent directly under the auspices of Senior General Manager/CEO. The Divisional Superintendents are assisted by the Divisional and Assistant Officers of their respective Departments i.e. Engineering Departments like Civil, Mechanical, Electrical, Signal & Telecommunications, Medical, Transportation & Commercial, Chief Planning & Project Officer, Accounts, Railway Police and Information Technology Department.

CHAPTER-I

Operating Unit

A. Infrastructure:

The Infrastructure unit is headed by the Additional General Manager Infrastructure, who is assisted by the following head of Departments.

1. Chief Engineer Open Line.
2. Chief Engineer Survey and Construction.
3. Chief Engineer Signal.
4. Chief Engineer Telecommunication.
5. Chief Engineer Design.
6. Director Property and Land.

Civil Engineering Department:

1. On 13th May 1861, the first Railway line was opened between Karachi and Kotri with a total distance of 169 km. At present the route kilometer is 7791 & running track kilometer is 9092. The condition of track infrastructure is generally satisfactory. Various sections have been up-graded for safety, axle load & traffic requirements.

2. The permanent way ensures safety of rolling stock and train operation. The track components are subjected to continuous wear and tear under the dynamic impact of moving trains and have to be replaced at regular intervals to keep the track geometry within safe parameters.

3. Salient Features:

* Route Kilometers	=	7791 Kms
* Broad Gauge (1676 mm)	=	7479 Kms
* Meter Gauge (1000 mm)	=	312 Kms
* Running Track	=	9092 Kms

* Total track length	=	11881 Kms
* Bridges	=	13841 Nos.
* Level Crossings	=	3815 Nos.
* Un-manned	=	2382 Nos.
* Manned	=	1433 Nos.

4. The classification of track on Pakistan Railway is as under:-

Description	Max. speed (Km/h)	Length (Km)
Primary-A	105	3283
Primary-B	95	2807
Secondary	75	1184
Tertiary	65	1506
Meter Gauge	55	312
Total	-	9092

5. Repair & Maintenance:

a) Track

During the year 2014-2015, Rs. 1575 millions was allocated for procurement of track material against the actual requirements of Rs.11641.3 millions, so essential and unavoidable track material was only procured for replacement of un-serviceable/ worn out rails, sleepers and fastenings etc, to keep the track fit for safe train operation.

b) Building:

Pakistan Railways has vast infrastructure comprising service and residential buildings scattered all over the country. There are 70100 residential buildings, which include 67939 staff quarters, 1809 houses for Senior scale Officials and 423 officers Residence. Service buildings which include stations, Schools, Hospital, Offices, Stores/Sheds, Workshops. Rest Houses and running rooms etc, occupy an area of 25.807 million Sft.

c) Bridges:

There are 13841 bridges including 532 major and 13309 minor bridges over the system. Most of the bridges were constructed well before partition, when Railway System was introduced in the subcontinent and have completed their useful life. Due to dedicated inspections and regular maintenance, bridges are generally in satisfactory condition for safe train operation. Bridges which required major repairs or rehabilitation are being attended through following different ongoing projects.

1. Bridge Rehabilitation Project has to rehabilitate, 159 Bridges out of which 66 have been completed and remaining will be completed upto June, 2017.
2. Rehabilitation of Flood damages project has to rehabilitate 69 bridges out of which 16 have been completed and remaining will be completed upto June; 2017.
3. Three ongoing Track renewal projects have to rehabilitate 34 Bridges out of which 8 have been completed and remaining will be completed upto June, 2016.

Bridges Rehabilitation Projects:

Mission Statment:

The Railway administration desires to provide quick and safe journey to the travelling public within shortest possible time.

Objectives/Vision:

During the year 2006-2007, the Railway administration decided to strengthen and rehabilitate 159 weak bridges on the Railway system.

The rehabilitation of these bridges will:-

- * Ensure safety standards.
- * Remove speed restrictions imposed on weak bridges.
- * Ensure effective maintenance, in reducing the operational cost.
- * Meet the increased requirements of Freight & Passenger Sectors.

Achievements:

73 Nos. Bridges over various Sections of Pakistan Railways have been rehabilitated upto 30-06-2015 and an expenditure of Rs. 301.527 Million (cumulative) has been incurred on the same.

Current Activities:

a	Work in progress	..	2 Bridges
b	Material stacked for temporary arrangement	..	4 Bridges
c	Plans submitted to FGIR for approval	..	2 Bridges
d	Tenders under finalization	..	2 Bridges
e	Tender called on 28-07-2015	..	1 Bridge

Facts & Figures:

Commutative progress upto 30-06-2015.

a	Physical	..	..	73 Bridges rehabilitated (46%)
b	Financial	..	..	Rs. 301.527 Million incurred (73%)

Future Plan 2015-16:

a	Bridges proposed to be rehabilitated	..	21 Nos.
b	Funds requirements	..	Rs. 100 Million.

Achievements During 2014-15:

a	Bridges Completed	..	13 Nos.
b	Expenditure incurred	Rs.	62.782 Million.
The Cost of the Bridges rehabilitation Project(Local)			Rs. 412.000 Million.

Dualization Of Track Projects:

A) On Going Projects:

1. Doubling of Track from Khanewal to Raiwind (246 Kms)

PC-1 amounting to Rs 5.497 Billion was approved by the ECNEC, for Doubling of Track from Khanewal to Raiwind (246 KM) on 04-08-2005. The same was revised to Rs. 8.326 Billion, on 12-11-2007 and subsequently re-revised to Rs. 12.617 Billion on 26-05-2011. The work on this project was commenced during the financial year 2005-06. Section from Khanewal to Sahiwal (119 KM) has been completed and the same has been opened for traffic on 17-09-2011. The section from Raiwind-Bhoe Asal (22 Km) after having been dualized stands opened for rail traffic on 19-02-2013. The section from Sahiwal-Okara Cantt (28 Km) after having been dualized stands opened for rail traffic on 30-12-2013. The section from Bhoe Asal-Habibabad (33 Km) after having been dualized stands opened for rail traffic on 05-03-2015. The work on Habibabad-Okara Cantt (44 Km) section has also been completed and section will be opened shortly. The completion cost of this project will be Rs. 12.617 Billion.

2 Doubling of Track from Shahdara Bagh to Lalamusa.

- * Total Length 126 Km
- * Total Cost of the Project Rs. 13593 Million
- * Completion period 03 years.
- * PC-I Approved in May 2011 from Executive Committee of National Economic Council (ECNEC).

- * After the approval of PC-I the project activities were started. The work of Topographic Survey awarded to M/s PRACS which has since been completed. International tenders were invited from International/National and consortium of firms for execution of complete project which is pending by the MOR as this project is proposed for inclusion in "Up-gradation of ML-I" under China Pakistan Economic Corridor (CPEC) framework.

A) Future Projects:

1 Doubling of Track from Shahdara Bagh to Faisalabad.

- * Total Length 135 Km.
- * Total Cost Rs. 10281 Million.
- * Completion period 03 years.
- * PC-I Approved in May 2011 from Executive Committee of National Economic Council (ECNEC).

- * The work of Topographic Survey awarded to M/s PRACS has since been completed. International tenders have been invited from International/National and consortium of firms for execution of complete project but as per decision taken in the meeting regarding Public Sector Development Programme (PSDP) projects held in Pakistan Railway Headquarters Office Lahore on 21-08-2013, this project was proposed to be kept on the backburner for the time being.

1. Doubling of Track from Lalamusa to Chaklala (including Realignment of Track from Kalowal to Pindora)

* Total Length	152 Km.
* Total Cost	Rs. 39111 Million
* Completion period	03 years
* PC-I	PC-I submitted to Planning Commission by Ministry of Railway.

2. Doubling of Track from Golra Sharif to Peshawar Cantt.

* Total Length	160 Km
* Cost of the Project	Rs. 29867 Million
* Completion period	03 Years
* PC-I	PC-I submitted to Planning Commission by Ministry of Railway.

Track Department (Extra Division):

1 Welding Cell:

It is headed by STD/Welding and controlled by AEN/Welding. Welding cell is responsible for welding of rail joints over the system. During current financial year 2014-15, 6054 No of rail joints welded on Karachi, Sukkur, Multan & Lahore Divisions respectively.

2 Inspection Cell:

It is headed by STD/Inspection and controlled by AEN/Track. Inspection cell is responsible for ultrasonic inspection of rails over the system. During current financial year 2014-15, 1472 Km track inspected with Ultrasonic Flaw Detector Machine over the network.

3 Curve Realignment Cell:

It is headed by STD/Curve and controlled by AEN/Tack. C.R. cell is responsible for realignment of curve over the system on the request of operating divisions.

B Future Plans:

- (i) It is Planned that during Financial Year 2015-16,8000 Nos. of rail joints will be welded over the system.
- (ii) It is also planed that during financial year 2015-16, 1600 Km track will be inspected with Ultrasonic Flaw Detector machines.

Track Machines Department:

Track Machines Department headed by Senior Mechanical Engineer (SME/TM) is responsible for maintenance of all Pakistan Railway Track according to parameters with precision. During the year 2014-2015, 2863.28 Kms Track have been maintained by Track Machines over the system.

Vision:

Increasing the capacity of Maintenance and Operation of Track Machines & Cranes with advanced technology.

Achievements:

The Track Machine DU-3082 which was burnt during the riots of Benazir Bhutto has been re-commissioned and put into operation.

Future Plans:

It is planned that during the financial year 2015-2016,. 3000 Kms of Railway Track will be packed/maintained.

Track Supply Office:

Track supply office is responsible for supply of track material for maintenance of Railway track. Track supply office works as a liaison office amongst CEN/OL, CCP&CCS for initiating procurements of track material meant for ordinary maintenance based on demands of operating Division's pre-acceptance inspections of track maintenance material, and disposal of scrap which is returned from divisions.

Vision:

Avoiding imposition of Engineering Speed Restrictions by ensuring prompt supply of p-way material to avoid deferred track maintenance. In this regard, TSO office is depended upon role of operating Divisions which should be pro-active.

Current Activities:

Presently track supply office is working on preparation of procurement plan for financial year 2015-16 for procurement track maintenance items.

Facts & Figures:

During Financial Year 2014-15, TSO Office supplied track material to Operating Divisions costing of Rs. 1183.024 Millions and to various PSDP Projects costing Rs. 253.587 Millions.

Future Plan & Projects:

- * Streamline the demand and supply position to avoid deferred track maintenance & expected enhanced freight traffic up-gradation of 1:12 turnouts 90R to 100RE on primary A-section.
- * Up-gradation of 90R 1:12 Turnouts into 100RE 1:12 Turnouts on Primary A-Section of Pakistan Railways anticipating the expected enhancement in freight traffic.
- * Web based inventory/management.

Achievements Made During Financial Year 2014-15:

- * Development of manufacturing facility of stud blocks in workshops Divisions.
- * Establishment of training facility for Railway Inspectors proceeding abroad for pre-shipment inspection of track items.
- * Upgradation of 70% turnouts from 90R to 100RE in the section of PWI/KUZ in connection with speed raising.

Mechanization of Track Maintenance (Pilot Project):

PC-I amounting to Rs. 4055.403 Million including 2694.895 Million F.E.C was approved by the ECNEC for Mechanization of Track Maintenance (Pilot Project) 817.08 Km track Lahore Division on 16-08-2012.

Date of Commencement	01-10-2012
Tentative Completion Date	30-06-2016
Expenditure upto 30-06-2015.	1079.654 Million
Physical Progress achieved during the	2 Nos. cranes have been received. 2 Nos. Track Machines have been received. 9 Nos. Motor Trolleys have been received.
Financial Year 2014-15	Tender for procurement of Ballast cleaning machine has been accepted Tender for procurement of 17 Nos. self propelled material lorry has been accepted.
Physical Target for the Year 2015-16	Procurement of heavy Machine 45 Nos Procurement of small Machine 388 Nos. Rehabilitation of Track Workshop, Track machine shop & SSKP store at Raiwind 03 Job

Chief Engineer Survey & Construction:

Achievements made during 2014-15

1 Feasibility study for new rail link from Islamabad to Murree to "Muzaffarabad"

Subject study has almost completed. Government of Pakistan has established a company namely "Kashmir Railways (KR) Ltd" on 28-5-2014, which will be responsible for execution of project if PC-I of the project is approved by the competent forum.

2. Comprehensive Feasibility study for up-gradation/ Rehabilitation of main line (ML-1) and construction of new Dry Port/ Cargo handling facility at Havelian (Baldher) District Haripur.

The study has been awarded to M/s China Railway Eryuan Engineering Group Co. Ltd, (CREEC) by China, M/s. PRACS & NESPAK from Railway side. Study is likely to be completed till end of September.

Project of 87 Kms(CTR)(Shahdara - Lodhran):

Main objective of the project of 87-Kms (CTR) on Lodhran-Shahdra Section is to rehabilitate the track infrastructure on main line from Lodhran to Shahdara to make it fit for installation of Modern Signalling System as replacement of metal sleepers according to specifications of the new signalling system is a pre-requisite for its efficient functioning.

Followings are the details of the project:-

1. Cost of the Project= Rs. 2216.00 Million
2. 25.92 KMs Sleeper Renewal has been carried out during 2014-15.

3. 70.00 KMs Sleeper Renewal has been carried out upto 30-06- 2015. in various bits/stretches in the section of PWI's/ Khanewal, Multan, Sahiwal, Raiwind & Lahore.
4. 3 Nos. Bridges has been rehabilitated out of 13 Nos. upto 30-06-2015.

Track Rehabilitation Project of Khanpur-Lodhran Section:

Objectives:

To rehabilitate the track infrastructure on Khanpur- Lodhran section to enhance line capacity and make it fit for speed of 160KMPH

Project Cost: Rs. 8978.000 Million

Scope of the Project:

S.No.	Component	Scope as per PC-I	Work done upto 30-06-2015	Proposed work for 2015-16
1	Complete track renewal with 54-KG profile rails and Vossloh fastenings(Up & Down line)	249 Kms	NIL	80 Kms
2	Rail renewal with 54 KG profile rails and Vossloh fastenings	38 Kms	38 Kms	NIL
3	Replacement of old Turnouts with 54 KG profile rail, 1:16=39, 1:12=24,1:8 1/2=24	102 Nos.	NIL	102 Nos.
4	Improvement of level crossings	48 Nos.	10 Nos.	5 Nos.
5	Realignment of curves	4 Nos.	NIL	NIL
6	Repair of service buildings	L.S	NIL	NIL
7	Rehabilitation of bridges	18 Nos.	4 Nos.	7 Nos.
8	Procurement of track - related machines & equipments	L.S	35.48%	55%

Improvement & Rehabilitation of Track Project (Karachi- Khanpur Section):

Objectives:

To rehabilitate the track infrastructure of main line from Landi to Kotri with UIC-54 rails, Pre-stressed (PSC) sleepers and imported Nabla/ vossloh fastenings. So as to enhance capacity of Main Line by removing speed restrictions and improve the track structure to make it fit for a speed of 125 km/h for improving the operational efficiency to achieve the target set down for hauling 7.2 billion TKM freight and 23 billion PKM passenger traffic by the year 2015.

Project Cost: Rs. 11543.696 Million

Scope of the Project:

S No.	Project Activity	Unit	Scope of work as per Revised PC-I	Commulative Physical Achievement upto 30-6-15	Target to be achieved upto 30-6-16
1	Complete track renewal with UIC-54 Rails from Landhi-Kotri Section	Km	290	258	32
2	Deep Screening of Ballast	Km	199.6	199.6	NIL
3	Complete track renewal with 100-RE Rails on Khanewal-Wazirabad Section (SR since completed)	Km	130	SR=130 RR=56	SR=NIL RR=74
4	Complete track renewal with 90-R Rails on Lodhran-Pak Patan-Kasur Section (SR since completed).	Km	65	SR=65 RR=3.5	SR=NIL RR=61.5
5	Replacement of existing Wooden/Steel Trough/RCC Twin Block sleepers with PSC Sleepers and replacement of worn out / defective rails on main line.	Km	124	118.34	5.66
6	Realignment of Curves with extension/construction of new bridges due to the shift in curves.	No.	4	1	3
7	Rehabilitation of signalling system and provision of glued joints on Landhi-Kotri Section	No.	1410	1178	232
8	Replacement of remaining bridge timbers	No.	72	64	8
9	Replacement of turnouts with fittings	No.	70	59	11
10	Welding of Rail Joints	Km	670	633	37

The Project of Rehabilitation of Rolling Stock & Track Pakistan Railways:

Mission Statement

The Railway administration desires to provide quick & safe journey to the travelling public within shortest possible time.

Objective/Vision:

1. During the Year 2011-12 the Railway administration decided to Rehabilitate its Rolling Stock & Track which has outlived its useful life.
2. The Rehabilitation of this rolling stock & Track will.
 - (a) Ensure safety standards.
 - (b) Remove speed restriction imposed on track.
 - (c) Ensure effective maintenance, in reducing the operational cost.
 - (d) Meet the increased requirements of freight & passengers sectors.

Achievements:-

1. 500 Coaches have been rehabilitated
2. 14 km's track renewals has been carried out.

urrent Activities:-

1. Rehabilitation of 650 Wagons in progress.
2. Sleeper renewal, complete Track renewal in progress.

Facts & Figures:-

Commutative Progress upto 30-06-2015

Track Portion

Physical 5% *Financial* 26%

Mechanical

Physical 50% *Financial* 50%

Future Plan 2015-16:

- a. Track renewal & Rehabilitation of 650 Wagons.
- b. Funds requirements 991 + 680 = 1671 Million.

Achievement 2014-15:

Track Portion:

- a. Track Renewal 8.59 Km.
- b. Funds incurred 444 Million.

Signal Engineering Department:

Mission Statement.

The signal engineering department is ambitious for the planning, design, construction and maintenance of signalling, interlocking and block (line clear) systems.

Vision:

Signalling system are essentially required for efficient and safe train operation. At present most of the station are equipped with mechanical type signalling while modern signalling system such as all relay interlocking. Automatic block signalling centralized Traffic Control is also provided at certain stations.

Current Activities, Facts & Figures, Future Plan Projects and Achievements:-

There are 123 stations equipped with non-interlocking mechanical signalling 185, stations with Standard-I, 20 stations with Standard-II and 217, stations with Standard-III mechanical signalling, whereas 40 stations are equipped with all relay interlocking and 9 stations equipped with CBIs system. Auto block signalling is provided in 200 Km double line sections between Landhi-Hyderabad, Riazabad-Piran Ghaib, Shujabad & Gilawalan. Centralized Traffic control on 24 Km section between Karachi Cantt and Landhi section.

It has been planned to replace the old and obsolete signalling system with modern systems on the entire network in phases.

In the first phases, modern systems consisting of computer based interlocking at 31 stations and auto block system on 433 km from Shahdara Bagh-Multan-Lodhran section are being provided under approved project.

The aspects of the approaching signal shall also be displayed in the cab of the Locomotives and the system shall be fit for speeds up to 160 km/hr. Auto train protection systems shall also be provided and the train will stop automatically in case driver does not apply brakes while approaching the RED signal.

Another project has been approved to provide computer based interlocking at 23 stations from Mirpur Mathelo-Shahdadpur section and Bin Qasim station which were burnt and damaged on 27th December, 2007 on the assassination of Mohtarma Benazir Bhutto. This work has been taken in hand and in progress. The restoration work at four stations and auto block system on Bin Qasim-Hyderabad section has been completed and opened except Bin Qasim station.

- i) PC-I for provision of computer based interlocking system (CBIs) to replace the existing old obsolete Signal & Telecommunication systems on LON-KOT has been sanctioned by ECNEC.
- ii) Similarly, PC-I for provision of computer based interlocking system (CBIs) to replace the existing old obsolete Signal & Telecommunication systems in Shahdara Bagh-Lalamusa and Shahdara Bagh-Faisalabad section due to doubling of track have been submitted to planning division for approval of Secretary Chairman, Railway and sanctioned by ECNEC.

The provision of modern signalling system on Pakistan Railways will enhance to safety, speed and punctuality of trains.

Signal Project (Lodhran-Shahdara):

The project for replacement of old and obsolete signal gear from Lodhran-Shahdara Bagh section of Pakistan Railways has been approved by ECNEC at a total cost of Rs.10.720 billion with FEC US\$ 140.000 million. Under this project, the Computer Based Interlocking shall be installed at 31 stations and Auto Block System at 433 Kms length. Automatic Train Protection (ATP) shall be provided in 160 locomotives on the section equipped with the system . The train shall stop automatically, in case, the Driver does not apply brake while approaching red signal. The modernized system (CBI) will replace the existing out-lived system due to Doubling of Track and obsolescence. Due to additional civil work cropped up at the time of execution work and escalation in Dollar rate, the revised PC-I for Rs. 1764.000 million with FEC Rs. 12068.000 million has been approved by ECNEC on 02-03-2015. IDB loan has been closed w.e.f 31-03-2015 and balance work equivalent to US\$ 23.438 million will be carried out from PSDP. Most of the civil works, cable works and provision of electric connections completed. Computer Based Interlocking at 04 stations Riazabad, Piran Ghaib, Gilawala & Shujabad also completed and opened for traffic. 40 Km Auto Block System has also been put into operation. Cable lying 110Km has been completed. After completion of the project, the line capacity, Cable lying 110 Km has been completed. After completion of the project, the line capacity, efficiency, safety and punctuality of train shall be enhanced manifold. The project is in progress and is expected to be completed upto 30-06-2016.

Signal Rehabilitation Project:

Mission Statement:

Rehabilitation and Development of Railway Assets Damaged during Riots of 27th and 28th December, 2007.

Organization:

Project Director/Signal Rehabilitation is co-ordinator of the following units:-

1. CME/Locomotive.
2. CME/C&W
3. CEN/Open Line (Civil Works)
4. Dy: CEN/Track
5. PD/Signal Rehabilitation
6. CEN/Telecom

Following items of works related to the above units are to be rehabilitated/repared.

1. 15 Nos. Locomotives.
2. 87 Nos. Coaches.
3. 65 Nos. station buildings.
4. 06 Nos. Track Machine
5. Rehabilitation of Signalling System by introducing Modern CBI System on 22 Stations in Sukkur Division & 01 Karachi Division.
6. Rehabilitation of Telecommunication System on 44 stations of Sukkur & Karachi Division.

Executive Agency: (Pakistan Railways)

Approved by
ECNEC

Dated of Approval
24-03-2010

Dated of Completion
31-03-2015

Unit Wise cost of Project is as under:

(Figures in PAK in millions)

1. Repair of Locomotives	=	600.000
2. Repair of C&W	=	453.000
3. Restoration of signaling System	=	6192.637
4. Restoration Telecommunication System	=	61.528
5. CEN/Open Line	=	368.788
6. Dy: CEN/Track	=	180.000
Total	=	<u>7885.953</u>

Provision of LC of SEK 410.227 (M) = PKR 4890 (M) included in the total cost of Project Rs. 7855.953 (M).

Cumulative Expenditure:

Cumulative Expenditure upto June, 2015=7433.035 (Million)

Achievements:

S. No.	Targets	Achievements	Percentage end of June, 2015	Remarks
1	Repair of Locomotives	15 Locomotives	100%	Work Completed
2	Repair of Coaches 87	51 Coaches have been rehabilitated	58.6%	Repair of remaining 36 Coaches will be carried out during 2015-16.
3	<u>Civil Engineering works:</u> i.Construction of buildings track and bridges ii.Track Machines & Cranes	63 Buildings Rehabilitated i. Bridge crane No. 2228. ii. Burro Crane No. 5565. iii. P&H Crawl Crane No. 4622 vi. Hitachi Crane No. 1202 v. Tampering machine No. DU 2589. vi. Tempering machine No. DU-3082.	96% 90%	Remaining work will be carried out during 2015-16. Under Repair
4	Signal Rehabilitation Sukkur and Karachi Division. Part-I i. KYC Division: Restoration of Auto Block between Badalnallah and Hyderabad section with all Relay Interlocking system on 04 stations Gaddar, Dhabeji, Jhampir, and Jungshahi. Part-II ii. SUK Division: Provision of Computer Based Interlocking System at 22 stations Sukkur Division and one station (Bin Qasim) of Karachi Division.	i. All the work has been completed. iiConstruction of Equipment battery and Generator rooms of 22 stations. iii. Consignments of imported material. iv. Bucheri, Sarhari, Nawabshah, Shahdadpur Lundo opened for Commercial operation. v. Three stations Bandhi, Kot Laloo, & Daur are under testing phase & ready for commercial operation shortly. vi. 181 Kms Optic Fiber Cable has been laid between Jalal Mari to Gambat section.	100% 98% 94% 22% 53% Completed	Completed Remaining work of one station will be completed during 2015-16. Remaining work will be completed during 2015-16. Remaining work will be completed during 2015-16.

TELECOMMUNICATION:

Mission Statement:

To Provide safe, reliable, secure and independent telecom facilities to Pakistan Railways officers, officials and staff to facilitate the train working.

To provide train control for safe and efficient train operation.

TELECOMMUNICATION:

- i) Pakistan Railways Telecommunication System comprises of Microwave, UHF, VHF & HF Radios Telephone Exchanges Network, Train Control System overhead wires along the Railway Track and Underground cable.
- ii) M/W Radio systems were installed in 1981-1982 on main line from Rawalpindi to Karachi via Lahore - Faisalabad - Khanewal and on important branch lines i.e. Kotri - Dadu - Habib Kot - Jacobabad - Kashmor colony - Kot Adu - Sher Shah & Wazirabad- Sangla Hill covering 2700 route kilometres.
- iii) Microwave Radio System having 960 channels capacity is working at 38 sites as backbone. UHF Radio System having 36 channels capacity is working at 220 stations, for station to station communication. VHF Radio System having 576 base stations & equipped on 460 locomotives provides communication between ASM & Train Drivers. HF Radio uses single channel for long distance and also for coded messages.
- iv) 20 Electronic & 01 Electro Mechanical type Exchanges are providing services to 3000 users on Pakistan Railways.

Telecommunication Facilities:

1. Telephone Exchange	
No. of Lines in use/ Telephone	3000 Nos.
2. Microwave Radio	
i) Sites	38 Nos.
ii) Route Km covered	1850 Km
3. UHF Radio	
i) Sites	220 Nos.
ii) Route Km covered	2700 Km
4. VHF Radio	
i) Base Station	576 Nos.
ii) Locomotives equipped with VHF Radio	460 Nos.
iii) Walkie Talkie Radio sets	1360 No.
iv) Route Km covered	6000 Km
5. Train Control System working on M.W./UHF Radio equipped. With train consoles at Divisional Headquarters.	13 Nos.
6. HF Radio between Divisional Headquarters and important stations for transmission of important and emergency messages.	46 Nos.
7. Conventional type of equipment is working on overhead/iron wires along the Railway Track. This system is old & obsolete.	2961 Km.
8. Alternate routes of conventional control system are working on carrier channels hired from PTCL.	174 Km.
9. Hotlines between Central Control, Headquarters Offices Lahore and Divisional Control Offices are in operation.	5 No.

Achievements During 2014-2015:

Due to financial constraints faced by Pakistan Railways achievements only upto the extent of the maintenance and operation of the existing Telecommunication System by repair of units/model were obtained to keep the system alive within the means available. However, in some divisions, solar panels have been introduced to cater the electricity demands and avoid the consequences of load-shedding.

Future Plan:

PC-I for replacement of EPABX with VoIP Gateway at Lahore, Multan & Sukkur is under process. New VoIP exchanges for Rawalpindi, Hyderabad, Kotri Karachi including 3 PBX exchanges at Lahore, Rawalpindi & Karachi amounting to Rs. 254.191 million have been included in IF works 2014-15. Replacement of overhead wire/ underground cable of Quetta-Kolpur, Habib Kot-Jacobabad, Bakhtiarabad Domki-Sibi, Hyderabad-Tando Adam. Headquarters office Lahore-Mayo Gardents Lahore section is also included in the above mentioned IF works 2014-15.

PC-I for Shahdara-Lalamusa, Shahdara-Faisalabad, Shahdara-Lodhran, Lodhran-Kanpur and Mirpur Mathelo-Jalal Marri sections for the replacement of old analogue system with latest optical fiber system has been sent for approval.

More usage of solar energy to cater the electricity demands and avoid the consequences of loadshedding.

Design Department:








Pakistan Railways Design Office was established in the year 2002, with the objectives of redefining old Design Codes, to facilitate the effective and efficient integration of newly acquired technologies into the existing Codes, Design, Rules and to design new bridges referred by Divisional

Superintendents through Chief Engineer/Open Line, Chief Engineer/S&C and various Project Directors. The Design Office has contributed a lot as per its laid down objectives and has provided all the necessary skills and knowhow for implementation of new development projects, besides providing support services to the field staff, for the rehabilitation and up gradation of the existing infrastructure. The tasks which this office is performing successfully are as under:-

- i. Providing design of R.C/Pre-stressed Bridges/Culverts/ Retaining walls/Auxiliary structures to entire Railway system (all Divisions and Projects) whenever required.
- ii. Vetting of R.C/Pre-stressed concrete bridges crossing the railway network and referred by sponsoring agencies outside railways such as NHA to ensure that the railway Standard and Codes are followed in designing of the structures for safety.
- iii. Providing services for trouble shooting of operational/ construction problems faced by the field staff during construction/rehabilitation and up-gradation of the existing infrastructure in all Divisions.
- vi. Development of standards of design for different types of structures like R.C. Box Culverts, R.C. Slabs, Retaining Walls so as to provide a quick design for its construction/execution in the field especially in projects like DOT, RBOD, BR, TR ect.
- v. Adoption of latest Codes and Standards like AREMA, AASHTO, ACI, for safe and sound design of structures. The state of the art Softwares i.e. STAAD Pro., SAP-2000, ETABS, SAFE,


PCACOL, CONCAD & AUTOCAD etc. are used in design in the latest computer system to make it comparable to any other modern Design Offices in Government and Private Sectors.

The number of design projects completed during the period from 01-07-2014 to 30-06-2015 is given as under:-



	Design of bridges referred by Bridge Branch	2 Nos.
	Design of bridges referred by B.R Project	13 Nos.
	Design of bridges referred by 87 Km/CTR Project	1 Nos.
	Design of bridges referred by TR/LON-KPR Project	2 Nos.
	Design of buildings referred by P.R Divisions	2 Nos.
	Vetting of station buildings referred by RAILCOP	4 Nos.
	Vetting of bridges referred by Bridge Branch	2 Nos.

Directorate of Property And Land:

Mission Statement:

-  To Provide the highest transparent quality services to the customers for leasing & developing the Railway land at fair and market competitive prices.

Vision:





-  To achieve the optimum commercial potential of prime Railway lands and to safeguard the Railway land asset from encroachers by its effective utilization through short & long term leasing.
-  To generate maximum revenue through the non-core Railway business of land leasing.

Current Activities:

Commercial Exploitation of Railway Land.

-  While fixing the earning targets through leasing of land, it was

decided that all the Railway Divisions shall identify the surplus land parcels and shall exploit the same to its optimum commercial potential as per the suitability of the site.

-  The honanble Minister for Railways emphasized to identify those sites which are lying vacant in major cities but are prone to encroachments. The sites have been identified and approval has been conveyed to concerned Divisional Superintendents for its best possible usage through leasing/ licensing. In order to commercially exploit these prime locations for constructions of shops/commercialization through Railway companies to generate more revenue in order to get best utilization of Railway land.
-  M/s RAILCOP, M/s, PRACS, and M/S REDAMCO has also been entrusted to construct the Railway shop markets/plazas at approved sites.
-  The construction work on most of the Railshop market sites has started and expected that handsome revenue shall be generated through the marketing of these project in a transparent manner.
-  The anti-encroachment operation of Railway land from encroachers are in progress all over the Railway network and 73.40 acre Railway land has been retrieved during the financial year 2014-15 and this retrieved land is being planned to be utilized through short term leasing in a transparent manner.

Policy formation:

Policy for leasing / licensing of Railway land have been reviewed in order to make it more competitive, transparent keeping in view the market trends & development of Real Estate business in private sector.

Facts & Figures:

Pakistan Railway owns 1,67,690 acres land all over the country. The province wise detail is as under:-

Province	Area of Land(acres)
Punjab	90,326
Sindh	39,428
Balochistan	28,228
Khyber Pakhtoon Khwa	9,708
Total	<u>1,67,690</u>

At the outset of year 2012, a country wide date of land encroachments on Railway system reflected a figure of 5662.6 Acres. The division wise breakup of these occupied lands is tabulated below:-

(Area in acre)

Kind of Ench:	PSC	RWP	LHR	MGPR	MUL	SUK	KYC	QTA	Total
Private Individual (Comm: Resi; Agri)	94.072	63.69	926.5	24.19	639.54	728.56	368.61	570.94	3416.102
Govt. Department	286.35	34.04	38.42	18	16.621	21.93	0	31.943	447.304
Defemce De[ftt.	14.73	47.871	1666.96	1.53	29.966	0	2.36	35.844	1799.261
Total	395.152	145.601	2631.88	43.72	686.127	750.49	370.97	638.727	5662.667

Railway Administration inflicts regular anti encroachment operations to retrieve its encroached lands and this fight back is continued on the face of law & orders situation. Railway strategy on removal of encroachments gained momentum on the strength of Supreme Court orders in Suo-Moto Case No. 18/ 2011, which directed Pakistan Railways to get its land vacated from the unauthorized occupation of private as well as Government Agencies.

In the first phase started from 1st February 2012 to 23.06.2013 about 2537.166 acres of Railway land was retrieved from encroachers or got regularized. The detail of retrieved land in the 1st phase is as under;

(Area in acre)

Kind of Ench:	PSC	RWP	LHR	MGPR	MUL	SUK	KYC	QTA	Total
Private Individual (Comm: Resi; Agri)	103.293	41.134	65.969	1.249	374.698	80.185	158.687	20.489	845.704
Defence Deptt.	0	0	1691.462	0	0	0	0	0	1691.462
Total	103.293	41.134	1757.158	1.249	374.698	80.185	158.687	20.489	2537.166

In the 2nd phase anti encroachment campaign was started w.e.f. 24-06-2013 and 510.718 acre Railway land has been retrieved from encroachers till 30-06-2014.

(Area in acre)

Kind of Ench:	PSC	RWP	LHR	MGPR	MUL	SUK	KYC	QTA	Total
Private Individual (Comm: Resi; Agri)	18.134	19.519	8.296	1.085	356.880	30.783	70.760	5.261	510.718
Total	18.134	19.519	8.296	1.085	356.880	30.783	70.760	5.261	510.718

In the 3rd phase of anti encroachment campaign started fro 01-07-2014 till 30-06-2015, Pakistan Railway managed to retrieve 73.4 acre land.

(Area in acre)

Kind of Ench:	PSC	RWP	LHR	MGPR	MUL	SUK	KYC	QTA	Total
Private Individual (Comm: Resi; Agri)	12.88	4.67	5.76	1.00	16.98	8.2	23	0.91	73.4
Total	12.88	4.67	5.76	1.00	16.98	8.2	23	0.91	73.4

As a result of successful anti encroachment operations Pakistan Railway managed to retrieve 3121.284 acre land from encroaches with the assistance of Railway Police & District administration.

(Area in acre)

Kind of Ench:	PSC	RWP	LHR	MGPR	MUL	SUK	KYC	QTA	Total
Private Individual (Comm: Resi; Agri)	134.307	65.323	80.025	3.334	748.558	119.168	252.447	26.66	1429.822
Defence Deptt:	0	0	1691.462	0	0	0	0	0	1691.462
Total	134.307	65.323	1771.487	3.334	748.558	119.168	252.447	26.66	3121.284

A fresh survey of encroachment was executed during 2014-15 and as per fresh survey.

(Area in acre)

Kind of Ench:	PSC	RWP	LHR	MGPR	MUL	SUK	KYC	QTA	Total
Comm:	0.01	7.17	113	0.43	0	34.6	66.1	7.21	228.52
Residti.	8.03	22.6	120	23.8	115	1122	185.58	84.2	1681.21
Agri	6.69	1.07	325	0	0	195	499	24.27	1051.03
Total	14.73	30.84	558	24.23	115	1351.6	750.68	115.68	2960.76

In addition to above, 447.304 acre & 107.799 acre Railway land is under unauthorized utilization of Govt & Defence departments. Efforts are being made to retrieve/regularized the remaining encroached / unauthorizedly possessed Railway land with the assistance of Railway Police & District administration.

6. Future Plans & Projects.

A project for computerization of Railway land record has been initiated and Memorandum of understanding (MOU) has been signed between Sr. General Manager/CEO Pakistan Railway & Chief Executive, Punjab Unit, Government of Punjab for technical assistance regarding computerization of Railway land record and to harmonize it with the record of Provincial Revenue Department. According to Terms of Reference (TOR), all the available land plans have been scanned and verified with land record of Revenue department. The project is likely to be completed in year 2016 which will not only result in the complete computerization of land record of Pakistan Railways but will facilitate the common user to identify the desired Railway land parcel on his computer on Google Earth. This will surely be a landmark in the achievements of land Directorate and will be helpful to avoid the issues of title of land, encroachments, leasing & revenue generation in future in the most modern manner.

7. Achievements:

✍ Pakistan Railway managed to generate Rs. 1564.987 million during the financial year 2014-2015 from short term leasing and this is the best ever generation of revenue through non-core Railway business in the history of Pakistan Railways.

✍ 73.40 acres Railway land has been retrieved from all over the Railway network during 2014-15, details as under:-

Kind of Ench:	PSC	RWP	LHR	MGPR	MUL	SUK	KYC	QTA	Total
Comm.	1.88	1.56	1.71	0.59	5.01	2.72	6.04	0.69	20.2
Residtl.	5.68	3.11	3.47	0.41	11.97	5.48	16.96	0.22	47.3
Agri.	5.32	0.00	0.58	0.00	0.00	0.00	0.00	0.00	5.9
Total.	12.88	4.67	5.76	1.00	16.98	8.2	23	0.91	73.4

✍ In addition to above, 447.304 acre & 107.799 acre Railway land is under unauthorized utilization of Govt & Defence Departments. Efforts are being made to retrieve/regularized the remaining encroached/unauthorizedly possessed Railway land with the assistance of Railway Police & District administration.

✍ The anti encroachment operation is an on-going campaign which remain continue all the time Furthermore, the issue of land under the un-authorized possession of Government & Revenue department has been taken up on priority. Meetings have been made with the provincial departmental heads to resolve the issues. In the light of recent correspondence with concerned Government departments, it is expected that the bills receivables shall be got cleared during the financial year 2015-16 and land under the possession of Government Defence departments shall be regularized as per policy.

Target of Revenue Through Short Term Leasing of Railway Land During 2015-16.

Divisions	Previous year Earning target for 2014-15.	Target achieved during 2014-15.	Earning Target for 2015-16							
			Target of Earning Through New Leasing.							
			Annual rentals of previously leased out land	Leasing of Shop/ rail market/ fiber stalls	Agricultural, Nursery etc.	Parking / Stacking	Right of Way / Laying of cable & Pipeline etc.	Total (a)	Bill Receivables from govt/ other outstanding (b)	Total Grand Total (a+b)
Peshawar	200.00	358.399	55.00	50.00	25.00	25.00	50.00	205.00	150.00	355.00
Rawalpindi	200.00	208.113	20.00	50.00	50.00	25.00	25.00	170.00	100.00	270.00
Lahore	600.00	315.823	25.00	75.00	75.00	50.00	75.00	300.00	400.00	700.00
Workshop	100.00	111.267	3.00	100.00	0.00	2.00	0.00	105.00	100.00	205.00
Multan	500.00	134.486	63.00	50.00	100.00	35.00	75.00	323.00	190.00	513.00
Sukkur	160.00	181.362	12.00	50.00	25.00	35.00	50.00	172.00	25.00	197.00
Karachi	160.00	185.757	10.00	30.00	30.00	50.00	50.00	170.00	0.00	170.00
Quetta	80.00	69.78	12.00	25.00	3.00	10.00	15.00	65.00	25.00	90.00
Total :-	2000.00	1564.987	200.00	430.00	308.00	232.00	340.00	1510.00	990.00	2500.00

B. Mechanical:

The Mechanical unit is headed by the Additional General Manager/ Mechanical who is assisted by the following head of departments:-

1. Chief Mechanical Engineer/Carriages & Wagons.
2. Chief Mechanical Engineer/Loco.
3. Chief Controller of Purchase
4. Chief Controller of Stores
5. Chief Electrical Engineer

Carriages:

S.No.	Description	B.G.	N.G.	M.G	Total
1.	Passenger Coaches	1459	-	-	1459
2.	Brake Vans	272	-	-	272
3.	Trailer	1	-	-	1
4.	Other Vehicles	281	-	-	281

Achievements:

- i). A project of Rehabilitation of 400 coaches is in progress at CFI. 314 Coaches have been turned out for service till now.

- ii). A project of Rehabilitation of 87 burnt coaches is in progress at C&W Shop / MGPR and 51 Nos. of coaches turned out for service.
- iii). 56 Nos. of coaches have been received as CBU in February-2012 from the Project of 202 new design Chinese Coaches and put in service after trial. 146 coaches have been manufactured in Carriage Factory, Islamabad (CFI) as CKD and turned out upto 07.01.2015 in service.
- iv). 2 Nos. Power Plants have been received as CBU in August-2014 from the Project of (500 High Capacity Wagons + 40 Power Vans) and put in service after trial and 38 Power Plants have been manufactured in Carriage Factory, Islamabad, Islamabad (CFI) as CKD and turned out upto 04.04.2015 in service.
- v). New train 5 Up/6 Dn (Green Line) was inducted in system on 15.05.2015 between Rawalpindi & Karachi.

Wagons:

S. No.	Description	B.G.	Total.
1.	Covered Wagons.	4357	4357
2.	Open Wagons.	4485	4485
3.	For Container.	1755	1755
4.	Tank Wagons	3336	3336
5.	Special Type Wagons.	503	503
6.	Departmental wagons	628	628
7.	Brake Vans.	388	388
8.	Four wheeled wagons.	10118	10118
9.	Eight wheeled wagons.	5334	5334
10.	Freight wagons in numbers.	15452	15452
11.	Goods wagons in terms of 4 wheeled.	20786	20786
12.	Carrying capacity of freight wagons in tones.	461449.2	461449.2

1. Average ineffective of Goods Stock during the year 2014-2015 = 28.5 %.
2. Bailout package for 350 BKFCs and 300 BTOs for conversion into Air Brake System from Vacuum Brake is in pipeline.
3. Under the project of 500 High Capacity Wagons, 50 Bogie Tank Wagons and 02 Bogie Flat Container has been received as CBU and the manufacturing of the remaining CKD Wagons is in pipeline.
4. PC-1 for special repair of 2000 (Nos.) has been approved and procurement of material is under process.
5. PC-1 for procurement /manufacturing of 780 High Capacity Hopper Wagons + 20 Brake Vans has been approved by ECNEC and tender for the same has been floated.
6. PC-1 for 830- High Capacity Wagons has been prepared and submitted to Ministry of Railways for approval.

Locomotives:

S. No.	Description	Quantity	Remarks
1	DE Locos	446 Nos.	An average Daily 248 Nos. locomotives remained available for various services. The remaining locomotives are stabled for want of imported spares.
2	Steam Locos	(5 BG + 7 MG) = 12 Nos.	Steam safari Operates as per demand of M/s PRACS.

Material Management:

A. Purchase Department:

Supply chain system is the lifeline of any organization. In Pakistan Railways this purpose is served by purchase department headed by Chief controller of purchase. The objective is to provide maintenance stores & spares for efficient and safe running of Rolling Stock such as Steam Locomotives, Diesel Electric Locomotives, Passenger Coaches and Freight Wagons. The department also cater for the maintenance requirement of material for Track Signaling System, Bridges etc. The material required for the Railway Workshops and Sheds is also either purchased or manufactured in Workshops. There is about 17520 Shop made regular buy-out stock and emergency stock items which are purchased every year besides a good number of non-stock items.

Broad analysis of purchases made during the year 2014-15 is given below:-

	(Rupees in Million)
Imports	1018.889
Custom Duty & Sales Tax etc	248.363
Indigenous Purchases	
CCP/TSO	2394.220
Steel Shop/MGPR	9.442
Divisional Superintendents	9.324
Other than CCP	-
Sea Freight (Internal)	29.017
Fuel other than operation purposes	59.160
Value added in Workshops	256.614
Value added in Steel Shops	267.529
TOTAL	<u>4292.558</u>

Mode of Procurement:

The Purchase Branch of Pakistan Railways was created in 1961, when Railway was dis-linked from the Directorate of General Supplies & Development, Ministry of Industries, Government of Pakistan. All the purchases are made through tender system according to modern principals of Supply Management. As per PPRA rules, procurement is mostly made through Advertised Tenders, where expected total amount of any item is more than Rs. 1,00,000/- and less than Rs. 20,00,000/-. Advertisement notices are displayed on Railway's Website www.pakrail.com and PPRA's Website www.ppra.org.pk. Beyond that limit tender notices are advertised in print media as well.

Quality Control and Inspection:

There are two Inspectorates located at Moghalpura, Lahore and Karachi Cantt: where the material purchased locally is supplied by the firms. These supplies are got tested and accepted if found according to the governing specifications stipulated in the contracts.

Imported Material:

All the materials purchased by the Pakistan Railways from abroad is cleared from customs by its own clearing agents *i.e.*, District Controller of Stores (Shipping) at Deputy Chief Controller of Stores Office, Karachi Cantt.

B. Stores Department:

Mission Statement:

Right product at the right price, in the right quantity, at the right time and at the right place is made available.

Current Activities and Achievements:

Stocking Depots:

16308 regular stock items pertaining to Mechanical, Civil, Electrical, Signal & Telecommunication Departments and different other consumers are stocked in 17 Stocking Depots located at Lahore, Karachi, Hyderabad, Sukkur, Quetta, Jehlum and Rawalpindi to ensure un-interrupted supply of material to the end users.

Distribution of Material:

The distribution of material is a major activity to get the material received in safe and sound condition at the door step of consumers and collect the un-utilized stores returned from indenters. The Central Transportation Section at General Stores, Mughalpura handle it and in case of any emergency, the special escorts are engaged for distribution of material except the flammable items.

Scrap, Surplus and obsolete Material:

An important issue of Stores department is the disposal of scrap, surplus and obsolete materials, which is generated during normal course of operation of Railway System. After inspection by a Survey Committee to assess the possibilities of utilization in the system, material declared scrap is sold out through open Tenders. On implementation of New Scrap Policy, duly approved by Ministry of Railways, Islamabad, in the year 2013-14, the Railway Divisions as well as Locomotive Factory, Risalpur, Carriage Factory, Islamabad and Concrete Sleeper Factories have also been allowed to dispose off their scrap for speedy generation of revenue for Railways. During the year 2014-15 scrap valuing more than Rs. 500 Million was sold out.

Computerization:

All the depots provide Material Source Documents to I.T. Directorate Pakistan Railways Headquarters Office, Lahore where necessary data is fed for processing and reports for each depot, covering total transactions made. Various other reports including buyout and shop made items, details of surplus stocks and over stocks are also produced regularly.

Printing Press:

Pakistan Railway has its own Printing Press at General Stores, Mughalpura Lahore which caters for all the requirements of printing of forms, and different stationery items. The Printing Press is equipped with offset Machines and Computers for printing and composing of various Jobs. Pakistan Railway Year Book, Summer and Winter Time Table for Passenger/Freight Trains (for official use only), and Annual Audit Reports are also the products of this press.

Clothing Factory:

It stitches different clothing items for different departments of Pakistan Railways according to their requirements.

Shipping Wing Karachi Cantt:

Imported Revenue and PSDP consignments valuing Billions of rupees purchased by Pakistan Railways from abroad got cleared from customs through its own clearing agent i.e. District Controller of Stores (Shipping), at Depty Chief Controller of Stores Office, Karachi Cantt.

Electrical Engineering Department:

The Electrical Engineering Department is dealing with the operation and maintenance of Power vans, TL vans, ordinary/Air conditioned coaches and saloons etc in order to provide reliable service to the

passengers of mail & express trains. In addition, Electrical Engineering Department is responsible for maintenance of Electrical Supply network and electrified section of the Railways.

Railways Electrification:

The Electric Traction system between Lahore to Khanewal was installed on single line Track in 1969 with a fleet of 29 Electric Locomotives. It remained in operation upto October, 2009. On launching of Doubling of Track Project from Khanewal to Raiwind the operation of train with ET Locomotives was suspended. After completion of Doubling of Track Project between Khanewal-Sahiwal the ET operation on single line was not possible, hence it was completely closed in November, 2009. Now the electrification of main line (ML-1) from Lahore to Karachi (1260 km) is included under Pak -China Economic Corridor (CPEC), which is a priority project of Government of Pakistan. Feasibility study for the project would be conducted up to 31-12-2014, which would decide technical & financial viability of the project, followed by its detailed design and implementation.

Train Operation:

Electrical Engineering Department is fully involved in train operation by maintaining the total No. of coaches of various types. In order to bring improvement in the quality service to the passengers, Pakistan Railways procured 202 Passenger Coaches from China. In addition, 40 Nos. Power vans were also procured in order to provide quality services to the passengers.

Achievement:

1. Different schedules and periodical overhauling of 12 Nos. diesel generating sets of 300/400 KVA, 8 Nos diesel generating set of 20 KVA were carried out during the financial year 2014-15.

2. New train (5UP/6DN) Green line was introduced with fully ACCs from RWP to KC Via LHR.
3. Periodical overhauling of air conditioned, ordinary coaches and saloons were carried out at Railways Workshops.
4. 35 Nos. economy class coaches, 15 Nos. TL vans and two Air conditioned coaches were turned out from Railway Workshops to improve the availability of coaching stock over the system under the project of Burnt coaches.
5. The project of 202 coaches has been completed, under which 17 Nos. Power vans 09 AC sleeper, 06 Nos. dining car, 56 Nos. AC Business, 101 Nos. Economy class and 13 Nos. SLR were turned out from CFI.
6. The project of 40 Nos. Power vans has been completed and now Pakistan Railways has introduced new train 5Up/6DN and also restored the suspended services of 13-Up/14-Dn, and 115Up/116-Dn during the year 2014-15.
7. The Power van/TL van have been allotted permanently to the divisions for better monitoring and smooth working. The Power van operator are booked permanently with each and every Power van/TL vans to reduce the failure rate.
8. 35 Power Vans operator have been recruited, to improve the skill of existing staff.

C. Traffic:

The Traffic Unit is headed by the Additional General Manager Traffic, who is assisted by the following Head of Departments:-

1. Chief Commercial Manager.
2. Chief Operating Superintendent.
3. Chief Marketing Manager.
4. Chief Traffic Manager.
5. Director of Information Technology.

Passenger Department:

The passenger wing of commercial department of Pakistan Railways is responsible for the creation, maintenance and delivery of passenger services and all related amenities to the traveling public, including the transportation of parcel traffic. The Passenger Wing of Commercial Department is headed by the Chief Commercial Manager who is assisted by the following Officer:-

- | | |
|------------------------------------|-----|
| 1. Depty Chief Commercial Manager. | = 3 |
| 2. Senior Commercial Manager. | = 1 |
| 3. Assistant Commercial Manager. | = 9 |

Pakistan Railways has earned Rs. 17.35 billion under the passenger head against the budgetary target of Rs.16.40 billion and against the earning of Rs . 15. 38 billion during the corresponding period of the previous year. It is also mentioned that Rs.1198.28 million have been earned under the head of Other Coaching Earning against the budgetary target of Rs. 1100.00 million and against the revenue of Rs. 1044.77 million earned during the corresponding period of the previous year. It is further added that under the head of sundry earning, the budgetary target

was fixed as Rs. 700 million, while Pakistan Railway earned Rs. 1382.64 million during the financial year,2014-15. It is pertinent to mention that during corresponding period of previous year, the earning under this head was only Rs. 803.10 million.

As a result of surprise raids by the STEs nominated by Headquarters Office as well as Divisions in important trains alongwith Train Managers during the financial year 2014-15, an amount of Rs. 640.070 million has been realized that is in comparison to Rs 587.66 million during the year, 2013-14.

Moreover, it is stated that one express train (115Up/116Dn MusaPak) has been revived to facilitate the passengers during the year 2014-15 and one new express train fully Airconditioned (5Up/6Dn Green line train) has been introduced between Islamabad-Karachi during 2014-15.

Statement of Ticketless Checking From July 2014 to June 2015

S. No.	Month	Cases	Fare	Penalty	Total
1.	July-2014	40896350	80184	5994920	46891270
2.	August-2014	47654585	93203	6622420	54277405
3.	September-2014	40954240	80806	6099525	47053765
4.	October-2014	61568965	110953	7633195	69202160
5.	November-2014	51339170	94688	6827305	58166475
6.	December-2014	44863730	87756	6219820	51083550
7.	January-2015	44376720	87549	6318815	50695635
8.	February-2015	41488310	79240	5990820	47489130
9.	March-2015	48815855	93646	6776550	55692405
10.	April-2015	46393870	91054	6649235	53043105
11.	May-2015	44795445	87686	6317540	51112985
12.	June-2015	49061210	76388	6401765	55462975
	G/Total	562,218,850	1,063,153	77,851,910	640,070,760

The Total number of Stations/Halts open for traffic on Pakistan Railways and number of City Booking Agencies, run by PRACS are as under:-

S. No.	Division	Station	Halts	Total
1.	Peshawar	45	3	48
2.	Rawalpindi	55	21	76
3.	Lahore	79	12	91
4.	Multan	112	2	114
5.	Sukkur	73	--	73
6.	Karachi	59	8	67
7.	Quetta	33	..	33
	Total	456	46	502

City Booking Agencies run by PRACS= 23

Running of Special Trains form 1st July, 2014 to 30th June, 2015 (Up & Down).

S. No.	Month	Special Train	Total
1.	July-2014	Eid-ul-Fitter Special =14	13
2.	Aug-2014	Nil	Nil
3.	Sep-2014	Nil	Nil
4.	Oct-2014	Eid-ul-Azha Special = 14 PPP SPL = 2	16
5.	Nov-2014	PAKISTAN SIKH SPL=4 INDIAN SIKH = 2 Raiwind Special Phase-I = 4 Raiwind Special Phase-II = 3 JAMAT ISLAMI SPL = 4	17
6.	Dec-2014	JAMAT-UD-DAWA SPL = 2	2
7.	Jan-2015	Nil	Nil
8.	Feb-2015	Nil	Nil
9.	Mar-2015	Raiwind QTA Special=1	1
10.	April-2015	Indian Sikh = 2 Pakistan Sikh = 1	3
11.	May-2015	Nil	Nil
12.	June-2015	SWN SPL =2 & SIKH SPL = 1	3
Total Special			55

Running of Extra Coaches from 1st July, 2014 to 30th June, 2015 (Up & Dn)

S. No.	Month	Down	Up	Total
1.	July-2014	31	32	63
2.	Aug-2014	67	71	138
3.	Sep-2014	17	18	35
4.	Oct-2014	42	48	90
5.	Nov-2014	56	49	105
6.	Dec-2014	33	53	86
7.	Jan-2015	233	219	452
8.	Feb-2015	310	316	626
9.	Mar-2015	270	268	538
10.	April-2015	124	129	253
11.	May-2015	207	202	409
12.	June-2015	115	119	234
		1505	1524	3029

Operating Department:

Freight Loading:

During the year 2014-15, 176155 wagons were loaded on the entire system against 76307 wagons during the corresponding period registering increase of 99848 wagons (+ 131%) . Comparative loading of all divisions remained as under:

Division	2014-15	2013-14	Variation
Karachi	112036	40883	71153
Sukkur	6642	4414	2228
Multan	8948	9235	- 287
Lahore	33152	13512	19640
Rawalpindi	5193	2479	2714
Peshawar	9779	5126	4653
Quetta	405	658	- 253
Total	176155	76307	99848

Punctuality:

The punctuality position of Mail/Express and Intercity trains during 2014-2015 as compared to the corresponding period is as under:-

Trains	Period		Variation
	2014-2015	2013-2014	
Mail Express	36%	27%	9 %
Intercity	70%	62%	8 %

9% increase in the punctuality of Mail/Express trains is due to concerted efforts of all concerned branches by stream lining the available resources. More efforts are underway to bring further improvement.

Safety of Trains:

The comparative number of the accidents with description of the accident of the calendar year 2013-2014 is given below:-

Description of Accidents	Number of accidents		Variation
	2013	2014	
Collisions of Passenger Train	1	2	+ 1
Derailments of Passenger Trains.	13	16	+ 3
Derailments of Goods Trains.	9	22	+ 13
Collisions of train with road vehicle at Manned level Crossings	14	13	- 1
Collision at Un-Manned level Crossings	71	49	- 22
Fire in Trains	4	16	+ 12
Others	5	3	- 2
Total	117	121	+ 4

Safety of passengers is prime concern of Pakistan Railways and various steps have been taken to prevent accidents and precious lives of traveling public:-

- ✕ Training and refresher courses are conducted regularly at the Pakistan Railways Academy, Walton. Special attention is being given to the training of staff concerned with train operations.

- ✂ Regular inspections in accordance with prescribed standard and quota are conducted by the officers/officials of Pakistan Railways to maintain the safety standard.
- ✂ Special instructions to safeguard the Railway system are issued regularly on monthly basis by the Headquarters Office and Operating Divisions for guidance of the staff.
- ✂ Inquiries into accidents are held, responsibility is fixed and remedial measures on the basis of their findings are taken.
- ✂ All trains are thoroughly checked with Metal & Explosive Detectors by Bomb Disposal/Police Staff before dispatching of the trains.
- ✂ All entry/exit points are manned and the passengers and their luggage are being detected with Metal & Explosive Detectors by Bomb Disposal/ Police Staff. Instructions are issued to close the unauthorized entrance of important stations.
- ✂ Notice have been displayed at stations to inform passengers for reporting unclaimed/suspicious articles like bags, tins, bottles, crates, gunny bags parcel or any unattended luggage etc found in the Railway premises or in the train should immediately be reported to the Police Civil Defense Authorities.
- ✂ All rakes of the trains at terminal stations are locked and escorted upto Washing Lines and form Washing Lines to the Platforms.
- ✂ Joint patrolling of P. Way and Police officials over key identified areas is being ensured.

Marketing Department:

Significance of Marketing Department can be ascertained by the level of importance accorded to marketing department & policy by the executives, as Peter F Drucker says, **"Marketing is not a function. It is the whole business from the customer's point of view"**.

In view of the same, the Marketing Department of Pakistan Railways was reconstituted in order to optimize it's effectively & streamline the core business marketing activity under one roof. Performance of the reconstituted marketing shows the following result of hard work and hailable policy regime.

- ✍ Reduction in fares, enhanced patronage up to an extent of about 4.6 million passengers during 2014-15.
- ✍ Introduced new Green Line Train with value added services like Wifi, Breakfast, Lunch, Dinner, Tea, Mineral Water, Newspapers, Standard Bedding and Travelling Bags.
- ✍ In order to provide Insurance cover to travelling Passengers and Railways Employees in case of accident, Pakistan Railways has entered into an agreement with Postal Life Insurance (PLI). PLI will pay Rs. 800,000/ per passenger in case of death and Rs. 150,000/ to Rs. 300,000/ according to nature of injury as compensation.
- ✍ To maximize the revenue receipts, Pakistan Railways entered into an agreement with M/s. Maple Leaf Cement Factory for transportation of imported coal from Karachi Port Area stations to Daudkhel and back loading of cement from Daudkhel.
- ✍ An Agreement has been signed between Pakistan Railways and National Logistic Cell (NLC) for leasing out 10 NLC Locomotives for exclusive freight trains operation.

- ✍️ The Cargo Express has been re-introduced between Karachi Bandar and Badami Bagh/Lahore and vice versa on daily basis from Monday to Saturday of every week.
- ✍️ Pakistan Railways signed MoUs with M/s. Awan Traders, The Chishtian Logistic, Bestway Cement and Gharibwal Cement Limited for transportation of imported coal from Karachi Port Area to Chichoki Mallian/Shahdara Bagh, Gharibwal and Pind Dadan Khan/Usman Khattar.
- ✍️ In order to facilitate trading community of Pakistan and Iran a freight train between Quetta (Pakistan) and Zahidan (Iran) has been introduced w.e.f. 9th June, 2015 on weekly basis. A competitive freight rates has been introduced.
- ✍️ Number of oil carrying trains has been increased up to the extent of three oil trains daily.

Performance of Pakistan Railways has shown an appreciable uplift during financial year 2014-15. Pakistan Railways generated revenue of Rs. 31924.757 million against Rs. 22800.217 million during fiscal year 2013-14, thereby showing an upper edge of Rs. 9124.540 million i.e. 40% over the corresponding year. The earnings also surpassed budgetary target of Rs. 28000.000 million by Rs. 3924.757 million, reflecting almost 14% higher. Earning of Rs. 31924.757 million during fiscal year 2014-15, is the highest ever earring during last six decades.

Vision Statement of the Marketing Department:

Our vision is to take Pakistan Railways at a level where all assets are being utilized at the most. To accomplish that mission, we state to incorporate progressive marketing techniques in our department

through dedicated professional staff committed to make Pakistan Railways a futuristic, economically successful organization with a pool of satisfied customers.







Important Goals:

1. To increase interaction with Customers and the Business Community.
2. To promote Public Private Partnership and to adopt confidence building measures.
3. To prepare plans for optimum utilization of core assets of the department to increase maximum revenue receipts.

Organization setup:

The Marketing Department is managed by the Chief Marketing Manager assisted by the Deputy Chief Marketing Manager, Senior Rates Officer and Assistant Commercial Managers.

Scope of Work:

-  Preparation of budget, monitoring of earnings and analyzing shortfall, its causes and recommending remedies.
-  Modification and Periodic review of Rate structures to attract both Passenger & Freight traffic.
-  Exploring new avenues to market services offered by Pakistan Railways.
-  Competitive analysis of logistic & transportation industry and redefining role of Pakistan Railways.
-  Suggesting policy guideline to develop methodology for maximum utilization of assets.
-  Executing agreements.

Freight Sector Marketing:

The Freight Marketing is customer oriented. Its pricing policy is client friendly. All possible efforts are made to reduce the cost of transportation and increase revenue through efficiency, innovation and modernization. It proudly serves as the national flag carrier in time of peace, war and calamity.

Pricing Policy:

Pakistan Railways move cargo on rails at a lesser fuel cost as compared to moving the same by road. The organization by reasons of this advantage is able to formulate its pricing policy to the maximum advantage allowable to the customers and the organization. Promotional reduced rates are quoted to provide incentive to move the commodities by rails instead of road.

Strategy in Freight Marketing.

- i) Encouraging return load long lead customer to ensure maximum utilization of stock in Up and Down directions in minimum possible time.
- ii) Induction of new locomotives & high capacity stock.
- iii) Exploring new avenue of Public Private Partnership.
- iv) Maximum loading of high value commodities.

Passenger sector Marketing.

Pakistan Railways has a dedicated pool of long-lead & branch-line passenger coaches. Due to cheap & comfortable service, our customers are loyal to our service, however, the ever present threat from the road runners remains looming in the background. In order to effectively deal with these threats, the Marketing department pursues an aggressive policy in pricing & provision of service.

Pricing Policy In Passenger Sector.

The tariff is being regularly rationalized based on the market dynamics mainly to improve occupancy and increase revenue of Pakistan Railways. The pricing policy is kept customer friendly with the introduction of seasonal reductions.

Dry Port:

In order to cater the increasing containerized cargo Pakistan Railways has established the following Dry Ports:-

Lahore Dry Port	Established in 1973
Karachi Dry Port	Established in 1974
Quetta Dry Port	Established in 1984
Peshawar Dry Port	Established in 1986
Islamabad Dry Port	Established in 1990
Prem Nagar Dry Port	Established in 2010

As during the current fiscal year all the operational and commercial parameters of Pakistan Railways have considerably improved, the containerized traffic has also taken a quantum leap. Due to better marketing techniques and efficient handling of containers, the earning of Dry Ports has been approximately doubled. The Pakistan play its vital role in the development of the country. The earnings and Ton-nage of Import & Export traffic handled during the year 2014-2015 pertaining to different Dry ports are tabulated below:-

Name of Dry Ports	I M P O R T			E X P O R T		
	Earning (Million)	Tonnage	No. of Containers	Earning (Million)	Tonnage	No. of Containers
Karachi Dry Port	390.832	212240	7553	1.1757	16062	1979
Lahore Dry Port	132.424	166019	8527	0.697	8580	500
Prem Nagar Dry Port	R/Trip	372730	13274	R/Trip	318740	9012
Islamabad Dry Port	44.78	62570	2809	0.036	63	10
Peshawar Dry Port	82.7111	142299	11066	0.30276	520	42
Quetta Dry Port	3.713	20256	01	NIL	NIL	NIL
Total	654.460	976114	43230	4.444	343965	11543

Directorate of Information Technology:

The function of this Directorate is to maintain the running applications and to automate the core activities of the Pakistan Railways. The software projects are designed to meet with the information needs of Managers which could help them to make timely and accurate decisions. The overall scope of the IT projects includes development and implementation of functional modules on the pilot sites and replication of the same all over the Pakistan Railways in a phased manner.

Achievements:

Networking Methodology:

Pakistan Railways has LAN/WAN connectivity for implementation of MIS/IT developed applications at all important locations including Divisional Headquarters. The LAN of Reservation offices have been connected with WAN cloud provided by PTCL, Internet facility has also been provided by using DSL connection of 15 MBPS bandwidth Pakistan Railways Headquarters Lahore.

Store Inventory System:

The Software application has now been planned to be implemented with the latest software, hardware & networking tools and techniques.

Reservation & Ticketing System:

This project is operational at 49 locations of Pakistan Railways network. The automation is facilitating the public. Moreover, it has increased the revenue earning due to introduction of advance facility of return reservation. Other stations will be coupled in the chain of computerization on the requirement of Commercial department.

Fare Management System:

This Software has been designed to cater the needs of Commercial Department for day to day change in the fares at a short notice. This product is implemented at IT Directorate. Now fare for all classes of all trains can be updated as & when required by the Commercial Department.

On line Train Tracking System:

In order to locate the position of the Locomotive in real time, Pakistan Railways has taken in hand the project of Online Tracking with the collaboration of Electronic Government Directorate. This project will not only enhance the efficiency of Pakistan Railways but also help the management and staff to deal with the operational problems and constraints.

Website:

Pakistan Railways Web Site (www.pakrail.com) is available to public world wide. The main features of the site includes:-

- ✎ General Information about Railways.
- ✎ Tender advertisements.
- ✎ Latest news.
- ✎ Job opportunities.
- ✎ Seat availability
- ✎ Time Table.
- ✎ Plan your Journey.
- ✎ Public Notice.

Payroll:

At present the automated payroll is being used for employees of Pakistan Railways. Payroll System since its development has been generating monthly pay slips reports from the Railways Headquarters and Divisional Offices.

Statistical System:

The Software developed by this Directorate has been deployed in the Statistical Section, it compiles figures of revenue/earnings transaction and producing reports as per requirement of the management. It also compiles data/information for printing of the Pakistan Railways Year Book and also brings out Monthly Performance Review.

Video Conferencing System:

Remote conferencing to one or more specific sites with the ability to send and receive both visual and audio live has been deployed at Headquarters Office, Lahore where Principal Officers may participate and share their ideas mutually in real time. This facility has also been extended to Ministry of Railways and other operational divisions. This project leads to idea of virtual office, which is the latest technology in office automation.

Help Desk:

The Directorate of IT in Pakistan Railways is providing help desk to its users in Headquarters office, Divisions and extra Divisional Offices. It provides the users a central point to receive help on various computer issues. The help desk typically manages its requests and allocates the resources accordingly. It is offering specialist advices to Railway Departments who have problems, especially with computer equipments or systems.

General Provident Fund:

The Software for GPF has successfully been developed by IT Directorate and deployed in GPF Department in Headquarters

Office, Lahore. The further enhancement as per user's requirements is in progress.

WiFi Internet Service:

The internet service has been introduced in the Green Line 5Up/6DN to facilitate the passengers. The aim is to acquaint the traveling public with the current affairs and to communicate with friends and families through social sites.

SMS Alerts:

Directorate of Information Technology has developed this system in house and implemented at central control offices. It informs the Railway passengers about late running trains to avoid haste and precious time of passengers by giving SMS alerts.

Recently, in newly inaugurated train GREEN LINE 5Up/6/Dn welcome message through mobile sms has been initiated as a good gesture from Pakistan Railways to the traveling public.

Attendance System:

The time and attendance system through face recognition system has been deployed successfully in IT Directorate Pakistan Railways Headquarters Office, Lahore. The system is working effectively and efficiently with the fruitful results. All employees pertaining to this Directorate are regularly using this system with signing in and signing off from the office.

Automation of Pensioners data:

The pension disbursement to the Pensioners is now being made through automated software. The hardware has been installed in the premises of IT Directorate dedicatedly for the said purpose. The same setup will also be established in all divisions in the later stage.

E-Ticketing System:

The Software working at present has to be redesigned and redeveloped keeping in view the latest technology including secured security features. The redeveloped software will be web based, which will easily be accessed from any part of the country. All the Reservation Sites including current booking at station will be automated. The scope of this system is to develop ticketing system which will:-

Provide online facility through Intranet, extranet and Internet through LAN, MAN and WAN types of networks.

Provide online ticketing facility to book the passengers and other information regarding PR to improve Railway image to the public.

Implement in of report center which prints daily, monthly summary and other MIS reports which will help the management for decision making.

Financial Information System/Management Information

System:

The system is being handled by the PMU department of the Pakistan Railway. IT Directorate is associated in this project as and when the technical matters comes under debate.

Electric Billing System

The Electric Billing System has been made operational for


Lahore and Workshop Divisions. The rest of Divisions will be automated soon.

Locomotive Maintenance System:

The Software has been developed for the maintenance schedule of Locomotives with an idea to automate the maintenance history and next due schedules of each locomotive. The software has been developed and ready to install on computers under procurement.

Future Projects


Beside the above stated projects IT Directorate is also working on following project;

 Automation of Time and Attendance System.

 Automation of Control Office and installation of video wall.

 Up-gradation of Website.

 Automation Railways Police.

 Access Control through Turnstile.

 Personnel Department.

 Legal Department.

 Fuel management system.

 Call Centers.

The team of IT Directorate has devotedly been working on these projects and the software so developed will be inducted to the computerized network in the near future.

D. Personnel Department :

The formation of the Personnel Branch was the natural and necessary corollary of the introduction of the Divisional System on Pakistan Railway. The existence of Personnel Branch aims at an efficient co-ordination of all sorts of matters dealing with the human resource of the Pakistan Railway, maintenance of uniform policy as a whole in regard to recruitment, training, conditions of service, leave rules, retirement & post retirement etc.

The Chief Personnel Officer is responsible to the Chief Executive Officer/Senior General Manager for the correct conduct of the Establishment work, suitable provision of amenities to staff and performance of welfare activities. He is responsible for the efficient co-ordination of personnel work on the entire Railway, for arranging inter-divisional transfer, promotions, adjustment of staff, in consultation with the Principal Officers.

While the Personnel Branch takes on all the work in connection with the disposal of establishment matters, complicated and expanded as they are, because of the introduction of the various labour legislations, it does not take away from the Executive Officer his control over the staff working under him or interferes in any way with his powers in disciplinary matters.

Group Terms Insurance Scheme:

The Group Terms Insurance Scheme (Welfare Fund) was introduced in 1969 to provide Insurance coverage to the families of Pakistan Railway Servants dying while in service. No recovery towards insurance premium is made from the Railway's employees working in BSP-1 to 15 and the financial burden to the tune of Rs. 16.715 million

on this account was born by the Railway Administration during the year 2014-15 as well as payment of Rs. 0.214 million was arranged by this office out of contribution of the officers holding posts BS-17 & above. Insurance coverage to the heirs of the deceased regular Pakistan Railways Employees is as under:-

Pay Range	Sum Assured.
Pay Rs. 1501 and above	Rs. 45,000/-

Benevolent Fund Scheme:

The Benevolent Fund Scheme was introduced with effect from 01-07-1969 for the benefit to the invalided Railway Servants as well as for the bereaved families of the deceased Railway employees who die while in service or before attaining the age of 70 years, (in the case of retired ex-employees). They are paid grant out of Benevolent Fund according to the various pay slabs minimum Rs.270 and maximum Rs.1620 per month for life time or the date of remarriage of the widow. These Benevolent Fund rates have been increased & brought at par with Federal Government Benevolent Fund rates w.e.f 01-12-2003 are detailed as below:-

- i) The cases in which the employees were in service on or after 01-12-2003 and died/invalided during service or after retirement will be admissible Benevolent Fund grant according to Schedule-III revised /increased rates viz (Rs.880/- Rs.4,000) w.e.f 01-03-2003.
- II) The cases which were current on 30-11-2003 will be admissible the increase of 20% only on the existing rates (minimum Rs.270/- maximum Rs.1620/-) w.e.f 01-03-2013.

In addition burial expenses which being paid at uniform rate of Rs. 20,000/- is also being paid to the families of Railway employees who die during service.

Monthly contribution towards Benevolent Fund recovered from the salary bills of regular employees is as under:-

- | Employees in BS-1 to 16 3% of pay with a maximum ceiling of Rs. 200 per month
- | Employees in BS-17 to 22 4% of pay with a maximum ceiling of Rs. 300 per month

During the year 2014-2015 a sum of Rs. 277.936 million was paid to the beneficiaries towards monthly grants out of Benevolent Fund. These grants are met with from the monthly contribution by the Railway Servants as well as profit on investments.

Pakistan Railways Employees Cooperative credit Society Ltd:

During the financial year July,2014 to June,2015 (12 months the Pakistan Railways Employee's Co - operative Credit Society Ltd Lahore entertained 9308 applications for loan & advanced a sum of Rs . 330 . 58 million to the Railway Employees, while in the corresponding period payment of loan to Railway Employees was made amounting to Rs. 283.00 million, thus attaining an increase of 16.81% in the Fiscal Year 2014-2015.

Statement showing the amount of Loan Advanced during the Year 01-07-2014 to 30-06-2015.

S. No.	Month & Year	No. of Loan Payment	Amount Advanced in Rs.
1.	7/2014	858	30104677/-
2.	8/2014	691	24105737/-
3.	9/2014	1135	40752438/-
4.	10/2014	721	25486837/-
5.	11/2014	670	23675020/-
6.	12/2014	774	27578012/-
7.	1/2015	629	22203160/-
8.	2/2015	762	27318359/-
9.	3/2015	772	27650581/-
10.	4/2015	834	29896551/-
11.	5/2015	671	23523565/-
12.	6/2015	791	28283952/-
	Total	9308	330,578,889/-

E. Pakistan Railways Police:

Pakistan Railways Police is an independent entity, functioning under the administrative control of the Inspector General as Head of department with its Headquarters at Lahore as well as the Senior General Manager, Pakistan Railways Lahore as Chief Executive Officer. The IGP is being assisted by two D.I. G, one SRP working as A.I.G/Administration, one P.D.S.P, one Bomb Disposal Officer and other Ministerial & Executive Staff at CPO, Lahore. The description of the staff/officers and nature of the job being performed by them is indicated below:-

Administrative control:

For Administrative Control, the area of jurisdiction of Pakistan Railways Police is further divided into the following eight Divisions.

S.#	Name of Division
1. Peshawar Division.	2. Rawalpindi Division.
3. Lahore Division.	4. Multan Division.
5. Sukkur Division.	6. Karachi Division.
7. Quetta Division.	8. Workshop Division Mughalpur

Each Division is headed by one Superintendent of Police who is further assisted by two Deputy Superintendents and at least two Inspectors. However, due to light workload, only one Deputy Superintendent has been provided at Quetta and Peshawar Divisions. One Prosecuting Inspector is also provided to each Division except Lahore Division where two prosecuting inspectors are working. There exists one Police Training school, which is functioning at Walton Lahore under the supervision of one DSRP with direct command of DIG/Headquarters. The Bomb Disposal Staff is also performing their legitimate duty in all over the divisions of Pakistan Railways Police including one Bomb Disposal Officer who is posted in Central Police Office, Lahore.

The preliminary duties of Pakistan Railways Police are safety of passengers and goods, transported by Pakistan Railways, protection of Railway property, prevention, inquiry & investigation of offences committed in relation to Pakistan Railways and matters connected therewith. In order to curb the menace of crime, the PRP Staff performed their legitimate duties with the high sense of responsibility & devotion.

The performance of P.R Police during the Financial year 2014-15 under various heads is as under.

Cases Reported	Cases Admitted	Cases Challaned	Convicted	Acquitted	Stolen Property (In Rs.)	Recovered Property (In Rs.)	% of Recovery
1566	1549	1461	729	36	4,123,251	3379137	82%

Recovery of Stolen Railway Material.

Stolen Property (In Rs.)	Recovered Property (In Rs.)	Percentage of Recovery
1130868	1005973	89%

Recovery of illicit arms Ammunition.

Pistol/Mouser/ Revolver	Gun	Magazine	Knife/Dagger	Cartridges
28	13	19	1	1937

Recovery of Narcotics.

Heroin (In Kg)	Opium (In Kg)	Charas (In Kg)	Bhang (In Kg)	Liquor (Bottles)
7.052	13.825	79.903	129	90

Status of Ticketless Passenger.

No. of Passengers Detected.	Amount Realized as Fine/Fare (In Rs.)
46547	22,889,353

Action Against Unauthorized Hawkers/Vendors.

No. of Unauthorized Hawkers/Vendors Detected	Amount of Fine/Fare (In Rs.)
152	44,300

Help Extended to the Passengers/General Public.

No. of Lost Children Handed over to Parents/Legal Heirs		No. of Ran Away (Girls/Boys & Women) Handed over to their Legal Heirs.		Retrieval of Lost Luggage/Valuable	Any Other Help
Boys	Girls	Boys	Girls/Women	Lost Luggage valued Rs. 1841351/- was handed over to 181 passengers.	804
113	42	251	213		

F. Directorate of Legal Affairs:

Historically Law Branch worked as a part of Commercial Branch under CCM until 1982. In order to cater for ever increasing litigation at various legal forums, Law Branch was reorganized.

1. The Law Branch was granted the status of Directorate of Legal Affairs in 1999, headed by Director Legal Affairs and presently headed by Director General Legal Affairs since 2014.

2. Directorate of Legal Affairs deals with all kind of Court cases i.e. Civil, Criminal, Service matters, Contractual obligations besides, vetting of important contracts, agreements and other important issues arising out of rival litigations.
3. The Directorate of Legal Affairs is also dealing with the Compensation given to simple injured, grievous injured and legal heirs of deceased passengers in Railway accidents.
4. Revamping of Directorate of Legal Affairs has been approved by the MOR and it is under process in Finance & Establishment Division. After implementation of new set up the performance of Directorate of Legal Affairs will be more efficient.
5. Presently court cases are being contested through Railway Counsels (RCLs) on case to case basis however this system is being replaced with in house Railway Counsels on monthly retainership basis, at least one counsel for High courts and Supreme Court and different number of Advocates for various divisions according to work load. The said proposed system is under process with MOR it will be implemented after the former approval of the competent authority.
6. During 2014-15 large number of Court cases have been decided in favour of Railways due to efficient coordination between concerned branches and legal experts.

Total number of cases pending/decided upto 31-7-2015 in the entire system.

Pending cases upto 31-07-2015	Decided cases during 2014-2015		
2517	In favour of P.R.	Against P.R.	Total
	765	130	895

7. Efforts are being made to minimize the litigation cases by supervising the proceeding at various levels.
8. Position of Court cases is being monitored at Divisional Level on Weekly / Monthly basis to achieve the results of cases in favour of Railways.

G. Directorate Of Public Relations:

The Directorate of Public Relations of Pakistan Railways is responsible for publicity, promotion of Railway Products/services and interaction with the print and electronic media. Lately, this Directorate comprised of scattered offices, at different locations within the Headquarters premises which posed access problems to the journalists, visitors and the staff itself. The incumbent Minister took keen interest in revamping this Directorate to streamline with modern media relations and brought the so far scattered Directorate under one roof for ensuring better media monitoring system. To meet the modern media challenges and to have an effective liaison with the print and electronic media, a new post of Director General Public Relations (DGRP: MP-III scale) was created in 2013.

The Directorate of Public Relations is situated on the first floor of store Branch Building of the Pakistan Railways Headquarter. It is equipped with LEDs/LCDs for keeping up with current developments being aired from different TV Channels.

The matters relating to print media are also being dealt more effectively under the supervision of Director General, who is a senior journalist having a wide experience of more than 30 years in the realms of print and electronic media. Director General supervises on Director (BS-19) and Information Officer (BS-18) and APPRO (BS-17). The work load is jointly shared by all round the clock.

Functions and Services:

The directorate is engaged in following functions and services:

1. Advertisements:

Promotion of different rail services and products on behalf of the organization, this office manages to publish the required advertisements in print media and at times have them aired through electronic media as well.

2. Publicity & Monitoring:

All Press Releases, Clarification and Rebuttals are issued and 'Daily Press Summary' for Federal Minister, Chief Executive Officer/ Senior General Manager and DGPR, is prepared by this office.

- a **Electronic Media:** TV News Channels are watched to keep up with broadcasted developments regarding Railways and responded to accordingly through modern electronic techniques.
- b **Print Media:** News of any important event is prepared and released to Media Offices through email and fax formats. Information with the media offices, is also shared telephonically for clarification of the news to be released. In this connection, Media Houses are also visited physically by staff of this office as and when required. As per nature of the expanded assignments, this office works till late hours in two shifts.
- c **Social Media:** This office has also maintained a facebook page located at "[facebook.com/dprpakrail](https://www.facebook.com/dprpakrail)" to meet as well. modern challenges and have effective projection in social media.

3. Preparation of Journalist Concession Cards:

After fulfilling certain criteria, this office issues Journalist Concession Card to the Journalists/Media-men of "approved list" of print and Electronic Media, whereby the card holders can avail up to 80% concession in Rail fares. Pakistan Railways has earned total revenue of Rs: 7.28 million during the period Jan-2014 to Jul-2015, while granting a huge amount of 29.126 million Rupees in shape of concession. Details of the concession tickets availed are as under:-

Year	No. of Cards issued	No. of Tickets availed by Journalists	Revenue earned (Million Rs.)	Concession granted (Million Rs.)
2014(Jan-Dec)*	2308	10,908	4.950	19.801
2015(Jan-june)*	2288	5,258	2.331	9.325

* These cards are issued on annual basis.(Jan-Dec)

4. Videography in Railway Premises:

This Directorate facilitates and grants permission of shooting of scenes/events in Railway premises, as desired by interested parties for official, commercial or charity purposes. This office grants cost-free shooting permission to educational institutions, charity organizations and Government Media Houses, while shooting is charged on commercial basis, depending upon nature of the videography. In this vein, this office has earned Rs. 0.832 million during June-2014 to July-2015.

5. Press Releases:

This office also issues press releases, as and when required by the Railway Administration. These press releases are also uploaded on official website of Pakistan Railway as well as facebook page of this office. The official email is public relations@pakrail.com.

6. Press Conferences and Talk Shows:

Several press conferences have been arranged with journalist in the Ministry, Headquarter Office, Divisional Offices and Press Clubs by the Federal Minister and CEO/Sr.General Manager. Columnists, editors, senior journalists, beat reporters personnel of press clubs and general media have attended the same. Similarly several TV talk shows of Federal Minister and DGPR have also been arranged in leading news channels.

7. Publicity Campaigns:

This office also arranges for publicity / promotion campaigns of remarkable developments, such as introduction / restoration of trains including campaigns of Special trains at the eve of Eids, Tableghi Ijtemas, National events, Azadi Train etc. Greenline.

8. Recently press conferences and interaction with senior journalists have been made on 07-08-2015 and 08-08-2015 while presents 02 years performance report of Pakistan Railways.

H. Pakistan Railway Academy

1. Introduction:

In 1925, a small Railway Training School of the legendary North Western Railway was originally established in Layallpur (now Faisalabad). It was shifted to the present purpose-built Walton campus named as Walton Training School. This institution was named after Col. C.E. Walton, the Agent (as the General Manager was then known) of the North Western Railways. In no time, the Walton Training School became the hub of the suburb of Lahore and the area became famous as "WALTON".

The Walton Training School took on the character and repute of its parent organization, the North Western Railways; symbolizing the best traditions of service, innovation, development and

organizational excellence. The performance standards of this institution received international acclaim when, in 1954, its premises were selected by the ECAFE (Economic Commission for Asia and Far East)- a United Nations agency, to establish their Regional Railway Training Centre for training of Railway Officers and senior supervisors of Asia and the Far East in Signaling and Advanced Railway Operations. Control of the Center was transferred to the Government of Pakistan in January 1958. In July 1982, this academy was as the Pakistan Inter-Regional Railway Training College, renamed (PIRRTC), while in May 1983, it was again renamed as Directorate of Research and Training Eventually in July 2000, it got the present name as "Pakistan Railway Academy".

Keeping in view the growing training needs of the mother organization, the academy conducts about 31 Pre-service induction training courses, 73 promotion and 54 refresher courses yearly for Railway staff of all grades, disciplines and departments. Officers inducted into various cadres of the Pakistan Railways selected through the Federal Public Service Commission as Probationers also receive their Railways training here. Short Management-training courses are also conducted from time to time whenever required.

2. Mission:

To impart knowledge and develop skills of Railway Officers and Officials to affect attitudinal changes so as to achieve excellence in work.

3. Vision:

Excellence in training.

4. Organization:

The Academy is headed by a Director General who is assisted by Joint Directors heading each of the engineering, disciplines viz, Civil, Mechanical, Signaling & Telecommunications, Electrical/ Electronics Engineering and the Traffic (Operations and Commercial)

Departments. Each Joint Director is assisted by an Assistant Director and an adequate number of instructors, drawn mostly from the experienced serving Railway staff.

Objectives:

- * To impart quality training for improving organizational efficiency and cost-consciousness.
- * To deploy state-of-the art teaching aids for imparting the training.
- * To enable the trainees to specify measurable characteristics of services with sound scientific and mathematical approach and assignments.
- * To inculcate high standards of professionalism, physical effectiveness and mental alertness.

6. Quality Management Certification:

In pursuance of objectives of Railway Academy, a systematic approach has been adopted to make the general atmosphere conducive for educational activities . After successful implementation of internal controls, certification in quality management was sought, which had since been granted . Pakistan Railways Academy, Walton is now an ISO 9001:2008 certified institution meeting international standards of quality objectives. Approved scope to which the certification has been granted includes:-

- * Railway Operation, Maintenance, Management & Promotion Courses for Railway Officers & Supervisors.
- * Railway Management & Operation Courses for other International Railways.

- * Other Management & Industrial Trainings for Non-Railway Local Customers.

7. Facilities:

35 well-equipped class rooms, including dedicated rooms for special subjects such as telecommunication. All discipline Model rooms equipped with life size and scale working models, for hands on training networked computers labs. A well-stocked and continually expanding library, containing books on technical, professional, and management realms and linguistic, social sciences, literature alongwith a spacious reading room. The Library also caters for a wide selection of newspapers, periodicals & technical/professional journals.

8. Lodging:

- * There are seven hostels with accommodation for more than 510 trainees including an exclusive hostel for the International Students with air-conditioned and well-equipped rooms.
- * Free mess facilities are provided to all trainees for all discipline

9. Health Care:

A resident medical officer with a dispensary for emergency medical cover has been provided in the campus.

10. Recreation:

Academy provides for indoor, outdoor sports and games such as football, hockey, cricket, basketball and badminton.

11. Courses Conducted:

1235 trainees participated in 74 courses (Recruitment, Promotion and Refresher) during the year under review (July- 2014 to June - 2015) compared with 1485 participant in 87 courses in the previous year (July-2013 to June-2014). Since 1954, total of 1841 Participants from more than 50 countries have benefited from PIRRTC course upto 2015.

12. Training Techniques:

Training methods, techniques and equipments continue to be up-graded to the latest standards. Trainees are taken on extensive study tours over the P.R. network to acquire practical knowledge, under the supervision of divisions concerned and oversight of respective Joint Directors of Pakistan Railway Academy.

13. Plans to Improve the Academy:

- (i) Up-gradation of the Academy with setting up a separate exclusive wing for Pakistan Railways Research & Development Centre (PRRDC) .
- (ii) Improvement and Rehabilitation of Infrastructure of the Academy.

I. Project and Planning Department:

The Project & Planning Department is associated with catering to the requirements of future and to augment the existing facilities for the welfare of passengers/customers. Rs. 39566.000 million were provided by the Government of Pakistan for the year 2014-15 out of which Rs. 420.000 million were provided in foreign loan. There are 45 Public Sector Development Programme(PSDP) projects in hand for further completion with a component of foreign exchange amounting to Rs. 25545.181 million. The custom duty and sale tax due on these projects was calculated at Rs.5814.131 million whereas the cash and store components amount to Rs. 7806.688 million.

In addition to this an amount of Rs. 150.000 million was allocated for the improvement fund. Out of this Rs. 77.874 million was utilized up to May, 2015 by the various divisions for provision, replacement conversion and special repairs to the railways infrastructure.

PSDP Budget Order

S. No.	PSDP S.No.	Name of the Project
1	2	3
1.	818	Doubling of Track from Khanewal to Raiwind (Revised).
2.	819	Doubling of Track from Shahdara to Lalamusa.
3.	820	Feasibility Studies (Lumpsum) (Revised).
4.	821	Improvement/Renovation of Hassan Abdal Railway Station.
5.	822	Mechanization of Track Maintenance (pilot project)
6.	823	Pilot Project for Manufacture of 5(3000HP)Locos
7.	824	Procurement of 150 D.E. Locomotives.
8.	825	Procurement of 500 high capacity bogie wagons and 40 power vans
9.	826	Procurement/Manufacture of 75Nos.New D.E. Locos
10.	827	Procurement/Manufacturing of 50Diesel Electric Locomotives (Revised)
11.	828	Procurement/Manufacture of 202 New Design Passenger Carriages (EXIM Bank China).
12	829	Project Management unit (PMU) in Ministry of Railways (Revised).
13.	830	Reconstruction oof Assets Damaged during the Floods 2010.
14	831	Rehabilitation and improvement of Track (Revised) Karachi to Khanpur.
15	832	Rehabilitation of 27 Nos. (HGMU-30 Class) Diesel Electric Locomotives (Revised).
16.	833	Rehabilitation of Railway Assets damaged at Sindh during Riots of 27-28 December, 2007 followed by Assisination of Mohtarma Benazir Bhutto (Revised)
17.	834	Rehabilitation of Rolling Stock and Track.
18.	835	Rehabilitation, Upgradation and Conversion of 400 Coaches.
19.	836	Replacement of Metal Sleepers and Track Renewal on Lodhran-Shahdara Section.
20.	837	Replacement of Old and Obsolete Signal Gear from Londhran Khanewal-Shahdara Gagh Main line Section of Pakiatan Railways (Islamic Development Bank).
21.	838	Revival of Karachi Circular Railway (KCR) as Modern Commuter System (Revised).
22.	839	Special Repair of 150 DE Locomotives to Improve Availability & Reliability.
23.	840	Strengthening/Rehabilitation of 159 Weak Bridges on Pakistan Railways
24	841	Strengthening of Planning Directorate, Ministry of Railways, Islamabad. ..
25	842	Track Rehabilitation on Khanpur-Lodhran Section.

for the year 2014-2015.

Estimated Cost		Allocation 2013-14				
Total	Foreign Aid	CFE	CD/ST & Ports Shipping Charges	Cash & Store	Foreign Aid	Total
4	5	6	7	8	9	10
12,617.400	..	140.000	48.000	253.200	..	441.200
13,593.000	..	309.181	139.131	121.688	..	570.000
150.000	50.000	..	50.000
59.000	25.000	..	25.000
4,055.000	..	858.000	..	142.000	..	1,000.000
2,230.000	299.000	151.000	..	450.000
55,488.000	10.000	..	10.000
11,998.000	8,668.987	6,400.000	2,400.000	200.000	..	9,000.000
12,700.000	..	4,415.000	..	185.000	..	4,600.000
19,406.610	11,085.548	4,500.000	1,400.000	600.000	..	6,500.000
15,889.900	493.540	..	..	250.000	..	250.000
720.773	117.000	..	117.000
6,365.239	300.000	..	300.000
9,405.000	368.700	..	368.700
6,284.000	..	1,300.000	445.000	155.000	..	1.900.000
7,855.953	..	25.000	20.000	155.000	..	200.000
4,000.000	..	60.000	134.000	206.000	..	400.000
5,200.000	..	210.000	95.000	395.000	..	700.000
2,216.000	500.000	..	500.000
10,720.382	7,988.969	..	175.000	225.000	400.000	800.000
10,647.000	250.000	..	250.000
5,005.031	..	1,690.000	400.000	210.000	..	2,300.000
412.000	60.000	..	60.000
58.000	20.000	..	20.000
8,978.000	..	350.000	100.000	307.100	..	757.100

PSDP Budget Order

S. No.	PSDP S.No.	Name of the Project
1	2	3
26.	843	Up-gradation/Improvement of Nankana Sahib Railway Station. ..
27.	844	Up-gradation/Improvement of Narowal Station.
28.	845	Construction of staff quarters.
29.	846	Feasibility Study (PC-I) for Construction of New Rail Link from Islamabad to Muzaffarabad via Muree.
30.	847	Feasibility Study for Dedicated Freight Corridor for Transportation of Coal from Karachi to Lahore
31.	848	Improvement of Goods Shed at Lahore
32.	849	Procurement of equipment for Improved security and counter terrorism mechanisms
33.	850	Improvement of Signaling System on Lodhran-Khanpur-Kotri Section and Provision of Centralised Traffic Control (CTC) on Shahdra-Lodhran Section.
34.	851	Procurement of Hopper Wagons for Coal Transportation (Phase-I) ..
35.	852	Provision of Container Handling terminal at KBX Karachi
36.	853	Rehabilitation of 300 Nos. Traction Motors
37.	854	Renovation & Up-gradation of Quetta, Karachi, Lahore and Peshawar Railway Stations
38.	855	Replacement of two Generating Sets of 1000 KW (1MW) at Railway Power House MGPR.
39.	856	Special Repair to 100 D.E. Locomotives and Re-Commissioning of 19 stabled DE Locomotives (15 AGE-30 & 04 RGE-24).
40.	857	Special Repair to 800 Coaches and 200 Wagons
41.	858	Up-gradation of Terminal Facilities at Marshalling Yard Pipri, Lahore and Peshawar Dryports
42.	859	(i) PC-II for Feasibility study to connect Gwadar with Karachi .. (ii) Feasibility study to connect Gwadar to Besima and from Besima to Jacobabad via Khuzdar (CPEC).
43.	860	China Pakistan Economic Corridor (CPEC) Support Project at Ministry of Railways
44.	861	Comprehensive Feasibility study for Upgradation/Rehabilitation of Mainline 1 (ML-I) and New Dry Port at Havelian (Balder) Distt. Haripur under China-Pak Economic Corridor (CPEC).
45.	862	Feasibility study (PC-II) for construction of New Rail Link from Havelian to Pak China Border (682 K.M) (CPEC).
		Total:-

for the year 2014-2015.

Estimated Cost		Allocation 2013-14				
Total	Foreign Aid	CFE	CD/ST & Ports Shipping Charges	Cash & Store	Foreign Loan	Total
4	5	6	7	8	9	10
15.370	15.000	..	15.000
59.000	57.000	..	57.000
300.000	300.000	..	300.000
60.000	60.000	..	60.000
150.000	150.000	..	150.000
59.000	59.000	..	59.000
1,000.000	..	300.000	100.000	100.000	..	500.000
35,500.000	..	2,600.000	..	150.000	..	2,750.000
9,500.000	..	1,600.000	..	42.000	..	1,642.000
500.000	60.000	..	60.000
1,650.000	..	190.000	..	10.000	..	200.000
1,000.000	500.000	..	500.000
94.000	..	68.000	24.000	2.000	..	94.000
4,883.000	..	380.000	..	20.000	..	400.000
1,810.000	..	150.000	35.000	315.000	..	500.000
200.000	50.000	..	50.000
138.000	100.000	..	100.000
100.000	10.000	..	10.000
400.000	250.000	..	250.000
474.000	300.000	..	300.000
283,946.658	28237.044	25,545.181	5,814.131	7,806.688	400.000	39,566.000

Progress Report of on Going P.S.D.P. Projects of

S. No.	Name of Project	Estimated Cost of the Project	Expenditure upto the end of June, 2014.	Budget Release upto March, 2015.	Budget Allotment for 2014-15.	Expenditure during the year 2014-15 upto May, 2015.	Commulative Expenditure upto May, 2015 (Column No. 4+7).
1	2	3	4	5	6	7	8
818	Doubling of track from Khanewal to Raiwind Section(Revised) (Khanewal-Lahore).	12617.400 inclusive FEC. 4864.800	11809.680	614.000	614.000	588.776	12398.456
819	Doubling of Track from Shahdra to Lalamusa (Lahore-Gujrat).	13592.505 inclusive FEC. 3342.148	9.293	651.000	651.000	530.657	539.950
820	Feasibilities studies (Lumpsum) Revised.	150.000	25.475	6.455	50.000	3.395	28.870
821	Improvement/ Renovation of Hassan Abdal Railway station.	59.000	2.531	5.100	10.000	1.331	3.852
822	Mechanization of Track Maintenance (Pilot projects) (Lahore).	4055.000 inclusive FEC. 2694.895	56.870	983.200	1203.680	1022.784	1079.654
823	Pilot Project for Manufacture of 5 (3000 HP) Locos (All Pakistan).	955 Rev:2230	220.473	1590.000	1590.000	1296.643	1517.116
824	Procurement of 150 D.E. Locomotives (All Pakistan).	55488.000 inclusive FEC 40362.878	3.500	2.000	10.000	0.000	3.500
825	Procurement of 500 High Capacity Bogie Wagons and 40 Power Vans (All Pakistan).	11998.000 inclusive CFE 7644.800	1177.618	10190.000	10190.000	8009.445	9187.063
826	Procurement /Manufacture of 75 Nos. D.E. Locomotives	12700.000 inclusive CFE 8400.451 Rev. 46810 CFE 32807.204	1146.844	3380.000	4600.000	2350.382	3497.226

Pakistan Railways 2014-15 up to June, 2015.

Physical Target for year 2014-15.	Physical Progress achieved during the financial year 2014-15 (upto June, 2015)	Commulative Physical Progress achieved so far
9	10	11
4%	3%	99%
5%	..	0.2%
	2%	57%
50%	..	..
Procurement of Machines and establishment Office.	1. 2 Nos. cranes have been received. 2. 2Nos. Track Machines have been received. 3. 9 Nos. Motor Trolleys have been received. for 4. Tender for Procurement of Ballast cleaning machine has been accepted. 5. Tender for procurement of 13 of Nos. self propelled material lorry has been accepted. 6. Tender for procurement of 04 Nos. self propelled mater.	27%
i- Shipment of Material from China. ii- Clearance of imported Kits/Material. iii- Procurement of Local Material. iv- Manufacturing/ Assembling works and rolling out of 5 D. E Locomotives at PLF.	CKD kits/material received at PLF, Risalpur during the end of Aug, 2014. Chinese Engineers have been arrived at PLF, Risalpur on 10-09-2014. 100% Manufacturing work the project has been completed, up to 31-03-2015 1st, 2nd, 3rd, 4th & 5th locomotives rolled out on 13th Jan, 2015, 16th Feb, 2015, 07-03-2015 and 25-04-2015 respectively. The project is to be completed up to 30-06-2015, but three years maintenance spares are still awaited from CSR, China, inspite of repeated requests/ reminders.	1st, 2nd, 3rd, 4th, & 5th locomotives rolled out on 13th Jan, 2015 and 25-4-2015 respectively. The project is to be completed up to 30-6-2015, but three years maintenance spares are still awaited from CSR, China, inspite of repeated requests/reminders.
NIL	Letter of intent has been issued on 12-10-2012. Further action held up due to court case.	Court Case
i- Shipment of 02 CBU +38 CKD Power Vans in 04 phases and assembling/ manufacturing in CFI ii- Shipment of Tand Wagons 50 CBU Tank Wagons +250CKD material. iii- Shipment of Flat Wagons 02 CBU+ 198 CKD material. iv- Manufacturing of 50 ZBFCs (CKD)	i). 1st shipment of 02 CBU Power Vans (CBU) received on 15-08-2014 ii). 04 shipment comprising 08; 10; 10 & 10 CKD Power van structures have been received at CF on 17-10-2014 24-10-2014 & 06-01-2015 & 23-02-2015 respectively. ii) 08+10+10+10=38 CKD Power Vans turned out from CFI on 31-12-2014 & 26-01-2015 and 4-4-2015 respectively. iv) Flat container Wagons 02 CBU and Oil Tand Wagons 50 CBU Wagons at KPT 26-12-2014 and there runing loaded trial ex: KYC to LHR conducted from 2-4-2015 to 4-4-2015.	Already mentioned against column No. 8&9 Progress not received.
I. Revised of PC-1 ii. Tendering Process.		

Progress Report of on Going P.S.D.P. Projects of

S No	Name of Project	Estimated Cost of the Project	Expenditure upto the end of June, 2014.	Budget Release upto March, 2015.	Budget Allotment for 2014-15.	Expenditure during the year 2014-15 upto May, 2015.	Commulative Expenditure upto May, 2015 (Column No. 4+7).
1	2	3	4	5	6	7	8
826	Procurement / Manufacture of 75 Nos. D.E. Locomotives	12700.000 inclusive CFE 8400.451 Rev. 46810 CFE 32807.204	1146.844	3380.000	4600.000	2350.382	3497.226
827	Procurement / Manufacture of 50+8 Nos. Diesel Electric Locomotives (All Pakistan).	19406.610	10620.722	4810.826	6500.000	4178.377	14799.099
828	Procurement / Manufacture of 202 New Design Passenger Carriages (Exim Bank China) (All Pakistan).	15889.900 inclusive CFE 11084.130	15933.360	330.000	352.000	329.871	16263.231
829	Project Management Units (PMU) in Ministry of Railways (Revised) World Bank (Islamabad.).	873.539 inclusive FEC 609.990	94.140	99.162	117.000	66.893	161.033
830	Reconstruction of Assets damaged during the Floods 2010 (All Pakistan).	6365.239 inclusive FEC 1785.261	219.878	300.000	300.000	243.122	463.000

Pakistan Railways 2014-15 up to June, 2015.

Physical Target for year 2014-15.	Physical Progress achieved during the financial year 2014-15 (upto June, 2015)	Commulative Physical Progress achieved so far
9	10	11
<p>I. Revision of PC-1 ii. Tendering Process.</p>	<p>i. Tender for 555 D.E. Locos (CBU) of 4000-4500 HP out of 75 D.E. Locos project opened on 20-01-2015. Technical evaluation has been completed and financial bid opened on 08-05-2015. Later of intend issued on 29-05-2015. Contract agreement for 55 CBU of 4000-4500 HP D.E. Locos signed on 20-06-2015. 15% advance payment of US\$ 32,053,425.93 (Rs. 20003266.166M) has been made on 29-06-2015. Opened of LC for 85% is in process. Subsequently tender for 20 D.E. Locos (18 CKD-2 CBU of 2000 HP) floated on 2nd July, 2015 with opening date 21-08-2015. ii. Refund of EXIM Bank charges Rs. 988.225 million received and credited to the project in Dec, 2014. iii. Revised PC-1 recommended by CDWP on 27-1-2015, and approved by ECNEC on 12-06-2015.</p>	<p>i. Revised PC-1 recommended by CDWP on 27-1-2015 and approved by ECNEC on 13-5-2015. Technical evaluation has been completed and financial bid opened on 08-05-2015 Later of intend issued on 29-05-2015. Contract agreement for 55 CBU of 4000-4500HP D.E. Locos signed on 20-06-2015. 15% advance payment of US\$ 32,053,425.93(Rs. 3266.166M) has been made on 20-06-2015 opening of LC for 85% is in process. - Subsequently tender for 20 D.E. Locos (18 CKD+2CBU of 2000HP) floated on 2nd July 2015 with opening date 21-08-2015. ii. Refund of EXIM Bank charges Rs. 988.225 million received E. and credited to the project in Dec, 2014.</p>
<p>35 Locomotives are to be Procured</p>	<p>35 Locomotives have been procured from CSR/China. The last consignment of 3 years maintenance spares is still awaited.</p>	<p>58 Locomotives received</p>
<p>20 CKD Coaches</p>	<p>20-Coaches.</p>	<p>The Project of 202 Coaches have been completed in the Month of January, 2015 Progress not received.</p>
<p>1. Sub Project of Fixmis.* Final approval of the Study of present Financial and Account System alongwith revised codes, store inventories, fixed asset registers which have since been completed alongwith Cost Accounting System from VOR. Selection of Consultant for development of software and ward ware for the newly designed Accounting and Finance System are cost Management and executor of agreement with the selected consultant to start work of the project. 2. Sub Project of Assets Management of P.R. Land Record and Development of GIS/ MIS Software. Submission of 2nd Revised PC-1 to Planning Commission. Getting approval 2nd Revised PC.1 from Planning Commission. * Issuing of REPs for selection of Consultants. Selection of consultants and execution of agreement. Taking a satellite imagery of complete Railway Network. Scanning of all available manuals land plans of P.R. Scanning of all the P.R. Land Record with collected and available Database. Digitizing all the record since scanned and to make it GIS compliance. To start Getting the land record of P.R. from revenue department of PR from province. alongwith Fard-e-Malkiat its scanning and digitizing. * to initiate the Physical survey of the land use of railway lands to complete at least 30% of activity. 1 Execution of 41 Nos Civil Works will be completed subject to the receipt of timely cash release of requisite funds. 2. 13 Km CTR and Sleeper Renewal will be completed subject to the availability of requisite P. Way material.</p>	<p>1. Sub Project of FIS/SIMIS. i. Mechanical Code, Traffic Code, Store Code and Para-1 of Accounts code has been amended by the departments and the corrections proposed by the department has been incorporated. ii. Work initiated for preparation by EOI and RFPs for selection of consultants for Software and Hardware as per PPRA Rules 2004. 2. Sub Project on Assets Management of P.R. Land Record and Development of GIS/ MIS Software. i. Submission of 2nd Revised PC-1 to Planning Commission. Getting approval of 2nd Revised PC-1 from Planning Commission. ii. Working of RFPs for selection of Consultants. iv. Selection of consultants and execution of agreement. v. Taking a satellite imagery of complete Railway Network. vi. 70% Scanning of All available manuals land plans of PR Completed. vii. 40% Scanning of the yard plans of PR Completed. viii. Work initiated on Geo referencing of collected record. 9. Work initiated on digitizing of scanned record. 10. 70% of Land revenue record of panjab province completed. 1 20 Nos. Civil works have been completed and remaining 21 works are near completion. 2. 10.5 Km CTR work completed on Sher Shah-Kundian Section. 3. 1-Km Sleepers renewal Completed against 6.5 Km Sleeper renewal planned work on Wazirabad-Sialkot Section.</p>	<p>i. Sub Project of Public Private Partnerships (Completed). ii. Sub Project of FIX / MIS. i. Study of present Financial and Account system completed and new Financial and Account system alongwith revised codes, Store inventories, fixed asset registers etc completed. ii. Mechanical Code, Traffic Code Store Code and Para-1 of Accounts code has been amended by the departments and the corrections proposed by the department has been incorporated. iii. Work initiated for preparation of EOI REFs for selection of consultants for Software and hardware as per PPRA Rules 2004. Sub Project of Asset Management of P.R. Land Record and Development of GIS/MIS Software. i. Submission of 2nd Revised PC-1 to Planning Commission. Getting approval of 2nd Revised PC-1 from Planning Commission. ii. Issuing of RFPs for selection of Consultants agreement. v. Taking a satellite imagery of complete Railway Network. vi. 30% Scanning of All available manuals land plans of PR Completed. vii. Scanning of all the yard plans of PR. * 45.05% of overall project. *As a result of immediate/Quickly temporary restoration of Train operation departmentally on Railway Network. 30% physical progress of Rehabilitation of Damaged Assets was achieved without incurring any expenditure as reflected in approved PC-1</p>

Progress Report of on Going P.S.D.P. Projects of

S. No.	Name of Project	Estimated Cost of the Project	Expenditure upto the end of June, 2014.	Budget Release upto March, 2015.	Budget Allotment for 2014-15.	Expenditure during the year 2014-15 upto May, 2015.	Commulative Expenditure upto May, 2015 (Column No. 4+7).
1	2	3	4	5	6	7	8
831	Rehabilitation and Improvement of Track (Revised) Karachi to Khanpur.	11544 inclusive FEC 2592.00	8817.366	554.000	968.000	554.000	9371.366
832	Rehabilitation of 27 Nos. (HGMU)-30 Class Diesel Electric Locomotives (All Pakistan).	6284.000	3573.939	2299.806	2300.000	2234.870	5808.809
833	Rehabilitation of Railway Assets Damaged during riots of 27th,28th December,2007 (Sukkur-Karachi). CME/Loco CME/C&W CEN/OL Signal and Telecom System.	600.000 453.000 548.788 6254.165	642.617 463.699 402.147 5655.284	 199.608	 28.000 40.000 132.000	0.000 18.816 21.533 148.939	642.617 482.515 503.680 5804.223
834	Rehabilitation of Rolling Stock and Track (All Pakistan). (Coaches portion) (Track Portion)	1961.000 Inclusive FEC 628.930 2005.016 Inclusive FEC 792.041	604.113 78.665	 777.000 777.000	 777.000 777.000	124.474 367.642	728.587 446.307
835	Rehabilitation Upgradation & Conversion of 400 Passenger Coaches (All Pakistan).	5200.000	3620.254	666.000	700.000	227.021	3847.275
836	Replacement of Metal Sleepers and Track Renewal on Lodhran - Shahdara Section.	2216.000 Inclusive FEC 1274.884	1453.586	499.902	500.000	391.120	1844.706
837	Replacement of Old and Obsolete Signal gear from Lodhran-Khanewal-Shahdara Bagh Main Line section of (IDB)	10720.381 Inclusive FEC 7988.969	10874.981	639.900	1969.650	1611.404	12486.385

Pakistan Railways 2014-15 up to June, 2015.

Physical Target for year 2014-15.	Physical Progress achieved during the financial year 2014-15 (upto June, 2015)	Commulative Physical Progress achieved so far
9	10	11
SR =25.7646 Kms RR =56.46 Kms Deep Screening =Nil Welding =72.00 Kms	SR =25.76 Kms RR =8.00 Kms Deep Screening =Nil Welding =72.00 Kms. Progress during June,2015 is less due to non-availability of PSC Sleepers and Fittings.	SR =1244.89 Kms RR =535.83 Kms Deep Screening =199.40Kms Welding =635.42 Kms
1.Sand blasting work of 11 of D.E. Locomotives will be completed. 2. Van frames/Car Bodies and other assemblies of 12 Locomotives will be Rehabilitated/Vodified. 3. Bogies frames of 12 DE.Locomotives will be Rehabilitated. 4. 08 Nos. Engine blocks of DE Locomotives will be reworked. 5. Remaining consignments of imported material will be reached at Loco Rehabilitation Shop, P.R. Moghalpura. 6. Installation of engine units, alternators, control stands, HVCs & HT/LT wiring on 19 Nos. DE Locos will be completed. 7.Assemblies of 20 No DE Locomotives will be completed. Their load tests and trails will be conducted. 8.20 Nos. Rehabilitated HGMU-30 Die-sel Electric Locomotives will be rolled out for	1. Sand blasting of 05 D.E.Locomotive have been completed. 2. Van frames/Car Bodies of 12 Locomotives has been rehabilitation/Vodified as instructions of Engineers of M/s EMD,UK. 3. Bogie frames of 11 locomotives have been rehabilitated. 4. Installation of engine units, alternators, control stands, HVCs & HL/LT wiring on 17 Nos. have been completed. 5. Assembling work on 14 Nos, DE Locomotives have been completed and their respective road tests/trails conducted.	1. 16 Nos. HGMU-30 DE Locomotives have been sand blasted. 2. 11 Nos. HGMU-30 DE Locomotives have been rehabilitated/ Modified. 3.Bogies frames of 11 DE Locomotives have been rehabilitated. 4. 12 Engine Blocks have been hydraulically tested and magnafluxed. Their rework is under process. 5. 25 consignments of imported material have been reached in Loco Rehabilitation shop, P.R. Moghalpura. 6. 3 engine units, alternators, control stands, HVCs &HT/LT wiring have been installed on DE Locos. I. Sand blasting of 02 DE locomotives has been completed.
41 Coaches 5% Karachi Division	10 Coaches have been completed 11% 2% Stations etc: NWS, Sarjhari, Buchar and Lundo have been completed opened for operation/Traffic.	100% work completed 2012-13 51 coaches have been Completed 59% 94% Civil Work completed 05 Track Machines completed 01 Machine is under repair which will be completed to end of June,2015.
80%		1. 98% Civil Work completed 2. 94% Consignments received 3. Installation work is in progress.
50 Coaches	50 Coaches have been completed.	500 coaches have been completed Progress for the Month of July not received.
1. CTR with UIC-54 Rails =05.00 Kms 2. SR with PSC Sleepers =15.00 Kms	5.5%	7.11 Km Through Sleeper Renewal carried out in the beat of PWI/GRW on LHR-LLM
42 Coaches	14. Coaches have been turned out (40% to 95%) work has been completed on 08 Nos. Coaches in Fabrication shop 10% to 80% work has been completed on 35 Nos. Coaches in Furnishing Shops. The remaining work is held 20% want of DG Set & Wheel,Axle assembly etc.	314. Coaches Progress not received.
Sleeper Renewal 59.71 Kms	25.92 Kms	68.74Kms
I- 10% System Engineering II- 95% Construction of Buildings	Building at 04 stations completed. Installation at 04 stations completed. 04 stations opened for traffic 3 phase electric connections at 03 stations provided. 101 Km Auto Block and cable laying completed. Sher Shah - Multan CBI work 65% completed.	90% system Ecgneering completed. 785 material arrived at port & cleared. Work of 22 stations on Lodhran Gilawala, Shujabad, Shershah, Multan Piran Ghaib, Riiazabad, Khanewal, Rajput Nagar Main Channu, Kossowal & Chicha watni, Harappap, Sahiwal Yousafwala, Okara Cantt. Okara, Kissan, renala Khurd & Habibabad Badami Bagh completed and 2 stations Pattoki-Kot Lakhpat near completion Cables & equipments transported at site. 66 L-xings huts completed 2 stations Piran Ghaib, Riiazabad Gilawala & shujabad opened for traffic.

Progress Report of on Going P.S.D.P. Projects of

S. No.	Name of Project	Estimated Cost of the Project	Expenditure upto the end of June, 2014.	Budget Release upto March, 2015.	Budget Allotment for 2014-15.	Expenditure during the year 2014-15 upto May, 2015.	Commulative Expenditure upto May, 2015 (Column No. 4+7).
1	2	3	4	5	6	7	8
838	Revival of Karachi Circular Railway (KCR) as Modern Computers System (Revised) Karachi	247000.000 inclusive FEC 70730.00	276.856	20.000	43.460	3.393	280.249
839	Special repair of 150 D.E. Locomotives to improve availability & Reliability (All Pakistan)	5005.000 inclusive FEC 3521.000 million	2061.061	2450.000	2300.000	2341.931	4402.992
840	Strengthening Rehabilitation of 159 Weak Bridges on P.R. (All Pakistan)	412.000	238.745	70.000	73.000	62.782	301.527
841	Strengthening of Planning Directorate Ministry of Railways Islamabad.	58.000	0.000	8.124	20.000		0.000
842	Track Rehabilitation on Khanpur-Ludhran section (Khanpur-Lodhran).	8978.000	184.515	1000.200	1000.200	1081.319	1265.834
843	Upgradation / Improvement of Nankana Sahib & Kamalia Railway Station.	15.370	0.000	9.000	9.000	1.548	1.548
844	Improvement / Renovation of Narowal Railway station. Total:- (A) New Schemes	59.000 461172.550	0.000 80348.212	5.000 32160.283	5.000 37052.990	2.057 27814.525	2.057 108162.737
845	Construcor of Staff quarters.	300.000	0.000	0.000	5.000		0.000
846	Feasibilities studies (Pc-II) for construction of new rail Link from Islamabad to Muzaffarabad via Murree	60.000	0.000	69.000	60.000	60.195	60.195
847	Feasibilities studies for Dedicated Freight Corridor for Transportation of Coal from Karachi to Lahore.	150.000	0.000	0.000	0.000		0.000
848	Improvement of Goods Shed at Lahore.	59.000	0.000	20.000	59.000		0.000
849	Procurement of equipment for improved security and counter terrorism Machines	1000.000	0.000	0.000	0.000		0.000

Pakistan Railways 2014-15 up to June, 2015.

Physical Target for year 2014-15.	Physical Progress achieved during the financial year 2014-15 (upto June, 2015)	Commulative Physical Progress achieved so far
9	10	11
<p>1. Main activities to be carried out 2 Appraisal of the Project by Jica Appraisal Mission 3 Designing and approval of re-settlement Site 4 Land acquisition in connection with the project to be finalized after signing of loan agreement 5 Preparation of KUTC card by Nadra for each project affected Household for compensation after Appraisal of the project and loan signing agreement.</p> <p>(i) Procurement of spare parts for special repairs. ii. Special repairs of 50 D.E Locomotives</p> <p>Target 23 Bridges 57% of the Total Target</p> <p>.1. Procurement of P-way material and small machines. 2. Rehabilitation of another fleet of 20 DVM BKWs. 3. Completion of 5 Bridges. 4. Rail Renewal=18 Kms. 5. CTR=20 Kms. 6. Renewal of Level-crossings=10 Nos.</p>	<p>The Revised cost of the project US\$2609.4 million approved in ECNEC meeting on August 16-2012 2. ECC approved the waiver of 8.2% re-lending charges. 3. GST. Duties, Federal Levies exempted for project on March, 05, 2013 by ECC, However the notification from FBR is still awaited. 4. Demarcation work at Resettlement Site completed and demarcation drawings signed by all concerned departments, 5. government of Sindh agreed to provide land for Electric installation.</p> <p>A. Procurement of spare Parts i. purchase order issued and LC Established = (882) ii. Purchase orders issued and LC Established =(49) iii. Purchase order's issued for Local Spare Parts =(108) Total=(1039) B. Special Repairs of D.E. Locos. i. D.E. Locos repaired at CDLW/RWP=(45) ii. D.E Locos attended at Desel Shop KC. = (3) Total=(48)</p> <p>Rehabitated =13 Bridges Work in progress =6 Bridges. Progress achieved =52% of the Annual target</p> <p>i. Tenders for procurement of small machines (cutting & Bolt Tighting Machines) finalized by director Procurement. ii. International tender floated by Director Procurement for procurement of W-14 Fastening System. iii. International tender floated by Dir/Procurement for procurement of UIC-54 Rails (12,000 m tons). iv. Supply of hardwood sleepers in progress. v. Construction work of five bridges for conversion into RCC-Box culvert by Rail Cop in progress. Four Bridges (RCC Box culverts are completed). vi. Rails UIC-54 (25.0 Meter) stacked at assembly-yard SXA for CTR-panelling=20 Kms. vii. Welding of Track done b/w FZA-LQP =24 Kms. xi. Replacement of new PSC sleepers b/w FZA-LQP=1754 Nos. xii. Rail Renewal executed b/w LOQ-CNG=20 Kms.</p>	<p>1 Environmental Impact Assessment (EIA). Study approved. 2 Satellite Imagery of Route alignment finalized by SUPARCO. 3. MOU with KESC signed on October 6, 2010 and categorized KUTC as Strategic Customer for uninterrupted power supply for KCR Project 4. KPT authorities have confirmed (Feb 4, 2011) to handover 0.85 acres of KPT and to KUTC on commencement of work. 5 Resettlement Action Plan study of the Project affects approved by Doner Agency. 6-R confirmatory survey carried out by JICA 2013 & 3 Business plan furnished in september 2013 progress not received for the month of may, 2015.</p> <p>A. Procurement of spare Parts i. purchase orders issued and LC Established = 4124. ii. Purchase order's issued and LCs being established =(49) iii. Purchase order's issued for Local Spare Parts =(221) Total=(4394) Progress not received. B. Special Repairs of D.E. Locos. i. D.E. Locos repaired at CDLW/RWP=(68) ii. D.E Locos attended at Desel Shop KC. = (18) Total=(86)</p> <p>Rehabitated =73 Bridges Work in progress =6 Bridges. Progress achieved =46% of the total target</p> <p>Progress report for the month of June-2015 not received from concerned on uptill now.</p> <p>i. Rail Renewal executed =38 Kms. ii. Rehabilitation of Level Crossings done=07Nos. iii. Topographical Survey of KPR-LON section 150 Kms completed. iv. Procurement of Track Machine=Order placed for delivery upto June 2015. v. Procurement of one hydraulic telescopic Boom crane (10 Ton capacity)=Machine is received by SME/TM. vi. Procurement of 125.250 sets of w-14 Fastening systems =Order placed for delivery upto June 2015. vii. Rehabilitation of 20 Nos of BKWs=Work in progress. viii. Rehabilitation of Bridges into RCC box culvert=Works on 3rd & 4th bridges is in progress ix. Rehabilitation of Girder bridges by providing through plates=100% supply of required material is completed.</p> <p>Progress Report for the month of June, 2015 not received from concerned on uptill now.</p> <p>Progress Report for the month of June, 2015 not received from concerned on uptill now.</p> <p>Progress Report for the month of June, 2015 not received from concerned on uptill now.</p> <p>Progress Report for the month of June, 2015 not received from concerned on uptill now.</p>
2%	4%	4%
100%	90%	90%

Progress Report of on Going P.S.D.P. Projects of

S. No.	Name of Project	Estimated Cost of the Project	Expenditure upto the end of June, 2014.	Budget Release upto March, 2015.	Budget Allotment for 2014-15.	Expenditure during the year 2014-15 upto May, 2015.	Commulative Expenditure upto May, 2015 (Column No. 4+7).
1	2	3	4	5	6	7	8
850	Improvement of Signaling System on Lodhran-Khanpur-Kotri Section and provision of Centralised Traffic Contract (CTC) on Shahdra-Lodhran section.	38263.000	0.000	0.000	50.000		0.000
851	Procurement of Hoopper Wagons for Coal Transportation (Phase-1)	9500.000	0.000	0.000	1026.010		0.000
852	Provision of Container Handling terminal at KBX Karachi.	500.000	0.000	0.000	0.000		0.000
853	Rehabilitation of 300 Nos. Traction Motors	1650.000	0.000	3.000	3.000		0.000
854	Renovation and Up-gradation of quetta, Karachi, Lahore and Peshawar Railway Stations	1000.000	0.000	0.000	76.000		0.000
855	Replacement of two Generating Sets of 1000 KW/(IMW) at Railway Power House Moghalpura.	94.000	0.000	0.000	94.000		0.000
856	Special Repair to 100 DE Locomotives and Re-Commissioning of 19 Stabled DE Locomotives (15 AGE-30 & 04 RGE-24)	4883.000	0.000	3.000	120.000		0.000
857	Special Repair to 800 Coaches and 200 Wagons		0.000	105.000	295.000		0.000
858	Up-gradation of Terminal Facilities at Marshaling Yard Pipri, Lahore and Peshawar Dry Ports. Total:- (B)	200.000	0.000	0.000	50.000		0.000
	CPEC Projects	57659.000	0.000	200.000	1838.010	60.195	60.195
859	(1) PC-II for feasibility study to Connect Gwadar with Karachi (ii) Feasibility study from Gwardar to Besima and from Besima to Jacobabad via Khuzdar (CPEC).	138.000	0.000	0.000	100.000	0.000	0.000
860	China Pakistan Economic Corridor (CPEC) Support project at Ministry of Railways	252.000	0.000	5.000	25.000	3.151	3.151
861	Comprehensive Feasibility Study for Up-gradation/Rehabilitation of Mainline (VL-1) and New Dry Port Havelian (Balder) Distt: Haripur under China-Pak Economic corridor (CPEC)	390.000	0.000	100.000	250.000	91.940	91.940
862	Feasibility study (PC-II) for Construction of New Rail Link from Havelian to Pak China Border 1682 Kms (CPEC) TOTAL:- (C) TOTAL:- (A+B+C)	474.000	0.000	0.000	300.000	0.000	0.000
		1254.000	0.000	105.000	675.000	95.091	95.091
		520085.550	80348.212	32465.283	39566.000	27969.811	108318.023

Pakistan Railways 2014-15 up to June, 2015.

Physical Target for year 2014-15.	Physical Progress achieved during the financial year 2014-15 (upto June, 2015)	Commulative Physical Progress achieved so far
9	10	11
50%	<p>1.50%</p> <p>25%</p>	<p>Progress Report for the month of June, 2015 not received from concerned on uptill now.</p> <p>Progress Report for the month of June, 2015 not received from concerned on uptill now.</p> <p>Progress Report for the month of June, 2015 not received from concerned on uptill now.</p> <p>Progress Report for the month of June, 2015 not received from concerned on uptill now.</p> <p>Progress Report for the month of June, 2015 not received from concerned on uptill now.</p> <p>Progress Report for the month of June, 2015 not received from concerned on uptill now.</p> <p>Progress Report for the month of June, 2015 not received from concerned on uptill now.</p> <p>Progress Report for the month of June, 2015 not received from concerned on uptill now.</p> <p>Progress Report for the month of June, 2015 not received from concerned on uptill now.</p> <p>Progress Report for the month of June, 2015 not received from concerned on uptill now.</p> <p>1.50%</p> <p>25%</p> <p>Progress Report for the month of June, 2015 not received from concerned on uptill now.</p>

CHAPTER-II

Manufacturing Unit.

The Manufacturing Unit is headed by the General Manager Manufacturing & Services and comprised of:-

1. Carriage Factory, Islamabad, (CFI)
2. Concrete Sleeper Factories, (CSF)
3. Locomotive Factory Risalpur

Carriage Factory, Islamabad, (CFI):

Carriage Factory was built for the manufacturing of new carriages in 1970 with the technical collaboration of Germany Carriage Factory Islamabad has been certified for ISO 9001. 2008 there by joining the elite group of ISO certified International Group of Coach manufacturers.

Mission Statement:

Manufacturing of Railway Carriages for safe, economical and effective train operation.

Vision:

Committed to provide good quality products, services and continuously improve quality Management system as per standards of ISO 9001-2008 to satisfy the requirements of customers.

Current Activities:

The following project are under process in Carriage Factory Islamabad.

1. Rehabilitation of 400 Coaches Project.
2. POH/Special Repair of 120 Coaches Project.
3. Special Repair of 40 Chinese Economy Class Coaches.

Facts & Figures:-

A total of 2130 new coaches have been manufactured at CFI since 1971 and Rehabilitation/Overhauling of 1039 Coaches also been done up to 30 June 2015.

Future Plans and Projects:

- (i) Manufacture of high speed bogies @ 160 Km/hr.
- (ii) Manufacture of New Passenger Coaches as per requirement of Pakistan Railways.

Achievements made during the Financial year 2014-2015:

- a. Manufactured and Turned out 20 Chinese Coaches against 202 Chinese Coaches Project and the said project has been completed.
- b. Manufactured of 38 Chinese Power Vans and the said project has been completed.
- c. P.O.H/Special Repair of 19 Coaches against 120 special repair coaches.
- d. Rehabilitation of 14 Coaches against 400 Coaches project.
- e. Nominated Repair of 02 Coaches.

Concrete sleeper Factories:

1. Pakistan Railways owns five Concrete Sleeper Factories, located at Sukkur, Khanewal, Kohat Cantt, Shahinabad and Kotri. The factory at Sukkur was established in 1967, first on the Sub-Continent. Other four factories came up in 1979-80. 368 persons are working in CSF/Organization.
2. Factories at Sukkur and Khanewal are manufacturing Prestressed Concrete (PSC) Mono Block Sleepers, while CSF/ Kohat Cantt is manufacturing (RCC) Twin Block Sleepers. Due to financial Constrains, factories at Kotri and Shahinabad were closed w.e.f. 01.10.1996, CSF Kotri has been leased out to M/s. HIS Industries, Karachi w.e.f. 22.10.2006.

3. Performance of the factories during 2014-15.

Factory	Rated capacity	Target for the year 2014-15	Production during the year 2014-15	Cumulative production since installation.
Sukkur	80,000	128,000	127,793	3,038,473
Khanewal	150,000	130,000	130,000	2,766,727
Kohat Cantt	100,000	44,000	43,541	2,360,633
Kotri(Leased)	..	..	..	..
Total	330,000	350,000	301,334	8,165,833

- In order to meet with the requirements of sleepers for the ongoing and upcoming rehabilitation and infrastructure expansion projects, the manufacturing capacity of concrete sleeper factory Khanewal has been enhanced by 50%.
- Flash Butt Welding Plant in CSF/Sukkur was installed in 1986 at Concrete Sleeper Factory Sukkur. The plant welds the rail in which are laid in the track and there after these three rail panels are welded and converted into continuous rails. During 2014-15, the Flash Butt Welding Plant has welded 228 panels which have been laid in the field. Uptill now 13465 panels have been welded.

Pakistan Locomotive Factory, Risalpur:

The Pakistan Locomotive Factory was established at Risalpur in 1993 at a total cost of Rs.2284 million including foreign exchange component of Rs.1496 million. It is a modern factory and is equipped with state of the art plant & machinery. Total area is 257 acres, out of which 100 acres are covered by the factory while on the remaining 157 acres is the staff colony and service buildings.

The designed production capacity of the factory is 25 Diesel Electric locomotives per annum on single shift basis. The production capacity can however be increased by introducing double shifts. The technology for manufacturing of locomotives has

been acquired from Hitachi Japan, General Electric (USA)/Atranz (Germany) and Dalian Locomotive & Rolling Stock Works, China. CSR Ziyany Co. Ltd. China. The factory has achieved the design capacity of 02 locomotives per month.

Pakistan Locomotive Factory has so far manufactured 102 new Diesel Electric locomotives of 2000-3000 hp for Pakistan Railways. Besides manufacturing of new locomotives 26 overage locomotive of 2000-2400 hp have also been rehabilitated by this factory. Different spare parts of locomotives are also being manufactured on regular basis for use on Pakistan Railways. The locomotives manufactured in this factory are successfully operating the important main line trains and their performance and reliability is satisfactory. The factory has saved for-foreign exchange of Rs. 1422.00 million on account of local manufacture.

A contract agreement was signed with M/s CSR, China for the supply/manufacturing of 05 D.E locos locally, LC was opened on 28-06-2013 and advance payment made on 30-06-2013. The material is shipped in the month of August, 2014. Manufacturing started on 15th September, 2014 and completed on March, 2015, 5th Locomotive rolled out on 25-04-2015.

The Original PC-1 of 75 D.E.Locos was approved by ECNEC on 14-12-2005 amounting Rs 12700.000 million including FE Rs. 8400.451 million. Tender for procurement/manufacturing of 20 (2000-2500hp) D.E. locos has been floated with opening date 28-05-2014, and contract agreement was made with M/s DEC, China. Later on the same contract has been cancelled. Revised PC-1 of 75 D.E.L has been approved by ECHNEC on 13-05-2015 amounting Rs 46810.000 including F.E Rs 32807.204. The contract of 55 CBU has been awarded to GE/USA and the tender of remaining 20 (02CBU+18CKD) D.E. locos of 2000/2500 hp is being under process.

Pakistan Locomotive Factory, Risalpur is also utilized for development of spare parts for Pakistan Railways. Work orders completed for Pakistan Railways are 1052 number amounting Rs 503.256 million, work orders completed for private sector are 34 number amounting Rs 55.875 million and work orders completed for major repair of DE locomotives are 138 number amounting to Rs. 268.660 million up till now.

Vision:

To manufacture diesel electric and electric locomotives indigenously by maximizing local manufacturing of major assemblies and vital spare parts to meet with the demand of transportation of Pakistan Railways. Saving of foreign exchange and less dependency on foreign technology.

Project completed:

* 05 D.E. Locomotives (2000 hp, Hitachi Design)	1993-94
* 18 D.E. Locomotives (2000 hp, Hitachi Design)	1994-97
* Rehabilitation of 05 D.E.Locomotives(2000 hp, GE Design)	1997-98
* 30 D.E. Locomotives (3000 hp, GE & Atranz Design)	1999-01
* Rehabilitation of 21 D.E.Locomotives(2000/2400 hp, GE Design)	2001-03
* 69 D.E. Locomotives (2000 hp /3000 hp, Chinese Design)	2003-08
* 05 D.E. Locomotives (3000 hp, Chinese Design)	2014-15

Future Plan:

Upcoming Project of 75 D.E. Locomotives

	(Rs in Million)		
	Total	FE.	Approved on
Cost as per Original PC-I	2700	8400.451	14-12-2005
Cost as per Revised PC-I	46810	32807.204	13-05-2015

Break up of D.E. Locos:

No. & Type of D.E. Locomotives					
	1500 HP	2000 HP	3000 HP	4000 HP	Total
Original	15 CBU	30 5CBU+25CKD	30 5CBU+25CKD	..	75
Revised	..	20 2CBU+18CKD	..	55 CBU	75

Tender opened on 25-09-2007 20-01-2015
 No. of firms participated 4 2
 Financial bid opened on 30-06-2008 08-05-2015
 Letter of intent issued on M/s DEC 31-07-2008 M/s GE/USA 29-05-2015
 Date of contract agreement 31-12-2008 /Under finalization
 (Cancelled) (for 55 D.E. Loco)

Tender for remaining 20 (02 CBU + 18 CBU) D.E. Locos of 200/2500 hp is being processed.

Production of Spares & Other Current Activities:

- ✍ Special Repair of Locomotives under SR-100 D.E. Loco Project and Accidental Loco.
- ✍ Gear Cases
- ✍ Rewinding of
 - ✗ Traction Motor Armature
 - ✗ Radiator Fan Motor
 - ✗ Stator Assembly
 - ✗ Compressor Motor
 - ✗ Starting Motor
- ✍ Parts for SR-150 D.E. Locos Project

Locomotive Rehabilitation Project MGPR (History):

The Diesel Electric Locomotives is the main source of power for traction service. Replacement of such expensive unit is not so easy. To overcome this problem and save Foreign Exchange, Locomotive Re-engining Shop was established in Moghalpura Workshops in 1976, as such the useful life of D.E. Locomotives

increased 12 to 15 Years for further service with less amount of expenditure.

✍ The 1st Project of Re-engining of 47 Nos. ARU/ARP/ARPW-20 Class of Locomotives was under taken in Locomotive Re-engining Shop and completed during 1976-1982.

✍ The 2nd Project of Re-engining of 47 Nos. ARPW-20 EB & ALU-20 R Class of D.E. of D.E. Locomotives was completed during 1982-1986.

✍ The 3rd Project was the Assembly of 08 Nos. HAU-20 Locomotives completed simultaneously in year 1983.

After that, Re-engining Shop renamed in Rehabilitation Shop. The project of Rehabilitation of 102 D.E Locomotives GRU-20/RGE-20/24 was completed in 2004 with the technical assistance of M/s General Electric, USA. These Locomotives are still working successfully, especially RGE-20 in Ghat Section (Sibi-Quetta Section) with Dynamic Brake System.

The project of Special Repairs to 36 Nos. GMU-30 Diesel Electric Locomotives was completed during 2007-2010. These locomotives are being used for freight as well as express Trains, overcoming the present crisis of Pakistan Railways Traction service.

Current Activities:

Presently, the "Project of 27 Nos. HGMU-30 Class Diesel Electric Locomotives" is being executed in Locomotive Rehabilitation Shop, Moghalpura with collaboration of M/s. Electro-Motive Diesel Ltd, United Kindom. The amount to the tune of Rs. 2300.000 Million has been allocated for the current Financial Year 2014-15, wheras

the total cost of the Project is Rs. 6284.000 Million. The Main Frames, Car Bodies, Engine Blocks & Bogie Trucks are being Rehabilitated/upgraded as per scope to work. The preparation of foundation pad, installation of diesel engine, electric cabinet, high tension/low tension wiring are being carried out under the technical assistance of Service/Technical Experts of designated firm. 12 D.E. Locomotives have been rolled out for revenue service after rehabilitation . Two more locomotives have been rehabilitated; their load tests and trials are being conducted. Overall 14 Locomotives are expected to be rolled out for train service upto the end of the current Financial Year.

Future Plan:

The Project of "Rehabilitation of 27 Nos. (HGMU-30 Class) Diesel Electric Locomotives" is expected to be completed upto March 2016.

CHAPTER-III

Welfare & Special Initiative Unit

The unit is headed by General Manager Welfare & Special Initiative who is assisted by the following heads of the Departments (Principal Officers).

1. Chief Medical & Health Officer.
2. Director General of Education.
3. Pakistan Railways Sports Board (PRSB).

Medical & Health Department:

Mission Statement :

To provide efficient, timely and cost effective health care to the Railway Employees and their families in order to promote health and wellbeing among the working environment of Pakistan Railways in the given resources.

Pakistan Railways has its own Medical Department and has eight hospitals located at Peshawar, Rawalpindi, Lahore, Moghalpura, Multan, Sukkur, Karachi Cantt and Quetta. Railway employees and their families are getting free of cost treatment through these institutions. These hospitals are controlled by the Chief Medical & Health Officers with the support of 172 doctors and specialists. Medical Department looks after the health of more than one million people i.e. Railway Employees, Retired and their families on the entire Railway System. Apart from hospitals Pakistan Railways has 57 dispensaries and 35 Child Welfare Centers all over the system. The Medical Superintendents and Divisional Medical Officers have been directed to improve the Emergency Department of the Hospital / Dispensaries to give better treatment to the Emergency and the indoor patients.

The Railway hospitals are being opened for general public offering medical consultation, diagnostic facilities and indoor treatment utilizing the services of Railway doctors/ specialists and para medical staff. 1/3rd of the revenue generated will be deposited with government treasurers being railway earning.

Special emphasis is being given for promotion of continued Medical Education of the Doctors and para-medical staff and post-graduation studies of doctors is now encouraged so that qualified specialist doctors are available for treatment of patients in Railway Hospitals.

Medical assistance was rendered to members of the public while travelling. Efforts are being made for prevention and control of Dengue and Polio in Railway premises in coordination with Public Health Authorities and no case of Dengue and Polio was detected. Child Immunization Program was carried out at Railway Station and colonies. Cleanliness week were observed in all Railway Stations and colonies especially during monsoon season. Free medical camps were arranged in Divisional Medical Set up for Railway employees and their families.

Directorate of Education:

Aims & Objectives:

The aims and objectives of our institutions are to provide conducive teaching and learning environment for education on modern Scientific footing and to provide opportunities for creative activities and self-exploration under the guidance of competent professionals. P.R. Educational institutions lay equal emphasis on physical fitness, cultural activities, Character building, development of leadership qualities, inculcation of discipline and sportsman spirit among the students.

The following steps have been taken by the Director General (Education):-

1. Rationalization of Teaching and Non-teaching Staff engaged against Director School's Fund.
2. Conducting Interview of all teaching staff employed against funds.
3. Verification of Matric, Inter, BA, B.Ed, M.Ed. and M.A Degree from respective BISE's and Universities.
4. Sports Camps are in progress for both boys and girls in Lahore Schools and Colleges. Different coaches of various games are deputed for the training of the students.
5. Proposals regarding rehabilitation of Karachi schools have already been submitted to MOR for its approval.
6. Salaries of teaching and Non-teaching staff have been increased as per policy of minimum wage announced by Government of Pakistan.
7. Plan to start bachelors in Education, B.ED Classes in the evening under Self Finance Scheme at Lady Griffin College. Affiliation Process with University of Education is under process.
8. Scouting has been introduced in P.R. Schools and Colleges. A regular period is allocated in timetable, which will be commencing from September, 2015.
9. A new library namely "Sofia Zahoor Ahmad" for P.R. Saint Andrew's Girls High School and College has been established containing 2000 General Books which have been inaugurated by General Manager/ W&SI with Wifi facilities.

10. Special Measures for Security arrangements has been made over the P.R. Education System as under:-

- a. Installation of CCTV Cameras
 - b. Raising of Boundry Wall upto 10 feet
 - c. Fixing of raizer wire on the Boundry wall
 - d. Placement of Barriers in front of main gate
 - e. Armed Security Guards
11. Special computer classes for teachers have been arranged during summer vacation.
12. Monthly Test System also introduced for Board classes.
13. Parents & Teacher meetings thrice in an Academic Year.

Pakistan Railways Sports Board:

The Pakistan Railways Sports Board is a sole Institution of the country which encourages, promotes, controls and arrange coaching, training and competitions in various disciplines of sports in the entire Pakistan Railways. It is headed by the Chairman Railways as Patron as well as General Manager/Welfare & Special initiatives Pakistan Railways as President.

Pakistan Railway Sports Board Organizes its Pakistan Railways Inter Divisional Tournaments regularly and systematically during whole the year which helps in producing talented sports persons who participate in National, International and other High Ranking Tournaments and bring good name, laurels to the country as well as to the department.

During last year (sports Session 2014-15 "From July 2014 to June-2015", our sports persons, participated in different disciplines of sports and produced good results.

VISION:

To improve Physical & Mental Health of Railway employees by increasing Sports Activities and creating a pool of talented sportsmen & Women who not only represented P.R but also Pakistan as was the case in the past.

MISSION STATEMENT:

To hunt talented sports persons from Rural & Urban areas for various games to strengthen Pakistan Railways sports and to provide quality sportsmen & women to Pakistan.

Games Schedule/Results of P.R. Inter Divisional Champions,2014-15

S.No	Games	Dates	V e n u e	Host Div	1ST	2ND	3 RD
1	Foot Ball	11-14 Aug,14	Rly.Stadium	PRSB/KYC	Workshops	Lahore	Multan
2	Chess	27 Aug,2014	Multan	Multan	Workshops	Multan	RawalPindi
3	Judo	9-Sep,2014	Lahore	Workshops	Workshops	Lahore	Multan
4	Karate	12-Sep,2014	Burt Hall	Lahore	Lahore	Workshops	RawalPindi
5	Basket Ball	19-20 Sep,14	Rly Stadium	Lahore	Lahore	Karachi	RawalPindi
6	Weight Lifting	Not	Held		***	***	***
7	Taekwondo	14 Oct,2014	Quetta	Quetta	Workshops	Lahore	Quetta
8	Badminton	15 Oct, 2014	MayoGarden	WorkShops	Workshops	Multan	Peshawar
9	Boxing	17-18 Oct,14	Lahore	Lahore	Lahore	Workshops	Quetta
10	Table Tennis	11 Nov, 2014	Karachi	Karachi	Workshops	Karachi	Lahore
11	Gymnastic	13 Nov, 2014	Karachi	Karachi	W/S/KYC	***	Lahore
12	Kabaddi	17-18-Nov,14	Lahore	Lahore	Lahore	Workshops	Multan
13	Hockey	19-21 Nov,14	LHR/KYC	PRSB/NS	LHR/W/S	***	Quetta
14	Tug of War	24 Nov, 2014	Lahore	Lahore	Workshops	Lahore	Karachi
15	Hand Ball	25-26 Noc,14	Lahore	Lahore	LHR/W/S	***	Peshawar
16	Cycling	27 Nov,2014	Lahore	WorkShops	Lahore	Workshops	Multan
17	BodyBuilding	6 Dec,2014	Lahore	WorkShops	Workshops	Lahore	Karachi
18	Cricket	8-11 Dec,14	Lahore	PRSB/KYC	Peshawar	Workshops	Karachi
19	Volley Ball	15-16 Dec,14	Peshawar	Peshawar	Workshops	Lahore	Karachi
20	Wrestling	19 Dec, 2014	Multan	Multan	Workshops	Lahore	Multan
21	Golf	22 Dec,2014	Lahore	WorkShops	Workshops	Karachi	RawalPindi
22	Athletics	27-28 Mar,15	Lahore	PRSB	Lahore	Multan	WorkShops

Games In Which Pakistan Railway Teams Participated In National Level

Men

- | | |
|------------------|--------------------|
| 1. Athletics | 13. Judo |
| 2. Badminton | 14. Karate |
| 3. Body Building | 15. Kabaddi |
| 4. Boxing | 16. Netball |
| 5. Basketball | 17. Rowing |
| 6. Cycling | 18. Taekwondo |
| 7. Cricket | 19. Table Tennis |
| 8. Football | 20. Tug of War |
| 9. Gymnastic. | 21. Volley ball |
| 10. Golf | 22. Weight Lifting |
| 11. Handball | 23. Wrestling |
| 12. Hockey | 24. Wushu |

Women

- | | |
|--------------|-----------------|
| 1. Athletics | 5. Judo |
| 2. Badminton | 6. Karate |
| 3. Cycling | 7. Table Tennis |
| 4. Hockey | 8. Taekwondo |

Future Plans:

1. To engage top quality players in different games by providing them a good stipend.
2. To participate in maximum games and revive the glorious past of Railway Sports.
3. To engage coaches who could trained our players in different games.
4. To strengthen sports in all Railway School & Colleges which would give us an opportunity to participate in junior level tournament of all games.

International Achievements:

Mr. Rashad Mahmood Butt, Sports Officer/P.R. Sports Board:

- (i) Appointed as Umpires Manager in 17th Asian Games Hockey Tournament from 19th Sep to 4th October-2014 at Inchoen (South Korea).
- (ii) Appointed as Umpires Manager in Jr. AHF Cup Hockey Competition held from 30th Nov to 7th Dec, 2014 at Dhaka (Bangladesh).

Mr. Najam-us-Saeed, Inspector Sports/PRSB.

- i) Appointed Scorer by the Pakistan Cricket Board for the Pakistan-A and Kenya One day Series from 13-20 Dec, 2014 at Lahore.
- ii) Appointed Scorer by the Pakistan Cricket Board for the Pakistan and Zimbabwe T-20/One Day Series from 22-31 May, 2015 at Lahore and he crossed a land mark of 50 One Day International Matches on his credit during First One Day International.

- * **Mr. Abu Sufyan Railway Weight Lifter** Represented Pakistan in Common Wealth Games held from 23rd July to 3rd Aug, 2014 at Glasgow (U.K).
- * **Mr. Imran Qureshi Represented Pakistan** in Asian Body Building Championship from 25th Aug to 1st September-2014 at Maccao (China) and got Silver Medal after the a gap of 18 Years.
- * **Mr. Abu Sufyan Railway Weight Lifter** represented Pakistan in 17th Asian Games Hockey Tournament from 19th Sep to 4th October-2014 at Inchoen (South Korea).
- * **Mr. Bilal Hussain Railway Wrestler** represented Pakistan in 17th Asian Games Hockey Tournament from 19th Sep to 4th October-2014 at Inchoen (South Korea).
- * **Miss. Sofia Nayyab Railway Foot Ball Player** represented Pakistan Foot Ball Team for the Foot Ball Series, 2014 against Bahrain at Bahrain.

National Achievements:

Results of National Championships (From July, 14 to June,15).

S. No.	Event	Medals			Team Position
		Gold	Silver	Bronze	
1	Football -11th PPL League 2014 from 22 Sep to at Islamabad, Lahore & Karachi	0	0	0	--
2	Gymnastic Men -48th National Champion/Ship, 2014 from 27-28 Sep,2014 at Lahore.	0	2	1	3 rd
3	Gymnastic Women -National Champion/Ship, 2014 from 27-28 Sep,2014 at Lahore.	0	1	1	2 ^d
4	Judo Men -23rd National Champion/Ship, 2014 from 26-28 Nov, 2014 at Islamabad	0	3	3	3 rd
5	Hockey Men -61st National Championship 2015 from 26 Dec to 10 th . Jan, 2015 at Sialkot	0	0	0	Lost in P.Q
6	Power Lifting Men -National Championship, 2015 from 6-8, Feb, 2015 at Lahore	2	0	5	2 nd
7	Power Lifting Women -National Championship, 2015 from 6-8, Feb, 2015 at Lahore.	1	2	1	2 nd
8	Table Tennis Men -51 st National Championship, 2015 from 23-28, Jan, 2015 at Bahawalpur.	0	1	0	2 nd
9	Karate Men -23 rd National Championship, 2015 from 12-14, Mar, 2015 at Lahore.	0	1	2	5 th
10	Karate Women -9 th National Championship, 2015 from 12-14, Mar, 2015 at Lahore.	0	2	5	4 th
11	Body Building -63 rd Mr. Pakistan Contest, 2015 from 14-15, Mar, 2015 at Peshawar.	5	2	0	1 st
12	<small>Cricket-Patron's Trophy Gr-II,2014-15 from 9</small> to 27 th Mar, 2015 at Lahore & Sheikhpura.	0	0	0	Runners up in pool After participated a gap of three years
13	Hand Ball -National Hand Ball Championship, ,2015 from 3- 5 April, 2015 at Faisalabad	0	0	0	5 th
14	Athletics - Men / Women - 46 th National Championship, 2015 from 3-5 April, 2015 at ISLD.	0	1	0	--
15	Wrestling -National Championship, ,2015 from 28 to 30 May, 2015 at Faisalabad.	0	3	2	3 rd
	Total	8	18	20	

CHAPTER-IV

Railway Inspectorate

Federal Government Inspector of Railways (FGIR):

1. Brief History:

Uptil 1908, control over Railways was exercised by Government through consulting Engineers. However, in 1908 a new system of Governmental control of Railway was introduced and the Government Inspectors were appointed at Calcutta, Lucknow, Lahore, Bombay and Madras and were placed under the administrative control of the Railway Board (India).

The Railway Inspectorate remained a part of the Railway Board which was responsible for the administration of Railways in India. The Pacific Locomotive Committee in 1938, however, recommended that the Railway Inspectorate should be separated from Railway Board on the Principles, that those responsible for the inspection of Railways and holding of enquiries into the causes of accidents should be independent of the authority administering the Railways in accordance with Section 181 (3) of the Government of India Act 1935. This recommendation was approved by the Legislative

Assembly in 1939 and by the Council of State in 1940 and accepted by the Government of India. Accordingly, the Inspectorate was separated from the Railway Board and placed under the Communications Department from 12th May 1941.

In India, the Inspectorate is still working on the above lines and is not under the Railway Board. The Designation of Government Inspector has, however, been changed to Commissioner (Safety).

On the establishment of Pakistan, only two Inspectorate Circles were established one in west Pakistan and other in East Pakistan and were placed under the same Ministry i.e. Ministry of Communications. The East Pakistan Circle was subsequently abolished due to "economy campaign" and since then there is only one Government Inspector of Railways in Pakistan.

The Federal Government Inspector of Railways as generally recognized has technical advisory and quasi-judicial functions and has no executive authority. He is supposed to be the Eyes & Ears of the Federal Government to keep a watch over the general working and efficiency of the Railways especially with regard to the safety standards.

3. Major Responsibility:

The Federal Government Inspector of Railways has the prime responsibility by pointing out defects and short comings in the Railway working and by making useful and pertinent suggestions conducive to safe travel.

The duties and functions of the Federal Government Inspector of Railways as laid down in the Railway Act, focus mainly on the safety aspect of railway constructions, maintenance and operation. While inspecting track structures, rolling stock, signaling and interlocking installation: while examining station records operational staff, repair facilities, etc, and while holding enquiries into accidents, the safety aspect is always borne in mind and the reports and recommendations are based on this aspect. Although the organization is small, consisting of very limited number of officers and their staff, it renders valuable

4. Duties and Functions of the F.G.I.R:

The duties and functions of the Federal Government Inspector of Railways, as specified in the Railway Act and rules, etc. briefly consists of the following :-

(i) **Inspections of new line**

To inspect new railway lines with a view to determine whether these are fit to be opened for the public carriage of passengers, and to report thereon to the Federal Government as required under the Act.

(ii) **Periodical Inspections**

To make such periodical or other inspection of any railway or of any rolling stock and used thereon, as the Federal Government may direct. This generally covers about 30% of the route mileage on proper Annual Inspections by an Inspection Special accompanied by the Head of Railway Administration and Principal and other officers and another 25% route mileage annually as general tour Inspection.

(iii) **Accident enquiries and Rules for holding enquiries**

The Federal Government Inspector is required to hold an enquiry into any accident to a passenger train which is attended with loss of human life or with serious injury to any person in the train, or damage to property of a specified value. He may, however, decide to hold an enquiry into any accident at his discretion or may order an enquiry in certain cases by Railway Officers at appropriate level on his behalf.

(iv) **Approval of plans and other works**

The Federal Government Inspector of Railways performs the function of scrutiny and formal sanction of yard remodeling plans, diagrams, working rules and all other new Engineering. Mechanical and Signaling works concerning lines used by passenger trains.

Acheivement During The Fininancial Year 2014-15.

S . No.	Services Delivery	Indicators (Unit of Measurement	Target FY 2014-15
1.	Inspection of seven operating Divisions of Pakistan Railways	i) Annual Inspection of 2303 track Kms. ii) General Inspections of 2879 track Kms.	i) Annual Inspection of 816 track kms. ii) General Inspections of 500 track kms.
2.	Approval of All type of plans of Pakistan Railways	As and when demanded	*
3.	Conducting Accident Enquiries (if any)	As and when required under the Law	*
4.	Approval of Technical Sanctions	As and when demanded	*
5.	Other Enquiries of Malpractice/Irregularities	By the Orders of Secretary/Chairman as & When required	*

As such, no target is fixed. The service is delivered as & when demanded by Railway Administration. The service is Provided immediately within shortest possible time.

CHAPTER-V

Railway Estate Development & Marketing Company (PVT) Limited:

Pakistan Railway own a very large land bank. Some of land is surplus to its operational use. Taking cognizance of this opportunity, a Directorate of Marketing was established in Ministry of Railways in the year 2000, which was given the task of commercial exploitation of surplus Railway land, franchising, awarding and selling rights to international brands and advertising/Bill boards over Pakistan Railway net work. The revenue so generated from these non-core resources of Pakistan Railways was envisaged to support railway operations.

In order to further promote business of advertisement, marketing & real estate projects, a company by the name of Railway Estate Development and Marketing Company (Pvt) Limited (REDAMCO) was established on 12th March 2012 and is registered with Security Exchange Commission of Pakistan. Though the company is relatively very young, but it is supported by 150 years of experience and wisdom of Pakistan Railway.

REDAMCO is currently serving clients like, Aqafina, Coca-cola, Habib Bank, Mezan Bank, Pepsi, KFC, Pizza Hutt, Shapes, Mobbilink U-fone, Telenor, Royal palm Golf and Country Club. **REDAMCO** is managed by a Board of Directors, which consists as under:-

1. Secretary/Chairman Railway	Director/Chairman
2. Member Finance Ministry of Railways	Director
3. Additional General Manager/Infrastructure Pakistan Railways.	Director
4. Managing Director / CEO	Director
5. Mr. justice ^(R) Muhammad Raza Khan,	Director
6. Muhammad Bashir Ch	Director
7. Syed Ibn-e-Hasan	Director
8. Mian Gul Hasan Aurangzeb	Director

The Directors from private sector are eminent professionals. REDAMCO is a private company where no invitation is issued to the Public to subscribe for any share of the company.

The authorized share of the Company is Rs.100,000/- which is divided into 10,000 shares of Rs.10/- each. The detail is as under.

Government of Pakistan/Ministry of Railways through its secretary.	9990
Managing Director/REDAMCO (Nominee Ministry of Railways)	10

All shares are under the control of board of directors and are allotted on terms and conditions specified by the Board.

Since inception of Directorate of Marketing, 52 real estate projects have been under taken and an amount of Rs. 5 Million has been generated selling Rights, as revenue Billion from lease rental of Land, Building and Institution so far while Rs. 300 Million have also been generated from Advertisement/ Billboards and other miscellaneous sources.

REDAMCO has been entrusted by the Pakistan Railways to develop and manage its non-rail business. After its formation REDAMCO started identifying the non-conventional avenues to generate revenue for PR. REDAMCO in pursuit of earning more revenues started exploiting previously neglected avenues, one of which is selling rights. PR with its current customer base of over 50 Million a year and same number of people visiting its stations annually enables PR to have unique niche in the FMGC market. This factor not only offers producers to sell their products to roughly 50% of the Pakistan's population, it also offers a great marketing and advertising opportunity. Enhancement in operational efficiency, on time arrival of trains,

increase in numbers of trains per annum played a vital part in the successful awarding of selling rights to different market giant over PR network. This not only brought valuable revenue to the company , it also affered Pakistan Railway Passengers to have quality food during travelling and on stations over the Pakistan Railway network.This list of customers conventionally & currently enjoying execlusive selling rights is as under:

Sr.#	Customer Name	Product	11-12	12-13	13-14	14-15
1	Coca Cola Beverage	Carbonated Soft Drinks				
2	Pepsi Cola International	Acquafeena Mineral Water				
3	Shezan International	Juices				
4	Pizza Hut	Pizza				
5	Tapal Tea	Tea				
6	Angro Foods Limited	Lassi				
7	Angro Foods Limited	Tea Whitener				
8	English Biscuits Limited	Biscuits				
9	Unilever Pakistan	Ice Cream				

In December 2013 a paradigm shift in business was introduced, whereby, instead of leasing out properties on long leases, value addition of assets was initiated through a Real Estate Development Programe of REDAMCO, according to which a consortium of Technical, Financial and Legal consultants was hired consisting of M/s Pro-Mag, KMPG & Mandviwala. In the first instance, a study of Railway land bank available in Karachi Division would be undertaken that would suggest a transaction structure leading to a selection of a developer for our real estate projects. This transaction advisory service by the consultant is presently underway and would provide such services for five (5) Pakistan Railway properties in Karachi Division.The entire transaction has been routed through a consortium of consultants which includes:

- * **Promag Pvt Limited**, Development Advisors & Project Managers, representing the Arete Group of Companies, called the "**Lead Advisor**" and "**Technical Advisor**".

- * **KPMG Taseer Hadi & Co. Chartered Accountants,**
Called the "**Financial Advisor**".

- * **Mandviwalla & Zafar, Advocates & Legal Consultants,**
Called the "**Legal Advisor**".

The most lucrative PR property at Kala-pul with an approximate land area of about 11.4 Acres is located at Korangi Road near National Medical Centre, has been selected. Other notable building near this property are identified.

Considering the large-sized property, which is strategically located near a posh residential neighborhood of DHA Phase-1 and a major Business District, renders itself to be developed into a major mixed-use development. However, considering the current real estate market situation of Karachi which has demonstrated greater potential for residential than office spaces, the property has been considered for a major Residential Complex complemented with a commercial function like a retail mall along with other adjunct facilities.

The transaction is expected to earn PKR 2 Billion a year. The consultancy work has reached at the stage of prequalification of developers. Though this project is expected to bring windfall revenue in the years to come. The potential in high-rise buildings in Pakistan ensures the success of our Karachi Mega Multi Storied project. It enables many families to have a roof on their heads in shape of luxury apartments. The commercial activity can provide various services to the residents like convenience stores, small grocery stores etc., under one roof.

A similar exercise has been initiated in other Divisions of Pakistan Railways too and prequalification of the consultants is underway.

REDAMCO hopes to introduce the concept of Off-Taking contracting as a means of risk management and visit mitigation by considering to offer a certain percentage of its future undertakings to PR employees.

REDAMCO has initiated capacity building of its personnel and seeking to bring together a team from entry level to sector specialist in the field of Finance, Marketing, IT and Engineering and Social Sciences,

In this regards every personnel in REDAMCO have been imparted training in premier training institutes of the country.

In addition to this, REDAMCO is also taking part in the rail market concept implemented by Pakistan Railways and is constructing rail markets at 5 locations throughout Pakistan. The list of sites are as under:-

- 1) Railway Kilometer 58/9 on Nowshera-Daragai Section, Sakhakot Railway Station, District Malakind
- 2) Railway Kilometer 1694/4-9 on Peshawar-Landi Kotal Section, near Karkhano market Hayatabad, District Peshawar.
- 3) Railway Kilometer 3/2-3 on Nowshera-Daragai Section, near New District Hospital, Kabul River Station, District Nowshera.
- 4) Opposite Shalimar Flyover, Near Mughalpura Dryport Lahore
- 5) Railway Kilometer 09/8-9 on Karachi Cantt-Landi Kotal Section Near Samo Bridge, Opposite Naval Heights Karachi.

REDAMCO, now has a solid business map planned into its business culture, reflecting organization value that would be sustainable & profitable.

CHAPTER-VI

Vigilance Directorate

Revival of Vigilance:

The present Directorate of Vigilance was revived in April/2012, under the direct control of Secretary/Chairman Railways, with the same powers and functions, as were exercised by the previous Vigilance Cell, rolled back in 2007. The Vigilance Wing has been entrusted with certain functions and powers, which are considered absolutely necessary to perform the assigned duties.

1. Mission:

- ✕ Annihilation of crimes/corruption
- ✕ Plug the leakage of revenue & misappropriation of funds
- ✕ Strengthen the writ of Department
- ✕ Establish the trust of employees and general public

2. Functions :

The functions/duties of Vigilance are of perpetual nature and encompass all spheres of activities over Pakistan Railways such as to identify malpractice, non-adherence of rules, procedure and instructions. Detail is as under:-

3. Mandate :

In performance of its duties, the Vigilance has authorized to:-

- ✕ Examine Records
- ✕ Call employee(s) for statement/questioning/enquiry
- ✕ Examine premises to carry out search
- ✕ Carry out desired enquiries

4. Sources of Manpower:

All the posts of officers & staff in Vigilance have been and are being manned by the serving employees of Pakistan Railways on transfer/posting basis. Direct recruitment/appointment is not made for any post.

5. Organizational Setup:

Its Head Office is at Railway Headquarters, Lahore and regional Directorates have been established at all the Divisional Headquarters, locally controlled by the Directors, stationed at Peshawar, Lahore and Karachi. These Directors are assisted by the officers of BS-17/18 alongwith other supervisory/field staff. Their jurisdiction and scope of action is briefly as under:-

SN	Head	Office at	Scope of Action / Jurisdiction
1	Director General (BS-20)	Railway HQ Lahore	Overall controlling authority for all the Directors and their activities. Directly responsible to the Secretary/Chairman and Minister for Railways. He coordinates with the CEO, GMs/AGMs and other high-ups.
2	Director/ Admn & Ops (BS-19)	Railway HQ Lahore	Performance of this post is multidirectional. The Director is PSO to DGV, Chairman & Minister at the same time alongwith administrative and operational duties. He scrutinizes/finalizes the reports/complaints, under instructions of the DG/ Vig. and dispatches to Secretary/Chairperson and concerned quarters for information and necessary action. In addition to above, he conducts surprise inspections of trains, stations, offices, workshops etc.
3	Director / MOR (BS-19)	Islamabad	To put up reports to the Secretary/Chairperson for information and orders/directive; and to convey the orders of the Chairperson to concerned authorities for necessary action. He also maintains the liaison between the Vigilance and MOR.
4	Director/ North (BS-19)	Peshawar	Peshawar and Rawalpindi Divisions, including PLF/Risalpur and Federal Area, fall under his jurisdiction.
5	Director/ Central (BS-19)	Lahore	He looks after the vigilance activities over Lahore, Workshops & Multan Divisions.
6	Director/ South (BS-19)	Karachi	Sukkur, Quetta & Karachi Divisions fall under his jurisdiction.

6. Impediments:

The Vigilance Directorate and its officers/staff are facing following obstructions in performing their legitimate duties fearlessly:-

- ✂ Fear of repatriation and consequences
- ✂ Frequent transfer/posting to /from Vigilance
- ✂ Non-provision of requisite record/information
- ✂ Delay in implementation of recommendations made by the Vigilance
- ✂ Shortage of staff

7. Achievements:

The Vigilance Directorate has completed its 3rd year of activity (2014-15) achieving the set targets successfully. The Directorate, despite shortage of work force, tried its best to dig and point out all sorts of irregularities including leakage of revenue, misappropriation of funds, embezzlements, misuses, illegal occupation of railway land and quarters, detention to trains, attendance of staff, ticketless travelling ambiguities in auctions & awarding of contracts, inadequate provision of passenger amenities in trains and at stations, staff matters, etc. The achievements during year 2014-15 are summarized below:-

a. Earning

Vigilance shared the Railway earning during fiscal year 2014-15 through ticket-less checking and identifying outstanding amounts against other government departments/private sector as under:

i) Ticket-less Checking

To discourage ticketless travelling, the Vigilance teams conducted day/night checking of trains even during rests/holidays and earned about **Rs. 63.557** million.

ii) **Identification/Recovery of Outstanding Amount**

During checking of record of Railway land, quarters, shops pointed out huge outstanding amounts of **Rs 767.621** million, against other government departments/private sector, out of which, Pakistan Railways recovered an amount of **Rs.462.43** million during 2014-15.

It is worth mentioning here that the total annual budget, allocated to Vigilance during 2014-15 was **Rs.50.000 million**, against which it shared the above earning.

b. **Identification of Illegally Occupied Railway Land**

Identified more than 4613.43 acres of Railway land, illegally occupied and without proper licensing/leasing, which, if regularized, can bring income of million rupees to Pakistan Railways. However, as a result of Vigilance reports, Pakistan Railways retrieved 619.67 acres out of the above indicated land.

c. **Generation/Production of Reports**

During the year. Vigilance pointed out about 1409 irregularities. Reports on which were sent to the Ministry and concerned quarters with suitable recommendations. Out of these, only 368 reports have been finalized; and the rest are pending/under process with different quarters.

8. Future Planning

- ✂ Creation of Cadre
- ✂ Trainings to Vigilance officers & staff from NAB, FIA, IB and ISI
- ✂ Utilization of Information Technology like reminder generating software, CCTV, electronic mails, etc.
- ✂ Procurement of Vehicles for conducting raids.

CHAPTER-VIII

Railway Constructions Pakistan Limited (Railcop):

Railway Constructions Pakistan Limited (RAILCOP), was incorporated as a Public Limited Company in 1980 under the Companies Act 1913, with an initial investment of Rs. 0.5 million. Due to progress in construction activities the turnover of the company is Rs. 778.730 million during the financial year 2013 - 2014.

Vision Statement:

To achieve excellence in Engineering Services with special emphasis on Railway Sector while continuing to keep success and profitability, our focus.

Mission Statement:-

To perform for our customers the highest level of quality services at fair and market competitive prices.

At present, following projects are being executed by RAILCOP in Pakistan (2014-15):-

Work in Islamabad/Rawalpindi

(Rupees in Millions)

Sr.	Name of Project	Cost	Client
1.	Construction of Girls Hostel at Fatima Jinnah Women University, Rawalpindi.	140	FJWU
	Total:	140	

Work in Lahore

(Rupees in Millions)

Sr.	Name of Project	Cost	Client
1.	Operation of Track Workshop at Raiwind	2,500	Pakistan Railways
2.	Operation of Track Machine Shop at Raiwind and operation of Track Machines on Divisions (Repair & Maintenance Value).	250	Pakistan Railways
3.	Construction of Labour Complex at Multan (Phase-I) Package-K (Apartments).	211.75	Punjab Workers Welfare Board.
4.	Construction of Labour Complex at Multan (Phase-I) Package-H (Apartments).	180.84	Punjab Workers Welfare Board.
5.	Construction of UBL Building at QAC Punjab University.	14.19	Punjab University.
6.	Improvement to Roads & Drainage System in Goods Shed Lahore.	56.763	Pakistan Railways
7.	Construction of R.C.C Walls near Railway Station Walton and at Multan Cantt. Station Yard.	7.43	Pakistan Railways
8.	Construction of Shops at various Railway Stations.	40.00	Pakistan Railways
9.	Level Crossing Projects between Sahiwal-Lahore Section & Lala Musa-Lahore Section.	12.00	Pakistan Railways
10.	Ballast Project for Doubling of Track Project (Shaheenabad-II).	36.00	Pakistan Railways
11.	Construction of 5 Bridges in connection with Doubling of Track between Pattoki and Raiwind.	30.00	Pakistan Railways
12.	Providing 2 x 58' Girder Bridge at Karachi Canal on Kashmir-Kot Addu Section.	78.37	Pakistan Railways
Total		3,417.34	

Work in Sukkur

Sr.	Name of Project	Cost	Client
1.	Construction of Bridges (RCC Box Culverts) in place of existing Girder Bridges No. 10, 16, 87, 89 & 102 at Khanpur-Lodhran Section in connection with Track Rehabilitation Project.	34.24	Pakistan Railways
2.	Supplying, Stacking and loading into Railway Wagons 2" (50mm) mechanically crushed stone ballast 8 lacks cft from approved source to Railway Siding at Daharki Station.	44	Pakistan Railways
3.	Supplying, Stacking and loading into Railway Wagons 2" (50mm) mechanically crushed stone ballast 8 lacks cft from approved source to Railway Siding at Walhar Station.	36	Pakistan Railways
4.	Supplying, Stacking and loading into Railway Wagons 2" (50mm) mechanically crushed stone ballast 8 lacks cft from approved source to Railway Siding at Padidan Station.	43.2	Pakistan Railways
5.	Supply of mechanically crushed 2" (50mm) nominal size stone ballast from approved source by road as per specifications and stocking in the exclusively earmarked stocking area at Liaquatpur Railway Station.	41.52	Pakistan Railways
6.	Ballast Supply at Dour	24.5	Pak-Railways
7.	Construction of Regional Blood Centres (RBCs) at Nawabshah.	40.25	Sindh Dept. of Health
8.	Construction of Regional Blood Centres (RBSs) at Sukkur.	63.29	Sindh Dept. of Health
Total:		327	

In order to expand RAILCOP activities and generate more revenues, RAILCOP has diversified its activities other than Railway projects and participated in the tenders/pre- qualifications amounting to Rs. 9.0 billion with the result RAILCOP has been able to get the mera projects amounting to rupees more than one billion in the different public sector departments.

To establish a proper project management system, RAILCOP has inducted experienced/ qualified project supervisory staff through advertisement purely on merit basis and right man for the right job for planning, execution, financial control and completion of the project within the stipulated period.

Performance indicators during the financial years 2011 to 2015 are as below :-

(Rupees in Million)

S. No.	Description	2011-2012	2012-2013	2013-2014	2014-2015 (Anticipated)
1	Paid-up Capital	200.00	200.00	200.00	200.00
2	Fixed Assets	99.463	91.333	84.670	80.00
3	Working Capital	1434.193	1546.407	1610.590	1750.00
4	Contract Receipts	775.730	643.805	778.729	850.00
5	Contract Expenses	677.888	579.034	658.929	627.00
6	Profit After Tax	50.986	23.825	55.348	135.00

Profit after tax earned by RAILCOP in the financial year 2014 -2015 for Rs. 135 million which is 143% higher as compared to financial year 2013-14.

RAILCOP is successfully running operation of Track Machine Shop, Lahore and track workshop, Raiwind w.e.f. July 1st, 2000. The workshops continues to effectively contribute towards efforts of Pakistan Railways in rehabilitation and dualization of track by overhauling of DU Type, PU type track machines, cranes etc, and placing these at the disposal of Railway Administration. Besides, RAILCOP is manufacturing P- way fittings and fastenings to meet the requirements of Pakistan Railways for maintenance and renewals.

CHAPTER-IX

Pakistan Railway Advisory and Consultancy Services Limited (PRACS):

Pakistan Railways Advisory & Consultancy Services Limited (PRACS) was incorporated in 1976 as a private Limited Company under Companies Act 1913. It was converted to Public Limited Company under the Companies Ordinance, 1984. It is governed by a Board of Directors under the Chairmanship of Secretary/Chairman Railways. The other members of the board include, General Manager/Operations, General Manager/M & S, General Manager/W&SI, Additional General Manager/Infrastructure, Additional General Manager/Mechanical, Additional General Manager/Traffic and Managing Director/PRACS.

Our Experience:

PRACS has completed 39 years of high quality performance in numerous Railway related and general consultancy fields. It has successfully completed over 200 assignments pertaining to Civil/Mechanical Engineering, Commercial and transportation disciplines; including feasibility studies, project management, provision of services, coordination of field surveys and consultancy services.

Area of Specialization:

Our area of specialization includes planning, construction, operation, maintenance of Railways, management of men and material, marketing, tourism, training and other related fields. The manner in which PRACS operates ensures availability of its services at competitive rates.

PRACS can provide manpower and experts/consultants in various fields such as Railway construction, maintenance, operations, signaling and management. It can also assist in establishment of new Railway/Road networks, workshops and transport systems.

Our international assignments during the period cover, Saudi Arabia, Zimbabwe, Sudan, Senegal, Syria, Sri Lanka, Bangladesh and Iran. PRACS is presently engaged in two Civil Engineering Projects.

1. Feasibility Study for Upgradation of Main Line (ML-1) From Karachi to Peshawar, Taxila Cantt to Havelian and Establishment of Dry Port at Havelian.
2. Feasibility Study for provision of new Rail from Yousafawal to Qadirabad Coal Power Plant.

In order to provide Reservation / booking facilities to the traveling public at their door steps, PRACS has established 20 Reservation Offices in major cities and towns throughout Pakistan . Moreover, PRACS took over the commercial management and passenger facilitation of Rohi / Hazara trains. The idea was that PR, instead of closing down the loss making trains, would hand over the commercial management and passenger facilitation of such trains to PRACS. The taking over of commercial management and passenger facilitation of Hazara / Rohi was the pilot project.

PRACS is trying to diversify its business through promoting tourism by trains. A number of short train routes have been selected for this purpose which have historical, cultural and religious significance. The programme of Rail tourism was formally launched by Federal Minister of Railways in October, 2010. PRACS has conducted a number of chartered trips to Taxila, Khewra, and Attock Khurd. A dedicated website of Rail tourism www.railtourism.com.pk has also been launched.

PRACS Civil Engineering Department:

1. Feasibility Study for Upgradation of Main Line (ML-1) From Karachi to Peshawar, Taxila Cantt to Havelian and Establishment of Dry Port at Havelian.

Feasibility study is being carried out by a consortium comprising Clint-Pakistan Railways

**M/s. CREEC, China (lead partner), M/s.
NESPAK
PRACS**

Work is in progress and is scheduled to be completed by end of August, 2015.

2. Feasibility Study for design of Drainage System at Hyderabad Railway Station Yard and Railway Colonies. Agreement under finalization. Work will be completed within three month after signing of agreement.
3. Feasibility Study for provision of new Rail link from Yousafawal to Qadirabad Coal Power Plant. Work is in progress and will be completed by September 15,2015.

PRACS Civil Engineering Department:

A. Projects Completed during 2013-14

S.No.	Name of Project	Client	Value
1.	Construction Supervision of Bye Pass Track at Hofuf-Al-Riyadh Section of Saudi Railway Organization	Saudi Railways	Rs. 61.000 Million
2.	Construction Supervision of Project management and Supervision for Renewal Sidings on Main Line 2 of Saudi Railway Organization.	Saudi Railways	Rs. 16.380 Million
3.	Design and Supervision of replacement of existing Wooden Decking as per approved design of Pakistan Railways including painting of all Steel Structure of Bridge according to Pakistan Railways Standard Specifications of Kalabagh Railway Bridge.	Descon Engering Ltd.	Rs. 12.000 Million
4.	Planning, Designing and Construction Supervision of the project "Renovation/Improvement" of Railway Victoria Bridge over River Jhelum (from rail to rail cum road) at Chak Nizam, distt: Mandi Baha-ud-Din	Pak PWD	Rs. 14.000 Million
5.	Topographic Survey in connection with doubling of track from Shahdara Bagh to Faisalabad .	Pakistan Railways	Rs. 2.153 Million
6.	Topographic Survey in connection with doubling of track from Shahdara Bagh to Lalamusa.	Pakistan Railways	Rs. 2.004 Million

B. Projects in Hand:

S. No.	Name of Project	Client	Value
1.	Feasibility Study for Upgradation of Main Line (ML-1) from Karachi to Peshawar and Taxila Cantt to Havelian for establishment of Dry Port at Havelian in association with M/s. CREEC, China and M/s. NESPAK.	Pakistan Railways	Rs. 46.000 Million
2.	Feasibility Study for design of Drainage System at Hyderabad Railway Station yard and Railway Colonies.	Pakistan Railways	Rs. 1.800 Million
3.	Feasibility Study for provision of new Rail Link from Yousafawal to Qadirabad Coal Power Plant on Lahore-Sahiwal Section.	Pakistan Railways Freight Transportation Co. (PRFTC)	Rs. 0.700 Million

Management of Reservation Office (LHR Region):

Lahore ..	..	3
„ Raiwind ..	..	1
Multan ..	..	1

Commercial Management of Hazara Express:

A consolidated earning position is being prepared at Head Office, Rawalpindi. So the region wise position may be get from there.

Catering :

At present PRACS is without any Catering Contract except for Dining Car of Milat Express (temporarily).

Mechanical Division :**Achievements During The Period:**

S. No.	Name of Project	Value of project
1.	Maintenance/Overhauling of 11 Nos. DG. Sets of Power Vans, of Pakistan Railway.	Rs. 50.375 Million
2.	Up gradation of Pakistan Railway's Carriage and Wagon Shops, Mughalpura.	Rs. 2.06 Million
3.	Supply & installation of 23 Nos. Distribution Transformers to P.R.	Rs. 9.958 Million
4.	Manufacture and supply of 03 Nos. Flat Wagons with Mobile Ramps, to Pakistan Army.	Rs. 26.424 Million

1. A software of public announcement system in the new hazara rakes has been introduced for passenger facilitation.
2. Business agreement between M/s. Telenor and PRACS to provide the reservation facility to the passengers through easy paisa is in process.

STATISTICAL TABLES

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ROUTE KILOMETRES

At the end of the year 2014-2015, the Pakistan Railways had a total of 7,791.00 route-kilometres. Figures shown below represent the total point-to-point length of the main and branch lines. These do not include kilometreage of yard tracks, or any parallel tracks/sidings. This kilometreage consists of two different gauges, *i.e.*, 7,479.00 kilometres of broad-gauge and 312.00 kilometres of metre-gauge.

Route Kilometres 1950-2015.

Year.	Broad-Gauge (Kilometres)	Metre-Gauge (Kilometres)	Narrow-Gauge (Kilometres)	Total (Kilometres)
1950-55 Average	7,313.30	511.88	735.60	8,560.78
1955-60 Average	7,433.18	511.88	637.43	8,582.49
1960-65 Average	7,451.20	511.97	611.10	8,574.27
1965-70 Average	7,513.74	472.08	611.10	8,596.92
1970-75 Average	7,702.54	445.40	611.10	8,759.04
1975-80 Average	7,758.02	445.51	611.25	8,814.78
1980-85 Average	7,735.35	445.40	611.10	8,791.85
1985-90 Average	7,718.37	445.40	611.10	8,774.87
1990-95 Average	7,718.37	445.40	611.10	8,774.87
1995-2000 Average	7,346.22	477.00	..	7,823.22
2000-2005 Average	7,346.00	445.00	..	7,791.00
2005-2010 Average	7,479.00	312.00	..	7,791.00
2010-2011	7479.00	312.00	..	7791.00
2011-2012	7479.00	312.00	..	7791.00
2012-2013	7479.00	312.00	..	7791.00
2013-2014	7479.00	312.00	..	7791.00
2014-2015	7479.00	312.00	..	7791.00

TRACK KILOMETRES

Pakistan Railways had a total of 11,881.00 track-kilometres (including double line track, yards and sidings) at the end of 2014-2015. This consisted of 11,389.00 kilometres of broad-gauge and 389.00 kilometres of metre-gauge.

Track Kilometres 1950-2015.

Year.	Broad-Gauge (Kilometres)	Metre-Gauge (Kilometres)	Narrow-Gauge (Kilometres)	Total (Kilometres)
1950-55 Average	10,478.60	628.09	894.10	12,000.79
1955-60 Average	10,647.22	627.92	752.48	12,027.62
1960-65 Average	10,783.67	628.55	727.36	12,139.58
1965-70 Average	10,934.14	584.92	728.62	12,247.68
1970-75 Average	11,168.12	552.60	727.51	12,448.23
1975-80 Average	11,248.37	552.37	728.80	12,529.54
1980-85 Average	11,327.37	554.10	727.11	12,608.58
1985-90 Average	11,340.11	555.10	726.11	12,621.32
1990-95 Average	11,345.52	555.10	726.11	12,626.73
1995-2000 Average	10,971.00	555.10	..	11,526.10
2000-2005 Average	10,960.00	555.00	..	11,515.00
2005-2010 Average	11,235.00	412.00	..	11,647.00
2010-2011	11,343.00	412.00	..	11755.00
2011-2012	11,366.00	389.00	..	11755.00
2012-2013	11,366.00	389.00	..	11755.00
2013-2014	11,389.00	389.00	..	11778.00
2014-2015	11,492.00	389.00	..	11881.00

Note 1.-The percentage of wooden, Metal and concrete sleepers laid in the track at the end of the year 2014-2015 was approximately 27.%, .26%, and 47% respectively.

DOUBLE LINE TRACK

Double line track consists of 1,409 kilometres as detailed below:-

Double Line Track

<u>STATIONS</u>		<u>KILOMETRE NO.</u>		<u>LENGTH</u>
From	To	From	To	(Kilometres)
Kiamari	Lodhran	00.0	843	843
Lodhran	Sher Shah	00.0	72	72
Sher Shah	Multan Cantt	72	87	15
Multan Cantt	Khanewal.	87	136	49
Khanewal	Sahiwal	934	1,053	119
Sahiwal	OKC	1,053	1,156	103
Bhoe Asal	Raiwind	1,156	1,179	23
Raiwind	Shahdara Bagh	1,180	1,226	46
Lahore	Wagah	00.0	23	23
Chak Lala	Golra Sharif	1,503	1,522	19
Ab-i-Gum	Kolpur	306	343	37
Gulistan	Chaman	466	526	60
			Total	1409

LOCOMOTIVES OWNED

On 30th June, 2015, Pakistan Railways had 12 steam locomotives, 446 Diesel Electric locomotives and NIL Electric locomotives on entire system.

Year-wise figures are as follows :-

Year.	BROAD-GAUGE			METRE-GAUGE	NARROW-GAUGE	Total (No.)
	Steam (No.)	Diesel (No.)	Electric (No.)	Steam (No.)	Steam (No.)	
1950-55 Average	751	37	..	28	46	862
1955-60 Average	634	126	..	36	44	840
1960-65 Average	620	255	..	44	42	961
1965-70 Average	622	333	29	46	41	1,071
1970-75 Average	517	401	29	38	41	1,026
1975-80 Average	416	470	29	36	41	992
1980-85 Average	367	488	29	32	36	952
1985-90 Average	172	550	29	25	33	809
1990-95 Average	94	547	29	20	17	707
1995-2000 Average	16	545	29	14	6	610
2000-2005 Average	5	542	26	9	Nil	582
2005-2010 Average	6	513	18	7	Nil	544
2010-2011	5	500	16	7	Nil	528
2011-2012	5	494	16	7	Nil	522
2012-2013	5	465	16	7	Nil	493
2013-2014	5	409	NIL	7	Nil	421
2014-2015	5	446	NIL	7	NIL	458

COACHING VEHICLES OWNED

Total number of coaching vehicles owned by Pakistan Railways at the end of the year 2014-2015 was 1,740. This includes 1,459 vehicles meant for the conveyance of passengers and 281 vehicles for the conveyance of luggage, parcels, mails, automobiles, horses, etc., as well as departmental vehicles and does not include 282 coaching brake-vans and 1 trailers. Air-conditioned passenger coaches operating between important towns are also included in it.

Year-wise figures are as follows :-

Year.	Broad-Gauge		Metre-Gauge		Narrow-Gauge		Total	
	Passen-ger carriage (No.)	Other coach-ing vehicles (No.)	Passen-ger carriage (No.)	Other coaching vehi-cles (No.)	Passen-ger carriage (No.)	Other coaching vehi-cles (No.)	Passen-ger carriage (No.)	Other coaching vehicles (No.)
1950-55 Average	1,429	839	81	24	164	48	1,674	911
1955-60 Average	1,540	935	87	27	153	48	1,780	1,010
1960-65 Average	1,643	1,091	123	29	125	47	1,891	1,167
1965-70 Average	1,899	1,128	126	32	114	46	2,139	1,206
1970-75 Average	1,846	1,035	124	32	113	46	2,083	1,113
1975-80 Average	1,917	764	109	30	111	45	2,137	839
1980-85 Average	2,166	607	96	28	108	41	2,370	676
1985-90 Average	2,447	458	76	17	99	30	2,622	505
1990-95 Average	2,190	371	56	9	69	22	2,315	402
1995-2000 Average	1,705	376	36	8	14	Nil	1,755	384
2000-2005 Average	1,549	270	16	5	..	Nil	1,565	275
2005-2010 Average	1,601	238	5	2	..	Nil	1,606	240
2010-2011	1,540	234	..	..	..	Nil	1,540	234
2011-2012	1,584	239	..	..	..	Nil	1,584	239
2012-2013	1,540	245	..	..	..	Nil	1,540	245
2013-2014	1,434	262	..	..	..	NIL	1,434	262
2014-2015	1,459	281	..	..	..	NIL	1,459	281

FREIGHT WAGONS OWNED

The number of freight wagons owned by the Pakistan Railways at the end of the year 2014-2015 was 15,452 comprising 4,357 covered wagons 4,485 open wagons 503 special type wagons (for carriage of liquids, explosives, machinery, live-stock, timber, rails, etc.), 628 departmental wagons, 1,755, container 3,336 tank wagons, and 388 brake-vans. Out of these 10,118 wagons are 4-wheelers and 5334 are 8-wheelers.

The figures year by year are shown below :-

Year.	Broad-Gauge (No.)	Metre-Gauge (No.)	Narrow-Gauge (No.)	Total (No.)
1950-55 Average	22,835	803	613	24,251
1955-60 Average	24,310	969	607	25,886
1960-65 Average	30,033	1,070	578	31,681
1965-70 Average	34,999	1,073	574	36,646
1970-75 Average	35,767	1,065	563	37,395
1975-80 Average	34,966	1,001	548	36,515
1980-85 Average	34,643	826	446	35,915
1985-90 Average	34,774	626	340	35,740
1990-95 Average	29,712	532	248	30,492
1995-2000 Average	24,369	417	48	24,834
2000-2005 Average	22,676	188	24	22,888
2005-2010 Average	18,499	70	..	18,569
2010-2011	18,402	66	..	18,468
2011-2012	17,545	66	..	17,611
2012-2013	16,635	..	..	16,635
2013-2014	16,179	..	..	16,179
2014-2015	15,452	..	..	15,452

PASSENGERS CARRIED and Kilometres

During the year 2014-2015, the Pakistan Railways carried 52,951,256 passengers making a total of 20,288,038 passenger-kilometres, averaging 383 kilometres per passenger. These figures include passengers travelling on reduced fare tickets but excluding those travelling on free passes.

Year-wise figures are shown below :-

Year.	No. of Passengers Carried In (Thousand)	Total Passenger Kilometers in (Thousand)	Average No. of Kilometres travelled by a Passenger	Average Revenue per Passenger in (Rs.)	Average Rate Charged per Passenger per Kilometre (in Paisa)
1950-55 Average	78,942	6,778,538	85.9	1.50	1.75
1955-60 Average	102,657	8,064,025	78.5	1.56	1.99
1960-65 Average	126,284	9,533,593	75.5	1.55	2.05
1965-70 Average	130,475	10,025,201	76.9	1.83	2.28
1970-75 Average	134,076	10,792,170	80.5	2.36	2.93
1975-80 Average	145,710	15,111,969	103.71	4.47	4.31
1980-85 Average	113,474	17,402,638	153.4	11.32	7.21
1985-90 Average	82,319	18,483,168	224.5	21.15	9.42
1990-95 Average	69,084	17,828,907	258.1	40.76	15.55
1995-2000 Average	67,964	18,853,609	277.4	65.22	23.35
2000-2005 Average	72,828	21,992,225	301.9	101.87	33.70
2005-2010 Average	80,557	20,970,516	312.9	139.24	44.51
2010-2011	64,903	20,618,829	317.68	184.36	58.03
2011-2012	41,097	16,093,350	391.59	271.07	69.27
2012-2013	41,957	17,388,413	414.43	322.62	77.85
2013-2014	47,690	19,778,557	366.5	331.51	90.45
2014-2015	52,951	20,288,038	383.15	339.40	88.58

Percentage of Passengers Carried Class-Wise

Out of 52,951,256 passengers carried during 2014-2015 78,655 (0.15%) travelled in Air-conditioned sleeper, 108,757 (0.21%) in Air-conditioned sitter, 21106(0.04%) in First class sleeper, 410,127 (0.77) in Air-conditioned (Standard) class, 50,507,219 (95.38%) in Economy class 887,566 (1.68 %) in the Second Class and 937,825 (1.77%) in Air-Conditioned Business Class. These are tabulated below:-

Year.	(InThousand)										Total No.
	Air Condi- tioned Class		First Class		Upper Class Rail-cars		Second Class		Third Class		
	No.	%	No.	%	No.	%	No.	%	No.	%	
1950-55 Average	71	0.09	430	0.54	..	..	3,612	4.58	74,829	94.8	78,942
1955-60 Average	84	0.08	490	0.48	..	..	4,556	4.44	97,527	95.0	102,657
1960-65 Average	90	0.07	477	0.38	7	0.01	5,749	4.55	119,961	95.0	126,284
1965-70 Average	99	0.08	374	0.29	10	0.01	5,838	4.47	124,157	95.2	130,478
1970-75 Average	88	0.07	343	0.25	45	0.03	5,716	4.25	127,884	95.4	134,076
1975-76	85	0.06	331	0.22	70	0.05	6,146	4.17	140,685	95.5	147,317
1976-77	72	0.05	293	0.21	75	0.05	4,937	3.46	137,184	96.2	142,561
Year.	Air-Conditioned Class		Upper Class Rail cars.		First Class		Second Class		Total		
	No.	%	No.	%	No.	%	No.	%	No.	%	
1977-78	83	0.06	71	0.05	4,594	3.35	143,852	96.5	149,000		
1978-79	97	0.07	71	0.05	5,360	3.67	140,470	96.5	145,998		
Year.	Air-Conditioned Class				First Class				Second Class		Total No.
	Sleeper		Sitter		Sleeper		Sitter		Second	Class	
1979-80*	96	0.07	115	0.08	286	0.20	4,316	3.00	138,861	96.65	143,674
1980-85 Average	92	0.08	166	0.14	528	0.47	3,051	2.68	109,633	96.63	113,470
1985-88 Average	84	0.10	179	0.22	601	0.74	2,011	2.48	77,893	96.43	8,077

(Thousand)

Year.	Air-Conditioned Class		First Class				Air-Conditioned Lower		Economy Class		Second Class		Total		
	Sleeper		Sitter		Sleeper		Sitter		Sleeper		Sitter				
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%			
1988-89	83	0.10	243	0.29	618	0.73	2,252	266	65	0.08	..	..	81433	96.04	84694
1989-90	79	0.09	309	0.37	618	0.73	2,418	292	110	0.13	479	053	80580	95.23	84593
1990-95 Average	65	0.09	243	0.41	590	0.81	1,471	212	363	0.52	9,459	2812	47680	67.98	59871
1995-2000 Average	76	0.11	258	0.38	624	0.95	Nil	Nil	1268	1.88	30,100	44.54	35416	52.14	67964
2000-2005 Average	95	0.13	145	0.20	503	0.69	Nil	Nil	1731	2.36	36,703	50.34	33650	46.25	72827
2005-2006	74	0.9	312	0.38	197	0.24	Nil	Nil	2384	2.92	45,477	55.84	32984	40.05	81428
2006-2007	88	0.10	287	0.34	176	0.21	Nil	Nil	2662	3.17	50,086	59.70	30600	36.48	83899

Average Year.	Air-Conditioned Class		First Class		Air-Conditioned Lower		Economy Class		Second Class		Total				
	Sleeper		Sitter		Business		Standard		Sleeper						
	No.	%	No.	%	No.	%	No.	%	No.	%					
2007-08	64	0.08	302	0.38	93	0.12	231	0.29	2184	2.73	50171	62.73	26,939	33.68	79,984
2008-09	65	0.08	270	0.33	65	0.08	464	0.56	1863	2.26	53162	64.41	26,653	32.29	82,542
2009-10	62	0.08	271	0.36	33	0.04	496	0.66	896	1.20	52324	69.83	20,851	27.83	74,933
2010-11	40	0.06	219	0.34	33	0.05	433	0.67	835	1.28	48,540	74.8	14,803	22.8	64,903
2011-12	30	0.07	121	0.30	18	0.04	330	0.08	436	1.06	37,347	90.88	2,814	6.85	41,097
2012-13	28	0.07	106	0.25	11	0.03	290	0.68	533	1.27	38,996	92.94	1,993	4.75	41,957
2013-14	53	0.11	94	0.20	21	0.05	642	1.35	351	0.74	45,491	95.39	1,038	2.18	47,690
2014-15	79	0.15	109	0.21	21	0.04	937	1.77	410	0.77	50,507	95.38	888	1.68	50,951

*Provisional

CLASS WISE & ZONE-WISE

No. of Passengers carried.

Class.	No. of Zone	2010-2011	2011-2012	2012-2013	2013-2014	* 2014-2015
A.-C.C.	1-40 Kms	0	0	0	91	0
Sleeper	41-100 Kms	1	1	10	130	29
	101-250 Kms	1,519	953	3,915	396	18,826
	251-500 Kms	12,477	8,176	9,676	13,609	11,443
	501 & above	25,894	20,600	14,836	38,384	48,357
	----- Total -----	39,891	29,730	28,437	52,610	78,655
A.-C.C.	1-40 Kms	84	27	72	71	48
Sitter.	41-100 Kms	9,343	6,593	1,946	653	216
	101-250 Kms	124,212	87,467	87,624	76,450	94,783
	251-500 Kms	68,131	19,196	10,990	16,809	12,806
	501 & above	17,707	8,016	5,708	540	904
	----- Total -----	219,477	121,299	106,340	94,523	108,757
A.-C.L. (Standard)	1-40 Kms	4,506	212	377	1,385	878
	41-100 Kms	23,426	3,820	2,561	8,356	4,297
	101-250 Kms	196,357	42,764	100,196	65,279	74,335
	251-500 Kms	277,986	223,759	187,896	149,916	180,372
	501 & above	332,242	165,902	242,163	125,920	150,245
	----- Total -----	834,517	436,457	533,193	350,856	410,127
First Class	1-40 Kms	6	7	0	1	10
Sleeper.	41-100 Kms	0	..	11	89	30
	101-250 Kms	3,246	450	131	957	3,775
	251-500 Kms	7,733	1,546	582	6,137	3,313
	501 & above	22,026	15,587	10,251	14,412	13,978
	----- Total -----	33,011	17,590	10,975	21,596	21,106

* Provisional

PASSENGERS CARRIED & EARNINGS

Passenger Earnings.(Rs.)

2010-2011	2011-2012	2012-2013	2013-2014	*2014-2015
0	0	0	9,270	0
360	540	4,810	68,565	11,320
1,136,012	598,192	4,770,576	347,210	13,516,780
16,104,422	14,321,567	18,895,343	21,482,994	17,704,591
67,298,886	59,478,837	45,579,706	107,447,008	118,043,876
-----	-----	-----	-----	-----
84,539,680	74,399,136	69,250,435	129,355,047	149,276,567
-----	-----	-----	-----	-----
9,600	2,470	9,050	7,740	5,000
1,938,685	1,905,845	311,830	148,930	73,656
59,683,031	47,733,769	56,819,871	53,056,414	65,831,070
52,599,783	15,467,925	9,640,634	14,434,975	2,488,650
23,335,045	11,724,267	9,662,592	798,630	1,657,022
-----	-----	-----	-----	-----
137,566,144	76,834,276	76,443,977	68,446,689	77,989,384
-----	-----	-----	-----	-----
382,625	232,190	32,151	133,540	79,450
2,664,447	417,475	265,635	1,274,630	1,128,830
67,268,820	18,939,571	47,016,757	36,976,591	35,130,804
162,950,311	156,148,011	160,899,061	119,476,474	156,625,864
388,801,685	225,856,066	394,788,436	192,831,399	242,817,421
-----	-----	-----	-----	-----
622,067,888	401,593,313	603,002,040	350,692,634	435,782,369
-----	-----	-----	-----	-----
300	705	0	185	1,564
0	0	2,090	10,700	6,820
1,016,760	187,025	47,985	425,077	1,345,418
4,498,546	971,144	462,434	3,354,230	2,488,650
19,946,274	16,419,955	13,927,999	18,750,133	18,993,669
-----	-----	-----	-----	-----
25,461,880	17,578,829	14,440,508	22,540,325	22,836,121
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* Provisional

CLASS-WISE & ZONE-WISE

No. of Passengers carried.

Class.	No. of Zone	2 0 1 0 -2 0 1	2011-2012	2012-2013	2013-2014	*2014-2015
Economy Class.	1-40kms		7,475,415	7,393,144	7,540,690	12,747,404
	41-100kms		8,135,340	8,697,789	9,303,905	10,072,968
	101-		9,972,142	10,076,011	12,456,630	9,686,425
	251-		3,352,616	3,983,806	3,851,583	5,199,455
	501&...		8,411,961	8,844,714	12,338,091	12,800,967
	Total		37,347,474	38,995,464	45,490,899	50,507,219
Second Class	1-40kms		1,061,325	630,896	197,323	264.980
	41-100kms		1,007,199	732,485	448,491	233.754
	101-		472,223	451,857	156,445	134,296
	251-		101,300	62,309	46,849	40,067
	501&...		172,441	115,101	188,698	214,469
	Total		2,814,488	1,992,648	1,037,806	887,566
ACL Business	1-40kms		..	0	121	47
	41-100kms		..	632	2,492	1,066
	101-		46	2,156	14,667	109,976
	251-		2,244	8,103	57,618	70,278
	501&...		327,864	279,376	566,756	756,458
	Total		330,154	290,267	641,654	937,825
Zone Wise Total of all Classes	1-40kms		8,536,986	8,024,489	7,739,682	13,013,367
	41-100kms		9,152,953	9,435,434	9,764,116	10,312,360
	101-		10,576,045	10,721,890	12,770,824	10,122,417
	251-		3,708,837	4,263,362	4,142,521	5,517,734
	501&...		9,122,371	9,512,149	13,272,801	13,985,378
	Total		41,097,192	41,957,324	47,689,944	52,951,256

* Provisional

PASSENGERS CARRIED & EARNINGS

Passenger Earnings. (Rs.)

2010-2011	2011-2012	2012-2013	2013-2014	*2014-2015
281,814,269	243,085,168	374,420,047	348,265,768	467,160,206
672,205,161	615,075,613	848,591,154	830,590,566	861,805,150
1,586,803,812	1,836,589,127	2,116,449,140	2,534,761,749	2,117,697,067
1,258,379,764	1,247,268,621	1,790,924,629	1,627,971,019	2,130,508,829
5,814,033,711	5,660,065,529	6,852,805,161	8,250,127,259	9,729,969,968
-----	-----	-----	-----	-----
9,613,236,717	9,602,084,058	11,983,190,131	13,591,716,361	15,307,141,220
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133,769,963	22,925,734	19,433,142	6,656,948	7,672,788
168,512,897	41,453,096	43,705,111	27,670,838	17,291,920
205,425,874	46,481,852	46,242,278	20,218,880	22,608,340
35,368,294	17,210,493	14,631,925	12,436,500	13,456,829
159,235,516	79,739,875	65,869,834	115,001,784	137,379,049
-----	-----	-----	-----	-----
702,312,544	207,811,050	189,882,290	181,984,950	198,408,926
-----	-----	-----	-----	-----
0	..	0	26,930	9,290
10,880	..	117,100	610,245	318,690
771,730	18,185	1,185,615	8,612,697	68,387,435
6,460,745	1,706,915	8,568,295	71,218,608	74,089,888
773,043,244	766,308,901	590,049,812	1,384,499,362	1,637,526,621
-----	-----	-----	-----	-----
780,286,599	768,034,001	599,920,822	1,464,967,842	1,780,331,924
-----	-----	-----	-----	-----
415,976,757	266,246,267	393,894,390	355,100,381	474,928,298
845,332,430	658,852,569	892,997,730	860,374,474	880,636,386
1,922,106,039	1,950,547,721	2,272,532,222	2,654,398,618	2,324,516,914
1,536,361,865	1,453,094,676	2,004,022,321	1,870,374,800	2,405,297,287
7,245,694,361	6,819,593,430	7,972,683,540	10,069,455,575	11,886,387,626
-----	-----	-----	-----	-----
11,965,471,452	11,148,334,663	13,536,130,203	15,809,703,848	17,971,766,511

* Provisional

FREIGHT WAGONS LOADED

176,155 freight wagons were loaded during 2014-2015 on the entire system. These figures also include wagons received from foreign Railways.

Year-wise figures are given below :-

Year.	Broad-Gauge (No.)	Metre-Gauge (No.)	Narrow-Gauge (No.)	Total (No.)
1950-55 Average	806,919	54,944	20,402	882,265
1955-60 Average	922,484	55,402	18,627	996,513
1960-65 Average	1,092,091	52,849	14,692	1,159,632
1965-70 Average	1,101,489	37,357	16,626	1,155,472
1970-75 Average	919,347	24,180	13,512	957,039
1975-80 Average	671,019	7,003	2,674	680,696
1980-85 Average	593,765	2,632	998	597,395
1985-90 Average	582,447	1,570	356	584,373
1990-95 Average	413,577	350	38	413,966
1995-2000 Average	337,604	60	Nil	337,664
2000-2005 Average	307,871	Nil	Nil	307,871
2005-2010 Average	32,5308	Nil	Nil	325,308
2010-2011	126,987	Nil	Nil	126,987
2011-2012	61,392	Nil	Nil	61,392
2012-2013	46, 640	Nil	Nil	46,640
2013-2014	76,307	Nil	Nil	76,307
2014-2015	176,155	Nil	Nil	176,155

Note.-Figures as per L.S.P.R.

FREIGHT

3,600,587 freight tonnes were carried by Pakistan Railways during 2014-2015 and 3,301,438,433 tonne-kilometres were earned averaging 916.92 kilometer.

Year-wise figures are given below :-

Year.	Tonnes carried (Thousand)		
	Public Goods	Departmental	Total.
1950-55 Average	7,782	1,462	9,244
1955-60 Average	9,380	2,323	11,703
1960-65 Average	11,577	2,579	14,156
1965-70 Average	11,824	2,795	14,619
1970-75 Average	10,858	1,857	12,715
1975-80 Average	9,374	3,993	13,367
1980-85 Average	8,100	3,085	11,185
1985-90 Average	9,079	1,880	10,959
1990-95 Average	6,738	949	7,687
1995-2000 Average	5,169	716	5,885
2000-2005 Average	5,017	1,081	6,098
2005-2010 Average	5,183	1,308	6,491
2010-2011	1,663	953	2,616
2011-2012	833	490	1,323
2012-2013	489	527	1,016
2013-2014	843	767	1,610
*2014-2015	2,835	765	3,600

*Provisional.

CARRIED (TONNES)

traveled by a tonne. Traffic carried free of charge is not included in these figures.

Freight Traffic Result

Tonne-Kilometres (Thousand)	Average Kilometres Traveled by a Tonne.	Average Rate Charged per Tonne per Kilometre (Rs.)	Average Revenue per Tonne (Rs.)	Total Freight Tonne Kilometers & other Coaching Tonne Kilometres (Thousand)
4,377,892	473.59	0.04	17.9	..
5,479,801	468.2	0.04	18.6	..
7,212,655	509.51	0.04	19.2	..
7,899,936	540.38	0.04	23.4	..
7,906,679	621.83	0.07	42.9	..
8,598,473	643.26	0.14	94.8	..
7,379,145	659.73	0.22	143.3	8,720,576
7,942,615	724.75	0.27	204.0	9,304,957
5,890,029	768.13	0.54	415.9	8,102,793
4,370,925	742.72	0.91	680.1	4,707,199
4,744,365	779.34	1.01	790.3	5,157,463
5,471,067	842.01	1.10	909.9	6,052,066
1,757,252	671.69	1.69	1135.0	2,360,572
402,481	304.24	3.19	972.36	1,003,036
419,241	412.74	4.16	1,719.04	997,327
1,090,332	677.09	3.02	2,043.56	1,749,080
*3,301,438	916.92	2.44	2,237.18	4,066,207

*Provisional.

COMMODITY-WISE (TONNES) FREIGHT CARRIED

(Figures in thousand).

S. No.	Name of commodities.	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015
1	Ballast and Stone	9	2	..	7	15
2	Cement	497	427	159	160	255
3	Chemical manures (Fertilizers)	18	1	..	..	58
4	Coal and Coke for the Public	4	..	..	161	596
5	Departmental Commodities					
5a	Coal, Coke and Patent fuel for Railways (including H.S.D. and furnace oil)	254	86	88	134	132
5b	Railway Material and Stores	666	398	436	618	608
6	Cotton Raw, unpressed and full pressed	..	..	..	..	..
7	Fire wood	6	6	5	4	6
8	Fruits and Vegetable fresh	..	..	..	..	..
9	Gross Dry	..	..	..	..	..
10	Gypsum	12	..	..	3	2
11	Hides, Skin or pelts common	..	..	..	..	..
12	Iron and Steel Division "A" includes angle, axles, sheets, girders etc.,	..	..	..	..	..
13	Iron and Steel Division "B"	..	..	..	..	..
14	Iron and Steel Division "C"	..	..	..	..	..
15	Jagree	..	..	..	..	..
16	Jute, manufactured	..	..	..	..	..
17	Live-stock	1	..	..	..	..
18	Machinery, electrical	..	..	..	..	..
19	Machinery, other than electrical	..	..	..	..	..
20	Molasses	..	..	..	..	..
21	Oil Division "D" includes vacuum refined edible oil	4	23	..	..	..
22	Oil Seeds	5	10	16	35	66
23	Ores, common	..	..	..	..	..
24	Other grains and pulses	..	..	..	..	..
25	Paddy and Rice	..	2	..	..	17
2.	Petroleum and other hydrocarbon oils non-dangerous <i>i.e.</i> , having flashing point at above 76 Fahr.					
	(a) Division "B" includes Diesel oil	45	..	1	..	..
	(b) Division "C" includes furnace oil	343	19	114	305	668
27	Petroleum and other hydro-carbon oils dangerous <i>i.e.</i> , having a flashing point below 76 Fahr. includes Petrol oil.	..	..	..	..	..
28	Petroleum and other hydro-carbon oils non-dangerous <i>i.e.</i> , having a flashing point below 76 Fahr. For Division "A" includes Kerosene Oil etc.	..	..	..	..	..
29	Piece-goods, cotton, woolen or artificial silk etc.	..	..	..	..	..
30	Salt	32	13	21	16	11
31	Sugar	9	..	..	1	..
32	Sugarcane	..	..	..	..	..
33	Timber	2	..	..	..	..
34	Tobacco manufactured	..	..	..	..	..
35	Wheat	1	..	..	..	..
36	Wool	..	..	..	..	..
37	Miscellaneous	575	277	119	116	642
38	Container Traffic	133	61	57	50	524
	Total	2616	1,323	1,016	1,610	3,600

COMMODITY-WISE TONNE KILOMETRES

(Figures in thousand).

S. No.	Name of commodities.	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015
1	Ballast and Stone	3,292	727	..	2,622	5,308
2	Cement	199,967	36,375	25,809	22,018	311,219
3	Chemical manures (Fertilizers)	9,085	914	..	..	55,527
4	Coal and Coke for the Public	6,637	..	..	205,708	741,768
5	Departmental Commodities					
5a	Coal, Coke and Patent fuel for Railways (including H.S.D. and furnace oil)	244,929	67,710	50,554	91,110	51,896
5b	Railway Material and Stores	213,052	111,635	155,788	218,704	205,356
6	Cotton Raw, unpressed and full pressed	..	..	..	..	..
7	Fire wood	4,637	3,979	2,885	3,653	5,492
8	Fruits and Vegetable fresh	..	..	..	..	..
9	Gross Dry	..	..	..	..	..
10	Gypsum	1,818	37	..	521	975
11	Hides, Skin or pelts common	..	..	..	..	..
12	Iron and Steel Division "A" includes angle, axles, sheets, girders etc.,	..	..	..	..	..
13	Iron and Steel Division "B"	..	..	..	..	..
14	Iron and Steel Division "C"	..	..	..	..	..
15	Jagree	..	..	..	..	..
16	Jute, manufactured	49	..	..	..	..
17	Live-stock	..	..	..	..	..
18	Machinery, electrical	..	..	..	..	..
19	Machinery, other than electrical	..	..	..	..	..
20	Molasses	..	..	..	..	..
21	Oil Division "D" includes vacuum re-refined edible oil	885	519	..	..	..
22	Oil Seeds	2,913	259	368	18,351	54,496
23	Ores, common	..	..	..	..	..
24	Other grains and pulses	..	..	..	..	..
25	Paddy and Rice	288	1,895	..	..	18,704
26	Petroleum and other hydrocarbon oils non-dangerous <i>i.e.</i> , having flashing point at above 76 Fahr.	..	..	..	..	..
	(a) Division "B" includes Diesel oil	29,885	95	57	..	..
	(b) Division "C" includes furnace oil	325,150	18,476	102,916	287,068	579,548
27	Petroleum and other hydro-carbon oils dangerous <i>i.e.</i> , having a flashing point below 76 Fahr. includes Petrol oil.	..	..	..	..	..
28	Petroleum and other hydro-carbon oils non-dangerous <i>i.e.</i> , having a flashing point below 76 Fahr. For Division "A" includes Kerosene Oil etc.	..	..	..	..	..
29	Piece-goods, cotton, woolen or artificial silk etc.	..	..	..	..	..
30	Salt	5,562	2,744	4,073	2,763	4,536
31	Sugar	12,291	461	188	1	..
32	Sugarcane	..	..	..	..	..
33	Timber	179	12	..	..	..
34	Tobacco manufactured	..	..	..	..	..
35	Wheat	362	..	..	..	..
36	Wool	..	..	..	..	..
37	Miscellaneous	502,866	85,216	12,367	180,228	666,158
38	Container Traffic	194,125	71,427	64,236	57,585	600,455
	Total	1,757,252	402,481	419,241	1,090,332	3,301,438

PASSENGER TRAINS RUN

During the year 2014-2015, 33,374 passenger trains and 2,238 mixed trains which carry passenger vehicles and a limited number of freight wagons worked by diesel locomotives covering 21,942,578 kilometres.

Year	Passenger				Mixed			
	Steam	Diesel	Electric	Steam Diesel & Electric Combined	Steam	Diesel	Electric	Steam Diesel & Electric Combined
1950-55 Average	..	..	..	37,031	..	..	..	47,666
1955-60 Average	36,111	27,263	..	63,374	40,102	2,734	..	42,836
1960-65 Average	45,260	49,069	..	94,329	33,265	3,679	..	36,944
1965-70 Average	48,191	73,478	..	121,669	27,694	3,136	..	30,830
1970-75 Average	29,813	80,003	7,003	116,819	28,842	4,990	..	33,832
1975-80 Average	24,874	100,843	8,494	134,211	22,391	8,315	..	30,706
1980-85 Average	24,242	102,365	7,329	133,936	19,082	7,006	Nil	26,088
1985-90 Average	11,115	98,704	4,665	114,484	14,096	15,958	..	30,054
1990-95 Average	4,454	85,974	4,443	94,871	10,130	20,079	268	30,477
1995-2000 Average	555	65,513	2,764	68,832	3,736	16,110	731	20,577
2000-2005 Average	37	61,478	1,704	63,219	390	17,155	731	18,276
2005-2010 Average	7	66,707	1,020	67,734	60	15,720	299	16,079
2010-2011	Nil	58,319	Nil	58,319	Nil	12,596	Nil	12,596
2011-2012	Nil	34,898	Nil	34,898	Nil	3,520	Nil	3,520
2012-2013	Nil	29,348	Nil	29,348	Nil	4,020	Nil	4,020
2013-2014	Nil	30,583	Nil	30,583	Nil	2,281	Nil	2,281
2014-2015	Nil	33,374	Nil	33,374	Nil	2,238	Nil	2,238

(ALL GAUGES)

These figures do not include 5,395 passenger trains kilometres run on departmental account. Trains carrying only parcels, luggage and other traffic booked on coaching rates are also treated as passenger trains.

Yearly figures are given below :-

TRAINS RUN

Total No. of Trains	TOTAL NUMBER OF KILOMETRES COVERED BY PASSENGER AND MIXED TRAINS (THOUSAND)				Number of Railcars run	Railcar kilometres (Thousand)
	Steam	Diesel	Electric	Steam Diesel & Electric Combined		
84,697	..	..	..	19,787	..	..
106,210	15,107	9,362	..	24,469	..	612
131,273	13,774	14,153	..	27,927	19,835	2,250
152,499	12,649	18,390	..	31,039	34,707	3,811
150,651	9,176	20,701	1,765	31,642	43,860	5,013
164,917	6,825	26,061	2,212	35,098	30,924	2,924
160,024	6,291	27,113	1,897	35,301	26,794	2,394
144,538	3,494	31,175	1,313	35,982	13,096	1,393
125,348	1,480	31,218	1,301	33,999	3,142	377
89,409	450	30,063	948	31,461	624	81
81,495	54	30,133	505	30,692	..	..
83,813	8	32,323	215	32,546	..	..
70,915	Nil	27,971	Nil	27,971	..	..
38,418	Nil	21,459	Nil	21,459	..	..
33,368	Nil	19,962	Nil	19,962	..	..
32,864	Nil	21,129	Nil	21,129	..	..
35,612	Nil	21,942	Nil	21,942	..	..

FREIGHT TRAINS RUN ON

During the year 2014-2015, 5,442 freight trains worked by diesel-electric locomotives on Pakistan Railways Net work covering a total of 4,720,018 kilometres and 18075 Kilocetres departmental Each train worked by Diesel locomotives carried an average of 32 . 15 wagons (in terms of 4-wheelers)

Year	Number of freight train run				Total number of kilometres covered by freight trains (including goods proportion of mixed trains) (Thousand)			
	Steam	Diesel	Electric	Steam Diesel & Electric Combined	Steam	Diesel	Electric	Steam Diesel & Electric Combined
1950-55 Average	..	..	..	70,843	..	..	..	10,311
1955-60 Average	74,832	13,645	..	88,477	8,991	4,315	..	13,306
1960-65 Average	63,110	27,625	..	90,735	6,741	7,894	..	14,635
1965-70 Average	56,338	35,733	..	92,071	5,223	10,184	..	15,407
1970-75 Average	33,243	41,138	3,849	78,230	2,230	10,300	1,014	13,544
1975-80 Average	25,184	35,576	4,662	65,423	1,195	10,636	1,353	13,184
1980-85 Average	22,535	35,129	4,030	61,694	692	10,295	1,077	12,064
1985-90 Average	8,376	41,368	3,922	53,666	317	11,693	1,078	13,088
1990-95 Average	519	33,531	1,813	35,863	118	8,918	504	9,540
1995-2000 Average	72	18,929	1,336	20,337	42	6,727	422	7,191
2000-2005 Average	..	16,607	1,175	17,782	2	6,341	385	6,728
2005-2010 Average	Nil	16,225	668	16,893	1	6,990	181	7,172
2010-2011	Nil	4,435	Nil	4,435	Nil	2,499	Nil	2,499
2011-2012	Nil	1,782	Nil	1,782	Nil	699	Nil	699
2012-13	Nil	1,414	Nil	1,414	Nil	729	Nil	729
2013-2014	Nil	2,172	Nil	2,172	Nil	1,460	Nil	1,460
2014-2015	Nil	5,442	Nil	5,442	Nil	4,720	Nil	4,720

PAKISTAN RAILWAYS (all gauges)

The total kilometres travelled by wagons on freight and mixed trains, worked by diesel-electric were 86,134 & 12,680 freight train-kilometres 158,172,300 freight wagon-kilometres run on departmental account are not included in these figures .

Figures year by year are given below :-

Average number of wagons on each freight train in terms of 4-wheeled.				Total number of kilometres travelled by wagons on freight and mixed trains (including Goods proportion of mixed trains) (Thousand)			
Steam	Diesel	Electric	Steam Diesel & Electric Combined	Steam	Diesel	Electric	Steam Diesel & Electric Combined
..	..	..	44.0	..	..	..	722,514
38.5	57.2	..	44.4	461,707	260,807	..	622,567
34.7	57.8	..	47.0	246,967	454,714	..	701,681
31.4	55.9	..	47.6	172,636	568,923	..	741,559
26.3	53.1	59.9	49.2	67,843	548,411	60,216	676,470
29.3	54.9	59.7	53.1	39,299	588,020	80,798	708,117
28.9	54.3	59.2	53.0	24,430	559,274	63,326	647,030
31.4	56.1	60.2	56.0	10,643	645,270	64,938	720,851
31.4	55.6	58.4	55.9	1,307	478,072	29,878	509,257
32.6	55.0	52.2	53.8	490	359,525	20,397	380,412
..	56.1	59.8	56.0	..	336,652	14,142	350,794
..	58.4	59.4	58.2	..	339,132	15,630	354,762
..	40.32	59.5	40.32	..	137,630	..	137,630
..	30.95	..	30.95	..	44,120	..	44,120
..	29.50	..	29.50	..	43,125	..	43,125
..	30.10	..	30.10	..	44,122	..	44,122
..	32.15	..	32.15	..	86,134	..	86,134

LOCOMOTIVE

During the year 2014-2015, on the average kilometres travelled by a broad-gauge diesel-electric locomotives on the Railways Net work was 225.8, kilometres per day. These figures take into account all the locomotives on the line serviceable and unserviceable whether actually in use or not. The average kilometres travelled by diesel-electric actually in use was 395.2 Kilometres per day.

Year	Engine-kilometres per day per engine on line.				Engine-kilometres per day per engine in use.								
	All Engines				All Engines				Goods Engines				
	Steam	Die- sel	Elec- tric	Steam, Diesel & Electric com- bined	Steam	Die- sel	Elec- tric	Steam, Diesel & Electric com- bined	Steam	Die- sel	Elec- tric	Steam, Diesel & Electric com- Bined	
1950-55 Average	Nil	Nil	Nil	134	Nil	Nil	Nil	188	Nil	Nil	Nil	159	
1955-60 Average	134	323	Nil	161	177	178	Nil	209	140	296	Nil	171	
1960-65 Average	122	283	Nil	167	156	325	Nil	206	117	246	Nil	161	
1965-70 Average	111	270	Nil	166	137	304	Nil	200	97	208	Nil	146	
1970-75 Average		93	251	270	165	138	291	346	218	118	182	213	164
1975-80 Average		91	252	344	180	128	304	411	232	101	191	280	175
1980-85 Average		89	251	298	183	135	300	345	240	103	196	223	181
1985-90 Average		73	238	236	210	131	315	280	280	105	224	224	216
1990-95 Average		57	261	184	226	137	327	233	307	64	230	139	220
1995-2000 Average		51	259	165	250	132	337	213	328	53	226	118	214
2000-2005 Average	Nil		259	122	255	Nil	354	149	345	Nil	232	73	124
2005-2010 Average	Nil		370	106	264	Nil	354	65	339	Nil	256	68	276
2010-2011	Nil	221.0		Nil	221.0	Nil	370.0	Nil	370.0	Nil	237.3	Nil	237.3
2011-2012	Nil	159.0		Nil	159.0	Nil	403.0	Nil	403.0	Nil	230.0	Nil	230.0
2012-2013	Nil	147.2		Nil	147.2	Nil	386.0	Nil	386.0	Nil	262.5	Nil	262.5
2013-2014	Nil	190.7		Nil	190.7	Nil	410.4	Nil	410.4	Nil	269.5	Nil	269.5
2014-2015	Nil	225.8	Nil	225.8	Nil	395.2	Nil	395.2	Nil	314.0	Nil	314.0	314.0

USAGE (B. -G.)

The percentage of unserviceable locomotives to total was 36.4 in case of diesel-electric. On an average each diesel-electric locomotive worked 16.8 hours out of every 24 hours for which it was available for use (*i.e.*, excluding the time when it was under or awaiting repairs.)

Figures year by year are given below :-

Percentage of average number of engines under or awaiting repairs in mechanical workshops daily to average total number on line				Hours worked per day per engine available for use.			
Steam	Diesel	Electric	Steam, Diesel & Electric combined	Steam	Diesel	Electric	Steam, Diesel & Electric combined
..	..	..	14.2	..	..	..	9.74
15.6	13.6	..	14.6	11.2	17.4	..	11.8
14.2	11.8	..	13.6	11.7	15.6	..	12.3
11.4	10.7	..	11.3	10.1	15.4	..	12.0
13.4	13.0	13.0	13.3	9.12	14.7	14.4	11.7
16.9	16.4	12.5	16.5	9.51	15.3	17.2	12.7
22.2	15.7	13.4	18.3	9.98	14.9	16.7	12.9
18.2	16.2	16.3	17.0	6.48	15.5	15.2	13.6
20.1	20.1	21.3	20.1	6.23	16.1	11.9	14.9
*	23.1	24.4	23.2	5.3	16.4	11.4	15.0
24.6	31.48	19.0	25.0	Nil	16.0	10.4	16.1
24.6	32.2	20.0	25.4	Nil	17.4	5.4	17.6
..	32.0	..	32.0	Nil	17.7	Nil	17.7
..	33.8	..	33.8	Nil	17.0	Nil	17.0
..	37.3	..	37.3	Nil	15.9	Nil	15.9
..	37.6	..	37.6	Nil	16.6	Nil	16.6
..	36.4	..	36.4	Nil	16.8	Nil	16.8

FREIGHT TRAIN

During the year 2014-2015, the average speed of freight trains worked by diesel-electric on the broad-gauge of the Pakistan Railways Net work was 19.3 kilometre per hour. These figures are based on the entire time taken by freight trains from their starting point to their destination including stoppage en-route.

The total number of freight wagons (in-terms of 4-wheeler) carried on each train worked by diesel-electric locomotives was 56.5 out of which 36.9 wagons were loaded

Year	SPEED (Kilometer per hour)							
	Through Goods Trains				All Goods			
	Steam	Diesel	Train Electric	Steam Diesel & Electric Combined	Steam	Diesel	Electric	Steam Diesel & Electric Combined
1950-55 Average	..	..	..	20.9	..	..	..	16.4
1950-60 Average	16.9	23.3	..	19.6	13.9	21.4	..	15.9
1960-65 Average	16.9	22.2	..	20.4	13.1	20.3	..	16.3
1965-70 Average	15.8	19.5	..	18.7	13.2	18.3	..	16.3
1970-75 Average	16.9	19.7	20.5	19.5	14.3	18.6	19.4	17.9
1975-80 Average	14.4	19.2	19.4	19.1	13.2	18.2	19.0	17.1
1980-85 Average	14.5	19.1	18.4	18.9	12.5	18.3	18.0	17.9
1985-90 Average	14.0	19.6	17.0	19.5	13.2	19.0	17.0	18.6
1990-95 Average	15.5	20.0	14.8	19.6	14.0	19.6	14.8	19.2
1995-2000 Average	14.9	19.7	15.1	19.7	14.0	19.5	14.9	19.4
2000-2005 Average	..	22.7	13.2	22.1	..	23.0	13.1	22.0
2005-20010 Average	..	23.6	14.4	22.5	..	23.6	14.3	22.7
2010-2011	..	21.4	..	21.4	..	21.7	..	21.7
2011-2012	..	18.8	..	18.8	..	19.0	..	19.0
2012-2013	..	17.7	..	17.7	..	20.0	..	20.0
2013-2014	..	19.2	..	19.2	..	20.1	..	20.1
2014-2015	..	19.3	..	19.3	..	20.2	..	20.2

OPERATIONS (Broad-Gauge)

and the rest were empty Due to doubling of track project from Lodhran to Raiwind Electric Locomotive service has been suspended and no train worked by electric Locomotive. These figures do not include the brake-vans.

The average net-load carried in each train was 699 tonnes. Combining the factors of speed & load, the average number of tonnes, transported one kilometre by a freight train in one hour was 810.

Figures year by year are given below :-

Steam	Total			Loaded			Steam Diesel & Electric Com- bined	Net load per Train (Tonnes)	Net Tonne Kilo- Metres Per Train Hour.
	Diesel	Electric	Steam Diesel & Electric Com- bined	Steam	Diesel	Electric			
..	..	..	44.9	..	..	..	30.8	401	7,044
39.3	60.2	..	45.4	28.3	40.5	..	31.5	422	7,237
35.6	57.8	..	47.9	25.8	38.9	..	33.3	476	8,289
32.6	55.9	..	48.6	23.1	37.6	..	33.0	507	8,705
3	53.1	59.9	50.1	17.8	35.5	35.8	33.0	567	10,878
30.5	54.9	59.7	53.4	19.4	33.9	31.4	32.4	617	11,489
29.1	54.3	59.2	53.0	18.1	30.3	31.9	29.8	578	10,530
34.0	56.1	60.2	56.5	21.2	30.2	30.6	29.3	616	11,329
33.7	55.6	60.4	55.9	23.5	32.8	38.3	33.0	619	12,372
*	54.3	55.4	52.8	14.6	31.6	31.0	32.4	613	13,243
..	55.8	59.1	57.4	..	36.0	29.8	34.9	694	14,145
..	68.1	61.7	58.6	..	36.8	30.7	33.7	808	15,103
..	52.0	..	52.0	..	28.6	..	28.6	673	768
..	53.4	..	53.4	..	34.4	..	34.4	557	688
..	53.1	..	53.1	..	32.9	..	32.9	575	580
..	54.2	..	54.2	..	34.8	..	34.8	746	793
..	56.5	..	56.5	..	36.9	..	36.9	699	810

COACHING VEHICLE USAGE (broad-gauge)

During 2014-2015, the average daily kilometres travelled by a broad-gauge passenger carriage and other coaching vehicle on Railways Net-work was 346 and 118 respectively. The figures take into account all the coaching vehicles on line, serviceable and unserviceable, whether actually moving or stationary. The unserviceable passenger carriages constituted 24.8 of the total number of passenger carriages on line and unserviceable other coaching vehicles constituted 23.7 of the total number of passenger carriages on line.

Year-wise figures are given below :-

Year.	Vehicles-kilometres per day per vehicle on line (in terms of 4-wheelers)		Percentage of average number of vehicles under or awaiting repairs daily (in units) to average total No. on line.	
	Passenger carriages	Other coaching vehicles	Passenger carriages	Other Coaching Vehicles
1950-55 Average	269	64	13.1	10.8
1955-60 Average	299	74	15.5	10.7
1960-65 Average	309	72	14.8	14.8
1965-70 Average	308	79	14.4	14.2
1970-75 Average	303	97	14.7	11.9
1975-80 Average	328	109	21.0	29.3
1980-85 Average	337	70	20.0	17.2
1985-90 Average	329	94	19.6	15.4
1990-95 Average	348	107	28.8	14.6
1995-2000 Average	357	92	22.9	21.4
2000-2005 Average	386	133	19.0	26.2
2005-2010 Average	421	146	16.2	24.4
2010-2011	407	203	24.2	22.2
2011-2012	375	124	22.5	21.3
2012-2013	348	125	25.2	23.7
2013-2014	340	116	24.5	23.5
2014-2015	346	118	24.8	23.7

FREIGHT WAGON USAGE (broad-gauge)

During the year 2014-2015, the average daily kilometres travelled by a broad-gauge freight wagon on the Pakistan Railways was 28.0. This figure takes into account all the wagons on the lines of the Railways, serviceable and unserviceable, whether actually moving or stationary. The unserviceable wagons constituted 24.0 of the total number of wagons on line.

The average turn round of a wagon in days was 25.8 and the average load carried in a freight wagon, including full wagon loads as well as smalls, was 20.4 tonnes. Thus each freight wagon on line of the Pakistan Railways transported an average of 64 tonnes per kilometres during one day.

Year-wise figures are given below :-

Year.	Wagon-kilometres per day per wagon on line (in terms of 4-wheelers)	Percentage of average number of unserviceable wagons daily (in terms of 4-wheelers) to average total No. on line	Average wagon load. (Tonnes)	Net tonne kilometres per wagon day	Average turn round of a wagon (days)
1950-55 Average	56.5	6.99	13.7	551	8.3
1955-60 Average	64.2	6.00	14.0	649	7.8
1960-65 Average	61.3	5.17	14.8	646	9.0
1965-70 Average	56.8	4.01	15.7	615	11.1
1970-75 Average	51.6	3.95	17.7	607	13.3
1975-80 Average	54.6	5.39	19.6	673	15.9
1980-85 Average	49.1	7.79	19.8	561	16.9
1985-90 Average	53.4	6.53	19.8	599	17.0
1990-95 Average	41.0	14.6	19.5	476	16.4
1995-2000 Average	38.9	16.3	19.5	457	19.1
2000-2005 Average	35.1	24.5	21.3	518	21.2
2005-2010 Average	35.5	25.7	20.0	698	21.4
2010-2011	38.2	24.4	20.6	227	48.9
2011-2012	28.5	23.4	21.5	56	105.1
2012-2013	26.0	20.9	21.8	65	129.5
2013-2014	26.0	21.0	21.1	156	68.9
2014-2015	28.0	24.0	20.4	547	25.8

Percentage of Diesel and Electric Locomotive Usage (broad-gauge)

During the year 2014-2015, percentage of diesel locomotives in use to all locomotives in use was 100.0 and the percentage of work done by diesel locomotives to total work done was 100.0 and 100.0 in terms of engine-kilometres, train-kilometres and gross tonne-kilometres respectively.

Figures year by year are given below :-

Year.	Percentage of work done by Diesel locomotives to total work done.			Percentage of work done by Electric locomotives to total work done.		
	Engine Kilo-metres	Train Kilo-metres	Gross Tonne Kilometres	Engine Kilo-metres	Train Kilo-metres	Gross Tonne Kilometres
1950-55 Average	..	..	..	..	..	..
1955-60 Average	30.4	34.9	42.1	..	..	..
1960-65 Average	46.5	53.5	62.1	..	..	..
1965-70 Average	56.4	64.1	73.0	..	..	..
1970-75 Average	63.9	71.2	79.3	5.05	6.36	7.09
1975-80 Average	70.3	78.3	84.4	6.08	7.60	7.67
1980-85 Average	74.1	80.8	86.6	5.16	6.37	7.11
1985-90 Average	86.3	89.0	91.2	4.23	5.00	5.92
1990-95 Average	92.8	93.1	94.4	3.51	4.15	4.53
1995-2000 Average	96.3	94.6	96.6	3.35	3.84	3.29
2000-2005 Average	98.3	97.0	97.6	1.95	3.00	2.37
2005-2010 Average	99.1	98.9	99.0	0.57	0.99	1.49
2010-2011	100.0	100.0	100.0	Nil	Nil	Nil
2011-2012	100.0	100.0	100.0	Nil	Nil	Nil
2012-2013	100.0	100.0	100.0	Nil	Nil	Nil
2013-2014	100.0	100.0	100.0	NIL	NIL	NIL
2014-2015	100.0	100.0	100.0	NIL	NIL	NIL

FUEL CONSUMPTION

During the year 2014-2015 the Railways Net work consumed Nil tonnes of coal, 562 tonnes of furnace oil and 121,836 tonnes .H.S.D.oil. These quantities comprise the entire fuel consumed on the Railways, *i.e.*, on locomotives, power houses, water pumps, workshops, etc. The average price of these fuels at receiving points during the year was Rs.58399.005 per M. tonnes for the furnace oil and Rs.72.952 per litre all services for H.S.D. oil. The cost of electric energy (including fuel surcharge) per unit was Rs.15.00.

Quantities of these fuels for the various years are given below:-

Year.	COAL (Tonnes)		FURNACE OIL (M.Tonnes)		H.S.D. OIL (Liters Thousan)		Electric Energy K.W.H.
	Loco- motive purposes	Other than locomotive purposes	Loco- motive purposes	Other than locomotive purposes	Loco- motive pur- poses	Other than locomo- tive pur- poses	All services (fig. in thousand.)
1950-55 Average	270,133	51,279	426,076	23,479	7,647	138	..
1955-60 Average	123,706	49,386	461,936	32,197	35,750	79	..
1960-65 Average	66,832	36,783	482,371	38,923	80,108	783	..
1965-70 Average	27,710	21,010	496,506	45,572	117,235	1,265	..
1970-75 Average	19,639	7,479	343,430	30,675	126,013	2,322	..
1975-80 Average	1,668	4,605	286,194	23,957	139,588	1,898	..
1980-85 Average	Nil	2,547	236,032	21,024	146,210	2,393	..
1985-90 Average	Nil	1,965	115,320	8,909	163,498	3,714	37,402
1990-95 Average	Nil	1,107	46,635	5,829	147,798	3,833	27,918
1995-2000 Average	Nil	541	10,737	3,753	132,426	5,203	16,907
2000-2005 Average	Nil	107.96	490	1,138	144,535	1,239	6,133
2010-2011	Nil	200.00	20.3	441.5	124,254	1,375	Nil
2011-2012	Nil	Nil	0.6	168.7	85,847	1,549	Nil
2012-2013	Nil	Nil	Nil	363.7	80,758	1,664	Nil
2013-2014	NIL	NII	Nil	492.6	96,787	1,425	Nil
2014-2015	NIL	NII	Nil	561.9	120,465	1,371	Nil

OPERATING REVENUE

During the Financial Year 2014-2015, total earnings of the Pakistan Railways amounted to Rs. 31,924,757,127 consisting of Rs. 17,971,766,511 (56.29%) from passengers Rs.1,301,161,265 (4.07%) from luggage, parcels, mails, etc., Rs. 8,354,401,266 (26.16%) from freight, and Rs. 4,297,428,085 (13.46%) from Sundry and other Earnings.

Figures year by year are given below:-

Year.	Passenger Earnings.		Luggage, Parcels, Mails, etc. Earnings		Freight Earnings.		Miscellaneous Earnings		Total
	Rs.	%	Rs.	%	Rs.	%	Rs.	%	
1950-55 Average	118.539	37.6	22.052	7.00	169.396	53.8	5.152	1.64	315.139
1955-60 Average	158.720	37.8	31.086	7.40	222.060	52.9	8.248	1.96	420.114
1960-65 Average	195.869	38.1	32.078	6.34	276.792	53.7	9.962	1.96	514.701
1965-70 Average	241.706	34.7	42.527	6.65	346.412	53.7	14.970	2.30	645.615
1970-75 Average	322.073	33.8	49.620	5.13	573.838	59.2	14.439	1.89	959.970
1975-80 Average	653.459	30.3	79.428	3.80	1,352.600	64.4	29.987	1.48	2,115.474
1980-85 Average	1257.726	37.6	165.227	4.93	1,866.020	55.7	53.713	1.77	3,342.686
1985-90 Average	1743.138	34.2	254.019	4.99	3,004.616	37.3	93.089	1.84	5,094.862
1990-95 Average	4066.805	47.45	464.272	5.33	3,880.228	37.31	172.872	2.02	8,584.177
1995-20 Average	4425.363	46.76	655.532	6.93	4,162.719	42.97	202.451	2.13	9,446.065
2000-05 Average	7,457.139	51.45	826.536	5.73	4,885.677	34.26	1,281.893	8.55	1,4451.245
2005-10 Average	11,190.507	54.70	988.648	4.86	6,160.076	29.88	2,139.380	10.57	20,478.611
2010-2011	11,965.471	64.29	1,018.673	5.47	3,337.889	17.93	2,290.034	12.30	18,612.068
2011-2012	11,148.335	72.18	1,018.124	6.59	1,583.284	10.25	1,694.650	10.97	15,444.393
2012-2013	13,536.130	74.91	984.251	5.45	1,984.808	10.98	1,564.356	8.66	18,069.546
2013-2014	15,809.703	69.34	1,125.226	4.93	3,555.742	15.60	2,309.545	10.13	22,800.217
2014-2015	17,971.767	56.29	1,301.161	4.07	8,354.401	26.16	4,297.428	13.46	31,924.757

OPERATING

During the year 2014-2015, the total Ordinary Working Expenses of the Pakistan Railways amounted to Rs. 42,000,124,869 consisting of Rs. 14,777,072,453 (35.18%) on repairs and maintenance of track, buildings, rolling stock etc.,

The break down of the figures for

Year	Repair and maintenance		Operation fuel		Operating	Staff
	Rs.	%	Rs.	%	Rs.	%
1950-55 Average	70.862	33.8	59.264	28.3	34.568	16.4
1955-60 Average	90.222	35.9	65.366	26.0	40.584	14.2
1960-65 Average	132.782	38.1	79.748	22.8	58,146	16.7
1965-70 Average	172.992	35.8	125.818	26.2	73.997	15.5
1970-75 Average	288.522	37.6	199.175	25.9	83.541	15.8
1975-80 Average	711.565	41.9	440.620	25.6	233.344	13.9
1980-85 Average	1,301.404	40.3	972.315	30.4	380.844	11.9
1985-90 Average	2,076.157	36.8	995.916	22.1	597.718	13.1
1990-95 Average	3,076.157	46.0	1,182.004	16.7	1,005.043	14.0
1995-2000 Average	4,277.596	45.31	1,645.514	17.24	1,202.029	12.63
2000-2005 Average	7,457.139	39.80	3,268.001	26.31	1,396,184	11.40
2005-2010 Average	8,262.495	35.22	8,345.379	35.14	2,405.999	10.15
2010-2011	11,843.344	37.64	9,924.363	31.54	3,864.217	12.28
2011-2012	11,977.791	38.09	8,511.325	27.07	4,536.330	14.43
2012-2013	12,660.651	36.04	8,714.780	24.81	5,138.868	14.63
2013-2014	13,467.942	33.84	10,984.585	27.60	5,597.942	14.07
2014-2015	14,777.072	35.68	11,090.881	26.40	6,218.173	14.80

*Provisional

EXPENSES

Rs. 11,090,881,085 (26.40%) on operation fuel, Rs. 6,218,172,567 (14.80%) on staff. Rs. 2,627,940,808 (6.25%) on operation other than staff and fuel, Rs. 7,059,754,357 (16.80%) on administration and Rs. 226,303,599(0.53%) on miscellaneous expenses.

various years is as follows :-

Operation other than staff and fuel.		Administration.		Miscellaneous expenses		Total
Rs.	%	Rs.	%	Rs.	%	Rs.
8.480	4.05	26.822	12.8	9.716	4.63	209.712
9.479	3.77	34.755	13.8	10.892	4.34	251.298
12.307	3.56	50.758	14.5	14.947	4.28	348.688
16.407	3.43	67.147	14.0	22.997	4.83	479.358
30.639	4.12	103.822	13.8	18.870	2.78	724.569
80.592	4.70	223.687	13.1	11.912	0.72	1,701.720
151.933	4.70	402.539	12.4	14.614	0.46	3,223.649
2,469.220	5.34	630.895	13.8	15.559	0.46	6,785.465
581.595	7.98	1,044.256	15.6	48.383	0.68	6,937.438
1,005.980	52.76	1,331.336	69.87	66.039	0.71	9,528.494
908.475	7.67	1,747.454	14.23	69.768	0.56	12,267,511
1,184.784	5.10	3,201.665	13.73	119.019	0.52	23,519.341
832.361	2.65	4,824.716	15.33	175.909	0.56	31,464.910
935.423	2.97	5,412.993	17.21	69.481	0.22	31,443.343
2,047.054	5.83	6,366.475	18.12	195.914	0.56	35,123.742
2,493.078	6.26	7,062.671	17.75	189.719	0.48	39,795.937
2,627.941	6.25	7,059.754	16.80	226.304	0.53	42,000.125

PERCENTAGE OF EXPENDITURE TO GROSS EARNINGS

During the year 2014-2015, Ordinary Operating Expenses of the Railways were 131.53% to total earnings. The expenditure on repairs and maintenance of track, buildings, rolling-stock, etc., was 46.28%, operation fuel 34.74%, operation staff 19.47%, operation other than staff and fuel 8.23% administration 22.11% and miscellaneous expenditure 0.70% to total earnings.

Year.	Repair & Maintenance.	Operation Fuel.	Operating Staff.	Operation other than Staff & Fuel.	Administration.	Miscellaneous.	Total Ordinary Working Expenses to Gross Earnings.
	*	%	%	%	%	%	
1950-55 Average	22.5	18.8	11.0	2.69	8.51	3.08	66.6
1955-60 Average	21.5	15.5	9.66	2.26	8.27	2.58	59.8
1960-65 Average	25.7	15.4	11.3	2.39	9.55	2.89	67.23
1965-70 Average	26.6	19.5	11.5	2.54	10.4	3.56	74.0
1970-75 Average	29.3	20.2	12.2	3.20	10.7	2.11	77.7
1975-80 Average	33.7	20.6	11.1	3.78	10.5	0.58	80.3
1980-85 Average	38.6	29.0	11.3	4.51	11.9	0.43	95.7
1985-90 Average	40.6	19.8	11.7	5.72	12.3	0.41	90.53
1990-95 Average	38.5	14.0	11.7	6.68	12.2	0.56	83.64
1995-2000 Average	45.50	17.39	12.79	10.68	14.15	0.70	101.21
2000-2005 Average	33.91	22.35	9.70	6.53	12.11	0.48	85.08
2005-2010 Average	40.03	40.22	11.68	5.76	15.56	0.58	113.83
2010-2011	63.63	53.32	20.76	4.47	25.92	0.94	169.04
2011-2012	77.55	55.11	29.37	6.06	35.05	0.45	203.59
2012-2013	70.06	48.23	28.43	11.33	35.23	1.08	194.36
2013-2014	59.07	48.18	24.55	10.93	30.98	0.83	174.54
*2014-2015	46.28	34.74	19.47	8.23	22.11	0.70	131.53

* Provisional

**COMPARATIVE STATISTICS
2010-2011 THROUGH 2014-15**

COMPARATIVE STATEMENTS

S. No.	Particulars	2010-2011
		Rs. 62,989,372
2	Capital-at-charge (at the end of the year in Thousand)	Rs. 15,875,276
3	Stores Fund (Thousand)	7,791
4	Route-kilometres	11,755
5	Track-kilometres including sidings	Rs. 8,084,889
6	Capital outlay (Per Route-kilometre)	Rs. 18,612,068
7	Gross Earnings (Thousand)	Rs. 31,464,910
8	Operating Expenses	Rs. ..
9	Appropriation to Depreciation Reserve Fund (Thousand)	Rs. (-)22,473,744
10	Net Earnings (Thousand)	Rs. 4,956,742
3.	Interest Charges (Thousand)	Rs. (-)31,090,555
4.	Gain (+) Loss (-) (Thousand)	%
5.	Operating Ratio	169.50
	<u>Per Route-Kilometre Worked :-</u>	
		Rs. 2,388,919
3.	Gross Earnings	Rs. 4,038,622
4.	Operating Expenses	Rs. ..
5.	Depreciation Reserve Fund (D.R.F.)	Rs. 636,214
6.	Interest	Rs. 4,674,837
7.	Operating Expenses Plus D.R.F. & Interest	Rs. (-)3,990,573
8.	Gain (+) Loss (-)	Kms. 30,511
9.	Total train-kilometres (Thousand)	Kms. Nil
10.	Railcar and Trailer Coach kilometre (Thousand)	
	<u>Per Train-Kilometres .</u>	
		Rs. 610.0
11.	Gross Earnings	Rs. 1,031.2
12.	Operating Expenses	Rs. ..
13.	Depreciation Reserve Fund (D.R.F.)	Rs. 162.4
14.	Interest	

FOR THE LAST FIVE YEARS

2011-2012	2012-2013	2013-2014	2014-2015
68,675,389	92,692,589	104,259,689	113,398,785
12,912,700	13,725,532	14,255,495	14,035,508
7,791	7,791	7,791	7,791
11,755	11,755	11,778	11,881
8,814,707	11,897,393	13,382,067	14,555,100
15,444,393	18,069,546	22,800,217	31,924,428
31,443,343	35,123,742	39,795,937	42,000,125
..
(-) 28,698,290	(-)29,730,021	(-)32,863,734	(-)27,114,798
1,234,420	47,016	3,716	..
(-) 30,360,859	(-)32,661,824	(-)31,355,122	(-)28,684,569
203.59	194.36	174.54	131.53
1,982,338	2,319,284	2,926,481	4,097,645
4,035,854	4,508,245	5,107,937	5,390,851
..
158,442	6,035	477	..
4,194,296	4,514,280	5,108,414	5,390,851
(-) 3,896,914	(-) 4,192,250	(-)4,024,531	(-)3,681,757
22,185	20,714	22,620	26,681
Nil	Nil	Nil	Nil
696.2	872.3	1008.0	1196.5
1,417.3	1,695.6	1759.3	1574.2
..
55.6	2.3	(-)0.16	..

COMPARATIVE 5 YEARS

S. No.	Particulars	2010-2011
		Rs.
5.	Operating Expenses plus D.R.F. & Interest	1,193.7
		Rs.
6.	Gain (+) Loss (-)	(-)1,018.9
7.	Passenger Carried (Thousand)	64,903
8.	Passenger-kilometres (Thousand)	20,618,829
	<u>Tonnes Carried :-</u>	
3.	(i) Public Goods (Excl. Live-stock) (Thousand)	1,663
4.	(ii) Departmental (Thousand)	953
5.	(iii) Live-stock (Thousand)	..
6.	Total Goods (i+ii+iii) (Thousand)	2,616
7.	Tonne-kilometres (Thousand)	1,757,252
8.	Average kilometres a Tonne of Goods was Carried	671.69
		Rs.
9.	Coaching Earnings (Thousand)	12,984,145
		Rs.
10.	Goods Earnings (Thousand)	3,337,889
11.	Average rate charged per tonne per kilometre	Paisa 1.69
		Rs.
12.	Miscellaneous / Sundry Earnings (Thousands)	2,290,034
13.	Earnings Under Suspense (Thousand)	1,089,972
	<u>Rolling-Stock Owned on 30th June</u>	
40.	Locomotives	528
41.	Coaching Vehicles	1,774
42.	Brake-Vans (goods)	490
43.	Goods Wagons (in terms of 4 wheelers)	23,774
44.	Total Carrying Capacity of Goods Wagons	527,163
45.	Persons Employed	82,424

STATEMENTS 2010-2015

2011-2012	2012-2013	2013-2014	*2014-2015
1,472.9	1,697.9	1,759.5	1,574.5
(-)1,368.5	(-)1,576.7	(-)1,386.2	(-)1,075.1
41,097	41,957	47,690	52,951
16,093,350	17,388,413	19,778,557	20,288,039
833	489	843	2,835
490	527	767	765
..
1,323	1,016	1,610	3,600
402,481	419,241	1,090,332	3,301,438
304.24	412.74	677.09	916.92
12,166,459	14,520,381	16,934,930	19,272,928
1,583,284	1,984,808	3,555,742	8,354,401
3.19	4.16	3.02	2.44
1,694,650	1,564,356	2,309,545	4,297,428
(433,590)	(2,893,156)	1,507,929	(1,572,395)
522	493	421	458
1,823	1,785	1,696	1,740
484	427	399	388
23,774	21,927	21,471	20,786
527,163	382,605	476,656	461,449
82,176	81,880	79,505	78,031

*Provisional

PERSONS EMPLOYED BY

On 30th June, 2015, the Pakistan Railways had 78,031 person on its pay rolls, chargeable to revenue account. Out of this number 21,531 (27.59%) were employed in the Civil Engineering Department which maintains track and build-ings; 22,514 (28.85%) in the Mechanical Department which repairs and maintains the rolling stock; 10,166 (13.02%) in the Transportation department which controls Guards, Station Masters, Yard Staff etc., 3,192 (4.09%) in the Commercial Department which controls Passenger Ticket Offices, Freight Depots, Luggage

Year	Civil Engineering Department		Mechanical Engineering Department		Transportation Department		Commercial Department		Stores Department		Medical Department	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
1955-55 Average	30,356	30.1	33,686	33.4	11,660	11.6	7,780	7.72	4,400	4.71	1,919	1.90
1955-60 Average	31,748	28.4	36,054	32.4	13,013	11.3	8,734	7.87	5,257	4.73	2,378	2.14
1960-65 Average	33,511	26.7	42,828	34.1	13,662	10.9	9,316	7.41	6,805	5.41	3,036	2.57
1965-70 Average	33,288	24.7	46,164	34.3	15,475	11.5	10,013	7.43	6,708	4.96	3,385	2.51
1970-75 Average	33,251	24.9	46,761	35.0	16,074	12.9	9,844	7.36	5,592	4.18	3,518	2.63
1975-80 Average	33,147	24.0	46,772	33.9	18,384	13.4	9,777	7.10	6,028	4.37	3,783	2.60
1980-85 Average	30,862	24.2	41,052	32.3	17,848	14.0	9,391	7.36	5,030	3.85	3,509	2.75
1985-90 Average	34,020	25.5	41,612	31.7	18,500	14.1	8,852	6.75	4,809	3.66	3,724	2.84
1990-95 Average	30,678	27.7	37,849	31.3	17,493	14.5	8,108	6.76	4,137	3.41	3,608	2.98
95-2000 Average	27,289	27.69	29,261	30.01	14,154	14.54	6,315	6.52	2,400	2.45	2,798	14.3
2000-05 Average	25,036	28.46	26,153	29.72	11,813	13.42	4,822	5.47	1,586	1.81	2,258	2.57
2005-10 Average	23,520	27.63	24,805	28.96	11,109	12.97	4,077	4.77	2,300	2.68	2,019	2.35
2010-11	23,513	28.52	23,948	29.06	9,986	12.12	3,714	4.51	1,936	2.34	1,946	2.36
2011-12	23,621	28.74	23,949	29.14	10,471	12.74	3,323	4.04	1,668	2.03	1,915	2.33
2012-13	23,109	28.22	23,729	28.98	10,594	12.94	3,233	3.95	1,616	1.97	1,796	2.19
2013-14	22,202	27.92	22,393	28.16	10,573	13.29	3,222	4.05	1,563	1.96	1,582	1.98
2014-15	21,531	27.59	22,514	28.85	10,166	13.02	3,192	4.09	1,487	1.90	1,643	1.90

*Provisionally.

PAKISTAN RAILWAYS

and Parcel. Offices, etc., 1,487(1.90%) in Stores Department, 1,643 (1.90%), in Medical Department, 5,384 (6.25%) in Electrical Department, 6,635 (8.50%) in the Railway Police Department 1,444 (1.85%) in the Account Department, 2,151 (2.30%) in the Headquarters Office and 1,884 (2.41%) in all other departments. The total cost of all these employees during 2014-2015 was Rs.23,039,792,000.

The break-down of the figures for various years is given below :-

Electrical Department No.	Electrical Department %	Railway Police No.	Railway Police %	Accounts Departments No.	Accounts Departments %	Headquar- ters Office No.	Headquar- ters Office %	All other Depart- ments No.	All other Depart- ments %	Total No. of Emplo- yees. No.	Total Cost of Employees (Thousand) Rs.
3,478	3.45	2,585	2.57	2,091	2.08	588	0.58	2,190	2.17	100,734	117,686
4,128	3.72	3,988	3.59	2,334	2.10	622	0.56	2,986	2.67	110,972	131,984
5,285	4.19	4,591	3.65	2,710	2.16	786	0.62	2,957	2.36	125,487	178,431
7,930	5.90	4,991	3.66	2,956	2.20	944	0.70	2,953	2.19	134,747	231,885
7,592	5.67	4,925	3.68	2,938	2.20	986	0.74	1,066	0.80	133,748	403,943
7,634	5.54	7,224	5.25	2,934	2.13	1,072	0.78	1,164	0.85	137,730	640,887
7,368	5.77	7,550	5.91	2,822	2.21	1,198	0.94	1,162	0.88	127,683	1,126,395
7,581	5.78	7,527	5.73	2,661	2.03	1,158	0.88	1,341	1.02	131,228	1,990,039
6,993	5.78	7,188	5.95	2,413	2.00	1,016	0.84	1,342	1.11	120,948	3,414,981
5,639	5.8	6,269	6.4	2,009	2.1	995	1.0	788	0.8	97,917	4,452,961
5,329	6.05	6,404	7.28	1,772	2.01	2,059	2.34	756	0.86	87,988	5,238,070
5,119	5.97	6,829	7.97	1,514	1.77	2,991	3.49	1,372	1.60	85,655	9,716,742
5,069	6.15	6,887	8.36	1,495	1.81	2,820	3.42	1,110	1.35	82,424	15,285,861
5,306	6.45	6,738	8.20	1,502	1.83	1,904	2.32	1,779	2.16	82,176	18,133,451
5,656	6.90	6,614	8.07	1,482	1.81	2,515	3.07	1,535	1.87	81,880	20,557,285
5,602	7.04	6,389	8.03	1,462	1.83	2,418	3.04	2,099	2.64	79,505	22,202,918
5,384	6.25	6,635	8.50	1,444	1.85	2,151	2.30	1,884	2.41	78,031	23,039,792

PRINTED AT THE P.R. PRESS, MUGHALPURA

BY

DIRECTORATE OF INFORMATION TECHNOLOGY

P.R. HEADQUARTERS OFFICE, LAHORE.

2014-2015

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