

Ministry of Railways Government of Pakistan



**Year Book
2017-2018**

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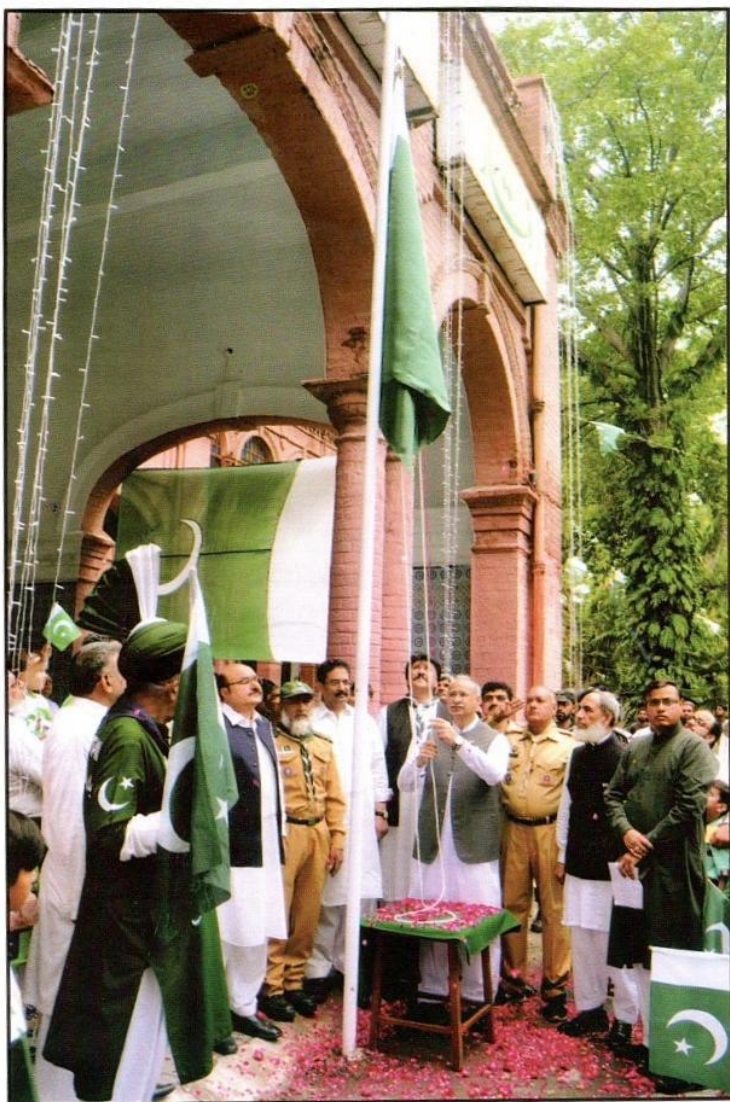


**With the
Compliments of the
CEO/Sr.General Manager**

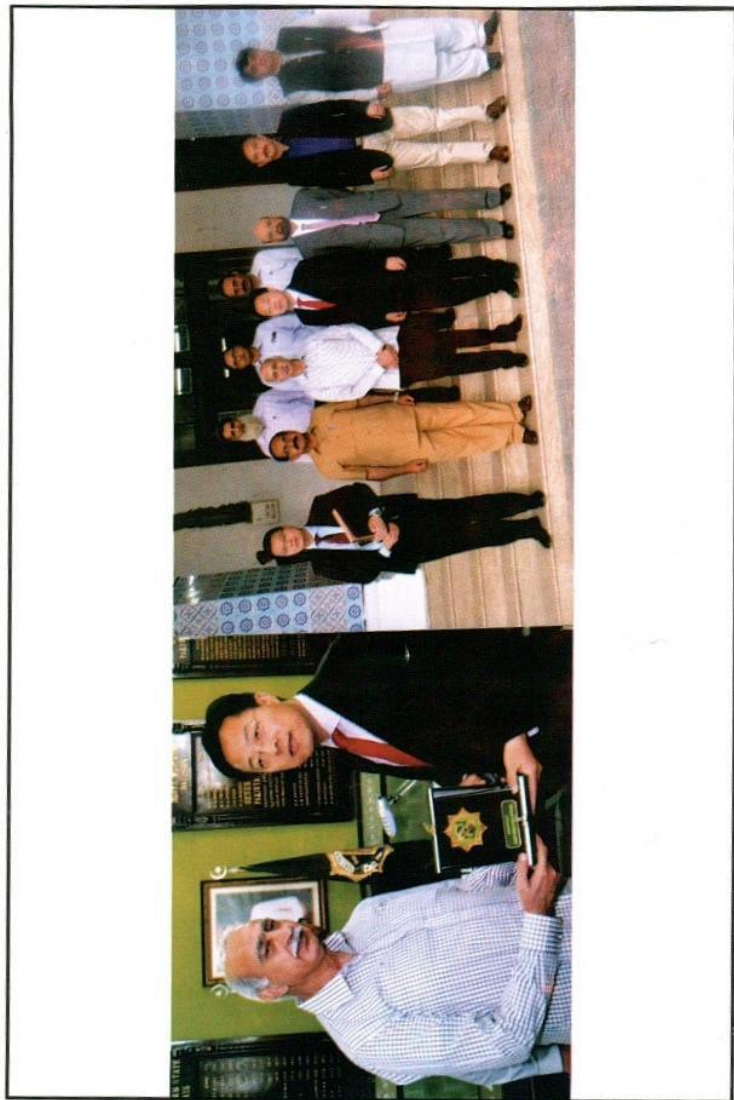
*Pakistan Railways
Headquarters Office,
Lahore.*

PRINCIPAL STATISTICS

PLANT & EQUIPMENT	Unit.	2016-2017	2017-2018
Route - Kilometres	Kms.	7,791	7,791
Track - Kilometres	Kms.	11,881	11,881
Locomotives	No.	455	478
Coaching Vehicles	No.	1,466	1,460
Other Coaching Vehicles	No.	270	283
Freight Wagons	No.	16,085	16,159
Railway Stations (Excluding Halts)	No.	516	454
OPERATIONS			
Passenger, Mixed & Other Coaching Trains Run.	No.	36,961	36,929
Train Kilometres, Passenger Mixed and Other Coaching.	Thousand	23,178	23,202
Coaching Vehicle-Kilometres	Thousand	199,099	199,305
Freight Train Run	No.	6,940	8,163
Freight Train-Kilometres	Thousand	6,237	7,452
Freight Wagon-Kilometres (Freight & Mixed Trains)	Thousand	196,423	231,012
Other Coaching Freight Tonne-Kilometres	Thousand	1,042,439	1,105,259
VOLUME OF TRAFFIC			
Passengers Carried	Thousand	52,388	54,907
Passenger Kilometres	Thousand	22,475,697	24,903,778
Tonnes of Freight Carried	Thousand	5,630	8,355
Tonne - Kilometres	Thousand	5,031,315	8,080,353
Tonne - Kilometres Freight and Coaching Combined.	Thousand	6,073,754	9,185,612
Freight Wagons Loaded	No.	264,256	326,514
FUEL CONSUMPTION			
Furnace Oil	Tonnes	568	433
H.S.D. Oil	Liters/Thousand	144,631	156,396
Electric Energy	KWH	NIL	NIL
Coal	Tonnes	NIL	NIL
EMPLOYMENT & WAGES			
Persons Employed	No.	73,276	72,078
Cost of Employees	Thousand	26,794,960	27,000,126
Pension Payment	Thousand	28,773,442	31,858,144
FINANCIAL RESULTS			
Gross Earnings	Thousand	40,064,948	49,569,679
Total Ordinary Working Expenses	Thousand	50,072,326	52,070,741
Operating Ratio	Percent	124.98	105.04
Provisional			



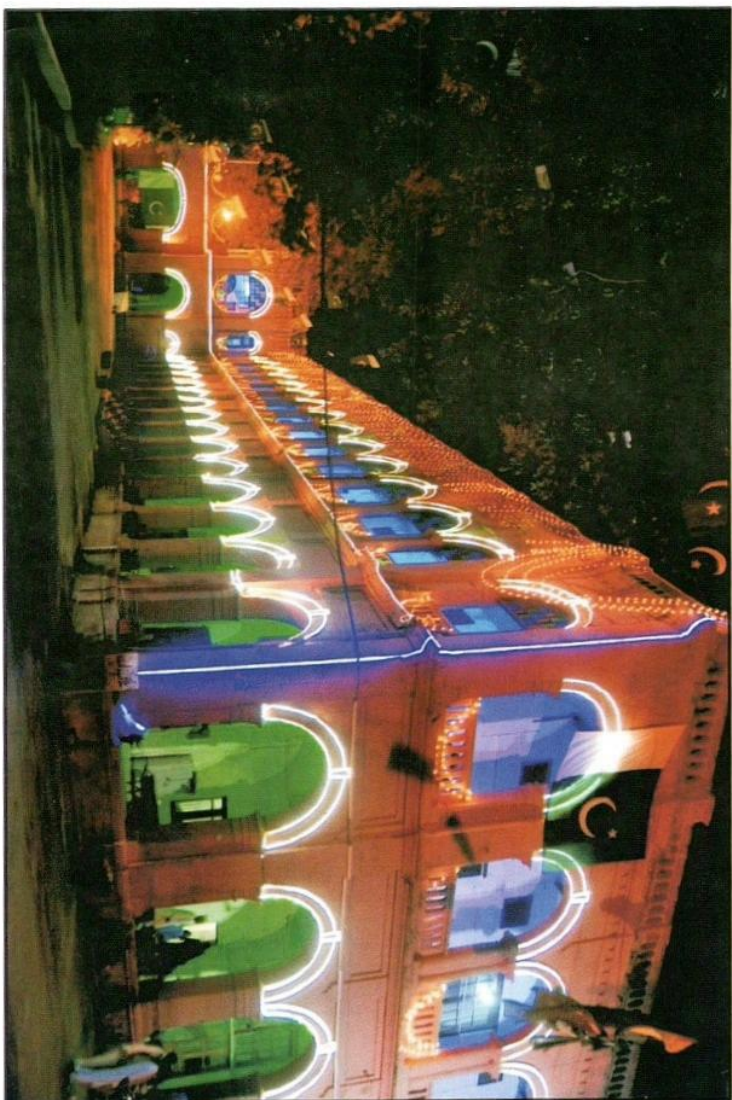
Flag hoisting by Chief Executive Officer, Mr. Muhammad Aftab Akbar at Pakistan Railways Headquarters Office, Lahore.



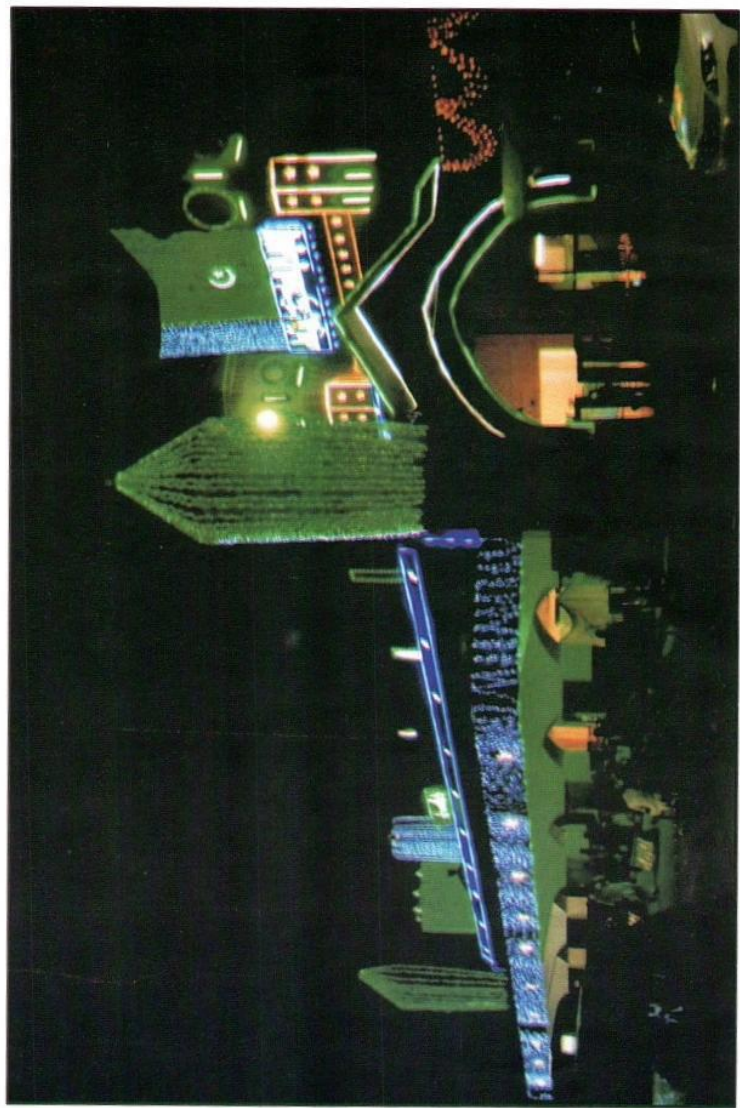
Chief Executive Officer, Pakistan Railways Mr. Muhammad Aftab Akbar presenting a souvenir to Chinese delegation at Pakistan Railways Headquarters Office, Lahore.

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Beautiful right view of Railways Headquarters building on 14th August.



Colourful Night view of Lahore Railway Station on independence day.



Newly built flats for Railways staff in Lahore Division.



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 a 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 into 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 - Kashmir narrow-gauge section (2'-6") was converted into broad-gauge section. Construction of Kot Adu-Kashmir 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 Khokhropar was converted to broad-gauge in two stages, from Hyderabad to Mirpur Khas 66.07 kilometer in 1967 & Mirpur Khas to Khokhropar (Zero Point) 133 kilometer in 2006.

Route & Track Length:

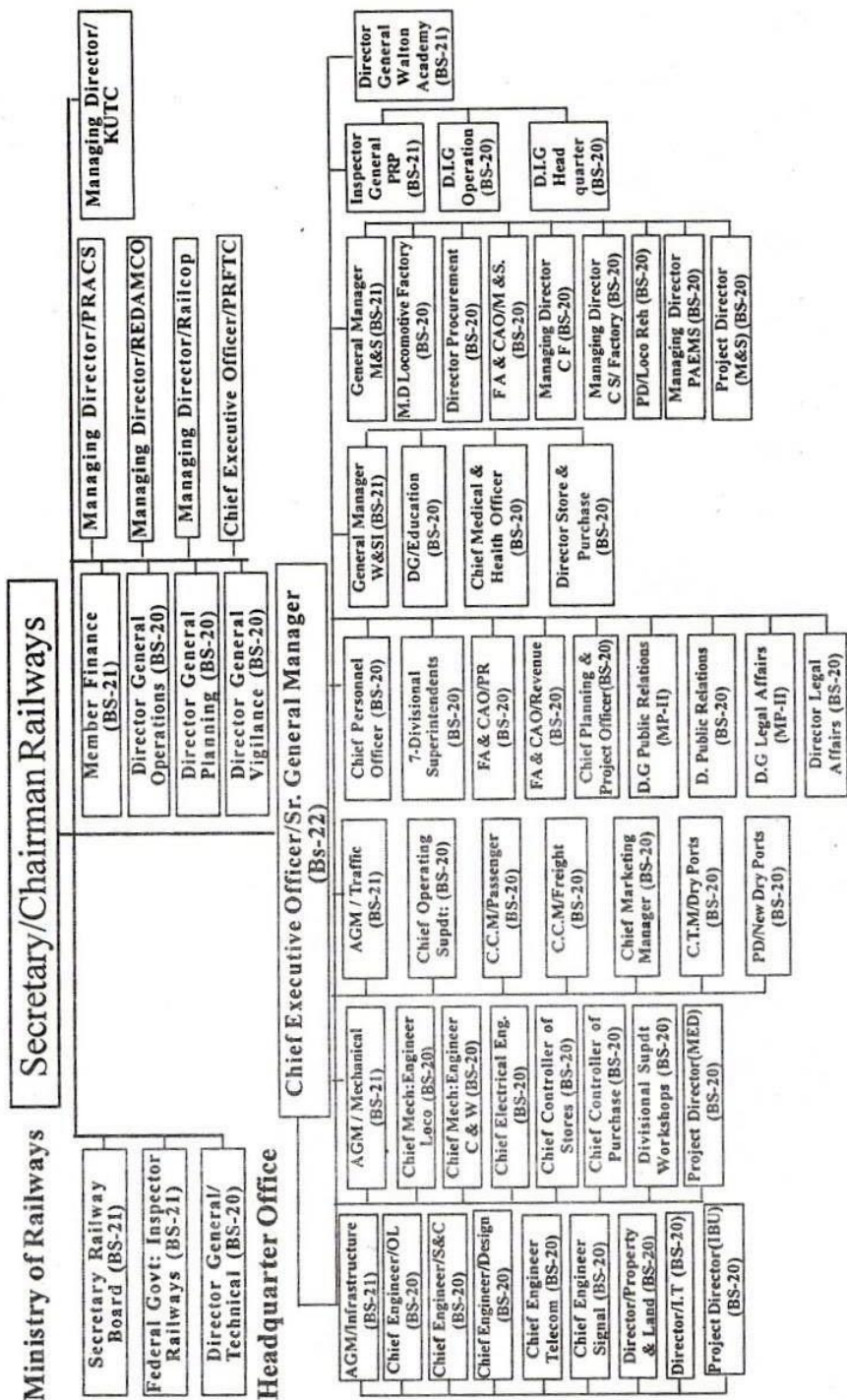
Pakistan Railways is a two-gauge system i.e., broad-gauge and meter-gauge. The gauge-wise track length on 30th June, 2018 is as under;

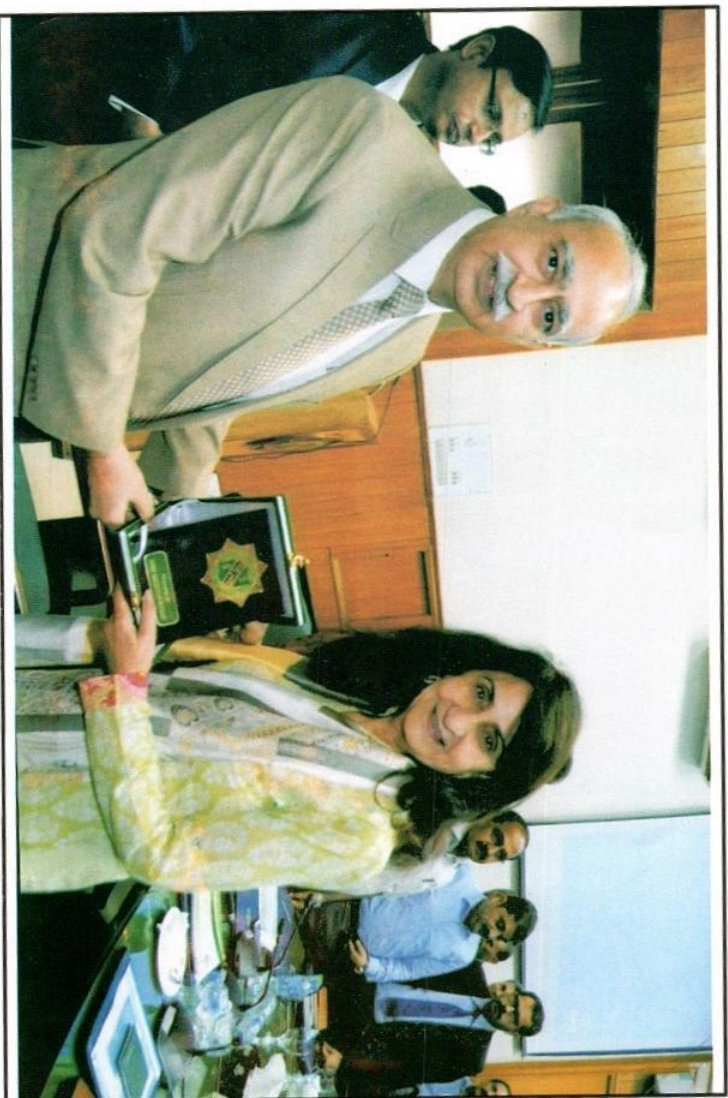
	Route Kilometers	Track Kilometers
Broad-gauge	7479	11492
Meter-gauge	312	389
Total	7791	11881

Mission Statement

**To provide a competitive, safe,
reliable, market oriented, efficient
and environment-friendly
mode of transport.**

ORGANIZATION OF PAKISTAN RAILWAYS





Muhammad Aftab Akbar Chief Executive Officer Pakistan Railways, presenting souvenir to Caretaker Federal Minister for Railways Ms. Roshan Khurshid Bharucha upon her visit to Headquarters Office, Lahore.



Mr. Muhammad Aftab Akbar Chief Executive Officer / Sr. General Manager addressing DS.
conference at Pakistan Railways, Headquarters Office, Lahore.

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 Railways Comprises of three functional units. The Operations Unit, the Manufacturing & Services Unit and Welfare & Special Initiative Unit, Chief Executive Officer/Sr. General Manager (BS-22) is the overall incharge of these units. The Operations unit is directly headed by Chief Executive Officer/Sr. General Manager, whereas the other two units are headed by General Manager concerned. The Operation unit is located in the historic North Western Railways Headquarters Office building, an imposing landmark of colonial era architecture of Lahore. It oversees train operations and its all related functions. There are three Additional General Managers in the operation units, each of them heads a business unit, i.e., Infrastructure, Traffic and Mechanical. In addition, there are various specialized heads of departments who assist the Chief Executive Officer/Sr. General Manager.

The Manufacturing and Services (M&S) unit oversees the management of the Concrete Sleeper Factories, Locomotive and Carriage Factories. The Welfare & Special Initiative Unit manages all Railways owned Schools, Hospitals and Director Stores and Purchase besides monitoring and execution of projects.

Pakistan Railway comprises of seven territorial operating divisions i.e. Peshawar, Rawalpindi, Lahore, Multan, Sukkur, Karachi & Quetta, besides Workshops Division at Moghalpura Lahore and an administrative division at Headquarters office Lahore. The territorial operating and Workshops Divisions are each headed by a Divisional Superintendent, who is directly under the control of Chief Executive Officer/Sr. General Manager. The Divisional Superintendents are assisted by the Divisional and Assistant Officers of their respective Departments i.e. Civil, Mechanical, Electrical, Signal and Telecommunications Engineering, Medical, Transportation & Commercial etc.

In addition to that, Pakistan Railways has its own set up of Railway Police headed by an Inspector General /PRP, Accounts Department headed by FA&CAO, Internal Audit Department headed by Chief Internal Audit, Information Technology Department, Personnel Branch and Stores/Purchase Department. According to Railways Organogram, all these officers report to CEO/ Sr. General Manager. So we should not include it. Cut this part.

CHAPTER-I

Operating Unit

A. Infrastructure:

The Infrastructure unit is headed by the Additional General Manager/ Infrastructure/AGM/I who is assisted by the following head of departments.

1. Chief Engineer Open Line.
2. Chief Engineer (Survey & Construction)
3. Chief Engineer Design.
4. Director Property & Land.
5. Chief Engineer Signal.
6. Chief Engineer Telecommunication.
7. Directorate of Information Technology.
8. Managing Director / Stations.

I. Civil Engineering Department:

1. On 13th May 1861, the first Railway line was opened between Karachi and Kotri with a total distance of 169 kms. At present the route kilometer is 7791 km & running track kilometer is 9195 km. 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 smooth 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	=	9195 Kms

* Total track length	=11881	Kms.
* Bridges	=13959	Nos.
* Level Crossings	=3389	Nos.
* Un-manned Level Crossings	=1875	Nos.
* Manned Level Crossings	=1514	Nos.
* Land	=167,690	Acres.

4. Track Classification:

The Classification of track on Pakistan Railways is as under:-

Description	Max. speed (Km/h)	Length (Kms)
Primary-A	110/105	4771
Primary-B	95	3388
Secondary	75	1336
Tertiary	65	1997
Meter Gauge	55	389
Total	-	11881

5. Level Crossings:

Efforts are underway to eliminate at grade crossings as a policy. However, in order to avoid accidents at Un-manned level Crossings, these level crossings are being converted into Manned Level Crossings, as an interim measure, subject to availability of financial resources. The matter of conversion of unmanned level crossings into manned level crossings is being persuaded vigorously with the provincial governments. Seventeen (17) unmanned level crossings have been up-graded into Manned Level Crossing during 2017-18 whereas another one hundred and fifty (150) unmanned level crossings have also been planned for up-gradation into manned level crossing. The Province Government of Punjab deposited an amount of Rs. 70.00 Million during the current financial year 2018-19 for up-gradation of the 67 Nos. unmanned Level Crossings into manned in Phase-I moreover, the Sindh Government deposited an amount of Rs. 103 Million for up-gradation of 17 nos. into manned in first phase-I level Crossing of permanently closed sections have been deleted.

6. Repair & Maintenance:

a) Track

During the year 2017-2018, an amount of Rs. 2040.000 millions was allocated for procurement of track material against the actual requirements of Rs.3988.117 millions, so essential and un-avoidable track material could only be procured for replacement of un-serviceable/worn out rails, sleepers and fastenings etc, to keep the track fit for safe train operation.

b) Buildings:

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 324 officers Residences. Service buildings include Stations, Schools, Hospitals, Offices, Stores/Sheds, Workshops, Rest Houses and running rooms etc, which have an area of 25.807 millions Sft.

c) Bridges:

At present, there are 13,959 Bridges on Pakistan Railways network, out of which, 3001 Bridges are on closed sections and remaining are on operational sections. Most of the bridges over Pakistan Railways network are more than 100 year old. According to State Railway Code, the life of masonry substructure of bridges is supposed as 100 years, while for superstructure (steel bridges) is supposed as 60 years. Accordingly, almost 86% bridge have completed their designed life. However, the bridges are safe for the train operation due to effective maintenance.

281 bridges were identified in acute distress, requiring immediate action for rehabilitation, therefore, these bridges were included in different projects. The rehabilitation works on 210 bridges have been completed and remaining will be completed at the end of financial year 2018-2019.

In addition to above, the following works have also been completed during the year 2017-2018.

04 Nos. Bridges rehabilitated through chemical compound treatment instead of dismantling and reconstructing new one.

Painting work of 14 No. bridges (Major/Minor) completed.
Special repair of 8 No. bridges/Towers completed.
Painting of Foot over bridges=5. No. as well as painting of platform shelters= 5 Nos Completed.
02 Nos bridges newly reconstructed.
Work on 4 No. Tube Wells completed.

Objectives.

- * Proper inspection of bridges for safe train operation.
- * Ensuring rehabilitation of weak bridges as per safety standards.
- * To remove speed restrictions over weak bridges after rehabilitation.

II. Track Branch of Civil Engineering Department:

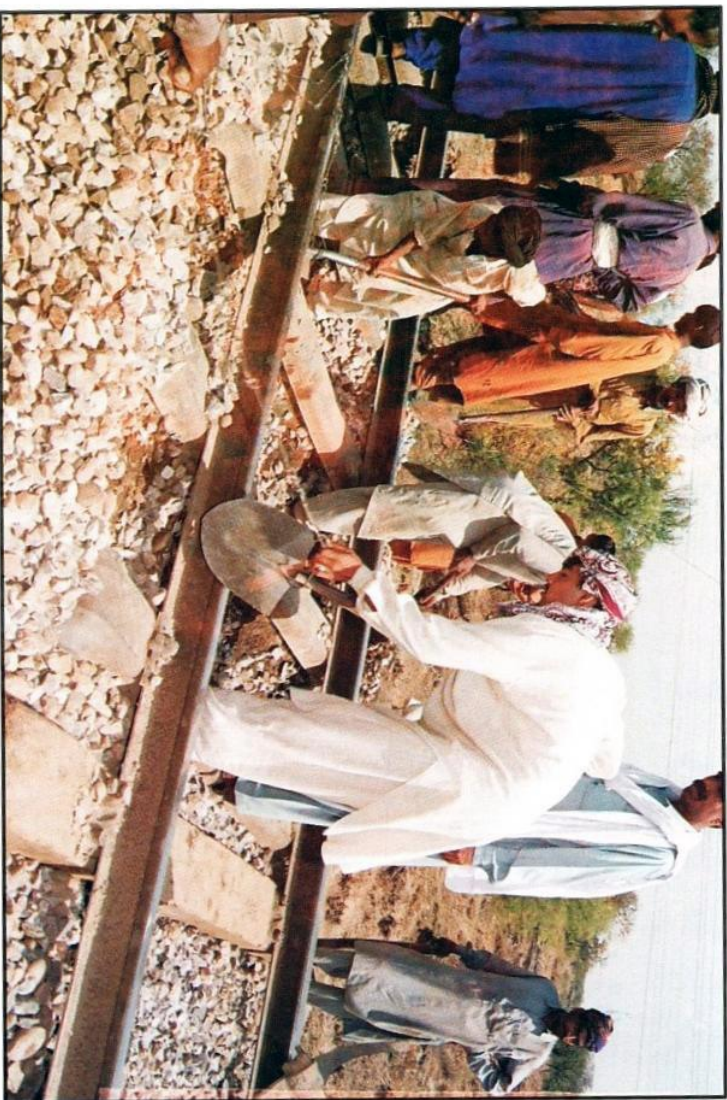
A. Current Activities of XEN/Track Department (Extra Division).

1. Welding Cell

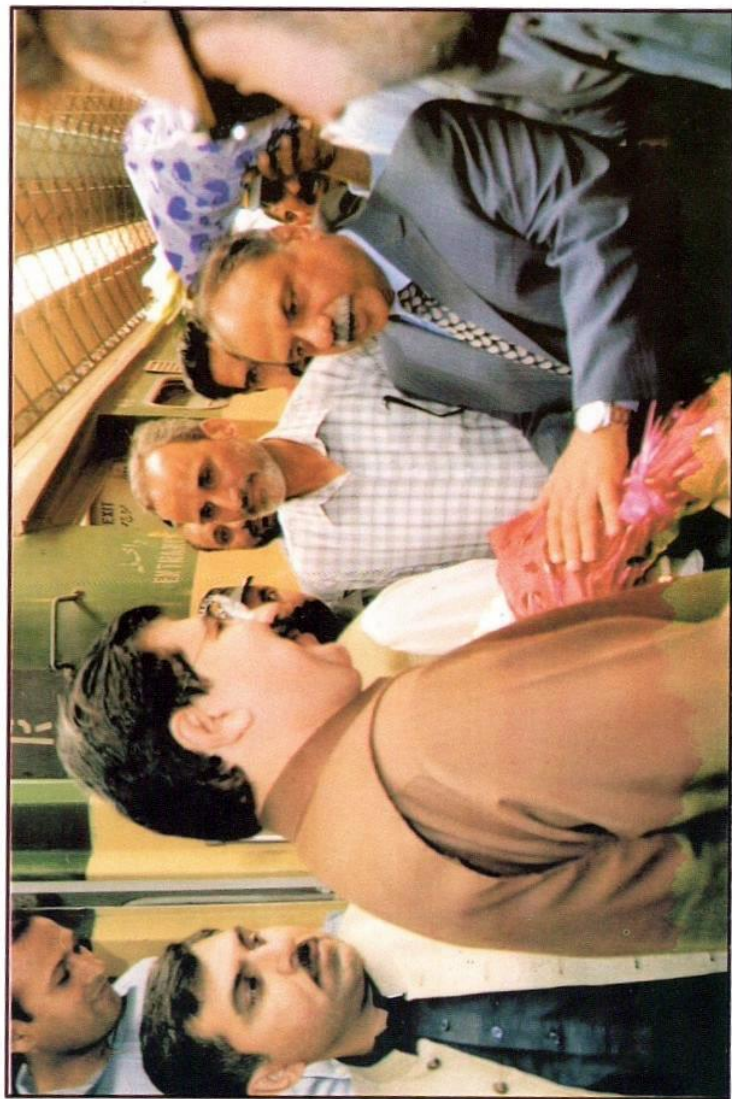
It is headed by STD/Welding and controlled by AEN/ Welding. Welding cell is responsible for welding of rail joints over the system. During financial year 2017-2018, 7947 No rail joints were welded over the network.

2. Ultrasonic Flaw Detection Cell

It is headed by STD/Inspection and controlled by AEN/ Track. Inspection cell is responsible for ultrasonic inspection of rails and points & crossing over the system .



A view of Railways gang man's working on track.



Chairman Railways Muhammad Javed Anwar presenting bouquet to Mr. Muhammad Sadiq Sanjrani Chairman Senate of Pakistan at Lahore Railways Station

Current Activities of Track Supply Division (Extra Division):

Presently, Track Supply Office is working on the preparation of procurement plan for the financial year 2017-18 for procurement track maintenance items.

Current Activities

Currently, Track Supply Office is managing supplies being submitted by Divisions for ordinary Track maintenance.

Facts & Figures

During Financial year 2017-18, TSO's office supplied material for track maintenance to Operating Divisions to the tune of Rs. 1385.00 Million & to various PSDP projects costing Rs. 323.00 million.

Future Plan & Projects

Streamline the demand and supply position to avoid deferred track maintenance anticipating the expected enhanced freight traffic commensurating demand of different projects & up-gradation yards as per requirement of on going signal projects.

1. Achievements Made during Financial Year 2017-18:

- * Arranged material for KWL-LON section (via chord) for converting 90-R Points & Crossings into 100 RE and work completed.
- * Arranged The P-way material for Duniyapur, Jangle Mariala & Jahania stations loop lines regarding increasing the looping capacity.
- * Arranged material for remodeling of Bin Qasim Yard
- * Arranged material for rehabilitation of Port Qasim-Bin Qasim section.
- * Arranged material for Pipri Marshalling Yard & Loco Shed KC
- * Arranging material for restoration of Jand-Kohat section.

- * Arranged material for RFD, RR&T, TR-I & II, PD-87-Kms, PRFTC and Dry Ports projects .
- * Arranged and supplied 100 RE rails for SUK & KC divisions for replacing ultrasonic detected rails.
- * Arranged sleepers/timbers for gantry crane and 400 Nos. new rails for carriage shop at Workshops division, Moghalpura.
- * Arranged P-way material i.e. rails, sleepers, and other fittings for new loco shed, Lahore.
- * Utilized 99.98% budget for procurement of P-way material against Revenue.
- * Up-gradation of 70% Turnouts from 90 R to 100 RE in the section of PWI/KUZ in connection with speed raising.
- * Distribution of SS P-way material released from different on-going projects and their utilization in different sections for their supplement.
- * During Financial year 2017-18, TSO's office supplied material for track maintenance to operating divisions to the tune of Rs. 1385.000 Million & to various PSDP projects costing Rs. 323.000 Million.

1. Achievements:

- * Arranged P-way material for KWL-LON section (via chord) for converting 90-R Points & Crossings into 100 RE and work completed.
- * Arranged P-way material for Duniyapur, Jangle Mariala & Jahania stations loop lines regarding increasing the looping capacity.
- * Arranged P-way material for remodeling of Bin Qasim Yard and rehabilitation of Port Qasim-Bin Qasim section.

- * Arranged P-way material for Pipri Marshalling Yard & Loco Shed at Karachi Cantt..
- * Arranged P-way material for restoration of Jand-Kohat section.
- * Arranged P-way material for various PSDP projects including RFD, RR&T, TR-I & II, 87-Kms, Dry Ports and for projects undertaken by PRFTC as well,
- * Arranged and supplied 100 RE rails for SUK & KC divisions for replacing ultrasonic detected rails.
- * Arranged sleepers/timbers for gantry crane and 400 Nos. new rails for carriage shop at Workshops division, Moghalpura.
- * Arranged P-way material i-e rails, sleepers and other fittings for new loco shed, Lahore.
- * Utilized 99.98% budget for procurement of P-way material against Revenue.
- * Up-gradation of 70% Turnouts from 90 R to 100 RE in the section of PWI/KUZ in connection with speed raising.
- * Distribution of Serviceable P-way material released from different on-going projects and their utilization in different sections for their supplement.

Future Plans & Projects:

It is planned to streamline the demand and supply position to avoid deferred track maintenance and to anticipate the expected enhanced freight traffic commensurating demand of different projects & up-gradation yards as per requirement of ongoing signal projects.

Current Activities of SME/TM Department (Extra Division):

During the year 2017-2018, 5659.96 kms Track has been maintained by Track Machines over the system.

1. Achievements:

2 Track Machines DU 3082 and. DU-3083 overhauled during 2017-18.

Dualization of Track Projects :

A. On Going Projects:

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

The entire dualized track from KWL to RND (246 Km), as per existing approved PC-I, after inspection of FGIR stands opened for public traffic since 26-11-2015. The work of up-gradation of Okara, Sahiwal & Khanewal Railway Station Buildings and remodeling of Khanewal yard, as provided in the re-revised PC-I costing to Rs. 14261.00 million approved by ECNEC on 06-10-2017 is in progress. Cumulative physical progress for up-gradation of OKR & SWAL Railway Station Buildings achieved Up to financial year 2017-2018 is 99% & 46% respectively.

2. Doubling of Track from Shahdara Bagh to Lalamusa.

- * Total Length 126 Km.
- * Total Cost Rs.13593 Million.
- * Completion period 03 years.
- * PC-I Approved in May 2011 from Executive Committee of National Economic Council (ECNEC).
- * This project has since been included in the up-gradation of ML-I under China pakistan Economic Corridor (CPEC) frame work.

B. Future Project.

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).

- * This project stands kept on the backburner for the time being 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.

Survey and Construction of Civil Engineering:

A. Feasibility Studies Completed:

Feasibility Study of the following Projects were initiated during 2017-2018 and is likely to be completed in 2018-2019.

- (i) Feasibility study for rail link from Gwadar to Besima to Jacobabad via khuzdar (1048 Kms).
- (ii) Up-gradation / feasibility studies / up-gradation of existing Railway line from Rohri to Kohi-Taftan via Quetta including the realignment of Sibi - Spensadn Section (1022 Kms) & feasibility study of rail link Quetta to Kotla Jam (538 Kms)- ML-III.
- (iii) Feasibility Study for up-gradation/Rehabilitation of Khanewal-Shorkot-Chak jhumra-Sangla Hill- Wazirabad (324 Kms).
- (iv) Feasibility Study for up-gradation/Rehabilitation of Shahdara Bagh - Sangla Hill & Chak Jhumra- Shahinabad-Sargodha-Malakwal - Lalamusa section (324 Kms).

B. Infrastructure Projects in Progress:

The work in connection with construction of Staff quarters at Karachi, Lahore and Narowal are in Progress. The average progress achieved is 85% for the period ending 30-06-2018.

III. Design Branch of Civil Engineering Department:

A. Background & Current Activities:

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 to by Chief Engineer, 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 skill 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 Concrete 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/public/private departments outside Pakistan Railways such as NHA, Provisional Highways, LDA, C&W, Housing Societies etc, 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 Doubling of Track, Rehabilitation of Flood Damages, Coal Traffic for Jamshoro Power Project, Track Rehabilitation etc.
- v. Adoption of latest Codes and Standards like AREMA, AASHTO, ACI, for safe and sound design of structures. The state of the art Soft-ware i.e. STAAD Pro., SAP-2000, ETABS, & 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 and services provided during the period from 01-07-2017 to 30-06-2018 is given as under:

♦ Design of Headquarter Division buildings, Lahore	3 Nos.
♦ Design of bridges referred by Bridge Branch	5 Nos.
♦ Design of bridges referred by RFD Project	4 Nos.
♦ Design of station building referred by MD/Stations	1 Nos.
♦ Design of bridges referred by CJP Project	2 Nos.
♦ Vetting of bridges referred by Bridge Branch	2 Nos.
♦ Technical coordination for various ongoing projects including feasibility studies, Dry Ports, Shed Buildings, Station Buildings Boundary Walls, Drains etc. with concerned Railway Divisions, Project Offices and Design Consultants.	

IV. Directorate of Property And Land:

1. Mission Statement:

To manage land assets of Pakistan Railways, generate revenue through Remedial Management and complement Pakistan Railways operational growth requirements as envisaged in its strategic plan.

2. Vision:

To be the leading assets management organization and driver for change in Pakistan Railways.

3. Current Activities:

Commercial Exploitation of Railway Land.

- ♦ While fixing the earning targets through leasing/licensing of land, Railway Divisions identify surplus land parcels and exploit the same to its optimum commercial potential as per the suitability of the site.
- ♦ Commercial exploitation of prime locations for constructions of Rail market/shops through Railway subsidiary companies to generate more revenue has been initiated.
- ♦ The construction work on most of the sites made available, has completed and hand-some revenue has been generated through marketing of these project in a transparent manner in the interest of Railway.

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. Remedial Management Policy for regularization of unauthorized constructed commercial structures on Railway land was introduced and 61467 sft Railway land has been regularized and revenue on account premium/rental charges are also being received regularly in Railway account. Policy regarding basement has also been introduced to generate the revenue.

4. Facts & Figures:

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

Province	Area of Land(acres)
Punjab	90,326
Sind	39,428
Balochistan	28,228
Khyber pakhtun khwa	9,708
Total	167,690

- a) As a result of successful anti encroachment operations, Pakistan Railways managed to retrieve/ regularize **3840.594 acres** land from encroachers since 1st February 2012 with the assistance of Railway Police & District Administration.
- b) Anti-encroachment operation of Railway land from encroachers is in progress all over the Railway network and **248.611 acre** Railway land was retrieved during the financial year 2017-18 as detailed below and this retrieved land is planned to be utilized through short term leasing in a transparent manner

Kind of Ench:	PSC	RWP	LHR	MGPR	MUL	SUK	KYC	QTA	Total
(Comm:	1.760	2.393	0.00	0.00	13.457	11.260	0.790	1.170	30.830
Residtl:	2.120	0.393	0.00	0.00	6.164	9.280	1.345	1.387	20.689
Agri:	0.00	0.036	0.00	0.00	110.220	86.830	0.00	0.006	197.092
Total:-	3.88	2.822	0.00	0.00	129.841	107.37	2.135	2.563	248.611

5. Future Plans & Projects.

A project for computerization of Railway land record has been initiated and Memorandum of understanding (MoU) was signed between General Manager/Operations Railway

and Chief Executive, Punjab Urban 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 will not only result in complete computerization of land record of Pakistan Railways but will also facilitate the common user to identify the desired Railway land Parcels on his computer on Google Earth. This will surely be a landmark in the achievements of land Directorate and will be helpful in Resolving the issues of title of land, encroachments and to plan the leasing for revenue generation.

6. Achievements in Year 2017-2018:

- ♦ Pakistan Railways managed to generate a revenue of Rs. 1461.29 million during the financial year 2017-2018. through short term leasing
- ♦ The bill receivable amounting Rs. 160.343 million against Food Department Punjab and Rs.30.246 million against Oil Companies (Shell, PSO & Caltex) till 30-06-2018 has been recovered and efforts are being made to recover remaining amounts against Food Department Punjab and Oil companies.
- ♦ 248.611 acres Railway land has been retrieved from all over the Railway network during 2017-2018.

V. Signal Engineering Department:

Mission Statement.:

The Signal Engineering department is ambitious for the planning, design construction and maintenance of signaling, interlocking and block (line clear) systems..

Vision:

Signaling systems are essentially required for efficient and safe train operation. At present most of the stations are equipped with mechanical type signaling while modern signaling system such as all relay interlocking. Automatic block signaling & Centralized Traffic Control are also provided at certain stations.

Current Activities, Facts & Figures, Future Plans & Projects & Achievements:-

There are 123 stations equipped with non-interlocked, mechanical signaling, 185 stations with standards-I, 20 stations with Standards-II and 214, stations with Standard-III mechanical signaling whereas 40 stations are equipped with all relay interlocking and 41 stations equipped with CBI system. The auto block signaling is provided on 421 Kms of double line section between Landhi-Hyderabad, Gilawala & Shujabad Shujabad - Sher Shah, Sher Shah-Multan, Multan -Piran Ghaib, Piran Ghaib-Riazabad, Kissan-Renal Khurd- Habibabad-pattoki, Pattoki-Changa Managa & Centralized Traffic Control on 24 KM section between karachi Cantt and Landhi section.

It has been planned to replace the old and obsolete signaling system with modern systems on the entire network in phases. In the first phase, 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



Anti-encroachment drive at Railways land.

160 km/hr. Auto train protection systems shall also be provided and the train will stop automatically in case the driver does not apply brakes while approaching the RED signal. The work is in progress.

Another project has been approved to provide Computer Based Interlocking at 23 stations from Mirpur Mathelo-Shahdarpur section and Bin Qasim station which were burnt and damaged on 27th December, 2007 after the assassination of Mohtarma Benazir Bhutto. This work has been taken in hand and is in progress. The restoration work at twenty one stations and auto block system on Bin Qasim-Hyderabad section has been completed and opened except Bin Qasim station.

- i) PC-I for the provision of Computer Based Interlocking System (CBI) to replace the existing old obsolete Signal & Telecommunication system on Lodhran-Kotri has been sanctioned by ECNEC and now has been made the part of CPEC.
- ii) Similarly, PC-I for the provision of Computer Based Interlocking System (CBI) 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 and now has been made the part of CPEC.

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



Newly installed signal system at Lahore Railway Station.

Project Director Signaling(LON-SDR):

Mission Statement.:

To replace the old mechanical and obsolete signaling system with the modern Computer Based Interlocking System strengthening safety of travelling public as well as increasing speed on LON-SDR main line section of Pakistan Railways without compromising of quality of work.

Vision:

To ensure compatibility of signalling system of Pakistan Railways with the modernized system world over.

Achievements:-

The project for replacement of old & obsolete signal gear from Lodhran-Multan-Khanewal-Shahdara Bagh main line section of Railway for providing modernized Computer Based Interlocking System (CBI), Auto Block System (ABS) and Automatic Train Protection (ATP) was approved by ECNEC at a total cost of Rs. 10720.382 million with FEC 7988.969 million. It comprised of two parts. Lodhran-Multan-Khanewal was named as Signal I and Khanewal-Shahdara Bagh as Signal II. It was initially financed out of US\$ 140.000 million IDB loan which was closed on 15-05-2015 GOP decided to carry out balance work out of PSDP for which fresh LCs had to be opened. The opening of LCs was finalized on 23/24-06-2016 where after the normal imports resumed accordingly. Meanwhile due to escalation in Dollar unit rate and additional P. Way works followed by requirement of Coal Power Plant Qadirabad at YSW, the 1st & 2nd Revision of PC-I for Rs. 17464.176 million with FEC Rs. 12067.893/18346.600 with FEC 12936.375 million was approved by ECNEC on 13-05-2015 and 18-04-2018 respectively. The work is at the advanced stage and following targets have been achieved during 2017-2018.

Description	Achievement During 2017-18
Up-gradation Signalling system at stations	6
Buildings	4
Level Crossings	26
Auto Block (Cable lying)	111
ATP & Cab-Signalling	(46 DE locos)
Installation	19%

Future Plan: The project will be completed upto 30-06-2019.

Project Director Signal Rehab:

S No.	Description	Remarks
1.	Mission Statement	Rehabilitation of Assets damaged during Riots of Dec, 2007, consists of four work i.e. 1. Repair of 15 DE Locomotive 2. Repair of 87 Damaged Coaches 3. Repair of 65 Stations Building & 7 06 Track Machines 4.(i) Rehabilitation of Signalling System on 23 stations with Modern CBI system (22 stations in Sukkur Division (BCR-MRP) & 01 station BQM (Karachi Division) 4.(ii) Auto block & interlocking system on 4 stations (Karachi Division) Vision:
2.	Vision & Organization Chart	The object of the Project is to Rehabilitate, rebuild & refurbish the damaged assets so as to bring the railway infrastructure and operations at the level of 26th Dec, 2007 i.e. before the damages. The benefit on completion of project is to rehabilitation, re-build and refurbish the damaged assets by adopting Modern/ Sophisticated Technology of CBI system for efficient train operation. The line capacity & safety will also enhance. Full operation of CBI system will help in increasing of sectional speed to 160 KM and saving of time also. Organization Chart (copy attach)
3.	Current Activities	1. Upgradation of Bin Qasim station with Modern CBI system. 2. Remodeling of Padidan Yard station. 3. Remaining civil work between Bucheri-Mir Pur Mathelo 4. Supervision of Maintenance.
4.	Facts and Figures	1. (i)Original cost Rs. 7855.953 (M) 1.(ii) Revised project cost Rs. 10461.104 (M) 2. Cumulative Expenditure upto 30-06-2018= Rs. 8615.068(M)
5.	Future Plans	Remarks as per Column # 3.
6.	Achievement made	1. 15 DE Burnt Locomotives (completed 100%) (under CME/Mech) 2. 87 Coaches completed (progress 100%) (under CME/C&W) 3. 65 station building and 06 track machines (completed 100%)(under CEN/Open line) 4. (i) 22 station completed with CBI system and put into commercial operation. Upgradation of remaining 01 station (Bin Qasim) with CBI system & remodeling of Padidan yard station will be completed to end of the December 2018.
7.	Statement showing number of staff as on 30th June, 2018 Scale wise	Statement duly vetted by the Accounts Officer/Project is attached.

TRACK REHABILITATION PROJECT (KHANPUR-LODHAN SECTION)

Track Rehabilitation Project (Khanpur-Lodhran Section)					
Physical Progress:					
S. No.	Description	Targets (as per PC-I)	Achieve upto 30-6-2017	Achieve during FY 2017-18.	Cumulative Achieve 30-06-2018
1	Complete Track Renewal with 54-KG Rails and Vossloh Fastening (Up & Dn Line)	249 Kms	58.75 Kms	38.65 Kms	151.60 Kms
2	Rail Renewal	38 Kms	38 Kms	..	38 Kms
3	Improvement of Level Crossings	48 Nos.	20 Nos.	08 Nos	28 Nos.
4	Repair of Service Buildings	12 Nos.	..	01 No.	01 Nos.
5	Rehabilitation of Bridges	14 Nos.	08 Nos.	02 Nos.	10 Nos.
Financial Progress:					
<i>(Figures in Million)</i>					
Description		Local	FEC	Total	
Cost of Approved PC-I		3948.882	5029.775	8977.657	
Cumulative Expenditure upto 30-06-2017		3096.146	1787.391	4883.537	
Allocation for the year 2017-18		1900.000	0	1900.000	
Expenditure during the Year 2017-18 (upto 30-06-2018)		766.573	914.924	1681.497	
Cumulative Expenditure upto 30-06-2018		3862.719	2702.315	6565.033	

VI. TELECOMMUNICATION ENGINEERING DEPARTMENT:**Mission Statement.:**

To provide safe, reliable, secure and independent Telecom facilities to Pakistan Railways officers, officials and staff to facilitate the train working and to provide train control for safe and efficient train operation.

Telecommunication:

- 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 kilometers.
- 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 209 stations, for on 303 locomotives provides communication between ASM & Train Drivers. HF Radio uses single channel for long distance and also coded messages.
- iv) 120 Electric & 01 Electro Mechanical type Exchanges are providing services to 27000 users on Pakistan Railways.
- v) Telecommunication facilities available on Pakistan Railways till date are as under:-

Telecommunication Facilities:

1. Telephone Exchange		
No. of Lines in use/ Telephone		2700 Nos.
2. Microwave Radio		
i) Sites		38 Nos.
ii) Route Km covered		1850 Km
3. UHF Radio		
i) Sites		228 Nos.
ii) Route Km covered		2700 Km

4. VHF Radio
 - i) Base Station 575 Nos.
 - ii) Locomotives equipped with VHF Radio 458 Nos.
 - iii) Walkie Talkie Radio sets 1570 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. 2515 Km
8. Alternate routes of conventional control system are working on carrier channels hired from PTCL. 174 Km
9. Hotlines between Central Control, Headquarters Office Lahore and Divisional Control Offices are in operation. 15 No.

Future Plans:

Pakistan Railways intends to replace its existing telecom system with latest fiber optics based VOIP technology along with laying of Fiber Optics cable along the track and LTE-R for Mobile Communication system. For this, three different feasibility studies have already been carried out under CEPC (China Pak Economic Corridor) which include ML-1 (Peshawar-Karachi) ML-2 (Kotri-Attock City) and (Shahdara-Narowal-Sialkot-Wazirabad

& Narowal-Chak Amru) sections. Furthermore for short term basis a PC-I for replacement of VHF communication system for operational has been approved & is tender phase, which includes the provision of digital VHF, Digital Mobile Radio (DMR) communication between control office, Station Master. Train driver and at manned L-Xing gates, on ML-1(Peshawar to Karachi) and Khanewal-Lodhran via chord including Khanewal-Shorkot-Faisalabad-Shahdara Bagh and Wazirabad-Sangla Hill sections.

VII. Directorate of Information Technology:

A. ACHIVEMENTS

1. DEVELOPMENT OF E-TICKETING SYSTEM

It was decided by the management of Pakistan Railways to develop E-Ticketing system on latest technology indigenously. In order to implement this idea, Pakistan Railways hired IT professionals from the market and developed the software, which is at present deployed and in operation since 22-05-2016. The deployment of E-Ticketing project has not only placed this organization among the list of those organizations which have implemented latest technology.

2. NEW OFFICIAL WEBSITE FOR PAKISTAN RAILWAYS :

The Directorate of IT has developed new website in house in latest tools and techniques www.pakrail.gov.pk. This website is more informative, users friendly and is more secure from intrusion. The access to E-Ticketing portal is the main ingredient of new website.

3. ATTENDANCE MANAGEMENT SYSTEM VIA FACE RECOGNIZATION

- This system has since been introduced in IT Directorate for more than one and half year, which is performing successfully covering all management reports as well.

4. SMS ALERT SYSTEM:

SMS alert service for PR Passengers has been launched. All passengers receive welcome message when they get their tickets booked in Green Line Train. SMS delivery to the passengers after booking of seats through web based E-Ticketing System has been made mandatory, carrying all the information about reservation made through this system. Directorate of IT intends to start SMS alert service in all trains to facilitate all passengers in future.

5. CENTERLIZATION OF RESERVATION SYSTEM:

In the past, all reservation offices were working on distributed database environment. But at present all these reservation offices are linked with the centrally located data center at Pakistan Railways Headquarters Office, Lahore. In addition to the deployment of technology, the disaster and recovery site has also been established with the aim to make E-Ticketing system available to the public 24/7.

6. HELPDESK FOR E-TICKETING SYSTEM:

This office is providing assistance technical or procedural on phone to the customers of Pakistan Railways 24/7 in order to ease them in adopting the process of ordering E-Tickets. The users feedback about the operation of the E-Ticketing system has played vital role in eliminating pitfalls and making it user friendly from consumer point of view.

It has also been observed that with the passage of time more and more users are shifting to online e-Ticketing system and leaving the old conventional system.

7. INSTALLATION OF SAP IN RAILWAYS

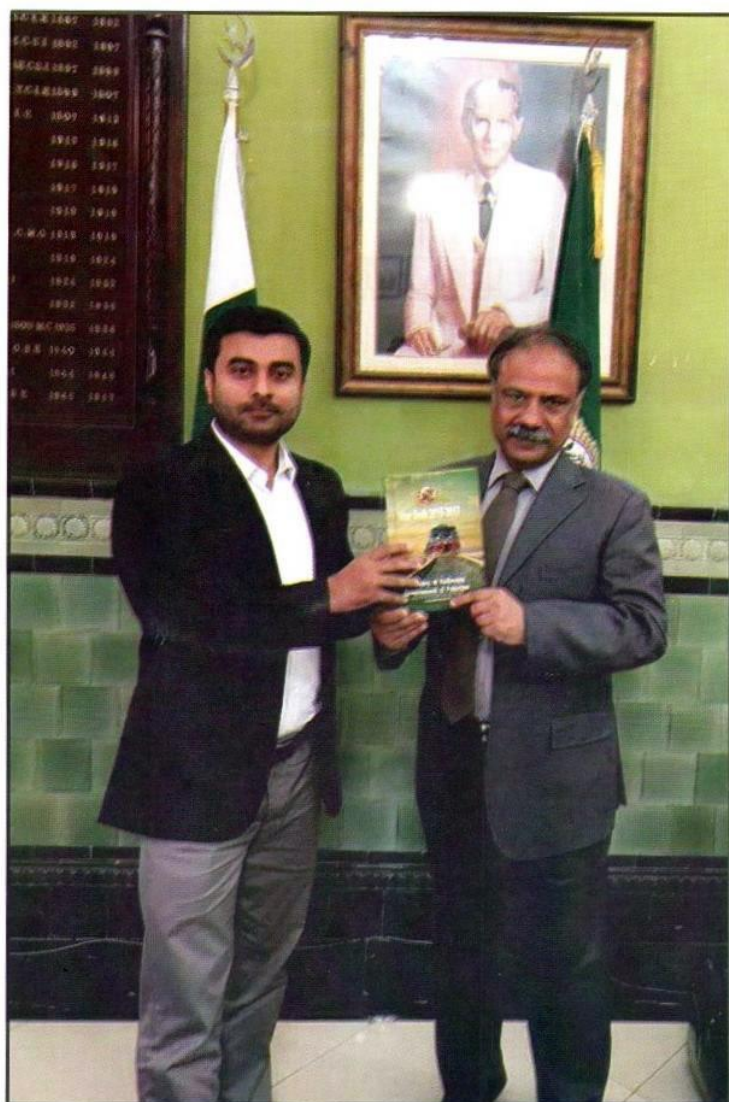
The deployment of ERP system has been introduced in Pakistan Railways in terms of SAP. At present pensioners module has been deployed successfully which is being extended to all over the divisions of Pakistan Railways. The Directorate of IT has connected all Divisions of PR with Data Center at Railway Headquarters Office, Lahore for the data entry of pensioners at divisional level as well. Tentatively, the data of 10,4000 pensioners have been entered into SAP System up till 30-07-2018.

8. UP GRADATION OF PAYROLL SYSTEM

Directorate of IT has upgraded payroll from distributed to centralized database environment. The new tools and techniques have now been used as Dot Net as front end and SQL database as backend. As a centralized database repository, this technology will not facilitate the management to get the picture regarding finance used in the head of payroll in all over Pakistan Railways network on monthly basis but also enable to generate reports of decision support system.

9. ELECTRIC BILLING SYSTEM

The Electric Residential Billing System has been made operational for Lahore and Workshop Divisions. At present, automated bills are being produced from the computers. The same system would be implemented soon in rest of the Divisions.



Director/ IT P. R. Mr. Fahad Rahman presenting the first published copy of Year Book 2016-17 to CEO/Sr. G.M. Mr. Muhammad Javed Anwar

10. MAINTANANCE OF SOCIAL SITES:

The Directorate is assisting Directorate of Public Relation in maintaining social sites regarding newspaper clips news alerts. The Directorate is also associating in replying frequently asked questions concerning E-Ticketing project at social sites.

11. MOBILE APPLICATION:

The Directorate of IT has developed and deployed ANDRIOD based mobile application and at present available to public to undergo reservations through mobiles.

12. JOURNALIST DATA MANAGEMENT SYSTEM:

I.T. Department has developed software application for Journalist Concession Card Management. All the related data for journalist concession card across Pakistan is managed by the Directorate of Public Relation. Software has been prepared and is linked with the centralized reservation center as well.

13. NETWORK MONITORING SYSTEM:

The NMS software has been deployed in the premises of Directorate of IT with the help of this system all network deployed all over the Pakistan Railways network is being monitored critically and in case of any disconnections the concerned service provider is taken up and pursued till the fault is removed. The efficiency of the network is being monitored through this system from audit perspective as well.

14. OPERATION OF DIRECTORATE OF IT:

Directorate of IT is now operational 24 x 7 as E-Ticketing and SAP Servers are now functioning round the clock for accessing

the system online through internet. Necessary arrangement for 24 x 7 operation has been made with the existing manpower of this Directorate.

15. INTERNET FACILITY IN PR HQ

Entire PR Headquarter Office is covered with internet service. Internet facility is also been provided at MOR via PR Headquarters office (as backup link). Internet bandwidth for HQ office has also been increased from 15 MB to 50 MB under controlled environment.

16. PROCUREMENT OF HARDWARE:

After the lapse of 13 years latest hardware available in the market has been procured and made operational which includes Servers, Desktop, Laptops, Printers, Line printers & UPSs etc. for reservation offices.

17. ESTABLISHMENT OF DISASTER RECOVERY (DR) SITE:

Directorate of IT has successfully established Disaster Recovery (DR) site at PTCL Data Center, Lahore. In case of disaster E-ticketing services will automatically be started transparently from DR Site.

18. UP GRADATION OF IT INFRASTRUCTURE:

Directorate of IT has upgraded the existing Wide Area Network infrastructure based on DXX links with MPLS Fiber optic/Wireless. Newly developed links are not only much faster in speed but also very cost effective. The existing system of video conferencing has also been replaced by MPLS.

19. DEVELOPMENT OF NETWORK MANAGEMENT SYSTEM:

Directorate of IT has deployed network management system, for the monitoring of networks pertaining to all Reservation / Divisional Reservation Offices across Pakistan. The Network Management System also intimate the status of networks at remote sites. This arrangement keeps track of up and down time of the network as well.

20. DEVELOPMENT OF EARNING MONITORING SYSTEM:

As the E – Ticketing System has now been deployed on the latest tools and techniques, in order to facilitate the management about the earning at the day end, train wise earning portal has been devised. This portal indicates complete information about the financial aspect from the commercial point of view and provide the live incremental financial position with respect to passenger earning.

21. CAPACITY BUILDING OF DIRECTORATE OF IT:

The Directorate is arranging training session for IT Staff from reputed IT firm free of cost. The first Training session with CISCO has been conducted successfully. The training session of Crystal Report writer has also been arranged for the officers of this office.

22. DEVELOPMENT OF PROMOTIONAL COURSES:

The Directorate of IT has prepared curriculum / promotional courses for promotion of IT Staff from BS-7 to BS-17. The onward promotions of staff would be conducted purely on merit under prevailing rules.

23. TECHNICAL SUPPORT IN DEVELOPMENT OF FIS /MIS PROJECT:

On the advice of the management, Directorate of IT is providing technical support to PMU regarding development of FIS/MIS project and automation of Land Record.

24. FILE TRANSFER SERVER FOR PUBLIC RELATION OFFICE:

The dedicated space in the server for the transferring of files directly to the newspaper, news agencies has been reserved for the office of director General Public which has created ease of work in their daily routine activities.

25. Digital Library:

In order to create a pace with the latest technology available in the field of information technology, the concept of creating digital library for the people within and out of the organization has been introduced. The manuals related to the commercial and civil engineering have already been digitized in the first phase. The rest of reading material pertaining to the rest of the departments will be made available on computers in the near future.

26. EMAIL SERVER:

The software for email exchange server has been installed in IT Directorate with the view point that emails being used previously from the web hosting company were bounced back as a result E-Ticketing clients of Pakistan Railways were not in a position to approach this office in case of complaints and claim of refund. In addition to the above facility the email addresses have also been issued to the officials of Pakistan Railways to communicate on official email within or out of the organization.

27. VIRTUALIZATION:

Server virtualization has proven itself to be a revolutionary technology solution for IT management, presenting capabilities that would never be possible within a physical infrastructure. The software has been installed and the benefits are being attained in the shape of Reduced hardware costs, faster server provisioning and deployment, greatly improves disaster recovery.saves significant energy costs and Increase staff productivity

28.FILE SHARING SERVER:

The use of Flash Drive is the major source of spreading out viruses in attached computers in a network. To eliminate the deadly repercussions of the viruses, the file sharing server has been introduced, where every user can share his files among multiple users.

29.WEB BASED STORE INVENTORY SYSTEM:

The office has developed this system and it is ready to deploy. The basic aim of this system is to facilitate the Railways management to locate any of the stock item available in any store within the premises of Pakistan Railways. The stock would be made available to any of the concerned consumer on emergency basis if it is available in any store of Pakistan Railways. This system would be used for the best utilization of the stock. The management reports would continuously been generated to keep management informed about the position of stock in each and every store extended over Pakistan Railways network. The usual need of the consumer will also be incorporated through this system and will monitor the leveling of the stock. At present the system has been deployed in few stores on trial basis. The system would be made operational very soon.

30. ISSUANCE OF DUPLICATE TICKETS:

Pakistan Railways is presently, deploying the issuance of duplicate sms in case the sms issued previously has been deleted accidentally. The passenger may also verify and can get the complete details of his seat/berth. This system may also facilitate concerned STE/Guard for the verification if needed at any stage.

31. AGREEMENT WITH UBL (OMNI), MOBILINK AND TELENOR FOR E-TICKETING:

Pakistan Railways has executed an agreement with above stated companies to facilitate the travelling public so that they may be able to get their seats reserved and can pay cash by using retailers and cash accounts. The passengers may use any of the service provider depending upon the availability of the retailer in their vicinity and within their premises as per his choice.

32. COURT CASE MANAGEMENT SYSTEM:

The Ministry of Railways has directed this office to develop the software for the court cases for all of the Pakistan Railways System. The software has now been developed and deployed in the premises of the consumers pertaining to all divisions. In the light of the present scenario, the legal department is being facilitated regarding information of all basic ingredients of each and every legal case and progress made so far.

B. PROJECTS IN PIPELINE:

1. TRAIN TRACKING AND VIDEO WALL IN CENTRAL CONTROL OFFICE:

The project of train tracking and installation of video wall is in progress, the same would be installed in the central control office at Headquarters Office Lahore. This system would track and map the location of trains at real time basis on the Railway track through GIS system. This is the latest technology and implemented where ever transport sector is involved in automation.

2. ON BOARD ISSUANCE OF TICKETS:

The system is at present in stage of testing and will be ready soon after completing all technical procedures. This system would facilitate STEs and Guards to issue ticket during the journey. In the real time basis the database at Headquarters Office will be updated as and when the ticket issued in running trains.

3. FILE MANAGEMENT SYSTEM:

The system is at present in development stage and will be ready soon after completing all technical formalities. This system would facilitate each and every department in tracking their official files. This system would eliminate the possibilities of missing practice in an office.

4. MOBILE APPLICATION FOR I PHONE:

As mobile application for ANDRIOD mobiles has already been introduced and presently is in production. On the same analogy mobile application for iPhone based upon IOS is being developed and now it is in final stage of development. It is expected that the same would be available to general public on iphones in the couple of months.

5. FUTURE UPGRADATION OF E-TICKETING PROJECT:

Directorate of IT would shortly implement the automation of PCT which at present is being prepared manually. The issuance of PCT via handheld devices or Computers would not only evaluate the performance of each station earning wise but will also play active role in eliminating malpractices.

C. FUTURE VISION / PROJECTS:

1. COORDINATION IN CREATING IT ENVIRONMENT IN CPEC FROM RAILWAYS SIDE:

This office is coordinating with CPEC management committee and providing necessary support wherever IT projects and creation of IT environment in CPEC perspective is discussed. This office is regularly attending the meetings and lending its services whenever IT and automation matters are discussed from Railways perceptive.

2. ESTABLISHMENT OF DATA CENTER

Pakistan Railways need to establish Data center on latest techniques for the placement of Servers like Web server, email server, SAP Servers, FIS/MIS Servers, E-ticketing servers etc. in a secure mode as per industrial standards.

3. PAKISTAN RAILWAYS EMPLOYEE CARDS THROUGH NADRA

Employee cards are being redesigned with the collaboration of NADRA, Islamabad. Number of meetings have been conducted by the nominated team of Pakistan Railways with NADRA concerned personnel.

5. IMPLEMENTATION OF IP TELEPHONE

Directorate of IT intends to implement IP Telephones across Pakistan Railways by using existing infrastructure of the organization.

6. CARD PASSES AND CONCESSION VOUCHERS

All data related to Card Passes and Concession Vouchers will be managed centrally and access would be extended to the concerned user for proper management.

7. ESTABLISHMENT OF CALL CENTER

Pakistan Railways needs to establish Call Center to facilitate the passengers not only to provide the information about train related issues but also to improve Railways business in the light of suggestions.

8. ESTABLISHMENT OF CENTRALIZED CONTROL ROOM

Pakistan Railways intends to establishment centralized control room for the monitoring of all trains across Pakistan. Tracking devices will be installed on all locomotives and a video wall will be mounted in Central Control Room to witness the performance of each train in terms of various parameters on real time basis.

9. INSTALLATION OF BIO-MATRIC SYSTEM

Bio-Matric attendance system will be installed in PR HQ and DS offices to make sure the accurate attendance of all employees. The leave record and salaries will also connect with Bio-Matric attendance system.

10. AUTOMATION OF FREIGHT TRAINS OPERATION

After successful implementation of the new reservation system, I.T department has planned to automate and provide the booking facility for freight trains as well. All operations which are being conducted manually at present would be automated.

VIII. MANAGING DIRECTOR / STATIONS:

The work of up-gradation of Railway Station Sahiwal and Okara as well as 8 Railway Stations (5 against PC-I of Major Stations and 3 against PC-I to Attract Sikh Tourism) have been commenced during the last four years through various projects. Physical and financial progress of under construction/Renovation Railway Stations as on 30-06-2018 is attached herewith as Annexure-A.

As regards, statement showing scale wise number of Officer/staff as on 30-06-2018, the same is enclosed herewith as Annexure-B please.

As regards, statement showing scale wise number of Officer/staff as on 30-06-2018, the same is enclosed herewith as Annexure-B please.

PHYSICAL AND FINANCIAL PROGRESS

Client Pakistan Railway

Consultant M/s NESPAK

S. No.	PARTICULARS	PC-1 Attract Sikh Tourism Cost 659.958 Million dt: 02-12-15, R-Cost 1093.113 dt: 04-12-17.			DOT-II Project R-Cost Rs. 14261 M dt: 11-4-2017	
		Narowal	Nankana	Hassan Abdal	Okara	Sahiwal
		1	2	3	4	5
1	Approved PC-I Cost	360 M	157.318 M	81.788 M	10 M	10 M
2	Tender Cost	359.869 M	170.387 M	253.194 M	279.814 M	210.828 M
3	Tender Opening	22-10-2015	14-04-2016	05-10-2016	22-02-2015	28-01-2016
4	Approved Bidder	M/s Railcop	M/s Evershine Constructors	M/s HMS Enterprises	M/s NLC	M/s Evershine Constructors
5	Approved Cost	359.869 M	157.988 M	250.725 M	279.814 M	210.828 M
6	Agreement No & Date	No. 9(S&C) 15-16 dt: 19-2-16	No. 22(S&C) 15-16 dt: 27-6-16	No. 7(S&C) 16-17 dt: 17-4-17	No. 10(S&C) 15-16 dt: 29-2-16	No. 16(S&C) 15-16 dt: 2-4-16
7	Covered Area	60000 Sft	36368 Sft	27209 Sft	45000 Sft	28000 Sft
8	Total Floor of Building	Ground & 1st Floor	Ground & 1st Floor	Ground & 1st Floor	Ground & 1st Floor	Ground & 1st Floor
9	Date of Commencement	29-02-2016	10-10-2016	10-04-2017	25-03-2016	27-03-2016
10	Completion Period	18 Months (546 days)	12 Months (364days)	15 Months (455 days)	18 Months (546 days)	18 Months (546 days)
11	Completion date	28-08-2017 Ext. 31-12-17	09-10-2017 Ext. 30-06-18	09-07-2018	24-03-2017 Ext. 15-11-17	26-09-2017 Ext. 26-01-18
12	Time Elapsed	870 Days (100)%	650 Days (100)%	477 Days (100)%	845 Days (100)%	842 Days (100)%
13	Physical Progress 30-6-18	93.00%	41.00%	14.07%	99.00%	49.20%
14	Physical Progress 31-7-18	95.25%	42.00%	14.14%	99.00%	51.00%
15	Physical Progress Defence	2.25%	1.00%	0.07%	0.00%	1.80%
16	Financial Progress (Mob. Adv+ IPC's Up dt: 30-6-18)	71.32% (0+256.67) = 256.67 M	24.24% (0+46.49) = 29.43 M	17.86% (33.43+5.92) = 39.35 M	99.76% (0+279.152) = 279.15 M	39.87% (10.23+73.84) = 84.07 M
17	Expected Completion Period	30-08-2018	31-12-2018	31-12-2018		30-08-2018

OF PROJECTS FOR UP-GRADATION OF STATIONS

Dated: 31-07-2018

PC-1 Major Stations
Cost 846 Million dt: 31-03-15, R-Cost 1297.46 dt: 08-02-2018.

Bahawal Pur	Gujranwala City	Gujranwala Main	Bahawal Pur	Lahore TD Office
7	7	8	9	10
92.26 M	97.73 M	45.00 M	60.90 M	--
278.401 M	193.083 M	54.93 M	154.537 M	61.08 M
22-03-2016	18-06-2016	13-12-2017	27-06-2016	27-02-2017
M/s NLC	M/s NLC	M/s T.A Builder	M/s NLC	M/s IFCO & Co
278.401 M	193.083 M	54.93 M	150.09 M	54.53 M
No. 17(S&C) 15-16 dt: 1-6-16	No. 1(S&C) 16-17 dt: 05-09-16	No. 15/GRW/ Station /MD/STN dt: 01-03-18	No. 06(S&C) 15-16 dt: 28-12-16	
43000 Sft	39361 Sft		20000 Sft	18500 Sft
Basement Ground & 1st Floor	Basement Ground & 1st Floor	Ground Floor	Ground & 1st Floor	Ground 1st & Floor
08-06-2016	15-10-2016	15-02-2018	15-11-2016	30-06-2017
18 Months (546 days)	15 Months (455 days)	06 Months (182 days)	15 Months (455 days)	8.86 Months (266 days)
07-12-2017	14-01-2018	16-08-2018	14-02-2018	23-03-2018
772 Days (100)%		163 Days (100)%	615 Days (100)%	390 Days (100)%
60.00%	0.00%	12.50%	87.00%	18.00%
61.00%	0.00%	20.00%	89.00%	18.50%
1.00%	0.00%	7.50%	2.00%	0.50%
33.93%	7.5%	9.14%	76.95%	10.17%
(0+94.47) = 94.47 M	(14.481+0) = 14.481 M	(0+5.021) = 5.021 M	(11.50+103.99) = 115.498 M	(0+5.55) = 5.55 M
31-12-2018	Stay Order	14-08-2018	30-08-2018	31-12-2018

B. Mechanical:

The Mechanical unit is headed by the Additional General Manager/Mechanical who is assisted by the following heads of department (Principal Officers) :-

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	1460	-	-	1460
2.	Brake Vans	217	-	-	217
3.	Other Vehicles	283	-	-	283

Achievements:

- i). A project of Rehabilitation of 400 coaches is in progress at CFI. 385 Coaches have been turned out for service up-till now.
- ii). A project of Rehabilitation of 87 burnt coaches has been completed at C&W Shop /MGPR.
- iii). Total 200 No. coaches refurbished / upgraded at CFI & MGPR Shops.
- iv). PC-1 of 230 High Speed Passenger Carriages has been approved by ECNEC on 24-11-2017 and Technical Evaluation is under process.

Following rakes have been refurbished with value addition:

S. No.	Name of Train	Train No.	Total Rakes	Turnout date
1.	Awam Express	13 Up / 14 Dn	4 Rakes	8-9-27-10-2017
2.	Allama Iqbal Exp.	9 Up / 10 Dn	3 Rakes	20-21-31-12-2017
3.	Kohat Passenger	133Up / 134 Dn	1 Rakes	30-11-2017
4.	Mehran Express	149Up / 150 Dn	1 Rakes	08-04-2018
5.	Khyber Mail	1 Up / 2 Dn	4 Rake	20-04-18,10-5-18 20-06-2018

Freight data for the Year Book 2017-2018.

Wagons:

S. No.	Description	B.G.	Total.
1.	Covered Wagons.	4242	4242
2.	Open Wagons.	4336	4336
3.	For Container.	1754	1754
4.	Tank Wagons	2925	2925
5.	Special Type Wagons.	71	71
6.	Military Stock	391	391
7.	Departmental wagons	1991	1991
8.	Brake Vans.	449	449
9.	Four wheeled wagons.	9158	9158
10.	Eight wheeled wagons.	7001	7001
11.	Freight wagons in numbers.	16159	16159
12.	Goods wagons in terms of 4-wheeled.	23160	23160
13.	Carrying capacity of freight wagons in tones.	514152	514152

Achievements:

1. Average ineffective of Goods Rolling Stock during the year 2016-17 = 19.6 %.
2. Bailout package for 300 BTOs for conversion into Air Brake System from Vacuum Brake is in pipeline. Total 208 BTOs out of 300 have been converted into Air Brake system. Rest of the remaining 92 are awaiting to enter in Shops for conversion.
3. PC-1 for special repair of 2000 (Nos.) has been approved and procurement of material is under process. All the Wagons have been turned from C&W Shops, MGPR upto 30-06-2018 and the project has completed.
4. Project of 780 High Capacity Hopper Wagons and 20 Bogie Brake Vans and 585 High Capacity Hopper Wagons with 20 Bogie brake Vans have been completed upto

30-06-2018 and the wagons are running satisfactorily for loading of Coal for Power Plant at Qadirabad.

5. PC-1 for 820 High Capacity Wagons has been approved by the ECNEC on 24-11-2017 and technical evaluation has been completed.

Locomotives:

S. No.	Description	Total Locos	Remarks
1	DE Locos	466 Nos.	An average daily 318 Nos. locomotives remained available for various services. The remaining locomotives are stabled for imported spares normal maintenance..
2	Steam Locos	(5 BG + 7 MG) = 12 Nos.	Steam safari Operates for tourism purpose as per demand of tourists and other parties of M/s PRACS and DS /RWP

As a result of special repair projects and better maintenance of DE Locomotive, availability and reliability has been improved.

PD/REH/300 TMs Project Moghalpura:

Project for Rehabilitation /Procurement of 300-Nos Traction Motors is being launched with the objective, that the Rehabilitation /Procurement of remanufactured following types of Traction Motors will result in enhanced haulage capacity of 50 operational locomotives due to provision of full components of Traction Motors.

Achievements made during the year 2017-18 are as under:-

Type of Traction Motor	Quantity	Remarks.
D-29	78-Nos	Contract Signed for Procurement of Remanufactured Traction Motors from abroad.
GE761A23	60-Nos	Contract Signed for Procurement of Remanufactured Traction Motors from abroad.
D77/78	96-Nos	Signing of contract under final stage for Procurement Traction Motor of Remanufactured from abroad.
Hit 395HP	66-Nos.	Tender Floated for Procurement of spares for rehabilitation at PLF/RSL.
Plant & Machines		Tender floated for procurement of plant & machines floated to enhance Rehabilitation/Over hauling facilities of traction motors and to promote utilization of back shops capacity.

Material Management:

Purchase Department:

Supply system is the lifeline of any organization while Pakistan Railways being a multi-disciplined organization. The objective is to provide maintenance stores & spares for efficient and safe running of Rolling Stock like Diesel Electric Locomotives, Passenger Coaches and Freight Wagons. The system also caters for the maintenance requirement of material for Track Signaling System, Bridges and ZCU-20/30 locomotives etc. The material is required for the Railways Workshops and Sheds is also either purchased or manufactured in Workshops. There are about 14827 regular buy-out stock items 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 2017-18 is given below:-

(Rupees in Million)

Imports (Material Procured on FOB Basis by CCP office.)	2317.681
Custom Duty & Sales Tax etc	743.722
Indigenous Purchases (FOR)	-
CCP/TSO	3283.282
Steel Shop/MGPR	14.612
Divisional Superintendents	2.673
Other than CCP	530.937
Sea Freight (Internal)	115.693
Value added in Workshops	269.619
Value added in Steel Shops	344.451
TOTAL	7622.670

During the financial year 2017-2018 a huge task of Diesel Locomotive Spares, maintenance Contract of ZCU-20/30 Locomotives and Carriage & Wagons pares for procurement through Revenue and PSDP/ADP has been successfully completed by the staff of Purchase Department under the supervision of Chief Controller of Purchase, in addition to regular procurement of spares from revenue budget. Special procurement of spares against following PSDP fund projects were also arranged by CCP office.

- 1 Special Repair of 800 Coaches & 2000 Wagons
- 2 Rehabilitation of Rolling Stock & Track in connection with Bailout Package.
- 3 Provision of 20 Nos BKWS (KPR-LON) Track Rehabilitation.
- 4 Procurement of equipment required for the maintenance of Relief Trains.
- 5 Procurement / Manufacturing of 58 DE Locos.
- 6 Procurement of Equipment of Improved Security and Anti-Terrorism Measures.
- 7 PD / RR&T, PSDP Rehabilitation of Rolling Stock & Track
- 8 Procurement of D.E Locos spares against project of SR-100.

Mode of Procurement:

The Purchase Branch of Pakistan Railways was created in 1961, when Railway had de-linked from the Directorate of General Supplies & Development, Ministry of Industries, Government of Pakistan. All the purchases are made through tendering system according to modern principals of Supply Management. Now as per PPRA rules, procurement is mostly made through Advertised and Tenders notices are displayed on Railway's Website www.pakrail.com and PPRA's Website www.ppra.org.pk. in print media as well.

Quality Control and Inspection:

There are two Inspectorates located at Moghalpura, Lahore and Karachi Cantt, whereas the supplies are got tested according to the governing specifications stipulated in the contracts.

Shipping:

All the material purchased by the Pakistan Railways from abroad is cleared by its own clearing agent i.e. District Controller of Stores (Shipping). Pakistan Railways Karachi Cantt: He also acts as clearing agent for the other Government Department as and when ordered to get their consignments cleared.

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:

14,827 regular stock items pertaining to Mechanical, Civil, Electrical, Signal & Telecommunication Departments and for 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 deliver the material in safe and sound condition at the door step of the consumers and collect the un-utilized redounded stores from indenters. The Central Transportation Section (CTS) at General Stores, Moghalpura handles it and in case of any emergency, the special escorts are arranged 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 material, which is generated during normal course of operation of Railway System. After inspection by a Survey Committee to assess the possibilities of their utilization in the system, material declared scrap is sold out through open Tenders. On implementation of New Scrap Policy, duly approved by Ministry of the Railways, Islamabad, in the year 2013-14, the Railway Divisions as well as Locomotive Factory, Risalpur, Carriage Factory, Islamabad and Concrete Sleeper Factory have also been allowed to dispose off their scrap for speedy generation of revenue for Railways. During the year 2017-18 scrap valuing more than Rs.609.000 Million was sold out, where as sales tax / advance income tax amounting to Rs 69.000 Million was collected prevailing rates and refunded to FBR.

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 generating reports for each depot, covering total transactions, made, various other reports regarding 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 used in Railway System. 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 Report are also the products of this press.

Clothing Factory:

Different clothing items are stitched 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 Deputy Chief Controller of Stores Office, Karachi Cantt. During the year 2017-18 items valuing an amount of Rs. 09 Billion have been cleared by depositing Rs. 2.7 Billion to GOP in lieu of CD/ST.

Electrical Engineering Department:

Overview:

The Electrical Engineering Department is dealing the train operation and responsible to maintain of Power vans, TL vans Economy Coaches, Air conditioned coaches etc to provide reliable service to the passengers of mail & express trains. In addition, Electrical Engineering department is responsible for maintenance of electrical Supply network of official, commercial and residential buildings of entire Railways system. All the pumps plant installed in the Railway systems are under the jurisdiction of electric engineering department.

I. Train Operation:

Electrical Engineering Department is dealing with the train operation by maintaining the coaching stock of Pakistan Railways. In order to bring improvement in the quality service to the passengers, Electrical department has also inducted 15 No. new power vans fitted with 300 KVA DG sets in the system.

In addition, the following achievements have been made during the financial year 2017-18.

1. New refurbished rakes for Allama Iqbal Express (9 Up / 10 Dn) was added.
2. Khyber Mail (1 Up/ 2 Dn) were added in the system to facilitates the passengers.
3. Value added coaches with public address system, broad casting system and WiFi system was introduced in Green Line Express, Karakoram Express, Karachi Express, Business Express and Rawalpindi Railcars.
4. Periodical overhauling of air conditioned, ordinary coaches and saloons were carried out at Railways Workshops.
5. 10 Nos. Power vans with 100 KVA DG Sets were inducted in the system for train operation..
6. 15 Nos. TL vans equipped with 20 KVA DG Sets were inducted in the system.
7. Installation of 300 Kilowatt Solar System at Pakistan Railways Headquarters office Lahore was completed which is working efficiently..
8. Installation work of 2 DG Sets of one Mega Watt each at Power House Moghalpura was completed to improve the stand by operation of electric power.
9. LED lights has been installed in two No. AC Sleeper coaches on trail basis to check the working and feedback.

Future Plan:

1. Electrification of track (E.T) from Peshawar to Karachi would be carried out against the project of ML-1 (CPEC) during the second phase of the project.
2. Creation of maintenance and overhauling facilities of TL Vans and Power Vans at Peshawar, Rawalpindi, Karachi & Lahore divisions.
3. Replacement of out lived 116 Nos. Package type roof mounted air conditioning unit in passenger coaches.
4. Replacement of flourescent tube lights with LED lights in all passenger coaches to improve the light and reduce the electric load of passenger coaches.



New electric power supply engine displayed at Railway power house Lahore.

II. Electrical Power:

Electrical Engineering Department is further sub-divided into two department i.e. Passenger Services & Electrical Power. The electrical power department is providing support services in maintenance of Locomotives, Coaches and allied Machinery in Workshops. Moreover, electrical power is supplied to Railway Stations, Signaling system and Water pumps installed for water supply at stations and in Railway colonies over Pakistan Railways.

Railways Electrification:

The second function of electrical department was to maintain and operate electric traction system between Lahore-Khanewal which was installed on single line in 1969 with a fleet of 29 Electric Locomotives. It remained in operation up to October, 2009. After start of Doubling of Track work from Khanewal Raiwind the operation of trains with ET Locomotives was suspended. After completion of Doubling of Track between Khanewal-Sahiwal section the ET operation on single line was not possible, hence it was completely closed in 2009. Now the electrification of main line (ML-1) from Peshawar to Karachi is being considered under China-pak Economic Corridor (CPEC) during second phase.

Achievements:

The following projects have been completed during the year 2016-2017.

1. Solar system of 300 KW has been installed at Pakistan Railways Headquarters Office, Lahore and Cairns Hospital, Lahore to share the load of lights and fans to reduce the payment of electricity made to WAPDA. Solar system is producing 1000 units /day on an average, saving Rs. 15000/- to 16000/- per day.
2. Two generators of 1 MW each have been installed in Railway Power House Moghalpura for maintenance and operation of the coaching stock and infrastructure during scheduled / un-scheduled load shedding.

C. Traffic Department:

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

1. Chief Commercial Manager.
2. Chief Operating Superintendent.
3. Chief Marketing Manager.
4. Chief Traffic Manager. (Dry Port)
5. Chief Customer Facilitation Manager / CCM / Freight.
6. Chief Operating Superintendent / Taxation.

Passenger Department:

The passenger wing of commercial department of Pakistan Railways is responsible for the creation, maintenance and delivery of the 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. Deputy Chief Commercial Manager. | = 2 |
| 2. Senior Commercial Manager. | = 1 |
| 3. Assistant Commercial Manager. | = 8 |

Miscellaneous Information:

- ♦ Pakistan Railways has earned Rs. 24042.811 millions under the passenger head against the budgetary target of Rs.22909.431 millions and against the earning of Rs. 21971.626 millions during the corresponding period of the

previous year. It is also mentioned that Rs.1865.673 millions have been earned under the head of Other Coaching Earning against the budgetary target of Rs. 1693.347 millions and against the revenue of Rs. 1755.365 millions earned during the corresponding period of the previous year. It is further added that under the head of sundry earning, Pakistan Railways has earned Rs. 3675.961 millions during the financial year, 2017-2018.

- ♦ As a result of surprise raids by the STEs nominated by Headquarters Office as well as Divisions in important trains along with Train Managers during the Financial Year 2017-2018, an amount of Rs. 839.715 millions has been realized,
- ♦ Pakistan Railways earned Rs. 112.124 millions from the attachment of extra coaches with various trains during the Financial Year 2017-2018.
- ♦ Pakistan Railways earned Rs. 49.156 millions from special trains i.e. Eid specials, Sikh special during the financial Year 2017-2018.
- ♦ Under the head of E. Ticketing Pakistan Railways earned Rs. 2528.249 million during the financial year, 2017-2018.

Data Required For The Year Book 2017-2018.

Month	Cases	Fare	Penalty	Total
July-2017	95167	58185782	13879705	72065487
August-2017	87245	59872200	8243650	68115850
September-2017	91395	63226190	7718820	70945010
October-2017	90818	58203815	7172380	65376195
November-2017	82504	61488015	7206095	68694110
December-2017	90048	65591160	7919660	73510820
January-2018	79257	56320530	6797595	63118125
February-2018	81328	59557051	6977435	66534486
March-2018	93624	70210240	7954575	78164815
April-2018	91148	66582775	8058635	74641410
May-2018	82108	59460850	6730745	66191595
June-2018	91824	64253595	8103330	72356925
G/Total	1,056,466	742,952,203	96,762,625	839,714,828

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	44	3	47
2.	Rawalpindi	60	12	72
3.	Lahore	74	17	91
4.	Multan	103	2	105
5.	Sukkur	78	3	81
6.	Karachi	66	7	73
7.	Quetta	29	..	29
	Total	454	44	498

City Booking Agencies run by PRACS= 21

**Running of Special Trains form 1st July, 2017 to 30th June, 2018
(Up & Down).**

S. No.	Month	Special Train	Total
1.	July-2017	NIL	NIL
2.	Aug-2017	Eid-ul-Azha Special = 7	7
3.	Sep-2017	Raiwind SPL QTA-RND-QTA 1+1 Dawate-Islami KYC-SUK-KYC 1+1 Dawate-Islami LLM-KYC 1	5
4.	Oct-2017	NIL	..
5.	Nov-2017	Raiwind SPL SUK-NWS-MPS =3+3 Local Sikh LRK-KHP-HDR = 3 Indian Sikh SPL = 3 HRU -RNDN SPL = 1+1 Dawate-Islami LHR-KC = 1	15
6.	Dec-2017	Dawate-Islami LHR-KC-LHR = 1+1 Dawate-Islami RWP-KC-RWP = 1+1	4
7.	Jan-2018		..
8.	Feb-2018		..
9.	Mar-2018	Raiwind SPL QTA-RND-QTA 1+1 Raiwind SPL RND-KC 1+1 Dawate-Islami HDR-GRW = 1 Dawate-Islami TDM-PPX = 1	6
10.	April-2018	Indian Sikh Spl: = 3	3
11.	May-2018	Sehwan SPL = 3 Dawate-Islami LHR-KC = 1 Dawate-Islami FSLD-KC = 1	5
12.	June-2018	Eid-UI-Fitr = 5 Indian Sikh SPL = 2	7
Total			52

Running of Extra Coaches from 1st July, 2017 to 30th June, 2018 (Up & Dn)

S. No.	Month	Down	Up	Total
1.	July-2017	95	95	190
2.	Aug-2017	34	35	69
3.	Sep-2017	24	24	48
4.	Oct-2017	6	14	20
5.	Nov-2017	18	12	30
6.	Dec-2017	62	60	122
7.	Jan-2018	40	53	93
8.	Feb-2018	11	16	27
9.	Mar-2018	12	20	32
10.	April-2018	11	20	31
11.	May-2018	1	3	4
12.	June-2018	129	128	257
	TOTAL	443	480	923

Earnings From Extra Coaches For The Year 2017-2018.

Total Bookings	Total Cancellations	Net Bookings	Total Earning	Refund Amt	Net Earning
58,115	3,833	54,282	118,808,120	6,684,009	112,124,111

Operating Department:

Freight Loading:

During the year 2017-18, 326514 wagons were loaded on the entire system against 264256 wagons during the corresponding period registering increase of 62258 wagons (+ 24%). Comparative loading of all divisions remained as under:

Divisions	2017-18	2016-17	Variation
Karachi	221599	162547	59052
Sukkur	9999	14629	-4630
Multan	20472	16687	3785
Lahore	52708	49674	3034
Rawalpindi	7129	7398	-269
Peshawar	11722	10749	973
Quetta	2885	2572	313
Total	326514	264256	62258

Punctuality:

The punctuality position of Mail/Express and Intercity trains during the period from 1st July, 2017 to 30th June, 2018. As compared to the corresponding period is as under:-

Trains	Period		Variation
	2017-2018	2016-2017	
Mail /Express	50	36	14 %
Intercity	83	71	12 %
Over All	71	61	10 %

14 % increase in the punctuality of Mail /Express trains is due to concerted efforts of all concerned branches by streamlining the available resources. More efforts are underway to bring further improvement.

Safety of Trains:**Accidents Occurred During The Calendar Year, 2017.**

S. No.	Description of Accidents	2017
1	Collisions of Passenger Trains	—
2	Collisions of Passenger Trains & Goods trains	1
3	Derailment of Passenger Trains.	27
4	Derailment of Goods train	34
5	Collision at Manned level Crossings	4
6	Collision at Un-Manned level Crossings	22
7	Collision at Un-Authorized Location	16
8	Fire in Trains	3
9	Averted Collisions	-
10	Others	2
	Total	109

Marketing Department:

Mission Statement of the Marketing Department:

Our vision is to transform Pakistan Railways to such a level where all assets are utilized at optimum level. To accomplish this mission, we intend to apply progressive marketing techniques in our department through dedicated professionals with a commitment to make Pakistan Railways an ultramodern and economically successful organization with ultimate goal of customer satisfaction.

Important Goals:

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

Organization Hierarchy:

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

Scope of Work:

- ♦ Preparation of budget, monitoring of earnings and analysis of shortfall, its causes and remedial strategies.
- ♦ Amendment and Periodic review of Rate structures to attract customers in both Passenger & Freight Sector.
- ♦ Exploring new avenues for the purpose of marketing the latest 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 various agreements carried out with private parties or public entities through marketing efforts.

Marketing Department During 2017-2018:

Marketing department is a bridge of communication between P.R and its customers with the ultimate goal of rendering safe, reliable and environment friendly passenger and freight services to them. Marketing department is instrumental in sensitizing the real value of services to its clients and explore new avenues of business especially under public private partnership arrangement. The department has been created to develop a strategy to attract both passengers and business community by offering competitive rates and tailored incentives as compared to road sector. With the passage of time marketing department has been evolved to capture more market share of bulk commodities especially coal and containers from port area. All agreements of public private partnership in passenger and freight sectors are executed by the marketing department which include outsourced trains, luggage & Brake Vans, agencies and companies like Postal Life Insurance, State Bank of Pakistan, PRFTC and Maple leaf. The details of various well planned initiatives taken this year are as under:-

- ♦ Faisalabad-Multan-Karachi cargo express was introduced to render quality of service which resulted revenue generation of

Rs.196.560 million per annum from Karachi City to Multan and
Rs. 296.272 million per annum from Karachi City to Faisalabad.

- ♦ Commercial Management of Luggage Van of 1-Up /2-Dn Khyber Mail was outsourced to private party through transparent and competitive bidding process for Rs. 81.675 million per annum under private public partnership.
- ♦ Commercial Management of Brake Van of Allama Iqbal Express for SLK-KC-SLK was also outsourced under similar process for revenue generation of Rs. 21 million per annum along with the Brake Van of Business Express for the revenue generation of Rs. 14.507/- million per annum under private public partnership model.
- ♦ To attract the general public 20% concession by all trains and classes was granted from 1st Ramadan to 20th Ramadan on advance booking. 30% concession was allowed on 1st and 2nd day of Eid-ul-Fitr. Moreover old age passengers (senior citizens) were also allowed for travelling by any train on 1st and 2nd day of Eid-ul -Fitr for free as a goodwill gesture. The idea was warmly welcomed by the general public at all forums especially social media and it has enhanced corporate social responsibility (CSR) image of Pakistan Railways.



Chairman Railways Mr. Muhammad Javed Anwar Inaugurating new freight cargo train at
Karachi Division.

Dry port:

EARNING FIGURES 2017-2018

Dry Ports	IMPORT						EXPORT						Total		Earning (Rs Million)		
	By Rail			By Road			By Rail			By Road			TEUs / Tonnes				
	Bonded		Non Bonded	Bonded		Non Bonded	Bonded		Non Bonded	Bonded		Non Bonded	Import & Export				
	TEUs	Tonnes	TEUs	Tonnes	TEUs	Tonnes	TEUs	Tonnes	TEUs	Tonnes	TEUs	Tonnes	TEUs	Tonnes			
PDP	--	--	--	6761	85443	--	--	--	--	37	325	--	6798	85768	116.771		
DP	--	--	--	6879	96713	--	--	--	--	23	279	--	6902	96992	116.38		
FDP	--	4946	24150	--	--	--	--	--	2586	--	--	--	7532	24150	--		
LDP	--	3619	105916	14467	187509	--	--	--	3166	8458	8	151	--	21260	302034	146.498	
PNX	287	5659	23322	524138	14841	289160	--	1166	24083	6680	145234	55	1137	--	46351	989411	45.093
KBX	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1644.341	
Total	287	5659	31887	654204	429486	58825	--	1166	24083	12432	153692	123	1892	--	88843	1498355	2069.083

CONSOLIDATED REPORT ON ALL PSDP INFRAS

S. No.	Name of Project	Approving Authority & date		Received PC-I Approval date (if applicable)		Cost of Project as per PC-I/ Revised PC-I		Completion date as per PC-I/ Revised PC-I	
		PC-I	Revised PC-I	PC-I	Revised PC-I	PC-I	Revised PC-I	PC-I	Revised PC-I
1	2	3		4		5		6	
	Up-Gradation of Terminal Facilities and Dry Ports.	CDWP 8-02-2016	CDWP 4-12-2017	26-5-2016	3-01-2018	994.957	2238.434	30-6-18	Dec. 2019

Station-wise Cost /

S. No.	Name of Station / Work	Approved Cost	Cumulative Expenditure upto June, 2018	
1	Development and Up-gradation of Marshalling Yard, Pipri, Karachi.	328.096	231.716	
2	Rehabilitation and Improvement of Lahore Dry Port, Moghalpura, Lahore	944.24	279.213	
3	Improvement of Cargo Shed at Badami Bagh, Lahore.	343.884	187.379	
4	Establishment of New Dry Port and Transit Goods Facilities at Azakhel, Pir Piai Railway Station, Peshawar.	507.349	199.781	
	Total (a)	2123.569	898.089	
	Contingencies (b)	63.707	0	
	Total (a+b)	2187.276	898.089	
	Temporary Establishment	51.158	18.726	
	Grand Total	2238.434	916.815	

STRUCTURE PROJECTS**Rs. In Million**

Expected Completion date	Cumulative Expenditure upto 30-5-2016	Current Financial year's allocation 2017-18	Expenditure during 2015-16 (upto 30-6-16)	Cumulative Expenditure upto 30-5-2016	Progress upto 30-6-2016 (in%)		Remarks
					Physical	Financial	
7	8	9	10	11	12	13	14
Dec. 2019	500.949	444.729	415.866	916.815	52.28%	40.96%	Station-wise cost/ expenditure and activities are under:

Expenditure & Activities

Activities
Provision of New Loco Shed, Provision of Boundary wall around Loco Shed alongwith Electric Work, Repair of Driver & Guard Running rooms, H.S. Tank, YCO Office, Existing Loco Shed and offices, Improvement of Class-III & IV Quarters alongwith Electric Work, Improvement of Water Supply and Sewerage in Residential Colony.
Improvement of Hard Standing Floor, Fire Hydrant System, Drainage arrangement, P-way Works, Repair of Roads, Boundary Wall for Parking area and Repair of Offices and Reconstruction of Clearing Agent Office Building, Water Filtration Plant alongwith Electric work.
Rehabilitation of JPC Road, JPC Floor, Electrical Works, Repair of Cargo Shed, Platform and Provision of RL Goods Platform, Track Apron, Drainage, Fire Hydrant, Room and RCC Boundary Wall & Improvement of P-way Works.
Provision of Open & Covered Shed, Railway Staff Office, Sui Gas Supply, Mosque, DWT Pump, H.S Tank, Stacking Area, Guard Running Room, Reception Room, Switch Room, Canteen, Officer & Subordinates Suits, JPC Floor of Container Yard, Electrical Work, Approach Road, P-Way Works, Signal & Telecom.

D. Personnel Department :

The formation of the Personnel Branch was the natural and necessary corollary of the introduction of the Divisional System on Pakistan Railways. The existence of Personnel Branch aims at an efficient co-ordination of all sorts of matters dealing with the Personnel of the Pakistan Railways, maintenance of uniform policy for the Railways employees as a whole with regard to recruitment, training, conditions of service, leave rules, etc with a view to dispel any impression of partially or unequal treatment between staff of various branches or offices. For the administration of the huge organization of Pakistan Railways satisfactory discharge of duties by this branch is considered very essential.

The Chief Personnel Officer is responsible to the Chief Executive Officer/Senior General Manager for the correct conduct of the Establishment work for suitable provision of amenities to staff and performance of welfare activities. It is responsible for the efficient co-ordination of personnel work on the entire Railway system for arranging inter-divisional transfers promotions adjustment of staff according to requirements of work, etc of Officers and Subordinate staff controlled by the Headquarters Office in consultation with the Principal Officer or their Deputy Principal Officers. He is assisted by Deputy Chief Personnel Officers, Senior Personnel Officers and Assistant Personnel Officers for working in Headquarters Office.

In Peshawar, Rawalpindi, Lahore, Multan, Sukkur, Quetta, Karachi and Workshops Divisions Moghalpura, the Divisional Personnel Officer (BS-18) are assisted by Assistant Personnel Officers (BS-17), (where provided), to deal with all personnel work. In Carriage Factory, Islamabad and PLF/Risalpur, this work is carried out by Assistant Personnel Officers. MD/PLF Risalpur and MD/CFI are also responsible for the general efficiency of the Personnel work

to the CPO, who guides them in policy matters. In the matters of recruitment of the categories controlled by Headquarters Office, Lahore maintenance of seniority lists, transfers, promotions, leave etc they work in consultation with concerned Principal Officers. The Divisional Personnel Officer is himself Executive Incharge of the Divisional Offices.

There are Confidential Sections in all Divisions & in the Headquarters Office Lahore, which deals with the matters of PER/ACR, DPCs and enquiries in complaints. The Confidential Sections in Divisions are supervised by DPOs, whereas in the Headquarters Office it is headed by Dy. Chief Personnel Officer-II.

The Chief Personnel Officer is infact of much help to the Executive Officers in ensuring a fair deal to staff and thus avoiding subsequent embarrassment to the administration resulting from incorrect application of the rules disregard to any employee.

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 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 were being paid grant out of Benevolent Fund according to the various pay slabs for life time or the date of remarriage of the widow as per Schedule-III at par with the Federal Government Benevolent Fund rates.

Railway Board in its 4th meeting held on 24-05-2016, approved implementation of Revised Benevolent Fund Grant and Other benefits as well as rate of recovery of Benevolent Fund Contribution at par with the Federal Government Benevolent Fund as below:-

Benevolent Fund at par with Federal Government

- a) In cases of the employees who were in service on or after 31-08-2012 and died/invalided during service or after retirement has been allowed Benevolent Fund grant according to Schedule-VI & VII, at the revised /increased rates viz (Rs.4,000 minimum to Rs. 10,100 maximum) w.e.f 01-09-2012, according to the pay slabs. Payments have been started w.e.f 01-07-2016.
- b) In case, which were current on 31-08-2012, an increase of 40% has been allowed on the existing grants being drawn. Payments have been started w.e.f 01-07-2016.

Benevolent Fund Grant and rates of recoveries have been revised & brought at par with the Federal Government Benevolent Fund rates w.e.f 01-09-2012 according to Schedule-VI & VII.

Marriage Grant

Marriage Grant of Rs. 50,000/- on marriage of one son/daughter allowed on marriage took place on or after 21-04-2011 to the servicing/retired/deceased employees is being paid.

Farewell Grant

Farewell Grant (one month pay) to the employees retired on or after 01-01-2006 has been allowed is being paid

Burial Charges.

Burial Charges @ Rs.20,000/- since December, 2014 to the bereaved families of employees who die, in service is being made.

Lump Sum Grant (Schedule-IX).

Lump Sum Grant on invalided retirement from Rs. 150,000/- to Rs.390,000/- (Pay slab wise) allowed w.e.f December, 2013 is being paid.

Group Terms Insurance Scheme:

The Group Terms Insurance Scheme (Welfare Fund) was introduced in 1969 to provide insurance coverage to the families of Pakistan Railways Servants who die while in service. No recovery towards insurance minimum is made from the Railway's employees working in BPS-1 to 15 and the financial burden to the tune of Rs. 130.000 million on this account is born by the Railway Administration.

The Insurance cover which was maximum Rs. 45,000/- for all the employees in BS-1 to 22 has now been increased to minimum Rs. 400,000/- to maximum Rs. 1,000,000/-. An agreement has been executed with M/S Postal Life Insurance Pakistan through competitive bidding as PPRA Rules, effective from 1st January , 2017.

Benevolent Paid to Employees / Widows.

During the year 2017-2018 a sum Rs. 1,045.000 million was paid to the beneficiaries towards monthly grants on account of Benevolent Fund, Marriage Grant and Farewell Grant. These grants are met with from the monthly contribution by the Railway employees as well as funds provided by Ministry of Railways (Railway Board), profit on investments, rent from plot at Sukkur and rent from Pakistan Railway Servants Benevolent Fund Building, 1-Allama Iqbal Road, Lahore.

Pakistan Railways Employees Cooperative credit Society Ltd 43 Allama Iqbal Road Lahore.

During the financial year July,2017 to June,2018 (12 months) the Pakistan Railways Employee's Co-operative Credit Society Ltd Lahore entertained 7080 applications for loan & advanced a sum of Rs. 459.79 million to the Railway Employees, while in the corresponding period payment of loan to Railway Employees was made amounting to Rs. 337.27 million, thus attaining an increase of Rs.122.52(M) in the Fiscal Year 2017-2018.

Statement showing the amount of Loan Advanced during the Year 01-07-2017 to 30-06-2018.

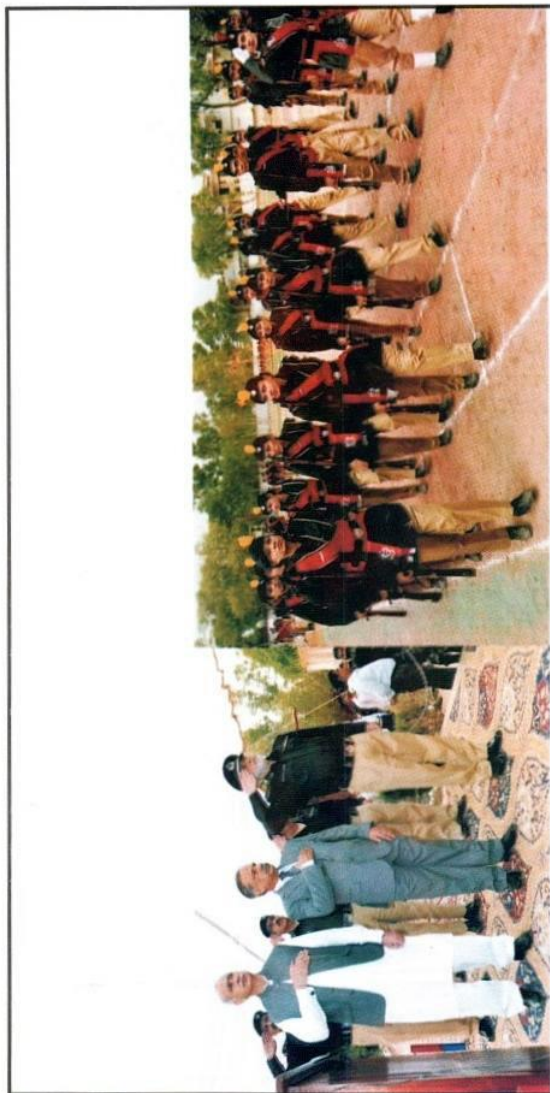
S. No.	Month & Year	No. of Loan Payment	Amount Advanced in Rs.
1.	7/2017	449	19242098/-
2.	8/2017	917	61261373/-
3.	9/2017	547	34833699/-
4.	10/2017	620	39381481/-
5.	11/2017	607	40238514/-
6.	12/2017	614	40971091/-
7.	1/2018	556	37489830/-
8.	2/2018	566	37942779/-
9.	3/2018	537	36498118/-
10.	4/2018	563	37909023/-
11.	5/2018	579	38593510/-
12.	6/2018	525	35438327/-
	Total	7080	459,799,843/-

E. Pakistan Railways Police:

It is submitted that 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 further by two D.I.Gs, one SRP working as A.I.G/Administration, one DSP (Legal), 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:-



Chairman Railways Muhammad Javed Anwar awarded trophy to 1st Position holder of 64th Railway recruit training at Railways Walton Academy Lahore..



Chairman Railways, Muhammad Javed Anwar taking the salute at march past during 64 Railway Police Passing out Parade at Railway Walton Academy, Lahore.

The performance of P.R Police during the Financial year 2017-18 under various heads is as under.

Cases Reported	Cases Admitted	Cases Challaned	Convicted	Acquitted	Stolen Property (In Rs.)	Recovered Property (In Rs.)	% of Recovery
1579	1562	1464	785	30	7,790,188	6,833,308	87.71%
Recovery of Stolen Railway Material.							
Stolen Property in(Rs.)		Recovered Property in(Rs.)		Percentage of Recovery			
1,551,154		1,467,381		94.59%			
Recovery of illicit arms Ammunition.							
Rounds/ Bullets/ Cartridges	Kalashnikov	Rifles/ Guns	Pistol/ Mouser/ Revolver	Magazines	Knife / Dagger etc.		
201,065	1	785	930	44	10		
Recovery of Narcotics.							
Opium in(Kg)	Charas in (Kg)	Heroin in (Kg)	Bhang in (Kg)	Liquor (Bottles)			
1.000	158.076	4.105	232	335			
Status of Ticketless Passengers.							
No. of Passengers Detected.			Amount Realized as Fine/Fare in (Rs.)				
42206			22531675				
Action Against Unauthorized Hawkers/Vendors.							
No. of Unauthorized Hawkers/Vendors Detected			Amount of Fine/Fare in (Rs.)				
136			24090				
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. 1,31,45,925/- was handed over to 1943 passengers.		15040	
176	58	363	186				

F. Directorate of Legal Affairs:

The Directorate of Legal Affairs stands out to be a reinvigorated and specialized arm of the Pakistan Railways. The Directorate functions as the safety valve for Pakistan Railways and a custodian / defender of its overall interests. As detailed hereinafter, several important steps have been taken to further strengthen the Directorate and same have already started bearing their fruit in the form of safeguarding and furthering the interests of Pakistan Railways.

Performance Report of Directorate of Legal Affairs (2017-18).

Since independence, 14 August 1947, Pakistan Railway Court Cases had been dealt in Commercial Branch through nominated RCLs. In 1982 a litigation cell was established independently under the control of Chief Commercial Manager.

Establishment of Directorate of Legal Affairs.

Due to expending work load of court cases, in 1999 an independent Directorate of Legal Affairs headed by Director Legal Affairs (BS-20) was established.

Not headed by Professionals in law field.

Even after the establishment of Directorate of Legal Affairs, most of time, it was headed by the non-professionals for which instead of betterment sometimes it caused embarrassing situation for the department by mishandling the court cases.

Hiring Professionals were hired in 2014.

The Ministry of Railways hired professionals to run the Directorate of Legal Affairs as per requirement of the era.

Old organization.

Old organization was comprising of DG/LA, DLA, Dy.DLA, ALO, SLIs and LIs in Headquarter office as well as Divisional offices.

Present organization.

At present organization of Directorate of Legal Affairs, consisting on, DG/LA (BS-21) on contract, DLA (BS-20), Joint Director (BS-19), Dy. Director Legal Affairs (BS-18), one Legal Advisor (M.P-III with one advance increment) on contract, Four Assistant Director Legal Affairs (BS-17), Three Legal consultants (M.P-III) on contract & Eleven Law Officers (BS-16).

Present system of RCLs.

Railway Standing Counsels / Advocates High court / Supreme Court approved by Ministry of Law & Justice Islamabad are to be engaged on case to case basis as per schedule fee.

To revolutionize the legal wing a new setup, of legal wing that was approved by the Ministry of Railway. Now all the Legal Inspectors (BS-14) have been upgraded / re-designated as Law Officer (BS-16) direct recruited and Senior Legal Inspectors (BS-16) have been upgraded/ re-designated as Assistant Director Legal Affairs (BS-17) by promotion. One post of Deputy Director Legal Affairs (BS-18) and one post of Joint Director Legal Affairs (BS-19) and one post of Director Legal Affairs (BS-20) by permotion. New setup of Directorate of Legal Affairs has brought a great change and betterment in the working of this Directorate as well as in Divisions. One Legal Advisor & three Legal Consultants have been appointed in Directorate of Legal Affairs and they have been assigned different legal assignments. After their appointment the performance of the Directorate is increasing day by day.

The detail of newly created posts is as under:-

NEWLY CREATED POSTS.

Name of posts	Number of posts	Scale of posts
Joint Director Legal Affairs	01	BS-19
Dy. Director Legal Affairs	01	BS-18
Legal Advisor	01	MP-III
Legal Consultant	03	MP-III
Assistant Director Legal	04	BS-17
Law Officers	11	BS-16
Total posts	21	

Construction of new building.

A new Building for Directorate of Legal Affairs containing conference room and Law Library has been constructed.

Library.

A good law library has been established. More than 6 hundred Law Books including complete sets of different law digests since 2000 e.g. SCMR, PLD, PLC, KLR etc besides all books on essential laws are available in the library. More funds are being allocated to upgrade and update the library. Legal staff as well as other officers / officials of Railways headquarters are being benefited from this library.

Pendency And Disposal.

During 2017-2018 large number of Court cases have been decided in favour of Railways due to efficient coordination between concerned branches and legal experts.

Detail of total number of cases pending/decided upto 30-06-2018 in the entire system

Pendency on 30-06-2017	Case instituted during 1-7-17 to 30-06-2018	Disposible of Case during 1-7-17 to 30-06-2018	Decided in favour of Railway	Decided against Railway	Pendency on 30-06-18	Success rate
2711	1090	1123	960	163	2678	85.48

Efforts are being made to minimize the litigation by supervising the proceedings at various levels.

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:

Directorate of Public Relations of Pakistan Railways is responsible for image building and promotion of Pakistan Railways and interaction with the print and electronic media. This Directorate was comprised of scattered offices within the Headquarters premises, which posed accessibility problems to the journalists, visitors and the staff itself. In 2013, the then government took keen interest in revamping the Directorate by putting it under one roof to ensure better media monitoring system to meet the modern media challenges and to have an effective liaison with the print and electronic media.

Location:

The Directorate of Public Relations is situated on the first floor of store Branch Building of the Pakistan Railways Headquarters Lahore.

Organization:

The matters relating to print and electronic media are being dealt with more efficiency under the supervision of Director General who supervises Director Public Relations / Information Officer and APPRPO. Workload is Jointly shared by all the officers round the clock to have effective coordination with media and public offices.

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 air them through electronic media as well.

2. Publicity & Monitoring:

All Press Releases, Clarification articles, columns, letters to the editors and rebuttals are issued to print & electronic media. After publishing in the press. A "Daily Press Summary" for Federal Minister, Chief Executive Officer / Senior General Manager is prepared by this office.

a) Electronic Media:

A state of the art modern monitoring system has been installed in Public Relations Department through which major TV News Channels and programs are monitored by staff to keep up with broadcast development regarding Railways and to respond accordingly through modern electronic techniques.

b) Print Media:

Press Release of important event is prepared and released to Media Offices through email and fax. Information with the media offices is also shared telephonically for clarification of the news where required. 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 till late hours in two shifts.

c) Social Media:

Social media monitoring is proposed to be another part of daily monitoring and Directorate of I.T as well as Public Relations are jointly working on social media needs and monitoring its activity for immediate release of live video of events on social media.

3. Issuance of Journalist Concession Cards:

After fulfilling requisite criteria, this offices 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 on Railways operated train.

Pakistan Railways has sold 12637 tickets to the Journalist Concession Cards holders, worth Rs. 6.133 Million during the period June-2017 to June, 2018. Details of the concession tickets availed are under:-

Year	No. of cards issue	No of tickets availed by Journalist	Revenue earned	Concession granted (Rs)
2017 (June-Dec)	2960	7684	38,27,770	10,1,58,080
2018 (Jan-June)	2638	4953	23,05,085	63,87,255
Total (June 17-June-18)	5598	12,637	6,132,855	16,545,335

These cards are issued on annual basis. The above mentioned record of computerized tickets is provided by I.T Directorate. However, the new journalist Concession Card policy is under process for the betterment of Pakistan Railways as well as Journalist.

4. Videography is Railways Premises:

This Directorate facilitates and grants permission of shooting of dramas, movies, documentaries, advertisements in Railways Premises, as desired by interested parties for official, commercial or charity purposes. This office (as per policy) grants cost-free shooting permission to educational institutions, charity organizations, Government Media Houses, international, national media groups for Railways image building stories and ISPR. However, shooting is charged on commercial basis, depending upon nature of the videography.

5. Articles (LTE) & Rebuttals:

The officials also write informative articles and columns on Pakistan Railways to reach out to public, rebuttals and letters to editors are also issued where required. These Press releases, articles, rebuttals, letters to editor or columns are also uploaded on official websites of Pakistan Railways www.pakrail.gov.pk and www.railways.gov.pk.

6. Press Conferences and Media Interactions:

Several press conferences and media events are arranged by this office in the Ministry, Headquarters Office, Divisional Offices and at Press Clubs by the Federal Minister, Chairperson and CEO with Anchorpersons, columnists, editors, senior journalists, beat reporters and personnel of press clubs and general media as and when required by the department on important issues, performances related news and events.

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, Sikh Yatrees, Special Trains, National events, Azadi Train celebrations, Greenline, upgradation of exiting trains, E-Ticketing etc.

8. Publicity Material:

Leaflets, brochures and "performance reports" are also published through this office as and when required for public awareness.

Azadi Train & Christmas Train Coverage:

Azadi Train

Ministry of Railways as a joint venture with Ministry of Information, Broadcasting, National Heritage and ISPR successfully launched Azadi Train. It was able to fetch tremendous response and appreciation from public. The train received warm and overwhelmed response from people at every station. The office covered its journey throughout country which was unique experience for this directorate.

Christmas Peace Train.

Pakistan Railways also launched a Christmas Peach Train as a Collaborative effort of Pakistan Tourism Department Corporation, and Human Rights Division ahead of Christmas festivities in the country. Festive Train traveled from Rawalpindi to Karachi during the Christmas Eve Week and its journey was covered by this Directorate.

H. Pakistan Railway Academy Walton:

1. Introduction:

In 1925, a small Railway Training School of the legendary North Western Railway was originally established in Lyallpur (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 renamed as Pakistan Inter-Regional Railway Training College (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 33 Pre-service induction training courses, 68 promotion and 27 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.

5. 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 participants.
- * 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 along with 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:

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

11. Courses Conducted:

1882 trainees participated in 151 courses (Recruitment, Promotion and Refresher) during the year under-review (July- 2017 to June -2018) compared with 1541 participant in 102 courses in the previous year (July-2016 to June-2017). Since 1954, total of 1877 Foreigner / Pakistani Officers Participants from more than 50 countries (including Pakistan) have benefited from Advance Railway Course upto 2018.

12. Training Techniques:

Training methods, techniques and equipment 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 augments the existing facilities for the welfare of passengers/customers. Rs. 42900.000 million were allocated by the Government of Pakistan for the year 2017-18 against (PSDP) projects. Progress (PSDP) there are 37 Public Sector Development Programme (PSDP) Projects in hand for further completion with a component of foreign exchange amounting to Rs. 23029.000 million. The custom duty and sale tax due on these projects was calculated at Rs.3517.017 million Rs. 18759.903 is released against allocation of Rs. 42900.000 million as revised budget 2017-2018.

In addition to this an amount of Rs. 476.973 million was allocated for the improvement fund. Out of this Rs. 169.136 million was utilized up to June, 2018 by the various divisions for provision, replacement conversion and special repairs to the Railways infrastructure.

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 (LFR)

Carriage Factory, Islamabad, (CFI):

Mission Statement:

Timely delivery of the Railway Carriages for safe, economical and efficient train operation in the competitive transport market.

Vision:

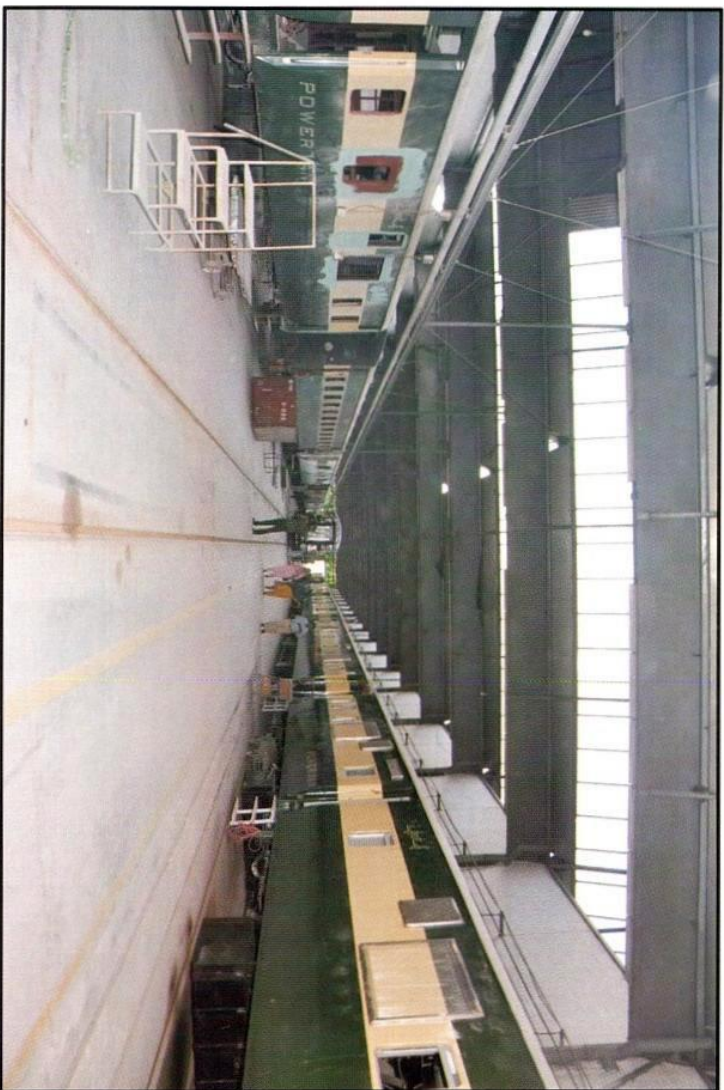
To manufacture modern and state of the art railway passenger coaches having up-to-date technology and conforming to the present needs of commuters

Current Activities:

Special Repairs of German & Chinese Coaches Rehabilitation of German BG-64 Bogie Frames Renovation of Golra Heritage Stock

Facts & Figures:

Factory Established	June, 1970
Collaboration	Linke-Hofman Busch (LHB) Germany
Factory Walled Area	58 Acres (234,718 Sq. Mtr)
Factory Covered Area	15 Acres (60,703 Sq. Mtr)
Residential Area	83 Acres (335,890 Sq. Mtr)
Production Capacity	120 Passenger Coaches / Year
Regular Staff Strength	1289 Employees
Production History (As on 30-06-2018)	New Manufacturing =2173 No. Rehabilitation / Special Repair =1858 No. Nominated Repairs = 198 No.



An interior view of Railway Carriage Factory Islamabad.

Financial Year 2018-19:

Special Repair/ Maintenance of coaches that are out of service since long.

Financial Year 2018-19:

Manufacturing of 186 passenger coaches under project for "procurement / manufacture of 230 passenger coaches

Concrete Sleeper Factories (CSF):**1. Mission:**

As an ISO 9001 certified organization, Concrete Sleeper Factories (CSF) Organization produces pre-stressed mono block and reinforced concrete twin block rail ties. Concrete Sleeper Factories (CSF) Organization is committed to provide high quality products at a reasonable cost and excellent services.

2. Vision:

Concrete Sleeper Factories (CSF) Organization wants to be recognized as best factories of Pakistan Railway. Concrete Sleeper Factories (CSF) Organization use proper tools and equipments / machineries to produce quality sleepers and not to compromise on quality of services and sleepers.

3. Facts & Figures.

Factory	Rated Capacity (Single Shift)	Target for the year 2017-18	Production during the year 2017-18	Cumulative production since instal- lation of factories.
Kohat Cantt	1,00,000	72,000	37,676	2,583,280
Khanewal	1,00,000	1,25,000	46,650	3,367,432
Sukkur	1,00,000	1,25,000	65,587	3,479,889
Kotri	1,50,000	1,50,000	1,40,042	1,260,011
Total	4,50,000	4,72,000	2,89,955	11,305,352

5.Future Plan:

Concrete Sleeper Factories (CSF) organization planned to enhance the production of Sleepers to meet with the demand of various ongoing and upcoming projects due to massive rehabilitation and extension of Pakistan Railway network for improvement of infrastructure. Accordingly it has been decided to enhance the existing production capacity of Khanewal and Sukkur factories by installing new plants & machineries beside up gradation of existing setup of Sukkur factory for which PC-I has been approved at a cost of Rs. 1908 Million. Work for up gradation and extension started.

6.Achievement:

2,89,955 numbers sleepers have been manufactured during the financial year 2017-2018.

Pakistan Locomotive Factory, Risalpur:

In order to meet the growing transportation demand of the country, Pakistan Locomotive Factory has been planned on modern lines, facilitating flow of work in a smooth fashion. The factory is capable of manufacturing 25 Diesel Electric Locomotives/Electric Locomotives per annum on single shift basis and can easily double its production by adopting a second shift. The technology for manufacturing locomotives has been acquired from Hitachi Ltd, Japan, General Electric/USA, ADtranz of Germany and Dalian Locomotive and Rolling Stock Works, China and CSR Ziyang Co. Ltd China. The factory has achieved the design capacity of 02 locomotives per month. Pakistan Locomotives Factory, Risalpur

has manufactured 102 locomotives so far in the range of 2000-3000 H.P for main line passenger and freight trains. In addition, 26 overage locomotives of 2000/2400 H.P have also been rehabilitated in this factory. All these locomotives are successfully operating important main line services of Pakistan Railways and performing equally well as compared to imported locomotives.

The factory is certified under ISO-9001 : 2015 Quality Management System, ISO-14001 : 2015 Environmental Management System and AWS-D15.1 Welding Standard.

2. Diversification:

Due to less production of new locomotives, the factory has been engaged in production of other rolling stock for Pakistan Railway. These includes:-

- (i) Manufacturing of 330 Hopper Wagons against the project of 780 HCHW (Phase-I) and completed on 30-09-2017 @ 02 wagons per day.
- (ii) Manufacturing of 110 Hopper Wagons against the project of 585 HCHW (Phase-I) and completed on 30-12-2017 @ 02 wagons per day.
- (iii) Conversion of 40 Nos. Power Van shells into Brake Vans against the project of 540 HCW.

3. Ongoing Projects:

Rewinding of 66 Nos. Hitachi 395 Hp Traction Motors, against the project of Rehabilitation of 300 Traction Motor. Qualification of

magnet frame and armatures of 66 Nos, Hitachi 395 HP Traction Motors, against this project has been completed and waiting for imported material.

4. Works Other Than Project:

- (a) Nominated / major repair of various class of DE locomotives
- (b) Manufacture of more than 100 stock and non-stock items on regular basis.
- (c) Manufacture of Parts for SR-100 D.E loco project
- (d) Manufacture of Gear cases of various class of DE locos on regular basis.
- (e) Rewinding of Armatures & Motors all types.

5. Future Projects:

- (i) A PC-1 of 300 locomotives is in progress. On approval of this project the factory will be engaged for next 08 to 10 years.
- (ii) Tender of 800 High capacity wagons is in progress. A major portion of these wagons are proposed to be manufactured at Pakistan Locomotive Factory, Risalpur, Necessary preparation work is in progress.

Efforts are being made to fully engage the factory through diversification as well as production of Diesel Electric locomotives & spare part for regular maintenance required by operational divisions of Pakistan Railway.



An interior view of Railway Cairns Hospital emergency.

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 year 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 DE Locomotives was under taken in Locomotive Re-engining Shop and completed during 1976-1982.
- ◆ The 2nd Project of Re-Engining of 27 Nos. ARPW-20 EB & ALU-20 R Class 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 was renamed into 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

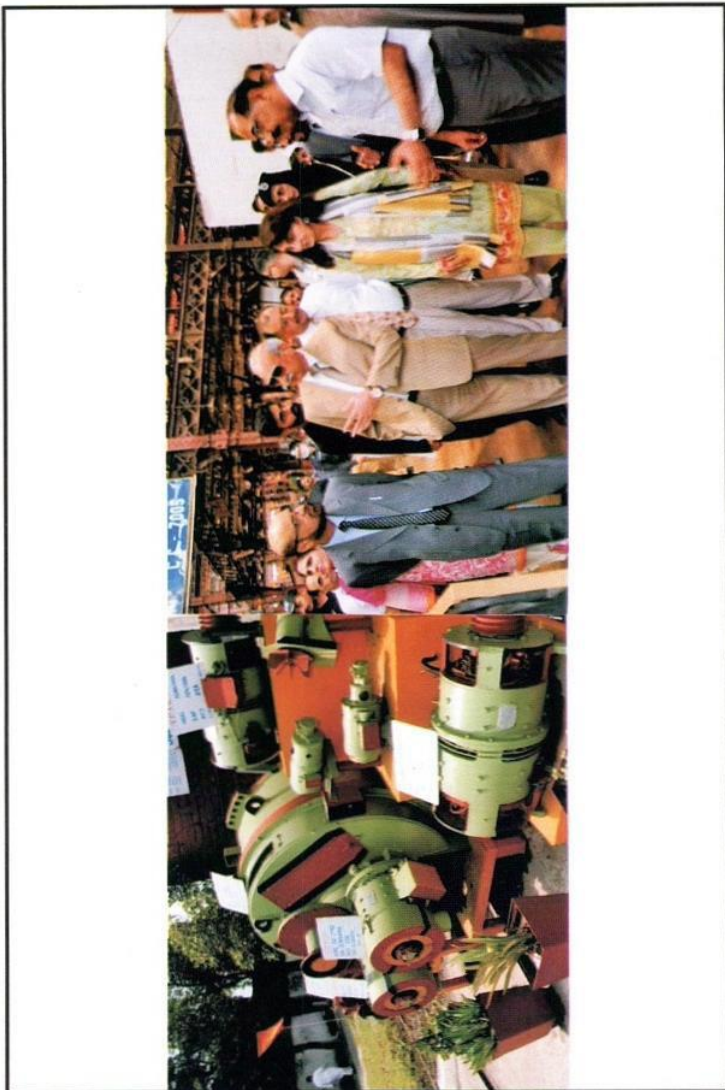
are being used for freight as well as express Trains, overcoming the present crisis of Pakistan Railways Traction service. Recently, the Project of 27 Nos. HGMU-30 Class Electric Locomotives has been successfully executed in Locomotive Rehabilitation Shop, Moghalpura with collaboration of M/s. Electro-Motive Diesel Ltd, United Kingdom. The amount to the tune 43.00 million was allocated for the Financial Year 2017-18, whereas, the total cost of the Project was Rs. 6558.524 million. The main Frames, Car Bodies, Engine Blocks & Bogie Trucks were Rehabilitated/upgraded as per scope of work. The preparation of foundation pad, installation job diesel engine, electric cabinet, high tension/low tension wiring were carried out under the technical assistance of Service/Technical Experts of designated firm. Twenty seven rehabilitated D. E. Locomotives have been rolled out for revenue service after rehabilitation.

Current Activities:

The warranty claims are being settled with the designated firm and completion report (PC-IV) is being drowned. More over the work of nominated repair of Locomotives of different basis sheds is being continued to faciitate the shapes / Sheds during interviewing period of two projects.

Future Plan:

The overhauling of ZCU-20/30 will be carried out in this shop for further two years.



Caretaker Federal Minister for Railways, Ms. Roshan Khursheed Bharucha visiting loco workshop, Moghalpura.

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:

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 / hospitals. 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 Pakistan Railways Hospitals there are 46 dispensaries and 25 Child Welfare Centers all over the system. Special Ist emphasis is being given for promotion of Medical Education of the Doctors and Para-medical Staff and Post-Graduation studies of doctors is encouraged so that qualified

specialist doctors are available for treatment of patients in Railway Hospitals Emergency Services to train passengers are being provided and First Aid Centers have been established at all major Railway Stations of Pakistan Railways. Efforts are being made for prevention and control of Dengue and Polio. Child Immunization Program is being carried out at Railway Station and colonies.

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 performance of Directorate of Education, Pakistan Railways for the Year 2017-18 is as under :-

- Sports Camps were being arranged for both boys and girls in Lahore Schools and Colleges. Different coaches of various games are deputed for the training of the students.
- Special Zero period for Dengue Awareness has been allocated in all schools.

- Scouting has been introduced in P.R Schools and Colleges. A regular period is allocated in regular timetable.
- A special Quranic period for Qurani Taleem has been introduced in all P.R Schools and Colleges over the system.
- A special teachers training workshop has been arranged during summer vacations.
- Monthly Test System has also introduced for Board classes.
- Parents & Teacher was arranged meetings thrice in an Academic Year.
- Verification of Matric, Inter, B.A, B.Ed., M.Ed. and M.A Degree from respective BISE's and Universities.
- Prize distribution ceremony was held at Al-Hamra Hall No. 2 in the honour of high achievers of Pakistan Railways Education System in all School.
- One Hundred Trees have been planted in every school of Pakistan Railways over the system.

Pakistan Railways Schools Secondary Schools Certificate Examination Results 2018

School Name	Appeared	Passed	A+	A	B	C	D	Pass %	Top Positions	Marks Obtained
P.R.St.Andrew's Girls School LHR	130	119	20	25	50	22	02	92	Kashif Jahangir	1100/1062
									Amina Zubair	1100/1044
									Nimara Kausar	1100/1034
P.R.Lady Griffin Girls School LHR	85	82	25	13	20	21	03	97	Hadiqa Shaukat	1100/1060
									Kinza Eman	1100/1028
									Khansa Baseer	1100/1022
P.R.Girls School MGPR LHR	97	93	32	20	16	17	05	96	Maham Aziz	1100/1060
									Zainab Malik	1100/1048
									Ayesha Khalid	1100/1029
P.R.Boys School MGPR LHR	32	32	15	09	07	01	--	100	Ruwaid Mehmood	1100/1054
									Muhammad Bilal	1100/989
									Muhammad Asjad Ali	1100/982
P.R.Boys School Engine Shed LHR	60	52	16	09	10	12	05	87	Abdullah Khalid	1100/1049
									Muhammad Umer Nadeem	1100/1043
									Soban Ali	1100/1027
P.R.Boys School Samasatta	07	06	--	--	04	02	--	85	Muhammad Rashid	1100/738
									Syed Ehsaan Baqir	1100/738
									Narullah Malik	1100/693
P.R.Boys School Sukkur	16	16	--	01	05	10	--	100	Ubaid Gull	1100/674
									Amir Shahzad	850/641
									Asad Ullah	850/539
P.R.Girls School Sukkur	17	17	--	11	03	03	--	100	Deep Chand	850/529
									Oulla	850/662
									Bushra	850/637
P.R.Girls School Rohri	12	12	--	--	07	05	--	100	Saweera	850/636
									Sumeera	850/555
									Saima	850/545
Total:	456	429	108	88	122	93	15	95	Sara Gill	850/540

Pakistan Railways Sports Board:

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.

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.

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.

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 |

International Achievements:

Prof Dr. Farhan Ebadat Yar Khan, Vice President P.R. Sports Board:

Nominated as Manager of Pakistan Judo team by the Pakistan Judo Federation for Grand Salam Judo Tournament at Abu Dhabi (UAE) from 24-30 Oct, 2017.

Dr. Aftab Iqbal Ch. Secretary General, Pakistan Railway Sports Board.

Nominated as Manager of Pakistan Wrestling team by the Pakistan Wrestling Federation for 5th Asian Indoor & Martial Art Game Ashkhabad (Turkmenistan) from 17-27 Sep, 2017.

Mr. Rashad Mahmood Butt, Sports Officer PR Sports Board:

Appointed as Umpires Manager for Asian Games Qualifier from 8-17 March, 2018 at Masqat (Oman).

Mr. Ali Zaryab Asif Cricket Player of Pakistan Railways:

Represented Pakistan U-19 Cricket team in the U-19 World Cup, 2018 Held at New Zealand.

Mr. Najam-us-Saeed Inspector Sports PR Sports Board:

Appointed as Official Scorer by the Pakistan Cricket Board to supervise the Semi Finals of Pakistan Super League, 2018 at Lahore.

M/S. Rab Nawaz, Faheem ur Rehman & Qayyum Changezi Taekwondo Players of Pakistan Railways:

Represented Pakistan in 29th Fajr Open and 8th Taekwondo Club Championship held at Iran from 20-26 April, 2018 Rab Nawaz got Bronze Medel for Pakistan.



CEO Railways Gold Cup awarded to winning Captain of weightlifting team by
CEO/Railways Muhammad Javed Anwar.

National Achievements:

Results of National Championships (From July, 2017 to June, 2018).

S. No.	Event	Medals			Team Position
		Gold	Silver	Bronze	
1	Wrestling:- National C/Ship 3-5 Nov, 2017 at Faisalabad.	0	3	4	4 th
2	Karate Men:- 25th National C /Ship, 2017 23-26 Nov, 2017 at Lahore.	0	2	1	6 th
3	Karate Women:- 25th National C /Ship, 2017 23-26 Nov, 2017 at Lahore.	0	1	2	4 th
4	Taekwondo Men & Women:- 12th National C /Ship, 2017, 8-13 Dec, 2017 at Islamabad.	0	3	17	3 rd
5	Table Tennis:- National C /Ship, 2018 6-11 Jan, 2018 at Lahore.	0	0	1	—
6	Belt Wrestling:- National C/Ship 2018 from 19-21 Jan, 2018 at Lahore.	0	3	4	4 th
7	Boxing:- National C/Ship 2018 from 19-24 Jan, 2018 at Lahore.	0	1	2	5 th
8	Body Building- National C/Ship, 2018 at Lahore from 16-18 Feb, 2018 at Lahore.	3	3	2	1 st
9	Weight Lifting:- National C/Ship 2018 from 15-17 Apr, 2018 at Lahore.	1	2	1	3 rd
10	Wushu Men & Women:- National C/Ship 2018 at Bahawalpur.	0	2	9	..
Total		4	21	43	68

Games Schedule/Results of P.R. Inter Divisional Champions,2017-2018.

S.No	Games	Dates	Venue	Host Div	1ST	2ND	3RD
1	Karate	16 TH Aug, 2017	Burt Inst: Lhr	Lahore	Lahore	Workshops	Karachi
2	Judo	17 TH Aug, 2017	Rly Stadium	Workshops	Workshops	Lahore	Karachi
3	Taekwondo	19 TH Aug, 2017	MGPR Inst	Workshops	Workshops	Lahore	Multan
4	Wrestling	21 ST Aug, 2017	Rly Stadium	WorkShops	Workshops	Multan	Karachi
5	Table Tennis	12-13 Sep,2017	Peshawar	Peshawar	Karachi	Workshops	Peshawar
6	Tug Of War	21 ST Sep, 2017	Rly Stadium	PRSB	Workshops	Lahore	Quetta
7	Badminton	27-28 Sep,2017	Sukkur	Sukkur	Workshops	Lahore	Multan
8	Gymnastic	28 TH Oct, 2017	Karachi	Karachi	WorkShops	Lahore/ Karachi	--
9	Hand Ball	30-31 Oct,2017	Rly Stadium	Lahore	Lahore	Multan	Workshops
10	Cycling	7 TH Nov, 2017	Velodrum	WorkShops	Lahore	Multan	Workshops
11	Kabaddi	9 TH Nov, 2017	Rly Stadium	WorkShops	Workshops	Lahore	Multan
12	Basket Ball	13-14 Nov,17	Rly Stadium	Lahore	Lahore	Multan	Workshops
13	Volley Ball	13 TH Dec,2017	MGPR INST	WorkShops	Workshops	Peshawar	Lahore
14	Golf	3 RD Jan,2018	Garson G.C	WorkShops	Workshops	Lahore	Multan
15	Weight Lifting	3 RD Jan,2018	Old Camp	WorkShops	Workshops	Lahore	PR Police
16	Cricket	13 Nov-6 Jan,18	Lahore	PRSB	Sukkur	Workshops	--
17	Chess	24 TH Jan,2018	Karachi	Karachi	Workshops	KYC	Multan
18	Foot Ball	26-30 Jan,18	Karachi	Karachi	W / Shop /Mul	--	Lahore
19	Body Building	20 TH Feb,2018	MGPR Instt	WorkShops	W/Shop/Lahore	--	Peshawar
20	Athletics	23-24 Feb,18	Lahore	PRSB	Multan	Lahore	Workshops

CHAPTER-IV

Railway Inspectorate

Federal Government Inspector of Railways (FGIR):

1. Brief History:

Uptill 1908, control over Railways was exercised by Government through consulting Engineers. The Inspectorate was separated from the Railway Board and placed under the Communication Department from 12th May, 1941. 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.

2. Appointment of F.G.I.R:

As per section - 4 of Railway Act, the Federal Government may appoint one or more suitable persons not below the rank of the General Manager of Railways Administration, to be the Inspectors of Railways.

3. Major Responsibility:

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 operation staff, repair facilities, etc, and while holding enquires 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 service by pointing out defects and short - comings in maintenance and operation of the Railways and by making suggestions and recommendations for its rectification.

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. are as under :-

(i) **Inspections of new lines.**

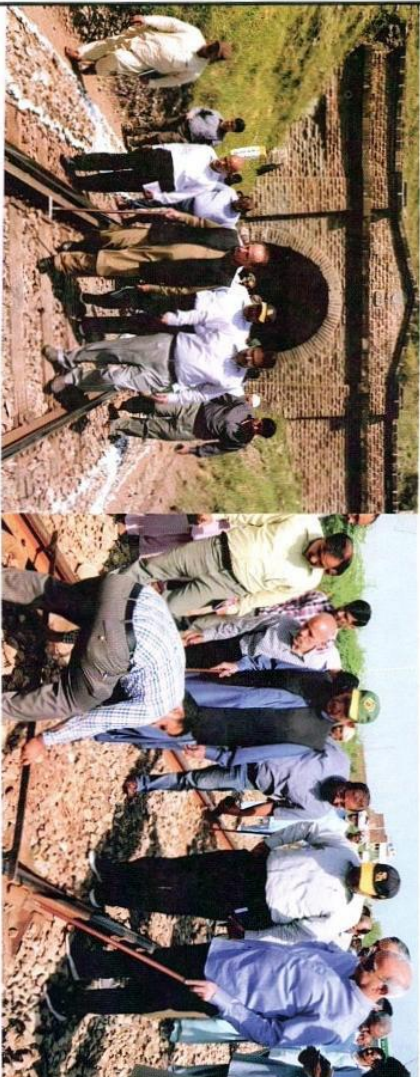
To inspect new Railway lines with a view to determining whether they are fit to be opened for the public carriage of passengers, and to report thereon on the Federal Government as required under the Act.

(ii) **Periodical Inspections.**

This generally covers about 30% of the route kilometers on proper Annual Inspections by an Inspection Special accompanied by the Head of Railway Administration and Principal and other officers and another 25% route kilometers 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.



Mr. Muhammad Aftab Akbar Chief Executive Officer/Sr. General Manager and Federal Government Inspector of Railways inspecting track in Rawalpindi Division.

(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, signal diagrams, working rules and all other new Engineering, Mechanical and Signaling works concerning lines used by passenger trains.

Achievement During The Financial Year 2017-2018.

S. No.	Services Delivery	Indicators (Unit of Measurement)	Target achieved FY 2016-17
1.	Inspection of seven operating Divisions of Pakistan Railways	i) By Annual Inspection *2054 to 2464 of total route Kms. ii) General Tour Inspections **1643 to 2054 of total route Kms.	i) Annual Inspection of 1810 track Kms. ii) General Inspections of 1498 track Kms.
2.	Approval of All type of plans of Pakistan Railways	As and when demanded	270
3.	Approval of Working Rules and Temporary Working Instructions.	As and when demanded	37
4.	Conducting Accident Enquiries (if any)	As and when required under the Law	3
5.	Approval of Technical Sanctions	As and when demanded	2
6.	Other Enquiries of Malpractice/Irregularities	By the Orders of Secretary/Chairman as & when required	..

*25% to 30% and ** 20% and 25% of total route kilometers.

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

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.

3. Mandate :

In performance of its duties, the Vigilance has been 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 Directorate 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 along with 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. Besides, 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 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/ Lahore (BS-19)	Lahore	He Looks after the vigilance activities over Lahore, Workshops Divisions.
6	Director/ South (BS-19)	Karachi	Sukkur, Quetta & Karachi Divisions fall under jurisdiction.
7	Director/ Multan (BS-19)	Multan	He will Look after vigilance activities over Multan Division.

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 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 2017-2018 are summarized below:-

a. Earning

Vigilance shared the Railway earning during fiscal year 2017-18 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. 38.98** million.

ii) **Identification/Recovery of Outstanding Amounts.**

An amount of **Rs. 491.572** has been pointed out as outstanding against private sector/other government departments, on account of Railway leased land (commercial & agriculture), shops/markets, quarters, stalls parking stands etc., out of which, Pakistan Railways recovered an amount of **Rs.173.206** million during 2016-2017.

It is worth mentioning here that the total annual budget, allocated to Vigilance during 2017-18 was **Rs.79.600 million**, out of which, only **Rs.23.530 million**, were provided for operating expenses against which, it shared the above earning.

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

Identified about **2126.775 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 **221.136 acres** out of the above indicated land.

c. **Generation/Production of Reports**

During the year, Vigilance pointed out about **1470** cases of different type of irregularities. Reports on which were sent to the concerned quarters with suitable recommendations for necessary remedial action.

8. **Future Planning:**

- Creation of Cadre
- Trainings to Vigilance officers & staff from NAB, FIA, IB and ISI
- Procurement of Vehicles for conducting raids.

CHAPTER-VI

Railway Constructions Pakistan Limited (RAILCOP):

1. Introduction:

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 continuous efforts, the turnover of the company has been increased to Rs. 2.10 billion (unaudited) during the financial year 2017-2018.

2. Vision & Mission Statement:

Vision Statement:

To achieve excellence in Engineering Services with special emphasis on Railway Sector and to become an international commercial company operating beyond Pakistan's borders.

Mission Statement:

To lead the public and private sector in the engineering disciplines including Railways by providing highest quality and safety standards in an economical and efficient manner.

Scope of Services:

RAILCOP participates through open tendering/bidding within and outside Pakistan Railways. RAILCOP can carry out the infrastructure projects like construction of new railway track, rehabilitation/ maintenance of old track, deep screening of ballast and construction of buildings, bridges, flyover/underpasses, road works, electric works and other related infrastructure projects.

Company Network/Coverage:

Company's Head Office is situated at Islamabad, whereas its Regional/ Project Offices are situated at Lahore, Multan, Sukkur and Karachi.

Projects Completed:

RAILCOP completed 13 projects worth Rs. 1.510 billion for Pakistan Railways and other Public Sector Organizations during the financial Year 2017-2018, detail of which is as under:-

Sr. No.	Name of Project	Cost (Rs. million)	Client
1	Construction of Girls Hostel at Fatima Jinnah Women University, Rawalpindi	142.021	FJMU
2	Construction of labour complex at Multan (apartments), Phase-1, Package-K&H	392.556	WWF
3	Rehabilitation and improvement of Lahore Dry Port, Mughalpura	214.173	PR
4	Work of Dry Port and Transit Goods Facilities at Azakhel, Pir Piai Railway Station, Nowshehra District	149.003	PR
5	Construction of Five new Bridge between Bin Qasim-Port Qasim Station, Karachi	272.110	PR
6	Providing 2x58'-10 1/2" Girder Gridge at KM 411/13-14 for Silt Ejector of Kachi Canal and DGK Canal	63.331	PR
7	Up-Gratation of Maintenance Facilities of PR Diesel Shed, Karachi	115.610	PR
8	Supply of Ballast at Sadiqabad (5 lacks cft)	24.250	PR
9	Supply of Ballast at Khanpur (5 lacks cft)	24.250	PR
10	Supply of Ballast at Peerak-II (5 lacks cft)	19.500	PR
11	Supply, stacking and loading Stone Ballast 5 lac cft at Khairpur	27.880	PR
12	Supply, stacking and loading Stone Ballast 513,000 cft at Walhar-II (Mirpur Mathelo)	25.500	PR
13	Supply of 8 lacks cft mechanically crushed Stone Ballast at Liaquatpur-II Railway Station	39.600	PR
Total:		1509.784	

Ongoing Projects:

RAILCOP is presently executing various infrastructure projects costing about Rs. 2.696 billion, detail of which is as under:-

Sr. No.	Name of Project	Cost (Rs. million)	Client
Lahore			
1	Operation of Track Workshop at Raiwind	1,000.000	PR
2	Operation of Track Machine Shop and Operation of Track Machines on Divisions	250.000	PR
3	Re-construction/Renovation/Up-gradation of Narowal Railway Station	359.869	PR
4	Construction of 6 Blocks comprising of 16 Quarters each (G+3) for Class-III & Class-IV Railway Staff at Lahore	331.919	PR
Multan			
5	Construction of Academic Block at Air University, Multan	418.941	A/Uni
Karachi			
6	Construction of 3 Blocks comprising of 16 Quarters each (G+3) for Class-III & Class-IV Railway Staff	165.1300	PR
7	Earth Work for Construction of Embankment for Line No. 5-A at BQM Yard including constructin of 2-10' x 10' RCC Box Culvert Bridge No. 37-C	9.2980	PR
8	Providing Stone Pitching on Embankment Bin Qasim-Port Qasim Station	34.0170	PR
Sukkur			
9	Maintenance and Repair work of SIBA Sub-Campus Kashmore at Kandkot (Sukkur IBA University)	38.156	IBA
10	Construction of Check Posr (Security Tower) at Main Campus (Sukkur IBA University)	3.370	IBA
11	Construction of RCC Road at Main Campus (Sukkur IBA University)	23.772	IBA
12	Construction of Gymnasium (Cadet College Ghotki)	16.713	CCG
13	Construction of Swimming Pool (Cadet College Ghotki)	28.098	CCG
14	Construction of 4 Unit Basket Ball Court, Volley Ball Court, Cricket Ground (Cadet College Chotki)	17.000	CCG
Total:		2,696.283	

In addition to above, RAILCOP is successfully running operation of Track Workshop, Raiwind and Track Machine Shop, Lahore w.e.f. 01-07-2000. The workshops continue to contribute effectively towards efforts of Pakistan Railways in maintenance & rehabilitation of meet the requirements of Pakistan Railways for maintenance and renewals works. The production of Track Workshop, Raiwind for the year 2017-2018 was Rs. 700.0 million.

RAILCOP is also operating Track Machine Shop, Lahore for carrying out complete overhauling and major repairs of a variety of Track Machines and Cranes like PU Tamping and Aligning Machine, Ballast Cleaning Machine,

Duomatic Track Machine, Gantry Cranes, Crawler Cranes and other various small machines related to track maintenance. The services involve F-Schedule, nominated repair, trouble shooting and training of staff..

To improve the availability and performance of track Machines and Cranes over the Different Division, Pakistan Railways assigned the services of Track Machine Operations to RAILCOP in January, 2009. After took-over, RAILCOP inducted qualified Engineers for improvement, imported genuine spare parts, established laboratory, provided qualified quality control staff, created audio/video training facilities, rehabilitated Workshop building and repaired a number of machines lying out of order since long.

Performance indicators during the financial years 2017-2018 are as below :-

(Rupees in Million)

Sr. No.	Description	2017-2018
1	Authorized Capital	240.000
2	Paid-up Capital	200.000
3	Cash Divident Paid so far	39.200
4	Income Tax Paid so far	791.740
5	Company's Share Value	22.540

Profit and Loss Account for financial year 2017-2018 is as below:-

Year	Turn-over	Net Worth	Profit Before Tax	Profit After Tax
2017-2018 (Provisional)	2,100.00	2,777.00	504.00	402.00

The company earned revenue amounting to Rs. 2.10 billion during the financial year 2017-2018 and profit before tax is Rs. 504 million and after tax profit is Rs. 402.0 million. The net worth of the company increased from Rs. 2.527 billion to Rs. 2.777 billion. The financial data relating to financial year 2017-2018 is un-audited.

Future Plans/Projects:

- i. RAILCOP has pre-qualified in the tenders of "Construction of Regional Blood centers at Islamabad and Faisalabad",
- ii. RAILCOP has submitted bid for Pakistan Railway's upcoming project titled "Establishment of new Dry Port and Transit Goods Facilities at Azakhel Pir Piai Railway Station, Nowshera District". Bids are made evaluation by the client.
- iii. RAILCOP has planned to participate in Pakistan Railway's tender titled "Maintenance and Operation of Track Machines".
- iv. Pre-qualification documents submitted for construction of 126 Rooms multistory building at Nankana Sahib, Lahore.
- v. Pre-qualification documents submitted for revamping of Jinnah Hospital, Infrastructure Development Authority, Lahore.
- vi. Pre-qualification documents submitted for construction of Dental College at Lahore Cantt.
- vii. Pre-qualification documents submitted for construction of one block multistory flats for faculty for Cadet College, Hasanabdal.

CHAPTER-VII

Chief Internal Auditor

Establishment of CIA Office:

Office of Chief Internal Auditor was established in 1999 headed by a BS-20 Officer. Prior to this, the office was working under the administrative control of FA & CAO (Modernization)

Mandate of CIA Office:

The office of Chief Internal Auditor regulate its functions under Inspection Manual/Chapter-7 of Account Code Volume-I Presently preparation of Internal Audit Manual is in hand as per latest audit techniques.

Roles and Responsibilities:

- * Follow-up Internal Audit Inspections as per Annual Plan
- * Interface with Executive and extra Divisional Offices.
- * Issuance of Bi-annual Internal Audit Reports and their follow-up

Co-ordinate with Executive and Statutory Audit / PAC:

To compile/ consolidate replies to Specific Reports, Draft Paras, Audit Paras, MFDAC Paras, prepare SORs for meeting and examine replies to PAC/DAC directives. During the year 2017-18, numbers of Pre-DACs/DACs meetings on Draft Paras i.e 11 Pre-DACS and 18 DACs were held in addition to 01 PAC meeting.

Status of Annual Internal Audit Reports uptill now:

It is mentioned here that the C.I.A office prepared and issued 17 reports from the year 1999-2000 to 2015-2016, after that Bi-AIARs were issued and (90) Ninety observations were selected for 2nd Bi-AIAR in the year, 2016-2017, in order to help the management to improve and add value to working and activities.

Special Assignments/Special Studies were conducted at the instance of Railway Management during the year 2016-2017 and issued the reports to the concerned offices.

- Inspector General Pakistan Railways Police, Lahore.
- Mayo Gardens Club, Lahore.
- Procurement Audit of Non-development Budget year 2017-2018 for all Railway Divisions.
- Cash Release audit of May, 2018, for Lahore and Headquarter Divisions.
- Audit of payment of taxes for Railway.

Risk Based Audit:

This office has increased its scope of audit activities changed audit approach and reporting style. Since 2012, CIA Office has started risk based audit/Issue Based Audit Keeping in view objectives of organization, risk assessment and performance target. Risk factors and materiality concepts are considered during the preparation of Annual Audit Plan of different department incurring expenditure. Crucial/ high risk processes involving procurement, recoveries, theft, losses, deficiencies in rolling/store stocks, unnecessary blockage/retention of material, consumption of HSD Oil, non-realization of charges i.e. demurrage, liquidity, electrical etc, encroachment of Railway Land, lease and rental charges are included in Annual Internal Audit Report. Low risk areas are not included in Annual Internal Audit Report and are dealt at departmental level,

CHAPTER-VIII

Pakistan Railway Advisory and Consultancy Services Limited (PRACS):

Mission Statement:

To provide efficient, cost effective and high quality services to customers for gaining confidence and trust. To this end, PRACS provides consultancy and advisory services for the planning, designing and managing projects in all disciplines of Railways.

Vision:

PRACS to become a successful consultant and service provider in logistics and related fields at national and international level.

Achievements during 2017-2018:

- i. Manufacturing and supply of 130 Nos. crossings with 260 switch Rails.
- ii. Manufacturing and supply of 140 Nos. complete sets of turn outs from 27-05-2017 till date in progress..
- iii. Construction of Rail Market at Karachi Division
- iv. Feasibility study for Fauji foundation Bin Qasim Siding at Gadar Karachi.
- v. Commercial Management of Khushhal Khan Khattak Express.
- vi. PRACS is helping Pakistan Railways in the sale of tickets through its 20 PRACS managed Reservation and Information Offices throughout the country.
- vii. Feasibility and Transaction Advisory for Railway Link of Ketī Bunder project
- viii. Vetting of Structural Design & Drawing for construction of under pass at Chaubucha and Graffin Railway Crossings, Lahore.
- ix. Feasibility Study for Up-gradation of Pakistan Railways existing main line ML-1 and establishment of Havelian Dry Port JV with M/S CREEC and NESPAK.

PRACS Civil Engineering Department & Projects In Hand :

S.No.	Name of Project	Client	Value
1.	Review /Vetting of Estimates of Up-gradation of Main Line (ML-I) under CPEC Project (JV with NESPAK and CREC)	Pakistan Railways through Project Implementation Unit (PIU)	Rs. 306 Million
2.	Feasibility Study and Transaction Advisory Services for Railway Link of Ketu Bandaras JV with M/s Bridge Factors and four other firms.	Energy Department Government of Sindh	Rs. 327 Million
3.	Manufacturing and Supply of Crossing & Switches different types (140 Sets) JV with M/s Al-Tech, Lahore.	Pakistan Railways through Track Supply Officer(TSO)	Rs. 163 Million
4.	Replacement of Level Crossing with Underpass / Overhead Bridges for high speed Rail traffic on 6 Sections of ML-I	Pakistan Railways through Project Implementation Unit (PIU)	Rs. 60 Million
5.	Collection of Land Revenue Record for Acquisition of Private Land for New Railway Alignment in Connection with Up-gradation of ML-I Project at different sections	Pakistan Railways through Project Implementation Unit (PIU)	Rs. 3.00 Million

Railway Reservation & Information Offices managed by PRACS

S.No.	City and Address.	Phone No.
1.	Ground Floor, Melody Market, G-6 Near G.P.O, Islamabad.	051-9207474
2.	G-9, Markaz, Paragon Center, Karachi Company, Islamabad.	051-9262250
3.	Shop No.1-184/L Al Kareem Plaza, Murree Road, Rawalpindi.	051-5542221
4.	Current Reservation Office, Railway Station, Rawalpindi.	051-9270395
5.	Current & Advance Reservation Office, Railway Station, Lahore.	042-99203552
6.	PRACS sub office Opposite UET Gate No. 3, G. T Road, Lahore.	042-36856940
7.	18-A Umer Center, Akbar Chowk Town Ship Lahore.	042-35141087
8.	Rajpoot Market, Near Tableeghi Markaz, Raiwind.	042-35394419
9.	Outside Daulat Gate, Circular Road, Multan.	061-4502022
10.	Jinnah Terminal, Quaid-e-Azam International Airport, Karachi.	021-99071106
11.	Shop No. 18, Haroon Center, Abu Isphani Road, Gulshan-e-Iqbal, Karachi.	0300-2141089
12.	GK-03 Ground Floor, E.O.B.I. office, Awami Markaz, Shahrah-e-Faisal, Karachi.	021-34330060
13.	Plot No. 1 Habib Bank, Chorangi S.I.T.E. Karachi	021-32570111
14.	Cantonment Area, Malir Cant, Karachi.	0321-3866457
15.	Pakistan Bazar, Pakistan Steel Town, Karachi.	021-99264111/3232
16.	Shop No. 1 Plot RS-5 Sector 11, Shafi Paradise, North Karachi.	021-36974490
17.	Shop No.1Al Syed Center, Opp Agha Khan Laboratory, Quidabad, Karachi.	0335-2435941
18.	Shop No 3&4, Sector E-32, Nasir Colony, Korangi, Karachi.	021-35069567
19.	Itefaq Plaza, Shop No.10, Mir Khalil-ur-Rehman Road, Quetta.	081-2841975
20.	Plot No. 950, Shop No. 12/24, Chaudry Corner, Sanghar.	0312-3612722

Pakistan Railway Advisory & Consultancy Services Limited:

Heritage Cell:

Heritage department of PRACS is working on different projects to preserve and promote the Railway heritage. Heritage Team is also entrusted with preparation of brochures, booklets and other related material to highlight history and heritage of Railways.

Golra Museum:

Golra Museum has tremendous potential of attracting public and tourists, in the study of its history, colonial background and variety of artifacts and items of vintage. Museum is housed in two different halls to contain artifacts reflecting history of Railway. Hall No I was established in 2003 by Mr. Ishfaq Khattak, the then D.S Rawalpindi while Hall No II was inaugurated on 21st April, 2018 by the Minister for Railway Khawaja Saad Rafique. All items in both halls of the museum are properly displayed and photographed.

CHAPTER-IX

Railway Estate Development & Marketing

Company (PVT) Limited:

REDAMCO was established on 12th March, 2012 and is managed by its Board of Directors, consisting of members from both private and public sectors. The mandate of REDAMCO has evolved over the year to the following:

1. Commercial exploitation of surplus Railway land.
2. Real Estate Development through value addition.
3. Franchising and awarding of selling rights to national and international brands.
4. Marketing and landscaping of selected Railway stations, in line with PR's policy to re-construct and renovate them.
5. Maintenance of Railway's heritage points and preservation of vintage items.

A paradigm shift in business was introduced in December 2013, wherein, instead of leasing out properties on long leases, value addition of assets was initiated through a Real Estate Development Program. Consortia of Technical, Financial and Legal consultants constituted to set outlines for commercial exploitation of real state through REDAMCO. REDAMCO Working in line with the new decision, now has a solid business map reflecting organization value that would be sustainable and profitable. REDAMCO through its different commercial endeavors has contributed an amount of Rs. 200 Million to Railway kitty. REDAMCO with its main office in Rawalpindi[†] also has its sub offices in Karachi, Lahore and Peshawar.

Railways has started upgradation of important stations over the network and reconstruction work is in full swing. at Bahawalpur, Sahiwal, Okara, Narowal etc., Main Stations of Karachi, Rohri, Quetta, Multan, Lahore, Rawalpindi and Peshawar, in addition to some others are planned to be up-graded under CPEC project. Thirty-one more stations will be maintained keeping environment of the station and passenger facilities in view. Commercial exploitation of these major stations after up-gradation will be managed by REDAMCO with its vast experience in the field.

Following facilities are planned to be provided, keeping yard's layout and available land, in each case separately.

- | | | | |
|---|--------------|---|-------------|
| 1 | Market Area | 2 | Food courts |
| 3 | Gymnasium | 4 | Play lands |
| 5 | Offices | 6 | Mosques |
| 7 | Fuel Station | 8 | Multiplex |

Heritage cell:

Heritage department of REDAMCO is worked on different projects to preserve and promote the Railway heritage of the country.

Golra Museum:

Team appointed for Golra museum is worked hard to promote and preserve the history and heritage of the Pakistan Railways. All items in the museum have been properly documented and photographed and displayed. This Railway museum, the first of its kind on the system, represents rich heritage of the colonial era.

Azadi Train:

Azadi Train started its country wide journey on 12th August, 2017. from Margalla station, Islamabad. It depicted rich and diverse cultural heritage of all the provinces of Pakistan and Azad Jammu & Kashmir. The train beautifully integrated the past and future of the country by representing the sacrifices rendered by the people in past and highlighting important projects such as China Pakistan Economic Corridor(CPEC) and other schemes of national significance. Azadi train has attracted attention of a large number of people throughout the country

Christmas Train:

A special Christmas Peace train was launched from Islamabad as part of Christmas celebrations on Thursday 22nd December. 2016.Honorable Federal Minister for Railways, Mr. Saad Rafique jointly inaugurated the Peace train at Margalla Railway station in Islamabad with kamran micheal. The train was launched to show solidarity with our Christian brethren and was a perfect example of interfaith harmony.

STATISTICAL TABLES

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ROUTE KILOMETRES

At the end of the year 2017-2018, 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 1950-2018.

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
2010-2015 Average	7,479.00	312.00	..	7,791.00
2015-2016	7,479.00	312.00	..	7,791.00
2016-2017	7,479.00	312.00	..	7,791.00
2017-2018	7,479.00	312.00	..	7,791.00

TRACK KILOMETRES

Pakistan Railways had a total of 11,881.00 track-kilometres (including double line track, yards and sidings) at the end of 2017-2018. This consisted of 11,492.00 kilometres of broad-gauge and 389.00 kilometres of metre-gauge.

Track Kilometres 1950-2016.

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
2010-2015 Average	11,386.60	393.60	..	11780.20
2015-2016	11,492.00	389.00	..	11881.00
2016-2017	11,492.00	389.00	..	11881.00
2017-2018	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 2017-2018 was approximately 26.%, .26%, and 48% 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, 2018, Pakistan Railways had 12 steam locomotives, 466 Diesel Electric locomotives and NIL Electric locomotives on entire system.

Year-wise figures are as follows :-

Year.	BROAD-GAUGE			METRE-GAUGE Steam (No.)	NARROW-GAUGE Steam (No.)	Total (No.)
	Steam (No.)	Diesel (No.)	Electric (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
2010-2015 Average	5	463	10	7	NIL	484
2015-2016	5	448	NIL	7	NIL	460
2016-2017	5	443	NIL	7	NIL	455
2017-2018	5	466	NIL	7	NIL	478

COACHING VEHICLES OWNED

Total number of coaching vehicles owned by Pakistan Railways at the end of the year 2017-2018 was 1,743. This includes 1,460 vehicles meant for the conveyance of passengers and 283 vehicles for the conveyance of luggage, parcels, mails, automobiles, horses, etc., as well as departmental vehicles and does not include 217 coaching brake-vans. 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 car- riage (No.)	Other coach- ing vehicles (No.)	Passen- ger car- riage (No.)	Other coaching vehi- cles (No.)	Passen- ger car- riage (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
2010-2015 Average	1,511	252	..	..	..	Nil	1,511	252
2015-2016	1484	274	..	..	..	Nil	1,484	274
2016-2017	1466	270	..	..	..	Nil	1,466	270
2017-2018	1,460	283	..	..	..	NIL	1,460	283

FREIGHT WAGONS OWNED

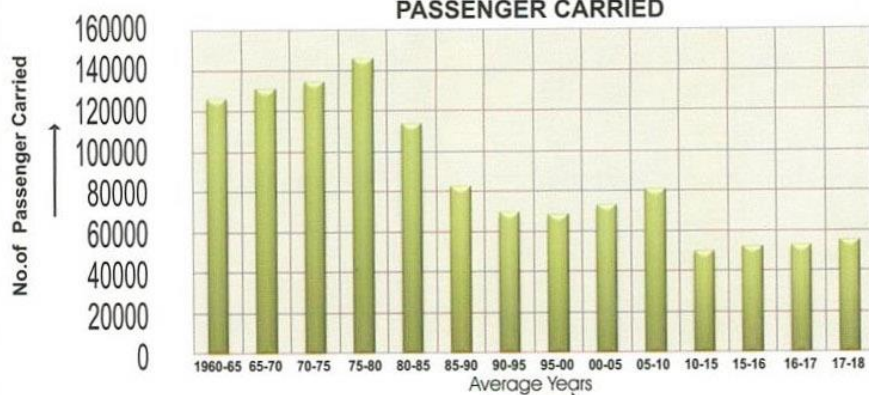
The number of freight wagons owned by the Pakistan Railways at the end of the year 2017-2018 was 16,159 comprising 4,242 covered wagons 4,336 open wagons 462 special type wagons (for carriage of liquids, explosives, machinery, live-stock, timber, rails, etc.), 1,991 departmental wagons, 1,754, container 2,925 tank wagons, and 449 brake-vans. Out of these 9,158 wagons are 4-wheelers and 7001 are 8-wheelers.

The figures year by year are shown below :-

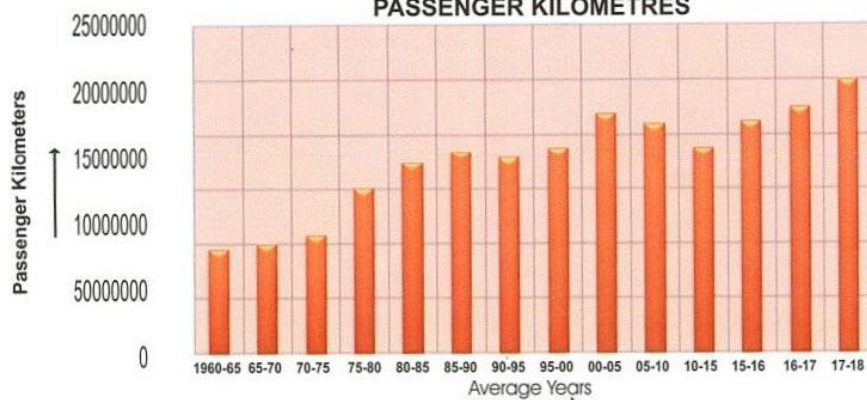
Year.	Broad-Gauge (No.)	Metre-Gauge (No.)	Narrow-Gauge (No.)	Total (No.)
1950-55 Average	22,835	803	613	24,251
1955-60 Average	24,310	969	607	25,886
1960-65 Average	30,033	1,070	578	31,681
1965-70 Average	34,999	1,073	574	36,646
1970-75 Average	35,767	1,065	563	37,395
1975-80 Average	34,966	1,001	548	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
2010-2015 Average	16,843	26	..	16,869
2015-2016	15,324	..	..	15,324
2016-2017	16,085	..	..	16,085
2017-2018	16,159	..	..	16,159

PAKISTAN RAILWAYS

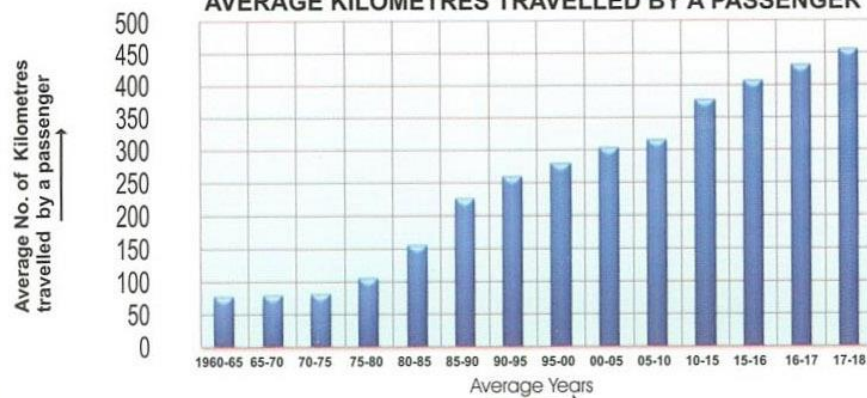
PASSENGER CARRIED



PASSENGER KILOMETRES



AVERAGE KILOMETRES TRAVELLED BY A PASSENGER



PASSENGERS CARRIED and Kilometres

During the year 2017-2018, the Pakistan Railways carried 54,907,609 passengers making a total of 24,903,778,044 passenger-kilometres, averaging 453 kilometres per passenger. These figures include passengers travelling on reduced fare tickets.

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	103.7	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
2010-2015 Average	49,720	18,833,437	374.7	289.79	76.84
2015-2016	52,192	21,200,910	406.21	399.89	98.45
2016-2017	52,388	22,475,697	429.03	419.40	97.76
2017-2018	54,907	24,903,778	453.56	445.30	98.18

Percentage of Passengers Carried Class-Wise

Out of 54,907,609 passengers carried during 2017-2018 80,782 (0.15%) travelled in Air-conditioned sleeper, 195,046 (0.36%) in Air-conditioned sitter, 22,859(0.04%) in First Class Sleeper, 1,233,455 (2.25%) in Air-conditioned (Standard) class, 51,994,340 (94.69%) in Economy class and 54,907,610 (2.52%) in Air-Conditioned Business Class. These are tabulated below:-

Year.	Air Condi- tioned Class		First Class		Upper Class Rail-cars		Second Class		Third Class		(InThousand) Total	
	No.	%	No.	%	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		
	Sleeper		Sitter		Sleeper		Sitter		Second Class		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.
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)

	Air-Conditioned Class				First Class				Air-Conditioned Lower		Economy Class		Second Class		Total
	Sleeper		Sitter		Sleeper		Sitter								
Year.	No.	%	No.	%	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	0.53	80580	95.23	84593
1990-95	65	0.09	243	0.41	590	0.81	1,471	212	363	0.52	9,459	2812	47680	67.98	59871
Average															
1995-2000	76	0.11	258	0.38	624	0.95	Nil	Nil	1268	1.88	30,100	44.54	35416	52.14	67964
Average															
2000-2005	95	0.13	145	0.20	503	0.69	Nil	Nil	1731	2.36	36,703	50.34	33650	46.25	72827
Average															
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															
Average Year.	Air-Conditioned Class				First Class		Air-Conditioned Lower				Economy Class		Second Class		Total
	Sleeper		Sitter		Sleeper		Business		Standard						
	No.	%	No.	%	No.	%	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
2010-15	46	0.09	130	0.26	21	0.04	526	1.06	513	1.03	44,176	88.85	4,307	8.66	49,320
Ave year															
2015-16	70	0.13	155	0.30	20	0.04	1196	2.29	550	1.05	49,733	95.29	468	0.90	52,192
2016-17	75	0.14	158	0.30	23	0.04	1117	2.13	974	1.86	49,939	95.33	102	0.19	52,388
*2017-18	81	0.15	195	0.36	23	0.04	1381	2.52	1,233	2.25	51,994	94.69	..	..	54,907

*Provisional

CLASS WISE & ZONE-WISE

No. of Passengers carried.

Class.	No. of Zone	2013-2014	2014-2015	2015-2016	2016-2017	* 2017-2018
A.-C.C.	1-40 Kms	91	0	0	0	0
Sleeper	41-100 Kms	130	29	45	24	5
	101-250 Kms	396	18,826	9,994	16,032	13,868
	251-500 Kms	13,609	11,443	6,965	8,282	11,140
	501 & above	38,384	48,357	52,804	50,311	55,769
	Total	52,610	78,655	69,808	74,649	80,782
A.-C.C.	1-40 Kms	71	48	18	23	23
Sitter.	41-100 Kms	653	216	115	4,479	3,475
	101-250 Kms	76,450	94,783	112,680	102,886	86,966
	251-500 Kms	16,809	12,806	40,509	37,784	93,580
	501 & above	540	904	1,450	12,771	11,002
	Total	94,523	108,757	154,772	157,943	195,046
A.-C.L. (Standard)	1-40 Kms	1,385	878	6,098	435	29
	41-100 Kms	8,356	4,297	3,538	573	4,932
	101-250 Kms	65,279	74,335	49,865	82,983	122,507
	251-500 Kms	149,916	180,372	144,234	127,542	112,744
	501 & above	125,920	150,245	346,500	762,583	993,243
	Total	350,856	410,127	550,235	974,116	1,233,455
First Class Sleeper.	1-40 Kms	1	10	1	0	1
	41-100 Kms	89	30	0	17	2
	101-250 Kms	957	3,775	1,317	4,445	8,001
	251-500 Kms	6,137	3,313	2,058	3,632	742
	501 & above	14,412	13,978	16,680	15,157	14,113
	Total	21,596	21,106	20,056	23,251	22,859

* Provisional

PASSENGERS CARRIED & EARNINGS

Passenger Earnings.(Rs.)

2013-2014	2014-2015	2015-2016	2016-2017	*2017-2018
9,270	0	0	0	0
68,565	11,320	14,718	6,777	2,381
347,210	13,516,780	7,098,295	11,281,637	9,792,485
21,482,994	17,704,591	8,888,238	14,892,196	23,120,019
107,447,008	118,043,876	147,610,205	136,646,617	176,566,147
129,355,047	149,276,567	163,611,456	162,827,227	209,481,032
7,740	5,000	3,580	3,595	3,260
148,930	73,656	36,785	1,372,109	950,259
53,056,414	65,831,070	74,434,890	71,755,891	63,303,303
14,434,975	2,488,650	34,539,271	34,807,964	85,657,634
798,630	1,657,022	3,359,327	18,895,958	18,536,295
68,446,689	77,989,384	112,373,853	126,835,517	168,450,751
133,540	79,450	4,141,402	23,270	3,905
1,274,630	1,128,830	424,597	79,015	579,095
36,976,591	35,130,804	22,523,871	48,478,357	65,446,023
119,476,474	156,625,864	123,272,550	121,924,469	104,278,854
192,831,399	242,817,421	545,355,216	1,158,218,571	1,686,890,309
350,692,634	435,782,369	695,717,636	1,328,723,682	1,857,198,186
185	1,564	85	0	100
10,700	6,820	0	2,588	530
425,077	1,345,418	497,827	1,625,515	2,803,535
3,354,230	2,488,650	1,546,678	2,553,740	619,001
18,750,133	18,993,669	24,269,852	20,606,287	18,020,770
22,540,325	22,836,121	26,314,442	24,788,130	21,443,936

* Provisional

CLASS-WISE & ZONE-WISE

No. of Passengers carried.

Class.	No. of Zone	2013-2014	2014-2015	2015-2016	2016-2017	*2017-2018
Economy Class.	1-40 Kms	7,540,690	12,747,404	7,360,578	6,227,298	10,038,723
	41-100 Kms	9,303,905	10,072,968	10,126,983	9,130,774	10,780,675
	101-250 Kms	12,456,630	9,686,425	9,585,748	12,536,796	10,681,077
	251-500 Kms	3,851,583	5,199,455	7,413,840	7,967,304	5,381,617
	501 & above	12,338,091	12,800,967	15,246,158	14,076,568	15,112,249
	Total	45,490,899	50,507,219	49,733,307	49,938,740	51,994,340
Second Class	1-40 Kms	197,323	264,980	79,162	23,570	--
	41-100 Kms	448,491	233,754	108,659	35,824	--
	101-250 Kms	156,445	134,296	43,095	13,851	--
	251-500 Kms	46,849	40,067	29,305	4,029	--
	501 & above	188,698	214,469	207,570	24,714	--
	Total	1,037,806	887,566	467,791	101,988	--
ACL Business	1-40 Kms	121	47	0	0	0
	41-100 Kms	2,492	1,066	0	14,127	11
	101-250 Kms	14,667	109,976	84,168	143,477	159,644
	251-500 Kms	57,618	70,278	10,259	18,899	19,377
	501 & above	566,756	756,458	1,101,874	940,531	1,202,095
	Total	641,654	937,825	1,196,301	1,117,034	1,381,127
Zone Wise Total of all Classes	1-40 Kms	7,739,682	13,013,367	7,445,857	6,251,326	10,038,776
	41-100 Kms	9,764,116	10,312,360	10,239,340	9,185,818	10,789,100
	101-250 Kms	12,770,824	10,122,417	9,886,866	12,900,470	11,072,064
	251-500 Kms	4,142,521	5,517,734	7,647,170	8,167,472	5,619,200
	501 & above	13,272,801	13,985,378	16,973,036	15,882,635	17,388,471
	Total	47,689,944	52,951,256	52,192,269	52,387,722	54,907,610

* Provisional

PASSENGERS CARRIED & EARNINGS

Passenger Earnings. (Rs.)

2013-2014	2014-2015	2015-2016	2016-2017	*2017-2018
348,265,768	467,160,206	334,364,928	280,706,240	396,998,175
830,590,566	861,805,150	891,216,192	981,281,207	1,044,739,143
2,534,761,749	2,117,697,067	1,819,797,993	2,270,440,638	2,217,715,822
1,627,971,019	2,130,508,829	2,822,997,231	3,129,580,773	2,098,387,692
8,250,127,259	9,729,969,968	10,736,427,769	10,648,952,993	12,546,294,912
-----	-----	-----	-----	-----
13,591,716,361	15,307,141,220	16,604,804,113	17,310,961,851	18,304,135,744
-----	-----	-----	-----	-----
6,656,948	7,672,788	2,324,868	680,070	--
27,670,838	17,291,920	7,625,517	2,402,227	--
20,218,880	22,608,340	7,468,317	2,233,213	--
12,436,500	13,456,829	8,791,012	1,265,228	--
115,001,784	137,379,049	133,014,530	14,315,734	--
-----	-----	-----	-----	-----
181,984,950	198,408,926	159,224,244	20,896,472	--
-----	-----	-----	-----	-----
26,930	9,290	0	0	0
610,245	318,690	0	3,572,038	3,850
8,612,697	68,387,435	51,017,163	89,348,996	123,473,996
71,218,608	74,089,888	8,989,468	19,494,074	24,404,650
1,384,499,362	1,637,526,621	3,049,275,368	2,884,178,647	3,741,642,215
-----	-----	-----	-----	-----
1,464,967,842	1,780,331,924	3,109,281,999	2,996,593,755	3,889,524,711
-----	-----	-----	-----	-----
355,100,381	474,928,298	340,834,863	281,413,175	397,005,440
860,374,474	880,636,386	899,317,809	988,715,961	1,046,275,258
2,654,398,618	2,324,516,914	1,982,838,356	2,495,164,247	2,482,535,164
1,870,374,800	2,405,297,287	3,009,024,448	3,324,518,444	2,336,467,850
10,069,455,575	11,886,387,626	14,639,312,267	14,881,814,807	18,187,950,648
-----	-----	-----	-----	-----
15,809,703,848	17,971,766,511	20,871,327,743	21,971,626,634	24,450,234,360

* Provisional

FREIGHT WAGONS LOADED

326,514 freight wagons were loaded during 2017-2018 on the entire system. These figures also include wagons received from foreign Railways.

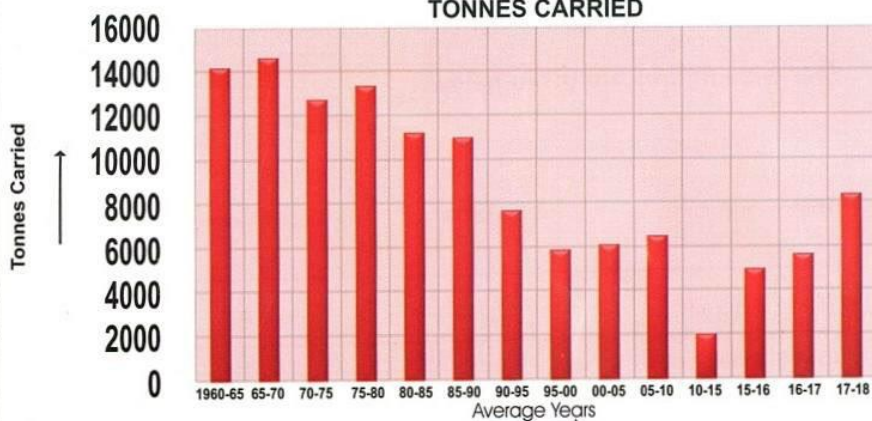
Year-wise figures are given below :-

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
2010-2015 Average	97,496	Nil	Nil	97,496
2015-2016	243,794	Nil	Nil	243,794
2016-2017	264,256	Nil	Nil	264,256
2017-2018	326,514	NIL	NIL	326,514

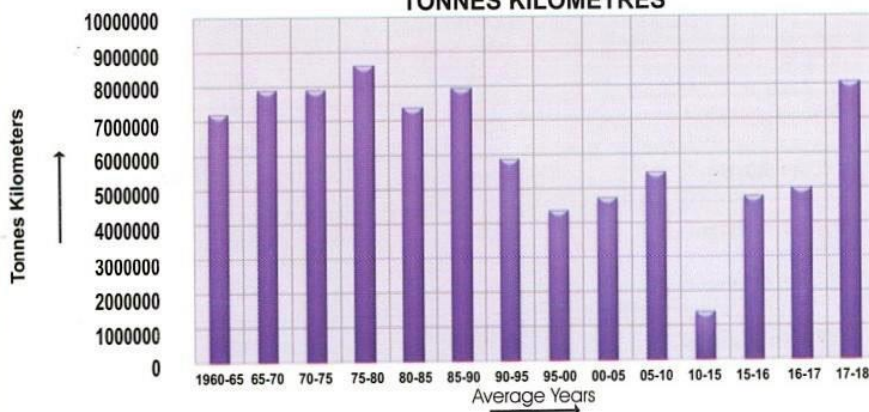
Note.-Figures as per L.S.P.R.

PAKISTAN RAILWAYS

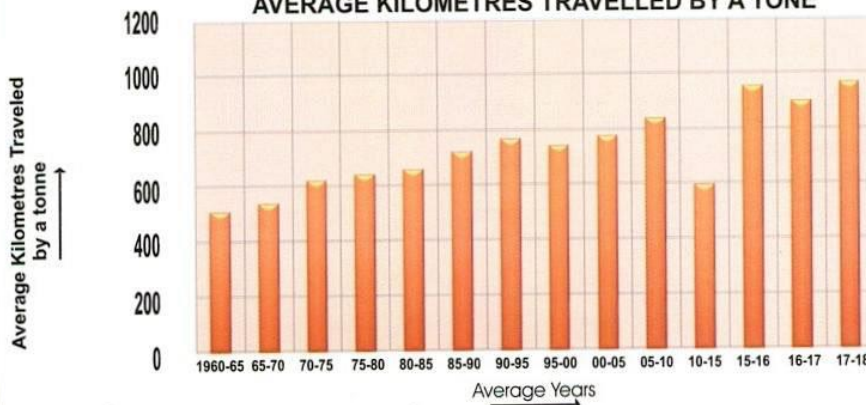
TONNES CARRIED



TONNES KILOMETRES



AVERAGE KILOMETRES TRAVELLED BY A TONE



FREIGHT

8,355,511 freight tonnes were carried by Pakistan Railways during 2017-2018 and 8,080,353,070 tonne-kilometres were earned averaging 967.06 kilometer.

Year-wise figures are given below :-

Tonnes carried (Thousand)

Year.	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
2010-2015 Average	1,333	700	2,033
2015-2016	4,174	827	5,001
2016-2017	4,594	1,036	5,630
2017-2018	7,427	928	8,355

*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
1,394,149	596.54	2.90	1,621.4	2,035,244
4,773,548	954.44	2.19	2,086.44	5,721,538
5,031,315	893.65	2.39	2,132.55	6,073,754
*8,080,353	967.06	2.31	2,232.66	9,185,612

*Provisional.

COMMODITY-WISE (TONNES) FREIGHT CARRIED

(Figures in thousand).

S. No.	Name of commodities.	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018
1	Ballast and Stone	7	15	17	51	21
2	Cement	160	255	283	239	247
3	Chemical manures (Fertilizers)	..	58	107	234	94
4	Coal and Coke for the Public	161	596	881	1,303	3,899
5	Departmental Commodities					
5a	Coal, Coke and Patent fuel for Railways (including H.S.D. and furnace oil)	134	132	160	188	303
5b	Railway Material and Stores	618	608	661	848	625
6	Cotton Raw, unpressed and full pressed	..	..	..	..	..
7	Fire wood	4	6	3	2	3
8	Fruits and Vegetable fresh	..	..	..	..	..
9	Gross Dry	..	..	..	..	..
10	Gypsum	3	2	..	1	..
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	..	..	..	..	..
18	Machinery, electrical	..	..	..	..	..
19	Machinery, other than electrical	..	..	..	..	..
20	Molasses	..	..	..	..	..
21	Oil Division "D" includes vacuum refined edible oil	..	..	..	..	..
22	Oil Seeds	35	66	58	40	30
23	Ores, common	..	..	..	..	..
24	Other grains and pulses	..	..	..	..	..
25	Paddy and Rice	..	17	35	40	..
26	Petroleum and other hydrocarbon oils non-dangerous i.e., having flashing point at above 76 Fahr.	..	..	..	..	..
	(a) Division "B" includes Diesel oil	..	..	..	..	..
	(b) Division "C" includes furnace oil	305	668	857	829	782
27	Petroleum and other hydro-carbon oils dangerous i.e., having a flashing point below 76 Fahr. Includes Petrol oil.	..	..	..	..	..
28	Petroleum and other hydro-carbon oils non-dangerous i.e., 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	16	11	..	..	..
31	Sugar	1	..	..	..	..
32	Sugarcane	..	..	..	..	..
33	Timber	..	..	..	..	..
34	Tobacco manufactured	..	..	..	..	..
35	Wheat	..	..	..	..	..
36	Wool	..	..	..	..	..
37	Miscellaneous	116	642	936	1,009	1211
38	Container Traffic	50	524	1,003	846	1440
Total		1,610	3,600	5001	5630	8355

COMMODITY-WISE TONNE KILOMETRES

(Figures in thousand).

S. No.	Name of commodities.	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018
1	Ballast and Stone	2,622	5,308	4,184	1,051	6,939
2	Cement	22,018	311,219	353,843	296,810	309,715
3	Chemical manures (Fertilizers)	..	55,527	77,002	131,344	38,703
4	Coal and Coke for the Public	205,708	741,768	1,050,401	1,546,012	4,162,977
5	Departmental Commodities					
5a	Coal, Coke and Patent fuel for Railways (including H.S.D. and furnace oil)	91,110	51,896	45,769	51,221	95,339
5b	Railway Material and Stores	218,704	205,356	204,792	283,516	218,883
6	Cotton Raw, unpressed and full pressed	..	..	..	..	..
7	Fire wood	3,653	5,492	2,688	1,391	2,027
8	Fruits and Vegetable fresh	..	..	..	..	..
9	Gross Dry	..	..	..	..	..
10	Gypsum	521	975	..	..	..
11	Hides, Skin or pelts common	..	..	..	96	..
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	..	..	..	..	..
18	Machinery, electrical	..	..	..	..	..
19	Machinery, other than electrical	..	..	..	..	..
20	Molasses	..	..	..	..	..
21	Oil Division "D" includes vacuum re-fined edible oil	..	..	..	..	..
22	Oil Seeds	18,351	54,496	40,299	21,579	8,650
23	Ores, common	..	..	..	..	..
24	Other grains and pulses	..	..	..	..	..
25	Paddy and Rice	..	18,704	38,242	45,175	..
26	Petroleum and other hydrocarbon oils non-dangerous i.e., having flashing point at above 76 Fahr.					
	(a) Division "B" includes Diesel oil	287,068	579,548	777,231	654,353	630,895
	(b) Division "C" includes furnace oil	..	..	..	..	..
27	Petroleum and other hydro-carbon oils dangerous i.e., having a flashing point below 76 Fahr. includes Petrol oil.	..	..	..	..	..
28	Petroleum and other hydro-carbon oils non-dangerous i.e., 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	2,763	4,536	1,098	..	230
31	Sugar	1	..	..	..	..
32	Sugarcane	..	..	..	..	..
33	Timber	..	..	..	..	..
34	Tobacco manufactured	..	..	..	..	..
35	Wheat	..	..	..	..	..
36	Wool	..	..	..	..	..
37	Miscellaneous	180,228	666,158	1,031,247	1,037,137	1,313,466
38	Container Traffic	57,585	600,455	1,146,752	961,630	1,292,529
Total		1,090,332	3,301,438	4,773,548	5,031,315	8,080,353

PASSENGER TRAINS RUN

During the year 2017-2018, 34,691 passenger trains and 2,238 mixed trains which carry passenger vehicles and a limited number of freight wagons worked by diesel locomotives covering 23,202,164 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
2010-2015 Average	Nil	37,304	Nil	37,304	Nil	4,931	Nil	4,931
2015-2016	Nil	34,754	Nil	34,754	Nil	2,244	Nil	2,244
2016-2017	Nil	34,723	Nil	34,723	Nil	2,238	Nil	2,238
2017-2018	NIL	34,691	NIL	34,691	NIL	2,238	NIL	2,238

(ALL GAUGES)

These figures do not include 990 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	..	..
422,354	NII	22,491	NII	22,491	..	..
36,998	NII	23,100	NII	23,100	..	..
36,961	NII	23,178	NII	23,178	..	..
36,929	NII	23,202	NII	23,202	..	..

FREIGHT TRAINS RUN ON

During the year 2017-2018, 8,163 freight trains worked by diesel-electric locomotives on Pakistan Railways Network covering a total of 7,452,625 kilometres and 15341 Kilometres departmental Each train worked by Diesel locomotives carried an average of 32.30 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
2010-2015 Average	Nil	3,049	Nil	3,049	Nil	2,021	Nil	2,021
2015-2016	Nil	7,166	NIL	7,166	Nil	6,644	NIL	6,644
2016-2017	Nil	6,940	Nil	6,940	Nil	6,237	Nil	6,237
2017-2018	NIL	8,163	NIL	8,163	NIL	7,452	NIL	7,452

PAKISTAN RAILWAYS (all gauges)

The total kilometres travelled by wagons on freight and mixed trains, worked by diesel-electric were 88,500 & 14,351 freight train-kilometres 231,012,200 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
..	32.60	11.90	32.60	..	71,026	..	71,026
..	33.16	..	33.16	..	88,435	..	88,435
..	33.40	..	33.40	..	87,300	..	87,300
..	32.30	..	32.30	..	88,500	..	88,500

LOCOMOTIVE

During the year 2017-2018, on the average kilometres travelled by a broad-gauge diesel-electric locomotives on the Railways Net work was 275.2 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 375.9 Kilometres per day.

Engine-kilometres per day
per engine on line.

Engine-kilometres per
day per engine in use.

Year	All Engines				All Engines				Goods Engines			
	Steam	Diesel	Electric	Steam, Diesel & Electric combined	Steam	Diesel	Electric	Steam, Diesel & Electric combined	Steam	Diesel	Electric	Steam, Diesel & Electric combined
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
2010-2015 Average	Nil	189	Nil	189	Nil	393	Nil	393	Nil	263	Nil	263
2015-2016	Nil	273.9	Nil	273.9	Nil	391.6	Nil	396.6	Nil	320.9	Nil	320.9
2016-2017	Nil	268.8	Nil	268.8	Nil	368.9	Nil	368.9	Nil	274.2	Nil	274.2
2017-2018	Nil	275.2	Nil	275.2	Nil	375.9	Nil	375.9	Nil	275.5	Nil	275.5

USAGE (B. -G.)

The percentage of unserviceable locomotives to total was 22.8 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
25.4	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
..	35.4	..	35.4	NIL	16.8	NIL	16.8
..	22.4	..	22.4	NIL	17.2	NIL	17.2
..	21.3	..	21.3	NIL	16.3	NIL	16.3
..	22.8	..	22.8	NIL	16.8	NIL	16.8

FREIGHT TRAIN

During the year 2017-2018, the average speed of freight trains worked by diesel-electric on the broad-gauge of the Pakistan Railways Network was 18.7 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 58.1 out of which 36.5 wagons were loaded

Year	SPEED (Kilometer per hour)							
	Through Goods Trains				All Goods Train			
	Steam	Diesel	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
2005-2010 Average	..	23.6	14.4	22.5	..	23.6	14.3	22.7
2010-2015 Average	..	19.3	..	19.3	..	20.2	..	20.2
2015-2016	..	19.6	..	19.6	..	20.3	..	20.3
2016-2017	..	18.5	..	18.5	..	19.2	..	19.2
2017-2018	..	18.7	..	18.7	..	20.4	..	20.4

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 806 tonnes. Combining the factors of speed & load, the average number of tonnes, transported one kilometre by a freight train in one hour was 820.

Figures year by year are given below :-

Wagons per Train									Net load per Train (Tonnes)	Net Tonne Kilo- metres per Train Hour.
Total				Loaded*						
Steam	Diesel	Electric	Steam Diesel & Electric Com- bined	Steam	Diesel	Electric	Steam Diesel & Electric Com- bined			
..	..	..	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	
28.1	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	
32.7	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	
..	53.8	..	53.8	..	33.5	..	33.5	650	727	
..	56.6	..	56.6	..	36.8	..	36.8	718	800	
..	57.0	..	57.0	..	35.6	..	35.6	806	820	
..	58.1	..	58.1	..	36.5	..	36.5	1,084	1,090	

COACHING VEHICLE USAGE (broad-gauge)

During 2017-2018, the average daily kilometres travelled by a broad-gauge passenger carriage and other coaching vehicle on Railways Net-work was 355 and 130 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 24.0 of the total number of passenger carriages on line and unserviceable other coaching vehicles constituted 23.0 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
2010-2015 Average	363	137	24.2	22.9
2015-2016	347	119	24.9	23.8
2016-2017	346	118	23.8	22.7
2017-2018	355	130	24.0	23.0

FREIGHT WAGON USAGE (broad-gauge)

During the year 2017-2018, the average daily kilometres travelled by a broad-gauge freight wagon on the Pakistan Railways was 29.0. 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 10.6 and the average load carried in a freight wagon, including full wagon loads as well as smalls, was 25.6 tonnes. Thus each freight wagon on line of the Pakistan Railways transported an average of 1,312 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
2010-2015 Average	29.34	22.74	21.08	210	75.64
2015-2016	29.0	24.1	20.5	829	14.0
2016-2017	28.0	23.0	21.3	899	12.7
2017-2018	29.0	24.0	25.6	1,312	10.6

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

During the year 2017-2018, 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 Kilo-metres	Engine Kilo-metres	Train Kilo-metres	Gross Tonne Kilo-metres
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
2010-2015 Average	100.0	100.0	100.0	Nil	Nil	Nil
2015-2016	100.0	100.0	100.0	Nil	Nil	Nil
2016-2017	100.0	100.0	100.0	Nil	Nil	Nil
2017-2018	100.0	100.0	100.0	Nil	Nil	Nil

FUEL CONSUMPTION

During the year 2017-2018 the Railways Net work consumed Nil tonnes of coal, 433 tonnes of furnace oil and 156,396 (thousand) Liters .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.44719.706 per M.T for the furnace oil and Rs.89.41 per liters all services for H.S.D. oil. The cost of electric energy (including fuel surcharge) per unit was Rs. 14.00.

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. All services (fig. in thousand.)
	Loco- motive purposes	Other than locomotive purposes	Loco- motive purposes	Other than locomotive purposes	Loco- motive pur- poses	Other than locomotive pur- poses	
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
2010-2015 Average	Nil	40	4.18	405.68	101,622	1,477	Nil
2015-2016	Nil	Nil	Nil	662.9	137,908	1,579	Nil
2016-2017	Nil	Nil	Nil	568.5	142,607	2,024	Nil
2017-2018	Nil	Nil	Nil	433.10	154,357	2,039	Nil

OPERATING REVENUE

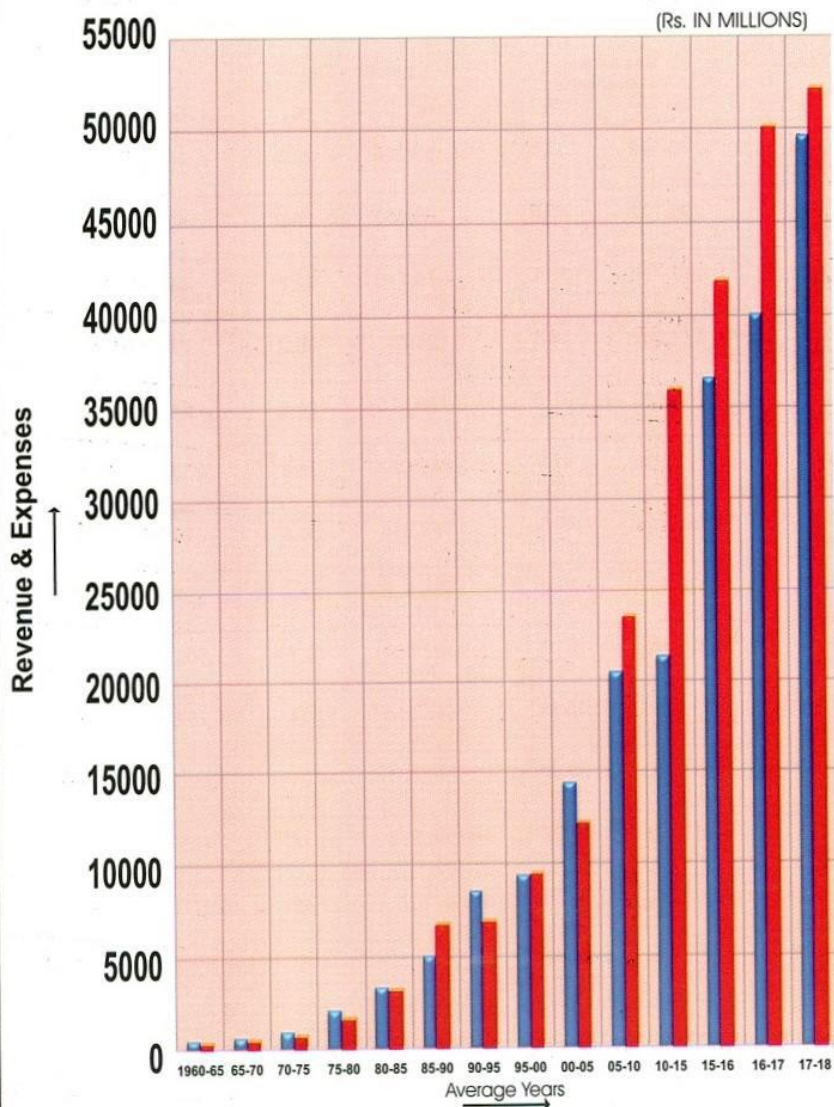
During the Financial Year 2017-2018, total earnings of the Pakistan Railways amounted to Rs. 49,569,679,092 consisting of Rs. 24,450,234,360 (49.32%) from passengers Rs.1,880,326,545 (3.79%) from luggage, parcels, mails, etc., Rs. 19,003,351,686 (38.34%) from freight, and Rs. 4,235,766,501 (8.54%) from 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
2010-15 Average	14,086.281	67.40	1,089.487	5.30	3,763.225	16.18	2,431.203	11.10	21,370.196
2015-2016	20,871.328	57.05	1,612.871	4.41	10,768.304	29.44	3,329.361	9.10	36,581.865
2016-2017	21,971.627	54.84	1,755.365	4.38	12,421.132	31.00	3,916.825	9.78	40,064.948
2017-2018	24,450.234	49.32	1,880.326	3.79	19,003.352	38.34	4,235.766	8.54	49,569.679

PAKISTAN RAILWAYS

■ OPERATING REVENUE
■ OPERATING EXPENSES



OPERATING

During the year 2017-2018, the total Ordinary Working Expenses of the Pakistan Railways amounted to Rs. 52,070,740,934 consisting of Rs. 19,337,641,973 (37.14%) 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
2010-2015 Average	12,945,360	36.26	9,845,187	27.48	5,071,106	14.04
2015-2016	14,264,063	34.08	11,026,216	26.34	6,375,562	15.23
2016-2017	19,540,725	39.02	11,114,368	22.20	6,761,395	13.50
*2017-2018	19,337,642	37.14	13,887,572	26.67	6,732,445	12.92

*Provisional

EXPENSES

Rs. 13,887,571,635 (26.67%) on operation fuel, Rs. 6,732,444,611 (12.92%) on staff. Rs. 2,637,963,661 (5.07%) on operation other than staff and fuel, Rs. 9,221,757,651 (17.71%) on administration and Rs.253,361,304(0.49%) on miscellaneous expenses.

various years is as follows :-

Operation other than staff and fuel.		Administration.		Miscellaneous expenses		(Rs. in million)
Rs.	%	Rs.	%	Rs.	%	Total 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
1,787.171	4.79	6,145.322	17.04	171.465	0.47	35,965.611
1,683.169	4.02	8,343.872	19.93	165.068	0.39	41,857.951
2,853.037	5.70	9,537.966	19.05	264.833	0.53	50,072.326
2,637.964	5.07	9,221.758	17.71	253.361	0.49	52,070.741

PERCENTAGE OF EXPENDITURE TO GROSS EARNINGS

During the year 2017-2018, Ordinary Operating Expenses of the Railways were 105.04% to total earnings. The expenditure on repairs and maintenance of track, buildings, rolling-stock, etc., was 39.01%, operation fuel 28.02%, operation staff 13.58%, operation other than staff and fuel 5.32% administration 18.60% and miscellaneous expenditure 0.51% 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
2010-2015 Average	63.32	47.92	24.52	8.20	29.86	0.80	174.61
2015-2016	38.99	30.14	17.43	4.60	22.81	0.45	114.42
2016-2017	48.74	27.74	16.88	7.12	23.81	0.66	124.98
*2017-2018	39.01	28.02	13.58	5.32	18.60	0.51	105.04

* Provisional

COMPARATIVE STATISTICS
2013-2014 THROUGH 2017-18

COMPARATIVE STATEMENTS

S. No.	Particulars	2013-2014
1	Capital-at-charge (at the end of the year in Thousand)	Rs. 104,259,689
2	Stores Fund (Thousand)	Rs. 14,255,495
3	Route-kilometres	7,791
4	Track-kilometres including sidings	11,778
5	Capital outlay (Per Route-kilometre)	Rs. 13,382,067
6	Gross Earnings (Thousand)	Rs. 22,800,217
7	Operating Expenses	Rs. 39,795,937
8	Appropriation to Depreciation Reserve Fund (Thousand)	Rs. ..
9	Net Earnings (Thousand)	Rs. (-)32,863,734
10	Interest Charges (Thousand)	Rs. 3,716
11	Gain (+) Loss (-) (Thousand)	Rs. (-)31,355,122
12	Operating Ratio	% 174.54
<u>Per Route-Kilometre Worked :-</u>		
13	Gross Earnings	Rs. 2,926,481
14	Operating Expenses	Rs. 5,107,937
15	Depreciation Reserve Fund (D.R.F.)	Rs. ..
16	Interest	Rs. 477
17	Operating Expenses Plus D.R.F. & Interest	Rs. 5,108,414
18	Gain (+) Loss (-)	Rs. (-)4,024,531
19	Total train-kilometres (Thousand)	Kms. 22,620
20	Railcar and Trailer Coach kilometre (Thousand)	Kms. Nil
<u>Per Train-Kilometres .</u>		
21	Gross Earnings	Rs. 1008.0
22	Operating Expenses	Rs. 1759.3
23	Depreciation Reserve Fund (D.R.F.)	Rs. ..
24	Interest	Rs. (-)0.16

FOR THE LAST FIVE YEARS

2014-2015	2015-2016	2016-2017	2017-2018
113,409,465	123,161,708	163,134,467	174,405,609
14,035,508	16,073,305	15,987,066	1,274,520
7,791	7,791	7,791	7,791
11,881	11,881	11,881	11,881
14,556,470	15,808,202	20,938,835	22,395,523
31,924,428	36,581,865	40,064,948	49,569,679
42,000,125	41,857,951	50,072,326	52,070,741
..
(-)27,114,798	(-)26,531,673	(-)40,303,003	(-)36,049,406
..	422,018	403,114	683,335
(-)28,684,569	(-)28,223,170	(-)40,792,846	(-)37,123,478
131.53	114.42	124.98	105.04
4,097,645	4,695,400	5,142,465	6,362,428
5,390,851	5,372,603	6,426,944	6,683,447
..
..	54,167	57,741	87,708
5,390,851	5,426,770	6,478,685	6,771,156
(-)3,681,757	(-)3,622,534	(-)5,235,893	(-)4,764,918
26,681	29,762	29,428	30,670
Nil	Nil	Nil	Nil
1196.5	1229.1	1361.4	1616.2
1574.2	1406.1	1701.4	1697.8
..
..	14.1	13.7	22.3

COMPARATIVE 5 YEARS

S. No.	Particulars	2013-2014
25	Operating Expenses plus D.R.F. & Interest	Rs. 1,759.5
26	Gain (+) Loss (-)	Rs. (-)1,386.2
27	Passenger Carried (Thousand)	47,690
28	Passenger-kilometres (Thousand)	19,778,557
	<u>Tonnes Carried :-</u>	
29	(i) Public Goods (Excl. Live-stock) (Thousand)	843
30	(ii) Departmental (Thousand)	767
31	(iii) Live-stock (Thousand)	..
32	Total Goods (i+ii+iii) (Thousand)	1,610
33	Tonne-kilometres (Thousand)	1,090,332
34	Average kilometres a Tonne of Goods was Carried	677.09
35	Coaching Earnings (Thousand)	Rs. 16,934,930
36	Goods Earnings (Thousand)	Rs. 3,555,742
37	Average rate charged per tonne per kilometre	Paisa 3.02
38	Miscellaneous / Sundry Earnings (Thousands)	Rs. 2,309,545
39	Earnings Under Suspense (Thousand)	1,507,929
	<u>Rolling-Stock Owned on 30th June</u>	
40	Locomotives	421
41	Coaching Vehicles	1,696
42	Brake-Vans (goods)	399
43	Goods Wagons (in terms of 4 wheelers)	21,471
44	Total Carrying Capacity of Goods Wagons	476,656
45	Persons Employed	79,505

STATEMENTS 2013-2018

2014-2015	*2015-2016	*2016-2017	*2017-2018
1,574.5	1,420.6	1,715.2	1,720.0
(-),1,075.1	(-),948.2	(-),1386.1	(-),1210.4
52.951	52.192	52.388	54.907
20,288,039	21,200,910	22,475,697	24,903,778
2,835	4,174	4,594	7,427
765	827	1,036	928
..
3,600	5,001	5,630	8,355
3,301,438	4,773,548	5,031,315	8,080,353
916.92	954.44	893.65	967.06
19,272,928	22,484,199	23,726,991	26,330,561
8,354,401	10,768,304	12,421,132	1,900,352
2.44	2.19	2.39	2.31
4,297,428	3,329,361	3,916,825	4,235,766
(1,572,395)	(1,271,180)	(104,473)	(396,728)
458	460	455	478
1,740	1,758	1,736	1,743
388	263	427	449
20,786	20,987	22,742	23,160
461,449	465,911	504,872	514,152
78,031	75,242	73,276	72,078

*Provisional

PERSONS EMPLOYED BY

On 30th June, 2018, the Pakistan Railways had 72,078 person on its pay rolls, chargeable to revenue account. Out of this number 19,990 (27.73%) were employed in the Civil Engineering Department which maintains track and buildings; 21,365 (29.64%) in the Mechanical Department which repairs and maintains the rolling stock; 9,665 (13.41%) in the Transportation department which controls Guards, Station Masters, Yard Staff etc., 2,818 (3.91%) 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.	%
1950-55 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
2010-15 Average	22,795	28.20	23,307	28.78	10,358	12.82	3,337	4.13	1,654	2.04	1,776	2.19
2015-16	20,585	27.36	22,311	29.65	9,643	12.82	2,968	3.94	1,453	1.93	1,651	2.19
2016-17	20,151	27.50	21,430	29.25	10,094	13.77	2,911	3.97	1,297	1.77	1,648	2.25
2017-18	19,990	27.73	21,365	29.64	9,665	13.41	2,818	3.91	1,217	1.69	1,647	2.29

*Provisionally.

PAKISTAN RAILWAYS

and Parcel. Offices, etc., 1,217(1.69%) in Stores Department, 1,647 (2.29%), in Medical Department, 4,888 (6.78%) in Electrical Department, 5,773 (8.01%) in the Railway Police Department 1,205 (1.67%) in the Account Department, 2,493 (3.46%) in the Headquarters Office and 1,017(1.41%) in all other departments. The total cost of all these employees during 2017-2018 was Rs.27,000,126,000

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

Electrical Department		Railway Police		Accounts Departments		Headquarters Office		All other Departments		Total No. of Employees.	Total Cost of Employees (Thousand) Rs.
No.	%	No.	%	No.	%	No.	%	No.	%	No.	
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
5,403	6.69	6,653	8.23	1,478	1.83	2,362	2.92	1,681	2.09	80,804	19,843,861
5,342	7.10	6,329	8.41	1,293	1.72	2,474	3.29	1,455	1.93	75,242	24,304,566
4,920	6.71	6,076	8.29	1,173	1.60	2,604	3.55	1,072	1.46	73,276	26,794,960
4,888	6.78	5,773	8.01	1,205	1.67	2,493	3.46	1,017	1.41	72,078	27,000,126

Legal Opinion

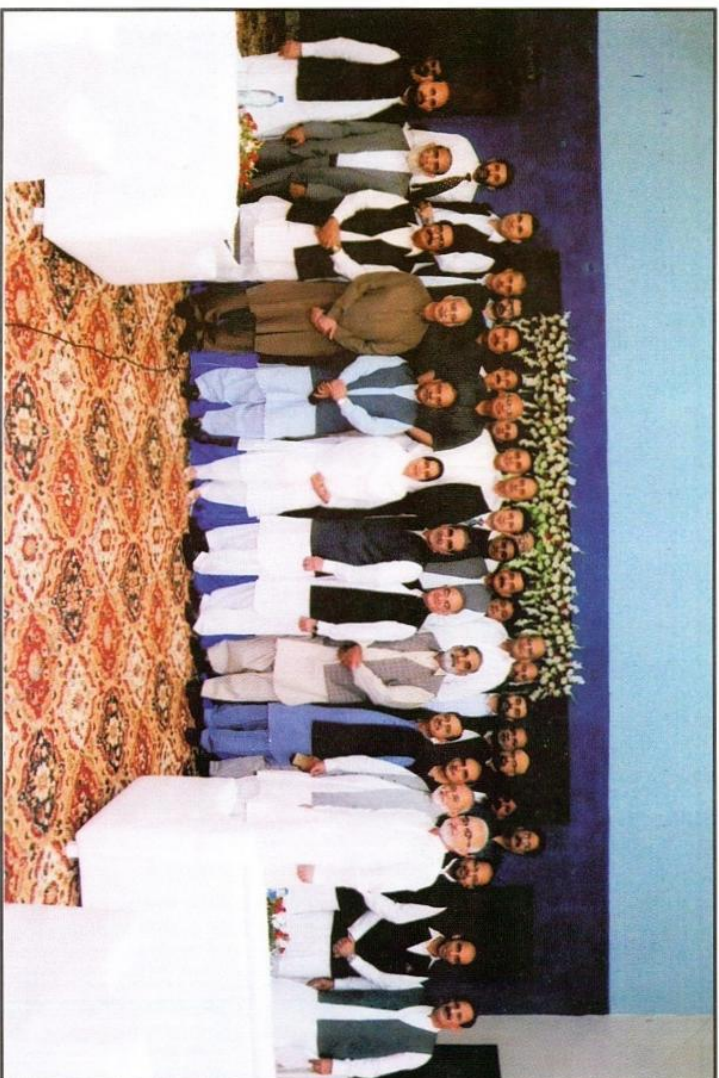
Note:- The information and data in this year book is provisional and not final as has been given for tentative determination of plans and progress of Pakistan Railway for this year, which cannot be construed conclusive until finalized on the basis of audit report by the Auditor General of Pakistan. It cannot be used as evidence / proof by any department including taxation and other authorities before any legal forum.



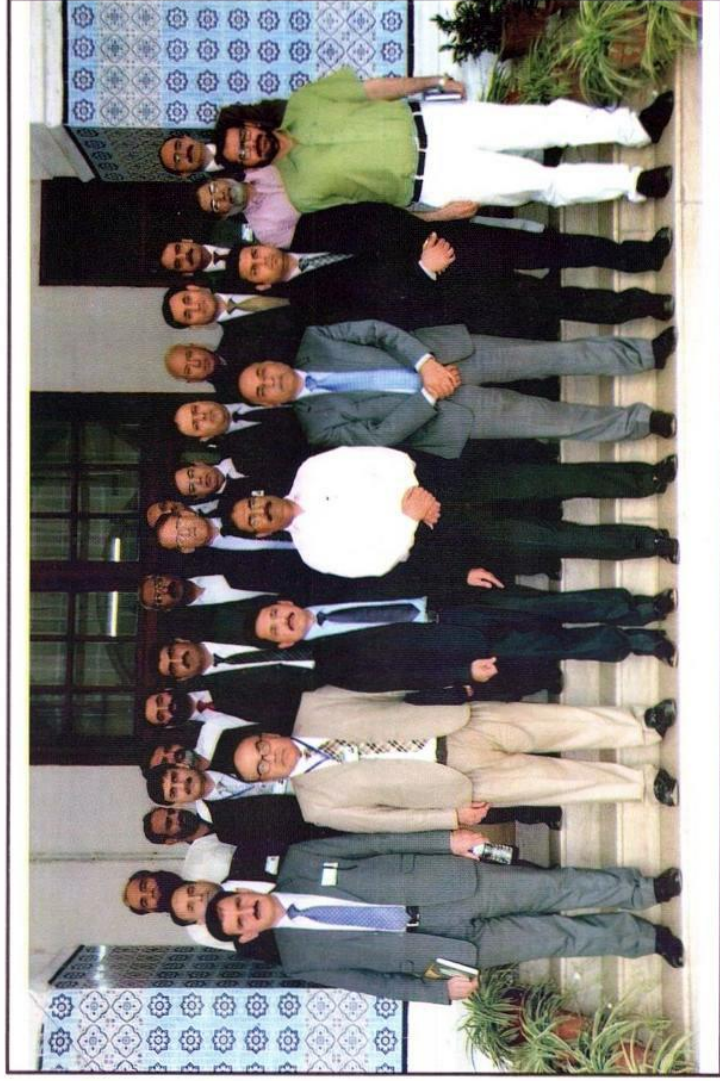
A group photo of Pakistan Air Force officers with Chairman Railways during their visit to Ministry of Railways, Islamabad.



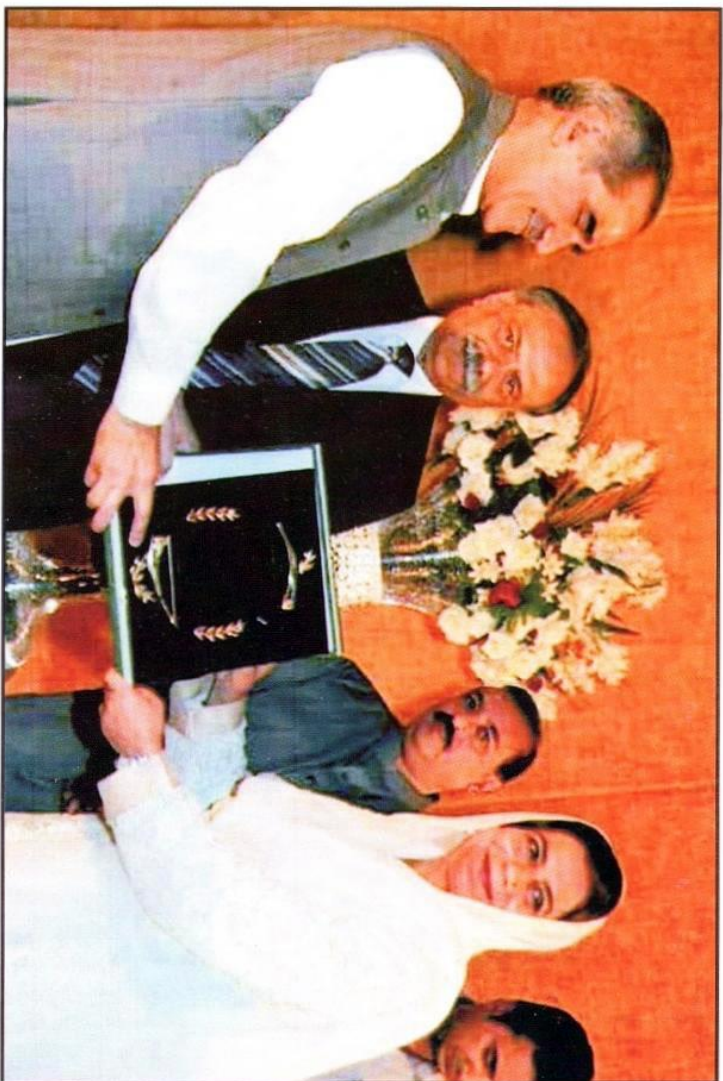
Chairman Railways Muhammad Javed Anwar presenting the Souvenir to
Ex-AGM/Infrastructure Mr. Humayun Rasheed on his retirement.



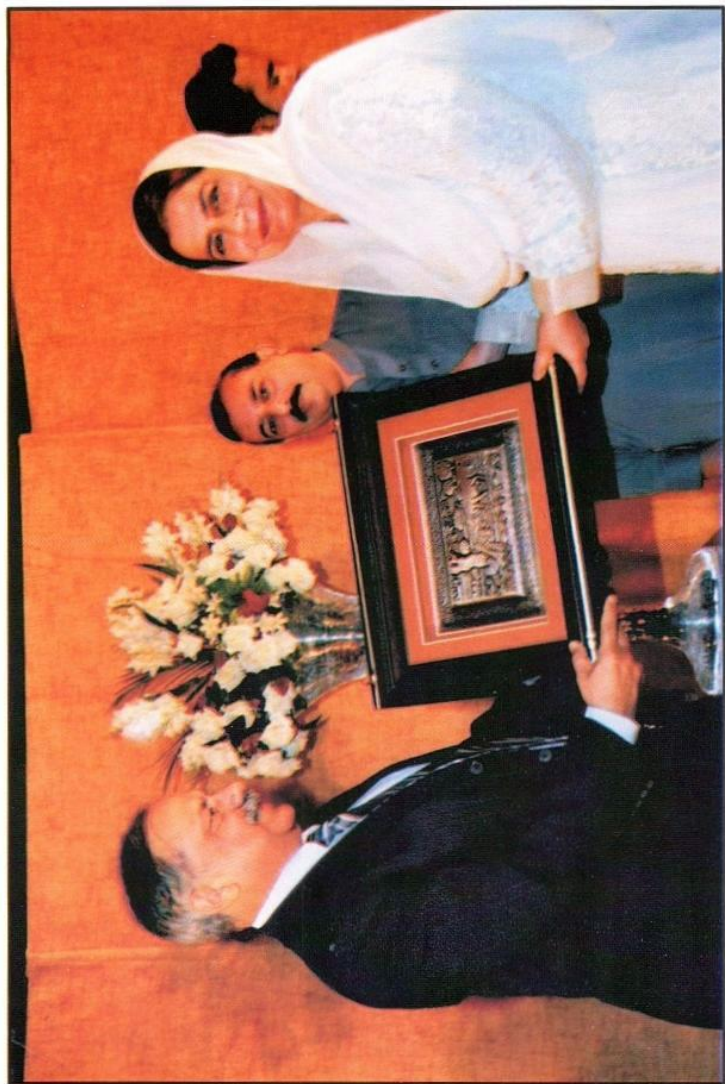
Farewell of Federal Minister for Railways Khawaja Saad Rafique at Mayo Gardens Club
Lahore.



Group photo of participant of 30th Senior Management Course Peshawar with AGM/Traffic Abdul Hameed Razi at Railways Headquarters Office Lahore.



Federal Minister for Railways Khawaja Saad Rafique presenting Souvenir to Ex-Chairperson Railways Mrs. Parveen Agha on her retirement.



Chairman Railways Muhammad Javed Anwar presenting Souvenir to Ex-Chairperson Railways Mrs. Parveen Agha on her retirement.



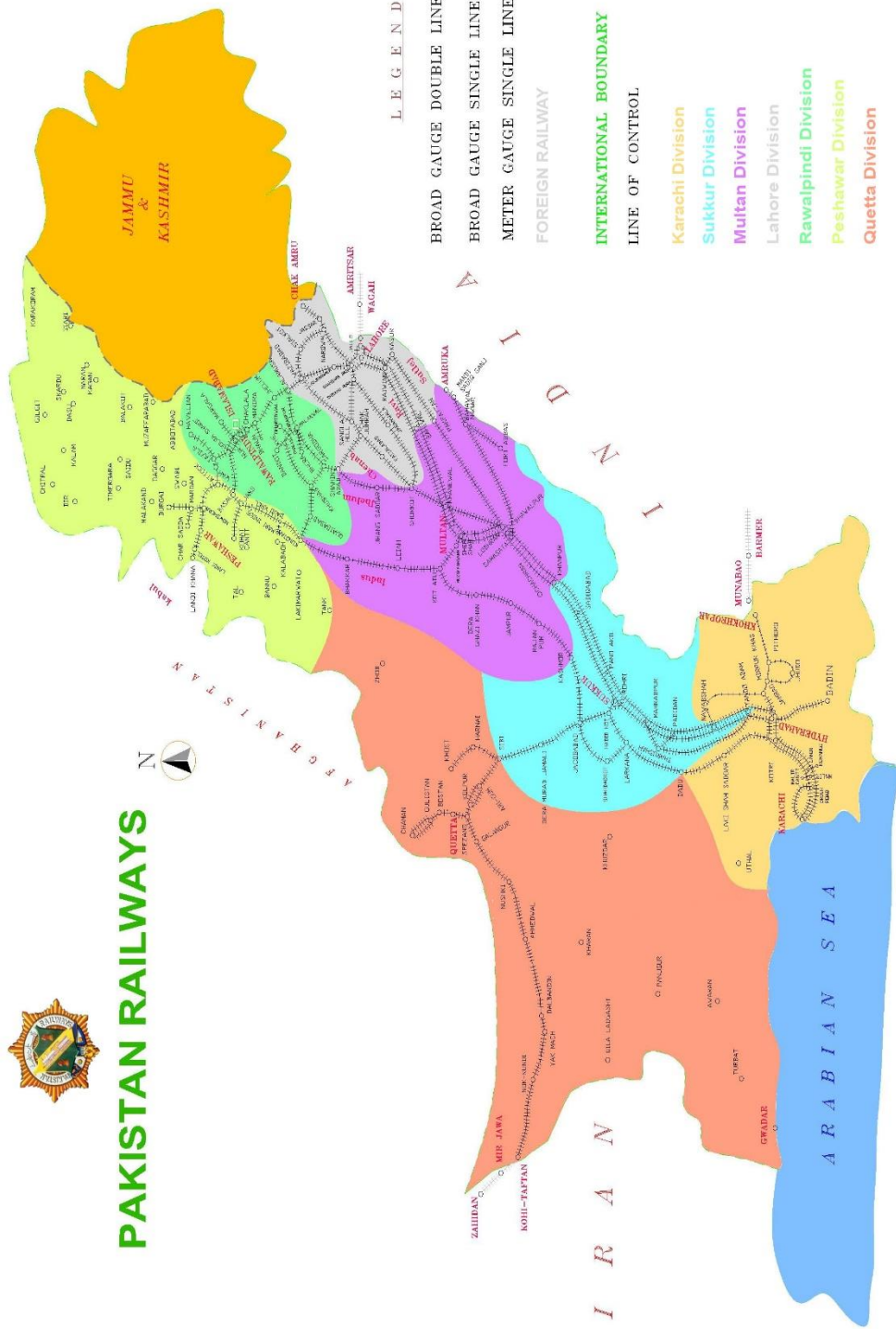
Divisional Superintendent Peshawar, Mr. Waqar Ahmed Shahid inaugurating tree plantation drive at Peshawar Division.

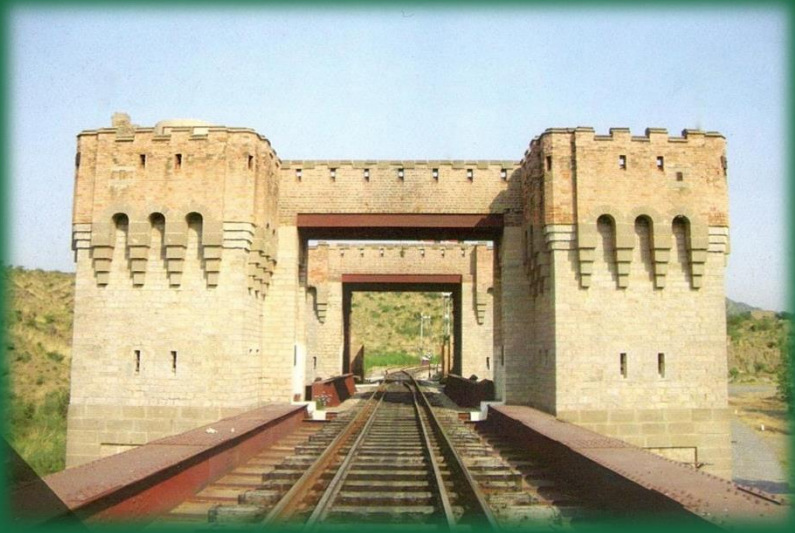


CEO Railways Muhammad Aftab Akbar inaugurated Tree Plantation Campaign at
Headquarters Office, Lahore.



PAKISTAN RAILWAYS





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