INVESTMENT OPPORTUNITIES 2019-20
PAKISTAN RAILWAYS

Pakistan Railways network comprises of 7791 route kilometres connecting all the major cities in Pakistan. There are 527 railway stations over Pakistan Railways (PR) network in addition to 68 halt stations. PR owns 465 diesel electric locomotives and rolling stock comprising of 1822 passenger coaches and 16,159 freight wagons. At an average 123 passenger trains and 23 freight trains ply on PR’s network on daily basis.

During last fiscal year more 60 million passengers availed travelling facility over PR while more than 8 million ton of freight was transported. Passenger traffic volume of PR is around 26 billion passenger kilometre per year while freight traffic volume is 8 billion ton kilometre per annum. Operating ratio of PR during 2018-19 was 98%.
1. INFRASTRUCTURE DEVELOPMENT PROJECTS

(i) Up-gradation of Main Line-2 (ML-2):
Pakistan Railways intends to upgrade Railway Line from Kotri to Attock (ML-2) (1254 km), as it is considered as immensely important for regional connectivity. Joint Venture opportunities can be explored for up-gradation of this section. Technical Feasibility for up-gradation of this section has been completed and the estimated cost is US$ 2,270.40 million. The up-gradation of Main Line 1 (ML-1) (1872 km) is already in progress under a framework agreement after which the sectional speed shall increase from 65-105 km/h to 120-160 km/h and the line capacity shall increase from 54 to 171 Trains each way per day.

(ii) Rail Connectivity of Gwadar Port:
Pakistan Railways also intends to establish a new rail link from sea port at Gwadar to Mastung (near Quetta) stretching over 900 km at an estimated cost of US$ 2,000 million. A new rail link is also required to be established between Basima and Jacobabad (300 km) at an estimated cost of US$ 1,250 million. Joint Venture opportunities can be explored for establishment of these new rail links.

(iii) Up-gradation of Main Line-3 (ML-3):
ML-3 Railway line is an important section of railway network in the context of regional connectivity and tapping the mineral potential of Baluchistan. This project can be conceived as a trade Corridor between Pakistan, Iran, Turkey and beyond up to Europe, and is important regional connectivity.

It will provide a fast comfortable and reliable mode of transport with the commencement of ECO container train from Islamabad to Istanbul via Iran making it an international link for boosting the cross border trade and travel. Feasibility study for ML-III was carried out in 2018; estimated cost for the Rohri- Sibi-Quetta section (384 Km) is US $ 523 Million, whereas for Spezand- Taftan section (612 Km) the estimated cost is US$ 995 Million.

(iv) Extension of Main Line-3 (ML-3):
The possibilities of Joint Ventures in extension of ML-3 can also be explored which stretches over 560 km on Quetta-Bostan-Zhob-D.I.Khan-Kotla Jam sections. This new rail link will provide important connection for transportation of freight and passengers between North & South of the country. The process for feasibility study has been initiated and is expected to be completed by the end of 2019.
(v) Establishment of new rail link from Karachi Port to Pipi Marshalling Yard for Port evacuation:

Presently the sea freight arriving at Karachi Port is mainly being disposed of inland through road transport due to poor rail connectivity. Ministry of Railways encourages investment on BoT basis for establishing a new rail link from Karachi port to Marshalling Yard Pipi which will greatly reduce the congestion on roads and will enable quick unloading of ships and speedy evacuation of freight from the port area. The freight will be transported to Pipi yard and then transported up-country through rail/road.

![Dedicated Freight Corridor From Karachi Port To Pipi Marshalling Yard](image)

(vi) Up-gradation of Terminals & Dry Ports:

There are important Terminals/Dry Ports on Pakistan Railways System which needs to be upgraded, namely Pipi (Karachi) and Badami Bagh (Lahore) stations, also Dry ports at Mughalpura (Lahore) and Azakhel (Peshawar). The scope of work may include station platforms, goods yards, goods sheds, offices and customer services. It may also include heavy machines/ equipment as per requirements

(vii) Up-gradation/ renovation of Railway Stations in various provinces of Pakistan:

Pakistan Railways intends to upgrade major Railway Stations at Karachi, Hyderabad, Quetta, Sukkur, Rohri, Multan, Lahore, Rawalpindi, and Peshawar station, in order to facilitate the passenger to exploit commercial potential of the railway stations.

2. ROLLING STOCK RELATED PROJECTS

Ministry of Railways has production facilities for assembling of Locomotives and Passenger Coaches. To run these facilities on modern lines, this Ministry is seeking investment through private sector participation. Various options for Joint Ventures can be explored in these Production Facilities mainly in Pakistan Locomotives Factory Risalpur and Carriage Factory Islamabad.

(i) Procurement of 230 Passenger Coaches:

Tender for procurement of 230 passenger coaches has been advertised and its opening date is 17.09.2019. Tender documents can be purchased from the office of Director Procurement, Railway Carriage Factory, Pakistan Railways, Islamabad.

(ii) Procurement of 820 High capacity freight wagons:

Tender for procurement of 820 high capacity freight wagons has been advertised and its opening date is 17.09.2019. Tender documents can be purchased from the office of Director Procurement, Railway Carriage Factory, Pakistan Railways, Islamabad.

(iii) Up-gradation of Maintenance Facilities:

Pakistan Railways has following maintenance facilities for overhauling of locomotives and rolling stock.

i. Central Diesel Locomotive Workshop Rawalpindi (1965)
ii. Diesel Workshop Karachi (1962)
iii. Loco shop Mughalpura Lahore (1912)
iv. Carriage and Wagon shop Mughalpura (1927)

These facilities have out-dated plant and machinery and require up-gradation to improve repair and overhauling activities. Partnership possibilities can be explored for sustainable operation of these facilities in different modes including Strategic Partnership, Joint venture or any other mode.

(iv) Up-gradation of Pakistan Locomotive Factory Risalpur:

Pakistan Railways owns a locomotive manufacturing facility at Risalpur established in 1993. It is spread over an area of 257 acres and has an annual production capacity of 25 DE Locos. Partnership possibilities can be explored for sustainable operation of this factory in different modes including Strategic Partnership, Joint venture or any other mode.

(v) Up-gradation of Carriage Factory Islamabad:

Pakistan Railways owns a passenger coaches manufacturing facility at Islamabad established in 1970. It is spread over an area of 141 acres and has an annual production capacity of 150 passenger coaches. Partnership possibilities can be explored for sustainable operation of this factory in different modes including Strategic Partnership, Joint venture or any other mode.