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With the
Compliments of the
CEO/Sr. General Manager

PAKISTAN RAILWAYS
HEADQUARTERS OFFICE
LAHORE

PRINCIPAL STATISTICS

PLANT & EQUIPMENT	Unit	2022-2023	2023-2024
Route – Kilometers	KMS	7,791	7,791
Track – Kilometers	KMS	11,881	11,881
Locomotives	No.	455	446
Coaching Vehicles	No.	1,389	1,389
Other Coaching Vehicles	No.	278	278
Freight Wagons	No.	13,301	11,899
Railway Stations (Excluding Halts)	No.	452	461
OPERATIONS			
Passenger, Mixed & Other Coaching Trains Run.	No.	212,704	289,721
Train Kilometers, Passenger Mixed and Other Coaching.	Thousand	20,233	26,885
Coaching Vehicle-Kilometers	Thousand	143,290	151,250
Freight Train Run	Thousand	4,323	5,531
Freight Train-Kilometers	Thousand	5,264	6,237
Other Coaching Freight Tonne Kilometers	Thousand	101,007	170,466
VOLUME OF TRAFFIC			
Passengers Carried	Thousand	35,404	42,130
Passenger Kilometers	Thousand	23,684,221	29,864,878
Tonne of Freight Carried	Thousand	5,748	7,854
Tonne – Kilometers	Thousand	5,723,154	7,814,953
Tonne - Kilometers Freight and Coaching Combined	Thousand	6,733,225	9,519,620
Freight Wagons Loaded	No.	212,705	289,748
FUEL CONSUMPTION			
Furnace Oil	Liters/thousand	137	80
H.S.D. Oil	Liters/thousand	104,909	132,588
EMPLOYMENT & WAGES			
Persons Employed	Tonne	59,140	58,680
Cost of Employees	No.	35,756,964	41,500,867
Pension Payment	Thousand	38,877,221	49,814,926
Financial Results			
Gross Earnings	Thousand	63,286,296	88,728,423
Total Ordinary Working Expenses	Thousand	72,115,703	88,307,702
Operating Ratio	Percent	113.95	99.52

Secretary/Chairman Railways Syed Mazhar Ali Shah presiding over a meeting at Railway Headquarters Office, Lahore 11-03-2024

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Chief Executive Officer/Sr. General Manager, Amir Ali Baloch unfurling the flag on the occasion of the 77th Independence Day at Pakistan Railways Headquarters Office, Lahore on 14-08-2024

بسم الله الرحمن الرحيم

BRIEF HISTORY

Sir Henry Edward 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 lndus/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 - Kashmor narrow-gauge section (2'-6") was converted into broad-gauge section. Construction of Kot Adu-Kashmor line was Completed in 1973, providing an alternate route from Karachi to up country, along right bank of River Indus. Meter-gauge line from Hyderabad to 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.

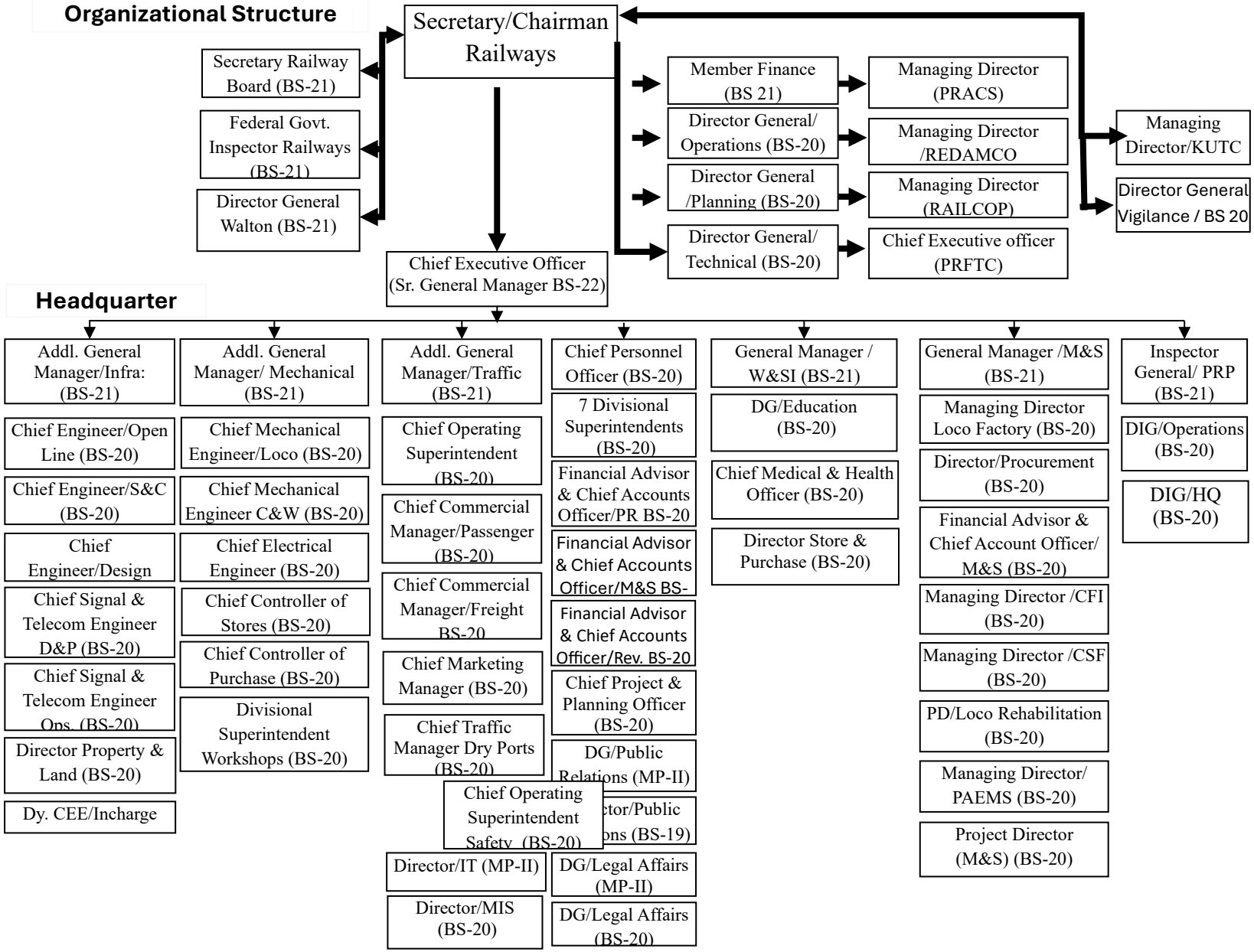
Pakistan Railways is a two-gauge system i.e., broad-gauge and meter-gauge. The gauge-wise track length on 30th June, 2024 is as under:

	Route Kilometers	**Track Kilometers**
Broad – gauge	7,479	11,432
Meter – gauge	312	389
Total	**7,791**	**11,881**

MISSION STATEMENT

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

Organizational Structure



ORGANIZATION

Pakistan Railways is an attached Federal Government Department under Ministry of Railways. The Secretary for Ministry of Railways is the Ex-office 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 overall in charge 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 M & S and General Manager W&S.I. 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, various specialized heads directly control their respective department and assist Additional General Managers and 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 Mughalpura 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, Pakistan Railways has its own set up of Railway Police headed by an Inspector General /PRP. Three Accounts Departments; each headed by an FA&CAO, Two Audit Departments headed by Chief Internal Auditor and Director/General Audit, Personnel Branch, Director General Public Relations, Director General Legal and four subsidiary companies who report to the Secretary/Chairman Railways for the Performance of their respective units.

Chief Executive Officer/Sr. General Manager of Pakistan Railways, Amir Ali Baloch is inaugurating the Premium Lounge Dinning Car on the Tezgam Express, 15-05-2023

CHAPTER-I
OPERATING UNITS OF PAKISTAN RAILWAYS

1. Infrastructure Unit

The Infrastructure Unit of Pakistan Railways comprises different departments looking after operational activities relating to civil and communication infrastructure. These departments comprise of Chief Engineer /Open Line (i.e. Railway Lines across Pakistan), Chief Engineer Survey & Construction, Chief Engineer Design, Director General Property & Land, Chief Signal & Telecom and Deputy Chief Electrical Engineer. Managing Director Concrete Sleeper Factories and various Project Directors relating to projects of civil infrastructure are also part of Infrastructure Unit. All these Chief Engineers and experts are headed by Additional General Manager/Infrastructure who reports to Chief Executive Officer / Senior General Manager.

1.1 Chief Engineer / Open Line: -

The CEN / Open Line of civil engineering department of Pakistan Railways plays a crucial role in ensuring the safe, efficient, and reliable operation of rail services. This department is responsible for a wide range of activities that contribute to the, construction, maintenance, and management of the railway infrastructure.

One of the primary functions of Chief Engineer Open Line is track maintenance**.** This includes the alignment and layout of tracks, ensuring that the rails are properly spaced, leveled, and supported by a stable foundation. Regular inspections and repairs are carried out to prevent track defects, such as misalignments or wear, which can compromise safety. Another vital function is the construction and maintenance of railway structures, including bridges, tunnels, and culverts. These structures are often subjected to heavy loads and environmental stresses, making it essential for the civil engineering team to ensure their structural integrity. Maintenance routines help prevent deterioration due to weathering, vibration, or corrosion. Drainage systems and water management are also critical to railway operations, as poor drainage can lead to water accumulation on tracks, causing damage and even derailments. The department is also responsible for earthworks and embankments, which support the tracks, especially in uneven or hilly terrain. Proper construction and maintenance of embankments prevent landslides or subsidence, ensuring that the tracks remain stable. Furthermore, the office of CEN

Open Line manages station buildings and other facilities**,** ensuring they are safe, functional, and meet operational standards. This includes platforms, access roads, and parking areas.

1.1.1 Operational Activities for Safe Train Operation

Pakistan Railways owns 7,791 route kilometers and 11,881 running track kilometers. The condition of track infrastructure is generally satisfactory. Different track components e.g. railway lines, fitting & fastenings etc are subject to continuous wear and tear owing to impact of moving trains and have to be monitored continuously to keep the track geometry within safe parameters. The Permanent Way Inspectors under supervision of Assistant and Divisional Executive Engineers ensure safety of running railway lines for smooth train operations. The officers of Civil Engineering Department under command of Chief Engineer Open Line are responsible for monitoring and upkeeping of following railway civil infrastructure.

Route Kilometers	7791 KMs	Bridges	14,021 Nos.
Broad Gauge (1676mm)	7479 KMs	Level Crossings	3,389 Nos.
Meter Gauge: (1000 mm)	312 KMs	Un-manned level crossing	1,737 Nos.
Running Track	11,881 KMs	Manned Level crossings	1,652 Nos.

For operational activities, different equipment is available with Pakistan Railways. Some important equipment is listed below.

S.#	Machine	No. of Machines
1	Track Machines	15
2	Kirow Cranes	9
3	Other Cranes	10
4	Material Lorries 10 Ton	15
5	Material Lorries 20 Ton	4
6	Ballast Clearing Machines	1
7	Flash Butt Welding Machine	1
8	Light Waight Ballast Temping Machine (Simple)	2
9	Light Weight Ballast Temping Machine (Universal)	2
10	Sleeper Exchanging Machine	4

Photo of Premium Lounge Dining Car at Lahore Railway Station 15-05-2023

1.1.2 Track Department

Besides, carrying out operational activities for maintenance of railway civil infrastructure, a separate track department in shape of an Extra Divisional Office has been established under control of Chief Engineer Open Line which is responsible to carry out following functions.

- **Ultrasonic Flaw Detection Cell**

This cell is responsible for Ultrasonic Inspection of rails and point & crossings over the system. During financial year 2023-24, 1,637 Km track was inspected for Ultrasonic Flaw Detection over the Network. This is one of the important methods of ensuring safety.

- **Welding Cell**

Welding cell is responsible for welding of rail joints over the system. During financial year 2023-24, 124 Nos. rail joints welded over the Network. Welded joints reduce wear & tear of the track structure and rolling stock, as well as provide smooth and comfortable running of trains.

- **Curve Realignment Cell**

  It is headed by STD/Curve and controlled by AEN/Track. C.R. cell is responsible for realignment of curve over the system the request of operating divisions. Curves have been realigned on different locations over the network during financial year 2023-24.

1.1.2.1 Future Plans

- Track department has planned to weld 6,000 rail joints over the network in Financial Year 2024-25.
- During next financial year, 1,600 Km track will be inspected with Ultra Sonic Flaw Detector Machines.
- In addition, for rehabilitation of track, different proposals/PC-I have been furnished and forwarded to planning commission. The detail of which is as under: -

List of approved PC-I'S for the Year 2023-24 & 2024-25

(Rs. in Million)

Sr. No.	Name of PC-I	Local Cost Rs.	F.E.C Rs.	Total Rs.
1.	Immediate Track Safety works on Tando-Adam –Rohri section in Sukkur Division	4,170.866	654.571	4,830.437
2.	Immediate Track Safety works on Rohri-Khanpur section in Sukkur Division	3,239.589	1,635.872	4,875.461
3.	Essential Track safety works on Kiamari-Hyderabad section in Karachi Division	4,800.399	601.601	5,402.000
4.	Essential Track Safety works on Khanewal-Shorkot-Faisalabad-Qila Sheikhupura-Shadara section in Multan & Lahore Divisions.	4,223.719	2,082.282	6,306.000
5.	essential Track safety works on Rohri-Sibi Section in Sukkur Division	5,569.478	2,474.327	8,043.805
6.	Essential Track Safety works on Sher Shah –Kundian section in Multan Division	4,926.000	0.000	4,926.000
Total		**26,930.051**	**7,453.653**	**34,383.703**

For operation and maintenance of track machines / cranes two PSDP Projects for financial year 2023-24 are as under: -

Sr. No. #	Name of the project	Total amount (Rs. in million)
1	Rehabilitation of Track Machines	4,930.227
2	Replacement of Track Machines	7,147.772

1.1.2.2 Performance through PSDP Projects of Track Infrastructure Rehabilitation/ Up-gradation: -

i. Immediate Track Safety works in Karachi & Sukkur Division

The project was completed with following contributions to Railway Track Infrastructure.

- PSC Sleepers supplied/ replaced= 37,000 Nos
- Bridge Timbers supplied / replaced = 430 Nos
- Wooden Sleepers supplied/ replaced 2.217 Nos

- Crossing Timbers supplied/ replaced= 1.734 Nos
- Deep Screening carried out = 18.296 Kms
- ERs over a length of 140.15 KMs removed on HDR-ROH-KPR section, resulting in saving of 120 minutes.

ii. Immediate Track Safety Works on Tando Adam - Rohri Section.

The project was started in 2023-24 and is in progress. Sleeper Renewal (S.R) of 11.84 KMs and Casual Sleeper Renewal (CSR) of2.I I KMs was carried out in 2023-24.

iii. Immediate Track Safety Works on Rohri- Khanpur Section.

The project was started in 2023-24 and is in progress. Casual Sleeper Renewal (CSR) of 7.87 KMs was carried out in 2023-24.

iv. Rehabilitation of Flood Damages Project.

This project was completed during the year 2023-24. Following achievements made in 2023-24

- Train Operations resumed on Sibi-Harnai section after investment of Rs. 3.00 billion in track infrastructure and allied works.
- Work on 10 pickets completed.
- Work on Rehabilitation of bridge No.94-P has been completed amounting Rs. 7 million.
- 1,184,756 cft ballast supplied by Mis NLC for track portion, costing Rs. 71.08 million.

v. Rehabilitation and Improvement of Kotri - Jamshoro Rail Link.

- 11,221 Nos PSC sleepers supplied to this project in 2023-24 for track works.

vi. Rehabilitation of KPT and Rail Connectivity.

- The project was completed at a total cost of Rs. 2. 652 million.

vii. Construction of Link Road from Narowal Railway Station to Sialkot Phatak.

The PC-I is approved by DDWP on 27.06.2023 with a cost of Rs. 200 million. The scope includes the following;

i. Construction of New Link Road from Narowal Railway Station to Sialkot Phattak (Length = 3300 feet).
ii. Construction of Drain on New Link Road from Narowal Railway Station to Sialkot Phattak (Length = 3300 feet).
iii. Widening of Road from Narowal Railway Station to Mall Godown (20 f to 40 f) (Length = I 035 feet).
iv. Rehabilitation of Road from Mall Godown to Gunj Phattak with the provision of Pavers / Tuff Tiles (Length = 830 feet).
v. Construction of Drain from Mall Godown to Gunj Phattak (Length = 750 feet).
vi. Shifting of Services, Sewerage Works, Electrical Works etc.

1.1.2.4 New PSDP Projects for Track Infrastructure Rehabilitation / Upgradation approved in 2023-24.

Following PSDP projects approved by the Planning Commission in 2023-24

S. #	Name of Project	Cost. (Rs. billion)
1	Essential Truck Safety Works on Kimari- Hyderabad section in Karachi Division.	5.402
2	Essential Track Safety Works on Rohri-Sibi section in Sukkur Division.	5.490
3	Essential Track Safety Works on Khanewal Shorkot-Faisalabad-Sheikhupura-Shahdara section in Multan & Lahore Divisions	6.306
4	Essential Track Safety Works on Sher Shah Kundian section in Multan Division.	4.926
5	Rehabilitation & strengthening of weak bridges on Pakistan Railways System	0.998
6	Reconstruction of Railway Bridge No. 04 (3x44' Girder Bridge) at KM. 7/5-6 with Pile foundation on Shahdara Bagh – Sangla Hill Section.	0.294
Total		**23.416**

Chief Executive Officer/Sr. General Manager, Amir Ali Baloch inaugurating the new fuel management system for locomotives at Loco Shed Lahore 19-04-2024

1.1.3 Buildings and other Infrastructure

Pakistan Railways has vast infrastructure comprising of service and residential buildings scattered all over the country. These include stations and related infrastructure e.g. reservation and ticketing offices, platforms, waiting and washrooms and foot over bridges for facilitation of travelling passengers. In addition to stations, Pakistan Railways have different other civil infrastructure units comprising of schools, hospitals, administrative offices and residential buildings for its employees. There a 49,470 residential buildings including houses / quarters for officials and officers. There are 1,712 Service buildings including Stations, Schools, Hospitals, Offices, Stores/Sheds. Workshops, Rest Houses and running rooms etc. The Divisional Establishment of Pakistan Railways undertake annual & special repairs of these buildings falling within their administrative control. Special emphasis is given to safe guarding old age roof structures through special repairs/ replacement. All these buildings and related civil activities are also monitored by various civil officers and officials who directly report to concerned Divisional Superintendent and Chief Engineer Open Line.

Performance During Financial Year 2023-24:

- Sibi - Hurnai section of Quetta Division was rehabilitated and rail traffic was restored after about two decades.
- Replacement or Jack Arch Roof of Block No. 58 at P. R. Academy, Walton, Lahore at a cost of Rs. 13.93 million.
- Rehabilitation of damaged water supply line of Marshalling Yard, Pipri at a cost of Rs. 7.180 million.
- Construction works of ARC furnace foundation along with Transformer and Control Panel Rooms and Cooling System in Foundry Shop al Steel Shops, MGPR at a cost of Rs. 76.014 million.
- Provision of CGI sheets and M.S gutters in Foundry Shop in connection with construction or ARC furnace foundation in Steel Shops, MGPR at a cost of Rs. 19.313 million.
- Providing/ Widening of temporary Level Crossing (No.02) into 2x32'-0 Class - I Level Crossing at CH: 7810 in connection with additional carriage way of Indus Highway (N-55) crossing W APDA near Jamshoro Railway Station at a cost of Rs. 40.605 million.
- Supplying, Stacking and Loading into Railway Wagons 1,000,000 Cft 2-inch nominal size mechanically crushed stone ballast at Taxila Cantt Railway Station under Category-D.

i. Ongoing Civil Works: -

- Reconstruction of Washing Line No.03 and Two (02) Nos Examining Pits of Sick Line at Karachi Cantt Station.
- Ballasting works under Category-D are ongoing over various divisions.

- Construction of 12 Nos. Shops on back side of PWI & IOW office in connection with old project No. 07 at Joint Road, Quetta. Proposal of 37 Nos shops is also in pipeline.

ii. Level Crossings: -

3,389 Level Crossings exist over entire Pakistan Railway network. In the past several accidents have occurred, particularly on un-manned level crossings. However, in order to avoid accidents at un-manned level Crossings, these level crossings are being converted into Manned Level Crossings, subject to availability of financial resources. During the year 2023-24, 37 Nos Level Crossings were overhauled over railway network in various Divisions. The matter of conversion of unmanned level crossings into manned level crossings is being pursued vigorously with the provincial governments. In this regard, Punjab Government provided funds amounting to Rs. 75.1 08 million during financial year 2023-24 for upgradation of level crossings.

1.1.4 Bridges

At Present, there are 14021 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 over 100-year-old. Accordingly, almost 86% bridges have surpassed their designed life. After inspection, 169 Bridges were identified in acute distress, requiring immediate action for Rehabilitation. These bridges were included in different projects. The rehabilitation/repair work on 88 bridges has been completed during FY 2023-24 as under: -

- Bridges replaced with RCC Box Culverts = 12 Nos.
- Minor/special repair of bridges carried out = 22 Nos
- Painting of bridges carried out = 54 Nos

Moreover, the progress of tube well, foot over bridges & sheds during 2023-24 is as under: -

- New Tube Well installed. = 01 Nos
- Erection & replacement of CGI sheets of Sheds. = 04 Nos
- Repair to Foot over bridges = 01 Nos

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.

1.1.4.1 Bridge Workshop Jhelum

The bridge work shop Jhelum was established by Mr. W.T EVERAL in 1914. The workshop functions directly under the control of Dy. CEN/Bridges. Assistant Works Manager is Incharge of the Workshop. It has total area of 27.66 Acres and consists of various yards, fabrication unit and main structural shops. It is playing pivotal rule for maintenance and up-gradation of steel bridges and metal related track works over Pakistan Railways Network for more than 100 years. It also provides technical support during emergency bridging operation i.e. during wars and floods.

Statement of Bridge Workshop Jhelum for Financial Year 2023-24

S. No.	Financial Year	Production (Tons)	Production value (Rs.in million)	Expenditure (Rs. in million)	Difference (Rs.in million) col (4-5)
1	2	3	4	5	6
2	2023-24	120.29	73.05	82.39	-9.34

1.2 Chief Engineer Design

Pakistan Railways Design Office was established in Year-2002, with the objective of providing design solutions for the existing/new Infrastructure for Railway Network. It deals with the design of new Infrastructure, mainly Bridges and service Buildings. The tasks which this office is performing successfully are as under: -

a. Providing Design of R.C.C./Pre-Stressed Concrete Bridges, Culverts, Retaining Walls, and Auxiliary Structures to the Railway Network (all Railway Divisions and Project Directorates).

b. Vetting of underpass Bridges crossing the Railways Network as referred by Sponsoring Agencies, Public/ Private Departments, such as NHA & Provincial Highways, City Development Authorities C&W etc. to ensure that the Railway Standard Codes are followed in designing of the Structures to ensure safety.

c. Providing services for trouble shooting of technical issues faced by the field staff during Construction, Rehabilitation and Up-Gradation of the existing Infrastructure.

d. Development of Standard Designs for different types of Structures like R.C.C Box Culverts, R.C.C. Slab Bridges, Retaining Walls so as to allow for quick Construction/Execution in the field.

e. Adoption of latest Codes and Standards such as Building Code of Pakistan, AREMA, AASHTO, ACI, etc. for safe and sound Design of Structures.

f. Adoption of State of the art computer software such as STAAD Pro, SAP-2000, ETABS and AutoCAD etc. for preparation of Design & Drawings.

1.2.1 Performance During Financial Year 2023-24

In year 2023-24 total of 42 Nos. Design/Vetting projects have been completed, details of which are given hereunder: -

- Design of Bridges referred by Bridge Branch 13 Nos
- Design of Bridges referred by P.D/T. R (KOT-AKND) 27 Nos
- Design of Up-gradation of Track Machine Workshop 1 No
- Vetting of design/drawings of PSC girder Bridge 1 No
- Technical support and coordination with concerned Railway Divisions,
- Project Offices and Design Consultants for various on-going Projects
- Including review and design of auxiliary structures of Sheds, Buildings, etc.

1.3 Signal & Telecommunication Engineering (Design & Production) Department

The mission of Signal & Telecommunication Department is to improve safety, efficiency and reliability in Pakistan Railways by implementing advanced Signaling and Telecommunication system through innovative system engineering practices with a vision to transform Pakistan Railways with indigenously developed Signal & Telecom technologies, focusing on evolving our own solution to enhance safety, efficiency and connectivity. Signal & Telecom department consist of two branches; Signal & Telecom / Operations and Signal & Telecom / Design and Production department.

1.3.1 Signaling system

THE SIGNALING SYSTEM OF Pakistan Railways is a critical component designed to ensure the safe and efficient operation of trains across the country's extensive rail network. It primarily employs a combination of traditional semaphore signals and modern electronic signaling systems. Traditional semaphore signals, with their mechanical arms and color-coded aspects, are in use in many areas. These signals are manually operated and designed in different standards: from Standard I to Standard III with different train speeds for each standard.

In additional to the traditional methods, Pakistan Railways has been progressively integrating modern electronic signaling systems to enhance safety and operational efficiency. These systems use electrical signals and computerized control to manage train movements more precisely and reduce the potential risk by eliminating human factor. Electronic signaling includes the use of Auto Block System and centralized Traffic Control (CTC) systems, which allow for real-time monitoring and management of train movements from a central location. In addition, Pakistan Railways has also Computer Based Interlocking across ML -1 in Sukkur and Multan Division. Computer-Based Interlocking (CBI) signaling system is a modern technology used in railway operations to enhance safety and efficiency. It controls train movements by managing signals and points (switches), preventing conflicting routes. Unlike traditional mechanical or relay-based systems, CBI uses software and electronic hardware to monitor and control railway traffic in real-time. This system ensures that only one train occupies a section of track at a time, reducing the risk of collisions. CBI is highly reliable, faster to implement, and allows for easier modifications, improving the overall safety and flexibility of railway operations.

This modernization helps in optimizing train schedules, reducing delays, and improving overall safety by ensuring trains are spaced adequately and preventing collisions.

The summary of current Signaling equipment system is tabulated below: -

S. No.	Components / System	Unit	Quantity
01	Cross Overs	Unit	2,220
02	Track Circuits	Nos.	3,980
03	Signals	Nos.	4,418
04 (A)	Standard-I, II & III (Mech)	Nos.	417
04 (B)	All Relay interlocking (ARI)	Stations	39
04 (C)	Computer Based Interlocking (CBI)	Stations	49
Total Interlocked Stations (04 (A) + 04 (B) + 04 (C))		Stations	505
05	Auto Block	Stations	42
06	Absolute Block	Stations	245

1.3.1.1 Signal Workshop

The Signal Shops stands as the pivotal center for maintaining of Signaling systems. Lahore, established in 1906. It is spread over 14 acres of land, out of which 8 acres are covered area. Principally the Workshop is a production unit it has capacity to manufacture all equipment of STD-I, II & Ill Mechanical Signaling. It consists of sub-units: Brett's Shop, Machine Shop, Electric Shop, Points & crossings Shop, Fitting Shop, Foundry Shop & Production Office**.** It is presently running under the administrative control of the Chief Signal & Telecom Engineer/ D&P, P.R Headquarters Office, Lahore. Basic purpose of Signal Shops is to manufacture indigenous items for Pakistan Railways Signaling system & Add over hauling repair as well. Shop made stock/non-stock items to maintain the stocking level according to predefined inventory for Signaling Engineering department. Pakistan Railway Signal Workshops deals with all kind of Signaling materials from casting to end product. Additionally, Signal workshop manufactures and repairs many items of other branches of Pakistan Railways i.e. Civil & Mechanical Engineering. Signal Workshops etc.

SUMMARY OF ITEMS MANUFACTURED IN SIGNAL WORKSHOPS IS AS UNDER:

SIGNALING ENGINEERING	
All types of Interlocking Gears	Adopters for Signal Lenses
Lever Frames	Reversers
Locks & Keys	Wooden Junction Boxes

Compensator	Screw Clamps Universal Type
Detectors	Tyer's Block Double Line Instrument
Lever Contact Boxes & Arm Contact Boxes	Repair of Pneumatic Treadles.
Cranks & Lock Bars	SM's Slide Frame
Signal **(IRS/NWR)**	Kev Transmitter Locks
Lamp Cases & Burners	Various parts of Point Machine
Overhauling of Block Instruments	Various type of Insulations
Rodding for Points Machine	LED Signals Complete
TELECOM ENGINEERING	
VHF Antenna for locomotives	

CIVIL ENGINEERING	MECHANICAL ENGINEERING
Manufactures standard Points & Crossing	Brake Blocks Diesel Large for Locomotive DE 2988
Non-Standard Points & Crossing	Brake Blocks Diesel Large for Locomotive DE 3014
Switches & Stock Rails	Brake Blocks Diesel Small for Locomotive DE 2991
Dog Spikes & Fish Bolts	Brake Block V-775
Gate Leaves /Rod Coupling for Level	Various Types of MS safety Pins
Crossing Turn Style	Axle Box Packing of Sorts
Wheel for Push Trolley	Cl Pads of Sorts
Lifting Barriers and Winches	Friction Shoe
Heal Blocks of Various Types	Rubbing Block
Insulated Gauge Tie Plates of Sorts	Crown Packing
Cl Distance Block Universal & UIC-54.	China Brake Block Disc
End Post of Sorts	Cock Body
Recess Formers	Cock Plug of Sorts

1.3.2 Telecommunication

Pakistan Railways Telecommunication System comprises of Microwave, UHF, VHF & HF Radios, Telephone Exchange Network, Train Control System, overhead wires along the Railways track and have also underground cables.

Microwave Radio systems were installed in 1981-82 on main line from Rawalpindi to Karachi via Lahore – Faisalabad – Khanewal and also on important Branch lines i.e. Kotri – Dadu – Habib Kot – Jacobabad – Kashmore Colony – Kot Adu – Sher Shah & Wazirabad – Sangla Hill, covering 2,700 KMs route.

The summary of current Telecommunication facility / services is tabulated below: -

1	Telephone Exchange No. of Lines in use / Telephone	2,700 Nos.
2	Microwave Radio Sites	36 Nos.
3	Route KM covered	1,580 KM
4	UHF Radio Sires	209 Nos.
5	Route KM covered	2,700 KM
6	VHF Radio Base Station	575 Nos.
7	Locomotive equipped with VHF Radio	458 Nos.
8	Walkie talkie Radio sets	570 Nos.
9	Route KM covered	6,000 KM
10	Train control system working on MW/UHF radio equipped with train consoles at Divisional Headquarters	13 Nos.
11	HF Radio between Divisional Headquarters and important station for transmission of important and emergency messages	46 Nos.
12	Conventional type of equipment is working on overhead / iron wires along the Railway track	2,515 KM
13	The system is old & obsolete. Alternate routes of conventional control system are working on carrier channels hired from 3rd party.	174 KM
14	Hotlines between central control, Headquarters Office, Lahore and Divisional Control Offices are in operation.	15 Nos.

1.3.2.1 Central Telecom Workshop (CTW)

The basic purpose of CTW is to arrange and extend repair and maintenance facility for operating divisions of PR. The capacity of CTW is sufficient to repair VHF Base, Walkie Talkie Radios, Power Supplies, UHF/MW radio units, switching equipment and all sorts of chargers.

1.3.3 Development Projects

The progress of various development projects of Signaling & Telecommunication system of Pakistan Railways are as under:

- **Procurement & Installation of Machinery at Signal Workshops**

  Pakistan Railways has recently procured and installed 05 nos. of machines at Pakistan Railways Signal Workshops, Lahore, which has enabled the production of various parts, which were previously imported are procured from the local market. Enhanced value in production has enabled the Signal Shops to reduce its reliance on the local market.

- **Development of Wireless Based Block Instrument, Interlocking System and Development of Production Unit, R&D Project**

  Pakistan Railways continues to work on projects to modernize its signaling infrastructure. This includes the introduction of more advanced block instruments and signaling technology to align with international standards. Accordingly, Pakistan Railways is shifting from Mechanical Block Instrument to indigenously, developed Wireless Based Block Instrument, which has now been deployed on trial basis and is working satisfactory. It will save the precious foreign exchange of the country.

- **Re-Signaling Project (LON-SOR)**

  Computer Based Interlocking (CBI) system at 26 stations out of 31 stations has already been provided. Further, Auto Block System for 433 KMs on Shahdara Bagh-Multan-Lodhran section will be available after the completion of the project. The aspects of the approaching signals will also be displayed in the cab of the Locomotives and the system shall support trains up to 160 KMs/hr. Auto Train Protection (ATP) system shall also be provided so that train will stop automatically in case the driver does not apply brakes while approaching the red signal.

- **Improved Safety through Better Communication System**

  DDWP, Planning Commission of Pakistan approved the project for the replacement of the existing obsolete, analog radio system with the modern, digital system from Karachi to Lahore by utilizing existing Telecom infrastructure in 2023. The work will be completed within current financial year. After the completion of the project Pakistan Railways will be enabled to conduct train operation through its independent, safe and reliable system. The system also includes the installation of PABX exchanges at the Divisional Headquarter offices, which will enhance Pakistan Railways communication as well as data interconnectivity, connecting all the reservation offices over the section.

- **Up-Gradation of the Signaling System by Providing Computer Based Interlocking (CBI) System at Sarhad, Jumma Goth, Badal Nala & Landhi Stations**

  CDWP, Planning Commission of Pakistan has recently approved the installation of CBI system to replace the existing, obsolete Signaling system at Sarhad, Jumma Goth, Badal Nala & Land hi stations. The work will be commenced in the FY 2024-25. In order to ensure safety, reliability & efficiency of the system, signaling department of Pakistan Railways is shifting form the old mechanical system into the modern CBI system.

1.3.4 Achievements of Signal & Telecom Department

i. Signaling department of Pakistan Railways has successfully deployed various machines in the Signal Workshops under the PSDP project titled" Procurement and Installation of Machinery at Signal Workshops". The machines include Injection Molding Machine, Rail Cutting Machine, Rail Bending Machine, Electric Induction Furnace and Nut & Bolt forging assembly. This value addition will enhance the productivity & overall earning of Signal Workshops and ultimately will improve the operational support for Pakistan Railways.
ii. During the last year, the Signaling department has indigenously developed cost effective, reliable & safe Wireless Block Instrument (WBl) used between two adjacent stations for line clear purpose. Previously, Mechanical based Block Instruments were used, which were operated on overhead/ underground cables and were prone to external factors. As the Wireless system has been developed which has removed the dependency on these cables, thus, reducing the operational cost.
iii. Replacement of various power step down transformers in the Signal Workshops.
iv. Special type of diamond and scissor crossing were manufactured for Kotri in Signal workshops.
v. LED Signals complete with Aspect, Driver, lens and Aluminum housing have been developed in Signal Shops with 90 percent reduced cost.
vi. Indigenous development of VHF locomotive based antenna.
vii. With the collaboration of UET, Lahore, Signal & Telecom (Design & Production) department has indigenously developed Digital Rail Driver Assistance (ORD) system, which will assist loco driver to observe trespassing, signals and various other landmarks, which will ultimately enhance the safety of train and road passengers in foggy/ unclear weather.

1.3.5 Future Plan

In line with the future Signaling strategy, Pakistan Railways intends to uplift its existing Signaling & Telecommunication system based on research, indigenously developed technologies and business ventures. The development of Wireless Block Instruments (WBI), Interlocking system and Production unit is paving the way towards the futuristic vision of Signaling department. The deployment of various machines in the Signal Workshops, Lahore will open various business ventures, which will provide futuristic Signaling support and it will enhance the profitability of Pakistan Railways in general and Signal Workshops. In Signal Workshop, Pakistan Railways is developing various in-house products, which were recently been imported, compromising precious foreign exchange of the country. Further, in light of future signaling strategy, PR Signaling Department is planning for the introduction of ETCS Level 2, advanced axle counters, efficient point machines, and centralized train control as the preferred rail systems solution for the Pakistan Railways. For this, various feasibility studies have already been carried out under CPEC (China Economic Corridor) including ML-1 (Peshawar - Karachi), ML-2 (Kotri - Attock City) and (Shahdara - Narowal - Sialkot - Wazirabad & Narowal - Chak Amru), ML-3 (Quetta - Kotla Jam & Quetta - Taftan) sections.

1.4 Directorate of Property & Land

The responsibility of Directorate of Property and Land is to manage land assets of Pakistan Railways, generate revenue through different land policies in vogue. Directorate of Property and Land envisions to be the leading assets management organization and driver for change in Pakistan Railways.

Care taker Federal Minister for Railways, Shahid Ashraf Tarar inaugurating the RABTA application at Lahore Railways Station, alongside Secretary/Chairman Railways Syed Mazhar Ali Shah and Chief Executive Officer/Sr. General Manager, Amir Ali Baloch 23-11-2023

Pakistan Railways runs its land management issues through seven operating divisions i.e. Peshawar, Rawalpindi, Lahore, Multan, Sukkur, Karachi, Quetta and one Workshop Division in Mughalpura. All the divisions are responsible for leasing/licensing of available land, to retrieve the encroached land and to liaison with all Provincial/District Departments for any dispute on PR land boundaries.

Directorate of Property and Land at Headquarters, Lahore is responsible for the affairs of Land Management, approvals, Policy making and liaison with revenue authorities & Railway Divisions. This Directorate is headed by Director General, Land Management (BS-20) who is assisted by the Senior Manager Prevention (BS-19), one Manager Anti Encroachment (BS-18) in Headquarters and one Deputy Director (BS-18) with one Assistant Executive Engineer/P&L (BS-17) in each major Division. Main functions of Directorate of Property & Land are as under: -

- To maintain the Railway land plans and other record pertaining to Property & Land.
- To provide transparent and quality service to customers for leasing through competitive and non-competitive bidding for short term& medium-term leasing.
- To achieve optimum commercial potential of Prime Railway Land and to safeguard land assets from encroachers through concerned divisions.
- To approve and declare the land available for commercial exploitation for short-, medium- and long-term basis for various purpose such as Agriculture, stacking, Nurseries, Fiber Stalls, Premium Shops, Parking Stands, Godowns, Shopping Plazas, Petrol Pumps/CNG etc. through open auction and leasing of land to Government Departments/autonomous bodies for Roads, Hospitals, Infrastructure, Water and Sewer Pipe Line, Fiber Optical Cable etc.
- To deal with the Audit/Draft Paras and to submit replies for DAC/PAC meeting.
- Monitoring of anti-encroachment operations being conducted by the Divisions.
- To take effective measures to meet the earning targets through divisions by recovering the outstanding rental, Premium Bill Receivables etc.
- To resolve the dispute of different demarcations with other Government Organization and Private Individuals.
- To deal with the issue of Title of Railway Land with concerned Board of Revenues.
- To deal with Court cases/litigations, Wafaqi Muhtasib and NAB cases pertaining to Property & Land.
- To monitor all the land use activities in the Railways Divisions in line with approved Property & Land, Rules, 2023
- Guide the divisions for different issues crop up and referred by the Divisions.
- Monitor revenue recovery and encroachment removal.
- Arrange demarcation of land issue of ownership arises

- Deal with the Audit Paras, Draft Paras, and prepare comments on different Court Cases.
- Process cases of long hand Optical Fiber Cable (OFC) along the Right of Way of Railway track & co-ordination with field divisions.

Pakistan Railway owns 1,68,858 acres land all over the country. The province wise detail is as under:

Province	**Area of land (acres)**
Punjab	82,837
Sindh	45,662
Baluchistan.	23,772
Khyber Pakhtunkhwa	16,587
Total	**1,68,858**

1.4.1 Performance During Financial Year 2023-24

Commercial Exploitation of Railway Land.

1. While fixing the earning targets through leasing/licensing of land, Railway Divisions identify surplus land parcels and exploit the same for its optimum commercial potential as per the suitability of the site for generation of maximum revenue.
2. Commercial exploitation of prime locations for construction of Rail shops through Railway Divisions to generate revenue has been initiated.
3. Active pursuance is being made to recover Bill Receivables from Government & other departments including outstanding rentals from individuals to meet with the assigned target.
4. Anti-encroachment operations: All the Divisions execute anti-encroachment operations in assistant with District Administration and Railway Police in line with Possession Ordinance 1965 amended in 1984 as per annual schedule program and responsibility is fixed in line with the Joint Procedure Orders of year 2012.

i. Achievements in year 2023-24

- Pakistan Railway managed to generate revenue of **Rs. 4,252 million** during the financial year 2023-24 by recovering Bill Receivables from Government Departments and lease rentals from individuals by initiating special recovery campaigns.

Division wise detail of revenue generated is as under: -

S. No.	Division	Earning (Rs. in million)
1	Peshawar	477
2	Rawalpindi	594
3	Lahore	1,665
4	Moghalpura	119
5	Multan	647
6	Sukkur	201
7	Karachi	460
8	Quetta	89
	Total	**4,252**

- In addition, approx. Rs. 600 million has been generated through REDAMCO.
- PR has devised its GIS software of PR land i.e. PRLMIS, through which all details & status of Railway Land in the division can be checked. The GIS software is a helping tool for getting desired information and data base of land use and leasing/licensing etc is being updated on daily basis.
- In the Province of Punjab, title of more than 80,000 acres out of 91,605 acres of Railway land has been mutated in the name of Pakistan Railways/Federal Government.
- Survey of 08 Closed Railway Sections all over the system has been conducted in connection with land utilization and commercial viability.
- In connection with acquisition of land for Thar-Coal Project, PR coordinated with Sindh Government, Commissioner Mirpur Khas& Divisional Superintendent, Karachi.
- Above revenue also encompasses the bill receivable amounting to **Rs. 408.702 million** against Food Department Punjab and Oil Companies have been recovered as under: -

S. No.	Division	Earning (Rs.in million)
1	Punjab Food Deptt	304.03
2	PSO	40.022
3	M/s Shell	64.65
	Total	**408.702**

- Anti-encroachment operations of Railway land from encroachers are in progress all over the Railway network and **339.1 acres** Railway land was retrieved during the financial year 2023-24 as detailed below: -

(Area in acres)

Kind of Encroachment	PSC	RWP	LHR	MGPR	MUL	SUK	KYC	QTA	Total
Commercial	11.5	5.6	35.1	0	6.3	1.5	7.6	0	67.6
Residential	0.0	3.5	3.4	0	24.9	0.5	11.2	0	43.5
Agriculture	0.0	0.2	36.8	0	61.3	119.3	10.4	0	228
Total: -	**11.5**	**9.3**	**75.3**	**0**	**92.5**	**121.3**	**29.2**	**0**	**339.1**

ii. Policy Formation

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

1.4.2 Future Plans

- To optimize revenue generation by exploiting available railway land chunks as per potential through DSs, Directorate of P&L and REDAMCO.
- To do away with the menace of encroachment through effective monitoring.
- To facilitate field divisions in day-to-day issues.
- To adopt modern GIS bas techniques for achieving above Plans.
- To exploit 106 high value sites commercially to meet with assign revenue targets.

- To enhance performance of land directorate, re-structuring of land directorate is in final stage of approval in Establishment Division.
- To take necessary action for commercial utilization of PR lands on Closed Sections as prepared by Punjab Urban Unit.

1.5 Electrical Engineering Department

The Electrical Engineering Department is dealing with the operation and maintenance of Power Vans, TL Vans for provision of electricity and related amenities in Air Conditioned & Economy Class Coaches and Saloons etc. Efforts are being made to provide reliable services to the passenger trains. In addition, Electrical Engineering Department is maintaining Electrical distribution network of official and residential buildings of entire Railway systems.

Electrical Engineering Department is dealing with train operation by maintaining the coaching stock in workshops and at maintenance depots over the system.

1.5.1 Performance During Financial Year 2023-24

The following achievements have been made during the financial year 2023-24.

1. In order to bring improvement in the quality services to the passengers, Electrical Department has over hauled 100 Nos DG sets under PSDP project of 100 DG sets
2. Special trains such as Eid special, Sikh special, Raiwind special and Jarnat-e- lslami special trains were operated.
3. Pakistan Railways has saved Rs.2.4 billion by handing over 16,852 KWH meters (74%) to DISCOs for direct billing.
4. In order to facilitate the traveling passengers 600 coaches have been rehabilitated under the project of rehabilitation of 600 coaches with following details: -

Chief Executive Officer/Sr. General Manager Shahid Aziz inaugurating the \Digital Rail Drive Assistance System for locomotives at Lahore Railways Station 25-10-2023

S. No	Type of coaches	Total
1	Economy class	347
2	AC	227
3	Power van	26
Total		**600**

1.5.2 Future Plan

i. A PC-I has been prepared for procurement of DG sets for 26 Nos of Power Vans.
ii. PC-I for replacement of 306 Nos roof mounted Ac units in passenger's coach's for providing better service to travelling passengers has been approved by CDWP, and procurement is under process.
iii. Solarization of complete Railway infrastructure through investment mode on Public Private Partnership (PPP). This project will ensure saving upto Rs.1000.000 million per year.
iv. Solarization of 41 NOs of CBI Stations for smooth and un- interrupted power supply to Signaling System to avoid detentions with expected annual saving of Rs.229.000 million.
v. Remaining 26% colonies over Pakistan Railways will be shifted by the end of 2025. After handing over of remaining colonies, Pakistan Railways will get annual saving of Rs.1.000 billion.

1.6 Survey and Construction Department

The survey department of Pakistan Railways plays a critical role in planning and designing rail infrastructure. It conducts detailed topographical and geological surveys to gather data about the terrain and environment where new rail lines or expansions are to be built. This information is crucial for accurate track alignment, station placement, and the design of bridges, tunnels, and embankments. The survey department also ensures that land measurements are precise, aiding in land acquisition and project feasibility studies. By providing essential data, the department helps optimize railway construction and ensures the safety and efficiency of rail operations.

1.6.1 Performance During Financial Year 2023-24

i. Projects Completed during F.Y, 2023-24.

- Feasibility Study for Operational Necessity-Development of Route South of Sutlej Chishtian to Chichawatni via Burewala (98 Kms. - Actual) under Umbrella PC-II

- Feasibility study and Transaction Advisory Services for Construction of new double line track from Karachi (Kemari) to Marshaling Yard (Pipri) on Public Private Partnership (PPP) mode (50 Kms).

ii. On-Going Projects but thrown forward to the financial year 2024-25.

- Construction of new track and up-gradation/rehabilitation of track from Chaman Yard (including) to Pak-Afghan Border.

- Providing rail connectivity to Thar Coal railway line (105 Kms single line railway track from Thar Coal Mines to new Chhor Station).

iii. Umbrella PC-II for Feasibility Studies and Transaction Advisory Services.

- Feasibility Study for Rail Connectivity with Afghanistan (Total Track Length 168.00 Km Broad Gauge-1676 mm) Under CIEN/S&C.

- Feasibility Study for Pilot Project for Land Utilization and Commercial Viability of Closed PR Sections Under DG/Land.

- Feasibility Study for Solarization of Pakistan Railways Buildings Under Public Private Partnership (PPP) Mode (PHASE-D) Under CEE.

2. Mechanical Engineering Unit

The Mechanical Engineering Unit of Pakistan Railways comprises different departments looking after operational activities relating to mechanical infrastructure, store and purchase department. These departments comprise of Chief Engineer / Locomotives, Chief Engineer Carriage & Wagons, Chief Electrical Engineer, Chief Controller of Stores and Chief Controller of Purchase. All these Chief Engineers and experts are headed by Additional General Manager/Mechanical who reports to Chief Executive Officer / Senior General Manager.

2.1 Chief Mechanical Engineer / Locomotives

The locomotive department of Pakistan Railways plays a crucial role in the operation and maintenance of locomotives, the driving force behind rail transport. This department is responsible for managing the fleet of locomotives, which includes ensuring their optimal performance, regular maintenance, and overall efficiency in rail operations. Locomotives are the engines that pull passenger and freight trains, making this department vital to railway services. One of the primary functions of the locomotive department is locomotive maintenance. Regular inspections, repairs, and overhauls are conducted to keep locomotives in top working condition. Preventive maintenance is key to avoiding unexpected breakdowns and ensuring that trains run on time. This involves checking critical components such as the engine, braking systems, and electrical systems. By adhering to strict maintenance schedules, the department ensures the safety and reliability of locomotive operations. The locomotive department ensures that the right type and number of locomotives are available for scheduled services, including freight and passenger trains. This requires strategic planning to meet the demands of different routes, traffic volumes, and types of cargo.

2.1.2 Performance During Financial Year 2023-24

Special Repair of 100 No.s D.E. Locomotives

Under this project, 100 Nos. DE locomotives have to be repaired under this project out of which the following 46 Nos. DE Locomotives were turned out during FY 2023-24 upto 30-06-2024.

S #	DE Loco Class & No.	Base Shed	Date Turned out	S. #	DE Loco Class & No.	Base Shed	Date Turned out
1	HBU-20 (8068)	KDA	27-07-2023	24	PHA-20 (8310)	RWP	28-02-2024
2	GMU-30 (4712)	KC	08-07-2023	25	RGE-20 (5121)	QTA	08-03-2024
3	GMU-30 (4729)	KC	19-07-2023	26	GMCU-15 (4910)	KDA	20-03-2024
4	GMU-15 (4812)	ROH	12-08-2023	27	GMU-30 (4702)	KC	22-03-2024
5	HBU-20 (8078)	KDA	22-08-2023	28	HBU-20 (8043)	KDA	27-03-2024
6	GMU-30 (4731)	KC	10-08-2023	29	HBU-20 (8045)	KDA	29-03-2024
7	HBU-20 (8038)	RWP	30-09-2023	30	RGE-20 (5124)	LHR	29-03-2024
8	PHA-20 (8308)	RWP	30-09-2023	31	GMU-15 (4803)	ROH	31-03-2024
9	RGE-20 (5104)	RWP	25-10-2023	32	PHA-20 (8313)	RWP	20-04-2024
10	RGE-20 (5111)	RWP	28-10-2023	33	PHA-20 (8304)	RWP	27-04-2024
11	GMU-15 (4807)	ROH	11-11-2023	34	GMCU-15 (4902)	KDA	29-04-2024
12	GMCU-15 (4903)	KDA	28-11-2023	35	HBU-20 (8049)	RWP	30-04-2024
13	HBU-20 (8050)	KDA	30-11-2023	36	HBU-20 (8071)	KDA	30-04-2024
14	GMU-20 (4733)	KC	09-12-2023	37	GMU-30 (4704)	KC	30-04-2024
15	GMU-15 (4806)	ROH	29-12-2023	38	HBU-20 (8054)	RWP	31-05-2024
16	GMCU-15 (4905)	KDA	31-12-2023	39	GMCU-15 (4909)	KDA	31-05-2024
17	GMU-30 (4726)	KC	18-01-2024	40	RGE-24 (5203)	ROH	31-05-2024
18	GMU-30 (4721)	KC	30-01-2024	41	RGE-24 (5220)	ROH	31-05-2024
19	HBU-20 (8069)	KDA	31-01-2024	42	GMU-30 (4706)	KC	31-05-2024
20	RGE-20 (5103)	LHR	31-01-2024	43	GMU-30 (4711)	KC	30-06-2024
21	HBU-20(8034)	RWP	10-02-2024	44	GMU-15 (4801)	ROH	30-06-2024
22	RGE-20 (5113)	QTA	10-02-2024	45	HBU-20 (8046)	RWP	30-06-2024
23	PHA-20 (8320)	RWP	28-02-2024	46	HBU-20 (8060)	KDA	30-06-2024

Re-commissioning of 05 accidental DE Locomotives Project (on-going)

05 Nos. of Accidental DE Locomotives have to be re-commissioned under this project out of which 3 HGMU-30 De Locomotives were turned out during FY 2023-24 on date mentioned against each for operational services: -

S. No.	DE Loco No.	Turned out Date
1	8228 HGMU-30	04-01-2023
2	8203 HGMU-30	15-05-2023
3	8224 HGMU-30	04-08-2023

2.2 Chief Mechanical Engineer / Carriages & Wagons

The carriages and wagons department of Pakistan Railways is essential for the maintenance, and management of passenger coaches (carriages) and freight wagons. This department plays a crucial role in ensuring the safety, efficiency, and comfort of rail transport, whether for passengers or goods.

One of the primary functions of the department is maintenance and repair of carriages and wagons. Regular inspections and servicing are carried out to ensure that all vehicles are in top condition. For passenger coaches, this includes checking the safety features like doors, windows, and brakes, as well as comfort features such as seating, lighting, and air conditioning. In freight wagons, the focus is on ensuring that they are structurally sound, that the loading mechanisms work properly, and that they meet safety standards to prevent accidents or derailments. The department also focuses on fleet management, ensuring that there are enough carriages and wagons to meet demand while also managing their distribution efficiently across routes. This includes scheduling regular maintenance without disrupting services.

The present fleet monitored by CME C& W is detailed below.

S. #	Description	Total
1	Covered Wagons	2,522
2	Open Wagons	3,868
3	For Container	1,499
4	Tank Wagons	1,984

5	Special Type wagons	554
6	Military Stock	391
7	Departmental wagons	558
8	Brake Vans	392
9	Four Wheel wagons	4,694
10	Eight Wheeled wagons	7,074
11	Freight wagons in numbers	11,768
12	Goods wagons in terms of 4-Wheeled	18,842
13	Carrying capacity of freight wagons in tones	435,240

2.2.1 Performance During Financial Year 2023-24

i. Average ineffective of Goods Rolling Stock during the financial year 2023-24 is 32.9%.
ii. Contract Agreement has been signed with M/s BFCY China for procurement/manufacturing of 800 High-Capacity Wagon and 20 Bogie Brake Vans on 20-12-2021 and 200 Nos. A CBUs wagon has been received.
iii. PC-1 for conversion of 328-MBFRs from Vacuum Brake to Air Brake has been approved by CDWP 24.06.2022 and procurement of material under process by CCP office.

2.3 Chief Controller of Purchase

Material supply system is the lifeline of any organization. The Purchase Branch is headed and managed by officers having engineering background with specialized departmental training and subsequent time to time refresher courses, putting them in unique position to assess, analyze and control; the procurement actions based on consumer requirements, engineering fundamentals, market analysis, supplier capabilities, state of the art Supply Chain Management tools & techniques as well as compliance of regulatory authorities like PPRA.

The objective of Purchase department is to arrange maintenance supplies of Store & Spares for efficient and smooth train operations. There are about 10,875 regular buyout stock items and emergency stock items as well as a good number of non-stock items which are being purchased for Signal, Telecom, Civil, Mechanical, Electrical, Medical, Police and Traffic

departments. Besides, feeding other departments with necessary material, the department also maintain and ensure a healthy relationship with suppliers.

2.3.1 Performance During Financial Year 2023-24

Broad Analysis Of Revenue Purchase Made During The Year 2023-24

(Rs. in Million)

1	**Imports.** (FOB)	1,976.773
2	Custom Duty & Sales Tax	397.672
3	Sea Freight	82.014
4	**Indigenous Purchase (FOR)**	
4.1	CCP	2,442.420
4.2	Steel Shop/MGPR	10.682
5	Other than CCP Office	62.238
	Total	**4,971.799**

i. Procurement of High-Speed Diesel

Procurement of HSD Oil from M/s PSO costing Rs.50 billion, approximately.

ii. Procurement Made Against PSDP Projects

Procurement of imported and local manufactured items has been materialized against PSDP allocation against different Projects i.e., Special Repair 100 D.E Locomotives-New, 5 Accidental Locomotives and Special Repair of 600 Coaches & 1200 Bogie Wagons and 328-MBFRS Project.

iii. Mode of Procurement

All the purchases are made through tendering system according to, fundamental as well as advanced Supply Chain Management principles, as per PPRA rules through Advertised Tenders. Tender Notices are displayed on Pakistan Railways Website www.pakrail.gov.pk PPRAs' Website www.ppra.org.pk and in print media as well.

iv. Shipping

The material purchased from abroad on FOB basis, of revenue & PSDP projects, is cleared from Customs by District Controller of Stores (Shipping) under the office of Deputy Chief Controller of Stores, Pakistan Railways, Karachi Cantt: and dispatched to concerned consuming departments.

v. Grievance Redressal

All complaints/grievances through PMDU or other forums including PPRA etc., are addressed on its merits in the shortest possible time.

vi. Other Achievements

1. Despite several constraints, CCP office managed uninterrupted / smooth disposal of cases in an expeditious manner.
2. Despite abnormal inflation rate during the fiscal year 2023-24, as well as huge price fluctuation in international markets, Purchase Branch was successful in finalizing the procurement cases of items at the best possible rates, while keeping in view departmental requirements, budget allocation and supply constraints.
3. An amount of more than Rs. 4450 million was deposited in national exchequer against CD&ST for revenue and PSDP.
4. More than 72 procuring agencies either in Revenue or under PSDP have been created in EPADS. CCP office ensured smooth transition on EPADS by above mentioned procuring agencies in addition to guide and provide training while harmonizing Railway rules with PPRA and EPADS.

2.3.2 Future Plan

Purchase Branch has shifted to e-Procurement system namely ePADS as a result of policy decision taken by Federal Government. In future, CCP office is preparing to implement completely paperless environment.

2.4 Chief Controller Of Stores

The Stores Department of Pakistan Railways has the mission that right product at the right price, in the right quantity, at the right time and at the right place is made available. The stores department is responsible for managing and supplying the necessary materials, components, and equipment required for the smooth operation and maintenance of the railway system. This department is liable for storage and distribution of a wide range of items, from essential spare parts for rolling stock to everyday consumables like office supplies. One of the primary functions of the stores department is inventory management. It ensures that adequate stocks of critical items are maintained so that there is no disruption to the maintenance or repair activities of the railway. This involves tracking the usage of materials, forecasting demand, and replenishing stock in a timely manner. Efficient inventory management helps prevent costly delays and downtime caused by the unavailability of essential parts, especially for locomotives, carriages, and wagons. The functioning of stores department through different activities is outlined below.

i. **Stocking Depots**

A total of 25,503 regular stock items, required by Mechanical, Civil, Electrical, Signal & Telecommunication Departments, as well as various other consumer needs, are stored across 17 Stocking Depots strategically located in Lahore, Karachi, Hyderabad, Sukkur, Quetta, Jhelum, and Rawalpindi. These depots play a pivotal role in guaranteeing an uninterrupted supply of materials to end-users. Furthermore, an additional 7,071 fresh locomotive items are also maintained in these depots.

ii. Distribution of Material:

Material distribution represents a critical endeavor aimed at ensuring the safe and intact delivery of materials to consumers located in key cities such as Quetta, Peshawar: Rawalpindi, Karachi, Multan, Sukkur, Hyderabad, Lahore, and beyond. Additionally, this process involves the retrieval of surplus and obsolete stores from indenters. The Central Transportation Section (CTS) at General Stores, Moghalpura, is responsible for overseeing and managing this distribution. In cases of urgent requirements, special escorts are arranged for material distribution, excluding flammable items, to swiftly address critical needs.

iii. Scrap, Surplus & Obsolete Material:

One of the pivotal responsibilities of the Stores Department is the efficient management and disposal of scrap, surplus, and obsolete materials, which accumulate during the routine operations the Railway System. These materials undergo inspection by Survey Committees to assess their potential for utilization within the system. Once deemed un-utilized, the materials are categorized as scrap and subsequently auctioned through publicly advertised tenders.

iv. Printing Press:

Pakistan Railways operates its own Printing Press, located at General Stores in Moghalpura, Lahore. This facility is responsible for fulfilling all printing requirements, including the production of forms and various stationery items utilized within the Railway System. Equipped with offset machines and computer notably, the Printing Press is capable of efficiency handing a wide range of printing and composition tasks.

v. Clothing Factory:

Various clothing items are tailored to meet the specific needs of different departments within Pakistan Railways. Each department has unique requirements, and the clothing items are crafted accordingly to ensure they are well-suited for their intended purposes. This approach ensures that employees in various roles and functions within the organization have attire that is not only comfortable but also appropriate and functional for their duties. This tailored approach to clothing provision contributes ‘to the overall efficiency and Professionalism of Pakistan Railways' workforce.

vi. Shipping Wing Karachi Cantt:

Significant revenue and Public Sector Development Program (PSDP) consignments, procured by Pakistan Railways from foreign sources, were successfully cleared through customs with the assistance of its designated clearing agent, namely the District Controller of Stores (Shipping), This clearance process was managed at the Dy: Chief Controller of Stores office, situated in Karachi Cantt.

2.4.1 Performance During Financial Year 2023-24

Focusing on its major activity, the Stores Department, during the fiscal year 2023-24, successfully cleared consignments with a total value of Rs.13,297 million. To facilitate this process, Pakistan Railways diligently deposited Rs.3,502 million to the Government of Pakistan (GOP), covering customs duties and sales tax obligations. This meticulous handling of customs clearance not only ensures compliance with legal requirements but also facilitates the seamless importation of essential materials and resources for the Organization's operations and development projects.

Following the implementation of the Scrap Policy, duly approved by the Minister of Railways, Railway Operating Divisions (with the exception of Lahore and Karachi), the Locomotive Factory in Risalpur, Carriage Factory in Islamabad, and Concrete Sleeper Factories have been granted authorization to dispose off their respective scrap materials. This facilitates the expedited generation of revenue for the Railways. Notably, in the fiscal year 2023-24, scrap materials with a cumulative value exceeding Rs.1979.548 Million were successfully sold, while Sales Tax amounting to Rs.345.350 Million and Income Tax totaling Rs.188.508 Million were collected and remitted to the Federal Board of Revenue (FBR).

3. Traffic and Commercial Unit

The Traffic and Commercial unit is responsible for the core business activities of managing the flow of rail traffic and generating revenue through passenger and freight services. This unit plays a crucial role in the day-to-day operations, strategic planning, and profitability of Pakistan Railways, as it oversees everything from train scheduling to ticket sales, freight management, customer service, and business development. This unit ensures that railway services run smoothly, efficiently, and profitably, benefiting both Pakistan Railways and its customers. In essence, it handles the twin responsibilities of train operations and revenue generation from passengers and freight.

The Traffic and Commercial Unit of Pakistan Railways comprises different departments monitoring and supervising operational activities relating to traffic and commercial business of Pakistan Railways. These departments comprise of Chief Operating Superintendent, Chief Commercial Manager, Chief Marketing Manager, Chief Traffic Manager / Dry Ports, Chief Commercial Manager / Freight, Chief Operating Superintendent / Safety and Director I.T. All these Principal Officers and experts are headed by Additional General Manager/Trafficl who reports to Chief Executive Officer / Senior General Manager.

3.1 Chief Operating Superintendent

One of the core functions of the Traffic Department is train operations. This involves overseeing the movement of trains, ensuring that they run on time, and coordinating their scheduling to meet operational demands. Traffic controllers, station masters, and dispatchers work together to manage the complex system of train movements across various routes. The office of Chief Operating Superintendent ensures that train schedules are created and followed meticulously. This involves assigning routes to passenger and freight trains, managing departure and arrival times, and minimizing conflicts between different train services. A well-coordinated train schedule is essential to avoid delays and congestion on the tracks, as the rail network of Pakistan is shared between passenger services and freight trains.

This office also play a crucial role in managing disruptions or emergencies. Whether it's due to equipment failure, bad weather, or accidents, the Chief Operating Superintendent must take swift action to reroute trains, communicate delays, and coordinate with maintenance teams to resolve issues as quickly as possible. Emergency protocols are established to ensure passenger safety and minimize operational downtime.

3.1.1 Performance During Financial Year 2023-24

i. Punctuality of Trains

The Punctuality of Mail/Express, intercity & overall trains during the period from July-2023 to 30th June 2024 as compared the corresponding period is as under: -

TRAINS	PERIOD		VARIATION (+/-)
	2023-24	2022-23	
Mail/Express	58%	46%	(+)12
Intercity	96%	94%	(+) 2
Overall	82%	79%	(+) 3

The 12% increase in the punctuality of Mail/Express trains is due to concerted efforts of all concerned branches by stream lining the available resources. More efforts are underway to bring further improvement.

i. Running of Special Trains

During the fiscal year 2023-24, 36 special trains were operated on different routes on demand of travelling passengers.

S. No.	Month	Train	From-To	Total
1	Jul-23	Dawat-e-Islami Special	LHR-KC	1
2		Muharram Special	NWS-RON-NWS	2
3	Aug-23	Nil		
4	Sep-23	Dawat-e-Islami Special	LHR-KC	1
5			RWP-KC	1
6			KC-RWP	1
7	Oct-23	Special Train	LHR-KC-LHR	4
8	Nov-23	TLP Special	KC-LHR	1
9		Sikh Special	KC-NNS-KC	2
10		RND Special	SUK-RND-SUK	2
11			HRU-RND-HRU	2
12			PDN-RND-PDN	2
13	Dec-23	Nil		
14	Jan-24	Nil		
15	Feb-24	SWN Special	LHR-KC-LHR	2
16			FSLD-KC-FSLD	2
17			LHR/FSLD-KC-FSLD/KC	2

18	Mar-24	Dawat-e-Islami Special	LHR-KC	1
19	Apr-24	Eid-ul-Fitar Special	KC-PSC	1
20			KC-LHR	1
21			QTA-RWP	1
22		Indian Sikh Special	WGA-HSN-NNS-NWL-BBG	3
23	May-24	Nil		
24	Jun-24	Eid-ul-Azha Special	KC-PSC	1
25			KC-LHR	1
26			KC-LHR	1
27			QTA-TWP	1
Total Special Trains				36

iii. Attachment of Extra Coaches

To cater the demand of commercial department, during the fiscal year 2023-24, 830 extra coaches were provided in different running trains

S. No.	Month	Up	Down	Total
1	July-23	127	121	248
2	Aug-23	40	34	74
3	Sep-23	2	1	3
4	Oct-23	7	11	18
5	Nov-23	52	51	103
6	Dec-23	29	33	62
7	Jan-24	41	38	79
8	Feb-24	33	35	68
9	Mar-24	12	11	23
10	Apr-24	28	37	65
11	May-24	3	3	6
12	Jun-24	38	43	81
Total		412	418	830

iv Freight Loading

During the year 2023-24 289,748 wagons were loaded on the entire system against 212,704 wagons during the corresponding period registering increase of 77,044 wagons (26.6%). Division wise comparative loading remained as under.

Division	2023-24	2022-23	Variation
Karachi	181,399	117,703	63,696
Sukkur	10,834	5,044	5,790
Multan	20,059	18,159	1,900
Lahore	63,136	44,670	18,466
Rawalpindi	5,116	5,126	-10
Peshawar	7,430	18,650	-11,220
Quetta	1,774	3,352	-1,578
Total	289,748	212,704	77,044

3.1.2 Future Plans

Office of Chief Operating Superintendent is committed to focus on punctuality of trains. Rigorous efforts have already been undertaken to coordinate with other operational departments for sustainability of coaches, wagons and locomotives alongwith removal of engineering restrictions on railway lines. Through coordinated and focused efforts, it had been planned to bring the overall punctuality of trains to at least 90%

3.2 Chief Commercial Manager

The office of Chief Commercial Manager plays a crucial role in managing various aspects of revenue generation, including ticketing, parcel services, and managing vending stalls at railway stations across Pakistan. This department ensures smooth operations in these areas, contributing significantly to both customer satisfaction and the financial success of the railway.

Ticketing is one of the primary functions of the commercial department. It manages the sale of tickets through various channels, including online platforms, booking counters, and mobile apps. The department ensures the availability of tickets for different classes and routes. Efficient ticketing systems enhance the travel experience for passengers, ensuring convenience and timely services. Parcel services are another vital responsibility. The commercial department oversees the transport of goods, ensuring safe and timely delivery of parcels for both individuals and businesses. Vending stalls within railway stations are also managed by the commercial department. These stalls provide refreshments, newspapers, and other essentials to passengers, contributing to passenger convenience and enhancing the station environment. The department allocates stalls, ensures quality control, and monitors vendor compliance with policies.

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.

3.2.1 Performance During Financial Year 2023-24

Pakistan Railways has earned Rs: 48209.349/- million under the passenger head (including E-ticketing) against the budgetary target of Rs: 47700.000/- million (including E. ticketing) and against the earning of Rs: 33912.837/- million (including E. Ticketing) during the corresponding period of the previous Year. Further an amount of Rs: 2843.716/-million have been earned under the head of Other Coaching Earning against the budgetary target of Rs: 2878.000/- million and against the revenue of Rs: 1624.307/- million earned during the corresponding period of the previous year. It is further added that under the head of only commercial sundry earning, Pakistan Railways earned Rs: 1676.539/million during the financial year 2023-24, against a budgetary target of Rs.1557.000/- million.

- 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 2023-2024, an amount of Rs.1324.720/- million has been realized.

- Pakistan Railways earned Rs.110.352/- million (provisional) from special trains i.e. Eid specials, 9 RND specials, Sikh specials, etc during the financial year 2023-2024.

TICKETLESS EARNING FROM JULY 2023 TO JUNE 2024 OVER THE SYSTEM				
Months	**Cases**	**Fares**	**Penalty**	**Total**
23-Jul	96,385	99,141,443	14,292,670	113,434,113
23-Aug	73,564	81,056,175	9,392,230	90,448,405
23-Sep	75,587	93,176,000	11,689,160	104,865,160
23-Oct	78,069	99,731,500	11,986,940	1,117,188,440
23-Nov	75,585	97,513,885	11,859,810	109,373,695
23-Dec	80,115	100,094,945	13,489,335	113,584,280
24-Jan	73,129	90,971,220	12,095,590	103,066,810
24-Feb	76,964	98,616,535	12,251,570	110,868,105
24-Mar	65,164	82,616,955	13,286,450	95,903,405
24-Apr	88,859	112,143,500	15,134,075	127,277,575
24-May	81,152	98,818,560	11,178,830	109,997,390
24-Jun	101,212	120,609,890	13,572,305	134,182,195
G. Total	**965,785**	**1,174,490,608**	**150,228,965**	**1,324,719,573**

- Total number of Stations/Halts (Coaching & Goods / operational) open for the traffic on Pakistan Railways and number of RR&l Offices run by PRACS are as under: -

S. No.	**Division**	**Station**	**Halts**	**Total**
1	Peshawar	45	5	50
2	Rawalpindi	62	11	73
3	Lahore	100	-	100
4	Multan	79	1	80
5	Sukkur	71	-	71

6	Karachi	46	-	46
7	Quetta	39	2	41
Total	Total	442	19	461
Railway Reservation & Information offices managed by PRACS				18
Current Reservation offices managed by PRACS				2

Claim and accident cases from July, 2023 to June, 2024 is shown as under: -

- Claim Cases Opened = 04
- Claim Paid Cases = Nil
- Claim Filed Cases = 04
- Outstanding Field Cases = 05
- Paper Transfer Cases = Nil
- Accident Verified Cases = 84
- Accident Compensated Cases = 56

Extra Coaches Attached with Trains During Fiscal Year 2023-24

S.#	Month	Up	Down	Total
1	Jul-23	127	121	248
2	Aug-23	40	34	74
3	Sep-23	2	1	3
4	Oct-23	7	11	18
5	Nov-23	52	51	103
6	Dec-23	29	33	62
7	Jan-24	41	38	70
8	Feb-24	33	35	68
9	Mar-24	12	11	23
10	Apr-24	28	37	65
11	May-24	3	3	6
12	Jun-24	38	43	81
Total		**412**	**418**	**830**

Extra coaches earning for FY 2023-2024

Month	Booked Seats	Net Earning
Jul-23	23,526	59,581,141
Aug-23	5,136	14,298,877
Sep-23	2,301	4,338,134
Oct-23	2,954	6,166,020
Nov-23	5,191	13,374,420
Dec-23	2,712	12,737,800
Jan-24	1,404	9,439,444
Feb-24	2,003	9,151,375
Mar-24	1,247	4,688,223
Apr-24	2,281	7,767,618
May-24	546	1,121,394
Jun-24	2,911	9,499,693
Total	**52,212**	**152,164,139**

3.2.2 Future Plans

The commercial department aims to enhance passenger experience by focusing on modernizing amenities and services, prioritizing convenience, comfort, and accessibility. Recognizing that passenger satisfaction is essential to growing ridership and loyalty, future plans include comprehensive digitalization initiatives, with mobile apps for seamless ticketing, real-time travel information, and personalized notifications through RABTA application. These technologies will make it easier for passengers to plan their journeys and stay informed on delays or schedule changes.

3.3 Chief Marketing Manager

The Marketing department of Pakistan Railways plays a vital role in managing customer relations, revenue generation, and overall business strategy. This department is responsible for ensuring efficient service delivery to passengers and

freight customers, promoting Pakistan Railway services, and driving sales. It oversees fare structures, freight rates, and customer care, ensuring that the company meets the needs of its diverse clientele. The Marketing department collaborates with marketing teams to promote travel packages, seasonal discounts, and freight deals. The department is integral to the financial health of Pakistan Railways. By analyzing market trends, competitor strategies, and customer behavior, the Marketing team devises pricing strategies and product offerings that maximize revenue while maintaining affordability for passengers.

3.3.1 Performance During Financial Year 2023-24

i. Freight Sector

- Pakistan Railways has developed linkage with a newly established deep sea container terminal at port Karachi namely South Asia Pakistan Terminal (SAPT) to deal increase containerized traffic and revenue generation.
- Agreement with PRFTC is under process for the transportation indigenous coal from Thar to Jamshoro Power Plant and other cement manufactures.
- Aza Khel Dry port established at Peshawar division has been made functional for optimizing containerized traffic under Afghan Transit Trade Agreement (ATTA) and for FATA. i
- New avenues have been explored by augmenting transportation of Afghani Coal from Afghanistan via Kundian, Khushal Kot, Khirabad Kund and Burhan stations for yousafwala Power Plant.
- Out of 820 new high capacities freight wagons, 200 received by Pakistan Railways and 40 wagons manufactured in Pakistan. The remaining 580 wagons will be also manufactured / assembled in Pakistan to augment the current freight fleet. This will enhance Pakistan Railways capacity and will help in catering the increased demand of transporter at ports.
- Process has been initiated for installing of Radio Frequency Identification (RFID) system over Pakistan Railways network for efficient and effective tracking of goods wagon to ensure optimum utilization.

- Pakistan Railways has also taken some initiatives like transportation of Rice from Quetta to Iran & Afghanistan, Cement & Sulpher from Iran to Quetta & Chichoki Mallian to play a positive role in enhancing regional and across border transportation.
- Agreement between Pakistan Railways and Pakistan State Oil is under process for the transportation of oil products across the country.
- Pakistan Railway introduced special station to station reduced rates for the transportation of Rock Phosphate from Baldher to Machi Goth and Iron Ore from Azad to Bin Qasim/MYP. The parties interested to sign agreement/MOU with Pakistan Railway for long term basis

ii. <u>Passenger Sector</u>

- Pakistan Railways has outsourced the commercial management of luggage vans brake vans, aerated water and dining cars / Premium Lounge with different trains to increase revenue and enhance passenger facilitation under PPP mode.
- Pakistan Railways has also run special trains on the eve of important events like ljtima at Raiwind, Eids and other festival to cater the demand of public.
- Passenger fares have been rationalized to make it competitive to road and main passenger composition have been augmented to its maximum 19 coaches to fetch more revenue which resulted in significant increase in passenger revenue in view of frequent hike in HSD prices.
- Pakistan Railways has also outsourced the commercial management of passenger trains under PPP mode to enhance revenue and to provide a safe, reliable and comfortable journey to its passengers. The list of trains outsourced is as under.

Mehran Express	Fareed Express	Badar Express
Ghouri Express	Rawal Express	Faiz Ahmad
Subak Kharam	Ravi Passenger	Mianwali
Moenjo Daru	Mehar Express	

- Out of 230 new state of art passenger coaches 46 received by Pakistan Railways and the remaining 184 coaches will be manufactured in Pakistan in the current passenger fleet for providing reliable, safe and comfortable journey to the people of Pakistan.
- An agreement has been executed between P.R and State Life Insurance Company in order to provide insurance cover to passenger as well as Railway employee in case of any accident.
- Information system is being introduced with train for facilitation traveling passenger.
- Complimentary services for providing breakfast, lunch and dinner in green line train has been introduced and will be extended in other train also.

iii. Comparison of Passenger and Freight Earning (2022-23)

(Rs. in million)

Description	Passenger	Freight
Earning	48,908.530	27,889.708
Target	39,725.158	24,246.273
Variation	+9,183.372	+3,643.435

3.3.2 Future Plans

The marketing department committed to delivering fair and competitive pricing is set to implement strategies that cater to both passenger and freight customers. By creating a flexible fare structure, the department aims to make rail travel more

affordable and accessible, benefiting different customer demographics. For passengers, tiered pricing and dynamic fare models will allow customers to choose from economy, standard, or premium options. Early booking discounts and off-peak pricing will further incentivize passengers, helping them save while optimizing train occupancy.

For freight customers, the department is focused to establish specialized pricing packages based on cargo volume, distance, and service speed. This approach will not only boost revenue but also make rail freight a more attractive choice for businesses seeking cost-effective logistics solutions.

To further enhance operational efficiency, the department plans to explore the outsourcing of commercial train management to the private sector. This shift will bring in expertise from specialized operators, improving customer service quality, marketing reach, and service innovations. Outsourcing will enable the department to focus on core railway operations while leveraging private-sector agility and customer-focused management, ultimately driving up passenger and freight satisfaction through better service quality and value-driven pricing.

3.4 Chief Traffic Manager / Dry Ports

The handling of traffic inside and outside dry ports is critical component in modern logistics and supply chain management. Dry ports, also known as inland ports, serve as transshipment hubs that allow for the transfer of cargo between different modes of transportation, typically between rail and road. These inland facilities offer customs clearance, storage, and distribution services similar to seaports, helping reduce congestion at coastal ports while extending their reach into inland regions. The office of Chief Traffic Manager / Dry Ports manages the operations, infrastructure, and logistics required to facilitate the smooth transfer of goods at these inland terminals. This department coordinates with various stakeholders, including shipping companies, trucking firms, customs officials, and freight forwarders, to ensure the seamless movement of cargo. By offering integrated services such as warehousing, container handling, and customs processing, dry ports reduce the need for goods to be shipped directly to seaports, enabling faster and more cost-effective delivery.

3.4.1 Performance During Financial Year 2023-24

Flow of Import Traffic at Railway Dry Ports During 2023-24

Dry Ports	By Rail				By Road			
	Bonded		Non-Bonded		Bonded		Non-Bonded	
	TEUS	Tonnes	TEUS	Tonnes	TEUS	Tonnes	TEUS	Tonnes
Azakhel	2,033	54,863	0	0	29,205	534,917	0	0
Islamabad	0	0	0	0	2,588	42,822	0	0
Lahore	0	0	7,262	216,638	10,520	127,544	0	0
Karachi	0	0	0	0	0	0	0	0
Total	**2,033**	**54,863**	**7,262**	**216,638**	**42,313**	**705,283**	**0**	**0**

Flow of Export Traffic at Railway Dry Ports During 2023-24

Dry Ports	By Rail				By Road			
	Bonded		Non-Bonded		Bonded		Non-Bonded	
	TEUS	Tonnes	TEUS	Tonnes	TEUS	Tonnes	TEUS	Tonnes
Azakhel	0	0	0	0	63	676	0	0
Islamabad	0	0	0	0	29	153	0	0
Lahore	0	0	6,004	180,037	4	2,344	0	0
Karachi	10,109	246,266	0	0	0	0	0	0
Total	**10,109**	**246,266**	**6,004**	**180,037**	**96**	**3,173**	**0**	**0**

Total Loading & Earning of Dry Ports for 2023-2024

	Total TEUs	Total Tonnes	Earning (RS in million)
Azakhel	31,301	590,456	857.194
Islamabad	2,617	42,975	113.816
Lahore	23,790	524,243	298.010

Karachi	10,109	246,266	1,177.323
Prem Nagar (Royalty)			149.990
Total	**67,817**	**1,403,940**	**2,596.333**

3.4.2 Future Plans

The office of Chief Traffic Manager committed to enhancing facilities at dry ports is focused on improving logistics and increasing traffic flow to boost efficiency and trade. To achieve this, future plans include modernizing infrastructure at dry ports to streamline cargo handling, reduce wait times, and enhance service quality. The department intends to provide advanced equipment such as cranes, automated loaders, and tracking systems to ensure quicker loading and unloading, minimizing delays and improving overall productivity.

Additionally, the department plans to establish integrated digital systems to simplify documentation processes, enabling smoother and more transparent cargo movement through efficient use of SAP system which is currently under completion process.

3.5 Chief Operating Superintendent / Safety

The safety department plays a vital role in ensuring the protection of passengers, staff, and infrastructure by overseeing the investigation of accidents, conducting inspections, and issuing safety guidelines. It serves as the central authority for monitoring, analyzing, and improving safety protocols across all operations. One of the department's key responsibilities is compiling accident inquiries. When accidents occur, the safety department ensures that proper investigations to the causes and circumstances surrounding the event are analyzed. These accidents investigations and reports help identify potential lapses in safety standards and recommend corrective actions to prevent future occurrences. In addition to these tasks, the safety department issues special safety bulletins to alert railway staff and stakeholders about urgent safety concerns, changes in regulations, or updates in safety procedures. These bulletins ensure that employees are aware of the latest safety protocols and remain vigilant in their roles.

3.5.1 Performance During Financial Year 2023-24

COMPARATIVE AND CUMMULATIVE STATEMENT OF ACCIDENTS			
S. #	**DESCRIPTION OF ACCIDENT**	**JUL-JUN 2022-23**	**JUL-JUN 2023-24**
1	Collisions of passenger trains with goods trains	-	1
2	Collisions of goods trains	1	-
3	Derailments of passenger trains	21	28
4	Derailments of goods trains	34	46
5	Collisions at manned level crossings	1	5
6	Collisions at un-manned level crossings	13	9
7	Collisions at un-authorized location	1	5
8	Fire in trains	6	-
9	Others	2	3
Total		**79**	**97**

3.5.2 Future Plans

The office of Chief Operating Superintendent / Safety is committed to advancing safety measures through thorough inspections, continuous information sharing, and collaborative efforts across other departments of Pakistan Railways. To ensure a safe environment for both employees and passengers, the future plans involve implementing a rigorous inspection schedule, covering track conditions, signaling systems, train operations, and station facilities. These inspections will prioritize high-risk areas and to identify and address potential hazards more effectively.

Safety bulletins play a critical role in the department's communication strategy, providing up-to-date guidance and protocols on emerging safety concerns. These bulletins will be accessible in both digital and printed formats, ensuring that employees at all levels stay informed about new safety practices and changes in regulations. To reinforce a culture of safety, regular training sessions are planned to be conducted, based on data from inspections and incident reports.

3.6 Directorate of Information Technology

Pakistan Railways, a vital national institution, has been the backbone of the country's transportation network for decades. As we transition into the digital age, the organization is embarking on a large-scale digital transformation to enhance efficiency, improve services, and optimize resource management. With over 77 years of operational legacy, Pakistan Railways faces the challenge of modernizing its vast and diverse operational ecosystem. From ticketing to asset management, digital solutions are being implemented across various departments, aiming to provide faster, more accurate services to both the external and internal stakeholders.

The directorate of IT develops and maintain reliable and innovate IT solution system in Pakistan Railways. Directorate of Information Technology facilitates data collection storage, security and integrity of Pakistan Railways data for future decision making. Mission of Directorate of Information Technology is to drive digital transformation within Pakistan Railways by leveraging cutting-edge information technology solutions, enhancing operational efficiency, improving passengers experience, and ensuring data-driven decision-making. We are committed to developing robust IT infrastructure that supports seamless railway operations and contributes to the overall growth of Pakistan’s transportation sector.

3.6.1 Performance During Financial Year 2023-24

i. Website and E-Ticketing System

The official website of Pakistan Railways, www.pakrail.gov.pk, serves as the primary digital interface for passengers. It hosts essential services, including real-time information on train schedules, Passenger fare, planning of passenger journey, Tenders, Gallery, Year Book and public notices.

The E-Ticketing System allows passengers to book, pay for, and receive train tickets online. Launched in 2016, this system has significantly reduced the need for physical ticket counters and introduced convenience for passengers. The system has been integrated with multiple payment gateways, making transactions seamless for customers and is regularly upgraded to meet the modern day needs of passengers.

ii. Mobile Applications for Android and iOS

To cater to the growing mobile user base, Pakistan Railways has launched Android and iOS mobile apps that enable passengers to book tickets directly from their smartphones. These apps provide real-time updates on train schedules, booking confirmations, cancellations, and other relevant notifications. This step has empowered passengers by bringing railway services to their fingertips.

iii. SMS Portal for Marketing Campaigns

A dedicated SMS Portal has been deployed to send SMS to passengers, run marketing campaigns aimed at informing the general public about new services, fare discounts, and other promotional offers. This is a crucial tool for building customer engagement and reaching a broad audience, especially those who might not have internet access.

iv. Railway Land Record Management System

A comprehensive Railway Land Record Management System is in place to digitalize and manage the vast land assets of Pakistan Railways. This system ensures transparency and accountability in land management, helping avoid encroachments, streamline land utilization, and improve record-keeping.

v. Railway Automated Booking and Travel Assistance (RABTA) Project

The RABTA project is one of the flagship digitalization efforts. It aims to fully automate the railway booking system and enhance travel assistance for passengers, with features such as automatic updates, personalized assistance, and integrated customer support and it is particularly aimed to provide end to end solution for passengers. It has the potential to revolutionize how customers interact with the railway service, offering a more connected and customer-friendly experience.

vi. ERP SAP Implementation

DOIT is in the process of implementing Enterprise Resource Planning (ERP) using SAP. The system will automate various back-office functions such as human resources, finance, procurement, and inventory management. The ERP system is bringing cohesion to the overall administration of the organization and increase operational efficiency.

vii. E-Office and Paperless System

A transition towards a paperless office environment is underway, with the implementation of the E-Office system. This initiative is focused on reducing paperwork, improving communication, and speeding up administrative processes. The E-Office system ensures better record-keeping and enhances collaboration among departments. Pakistan Railways is implementing E Office in collaboration with NITB.

viii. Material Accounting System

This software is managing all inward and outward material entries of stock over the rail network for main store, petty and projects store.

ix. Legal Court Cases Management System

The interface is managing all legal court cases and its portal facilitates, assisting legal department to manage case movement and status of cases.

3.6.2 Future Plans

The digital transformation of Directorate of IT is not just a necessity for keeping up with global advancements but also a key to improving its operational efficiency, customer service, and overall financial health. By investing in skilled manpower, modernizing legacy systems, ensuring robust cyber security, and fostering a culture of innovation, Pakistan Railways can overcome its hurdles and become a fully digitalized and efficient organization. Through sustained efforts and strategic collaborations, the digital future of Pakistan Railways is bright and promising. At present, following project are being pursued as a step ahead to make digital transformation in Pakistan Railways Wagon & coaching monitoring system shall be designed to optimize the management of rolling stock for their effective utilization. Once fully implemented, it will allow for better resource utilization, reduced delays, and improved service reliability.

- The fuel management system aims to monitor and manage fuel consumption across the railway network. By leveraging digital tools & technology, Pakistan Railways plans to minimize fuel wastage, optimize fuel usage, monitoring and reduce costs.

- E Office introduced by Government of Pakistan will be implemented in Pakistan Railways. The directorate is committed to provide a paperless environment for all offices of Pakistan Railways.
- The internet infrastructure and connectivity at stations for RABTA will be provided using state of the art technology.

CHAPTER-II
OTHER UNITS OF PAKISTAN RAILWAYS

1. Personnel Department

The Personnel Branch of Pakistan Railways was established as a necessary extension of the Division system, designed to ensure efficient coordination of all personnel-related matters across the railway network. Its primary objective is to maintain a uniform policy for all railway employees concerning recruitment, training, service conditions, leave rules, and other necessary requirements. This standardization is crucial in eliminating any perceptions of partiality or unequal treatment among staff from different branches or offices. The smooth administration of the vast organization of Pakistan Railways hinges on the effective functioning of this branch, making its role

At the helm of the Personnel Branch is the Chief Personnel Officer (CPO), who is responsible to the Chief Executive Officer/Senior General Manager for the proper conduct of establishment work, the provision of amenities, and the oversight of welfare activities. The CPO ensures the efficient coordination of personnel activities across the entire railway system, including inter-divisional transfers, promotions and staff adjustments. In fulfilling these duties, the CPO is supported by a team of Deputy Chief Personnel Officers, Senior Personnel Officers, and Assistant Personnel Officers, who work at the Headquarters office and across various divisions.

1.1 Performance During Financial Year 2023-24

In recent times, the Personnel Branch has undergone significant restructuring to align with the current needs of the era. This restructuring reflects a forward-looking approach, ensuring that the branch is better equipped to handle the evolving demands of human resource management within Pakistan Railways. Additionally, the Personnel Branch oversees the ongoing rationalization process within Pakistan Railways, which has already led to the abolition of 2,703 redundant posts, including roles in general administration, IT, stores, and the medical department. This process is aligned with updating recruitment rules and job descriptions to meet future needs. Confidential Sections within each division and the

Headquarters Office handle matters related to performance evaluations, promotions, and complaint inquiries, ensuring the fair and consistent application of rules across the organization. The Personnel Branch's efforts are critical in supporting executive officers, safeguarding staff welfare, and maintaining the integrity of Pakistan Railways' operations.

1.2 Future Plans

The office of Chief Personnel Officer (CPO) has future plans focused on modernizing human resources to enhance efficiency and employee satisfaction. A primary goal is to rationalize manpower by analyzing workforce needs across departments, eliminating redundancies, and ensuring that every role is strategically aligned with operational demands. This approach will enhance productivity, reduce labor costs, and provide balanced workloads, contributing to overall workforce satisfaction. To streamline recruitments and promotions of employees and officers, it is planned to implement a digital recruitment platform. This platform will enable online applications and automated shortlisting based on the eligibility criteria of potential candidates. Additionally, digital records for employees will be created and maintained, centralizing employee information for better tracking and management of performance, attendance, and career progression. This goal will be achieved through HCM Module of SAP which is under process of completion.

2. Directorate of Public Relations

Directorate of Public Relations is responsible for image building and promotion of Pakistan Railways. It manages interactions with print, electronic, and social media. Historically, the Directorate operated from scattered offices within the Headquarters, which posed accessibility issues for journalists, visitors, and staff. In 2013, the Directorate was consolidated into a single location, improving media monitoring system to meet the modern media challenges and enhancing its liaison with the Print & Electronic media.

Under the supervision of the Director General Public Relations, the Directorate handles all aspects related to print, electronic, and social media. The workload is managed collaboratively by all officers, who work round the clock to maintain effective coordination with media and public offices.

Kev Functions and Services

i. Advertisement

Promotion of rail services and products on behalf of the organization through advertisements. This involves managing the publication of ads in print media and at times airing public service messages through electronic media.

ii. Publicity

The Directorate handles the issuance of press releases, clarification articles, columns, letters to the editors, and rebuttals to both print and electronic media.

a. Electronic Media:

A modern monitoring system tracks major TV news channels and programs, enabling timely and appropriate responses. News Channels and programs are monitored by staff to keep up with broadcast development regarding Pakistan Railways and to respond accordingly through modern electronic techniques.

b. Print Media:

Press releases for significant events are prepared and distributed to media offices via email and WhatsApp. Information is also communicated telephonically for clarification when needed. Media houses are visited physically as required, and due to the expanded scope of work, the Directorate operates in two shifts.

c. Social Media:

Daily activities on social media are monitored, and the official Twitter and Facebook pages of Pakistan Railways are managed to keep the public informed with the latest updates.

iii. Monitoring

Preparation of a 'Daily Press Summary" provides an overview of media coverage for the Federal Minister for Railways and the Chief Executive Officer/Senior General Manager.

iv. Videography at Railways Premises

This Directorate facilitates and grants permission to shoot dramas, movies, documentaries, and advertisements at 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, and national news media, and ISPR. However, shooting is charged on a commercial basis, depending upon the nature of the videography.

v. Articles and Rebuttals

Officials write and publish informative articles and columns about Pakistan Railways to reach out to the public. Rebuttals and letters to editors are also issued as needed to address misinformation and provide clarifications.

vi. Press Conferences and Media Interactions

Press conferences and media events arc arranged by this office in the Headquarters. These events facilitate interactions between the Federal Minister and CEO with the media. Ensuring that key messages and updates are communicated effectively.

vii. Publicity Campaigns

This office arranges publicity and promotional campaigns for significant developments such as the introduction or restoration of trains, special trains for events like Eid, Tableeghi Ijtemas, and the arrival of Sikh Yatrees. Other campaigns focus on national events and E-ticketing. Safety campaigns are also conducted to promote passenger safety.

viii. Publicity Material

Leaflets, brochures, and performance reports are published to raise public awareness about Pakistan Railways. These materials support various promotional and informational efforts.

ix. Liaison with Divisional Offices

Directorate maintains liaison with divisional offices for overall branding of Pakistan Railways. This involves coordinating efforts to improve passenger facilities and prioritize.

x. Safety

Public Relations Director Public Relations and other staff visit different media houses regularly to build and maintain strong relationships with the journalist community. These visits are crucial for fostering positive media relations.

i. Media Representation

This Directorate is the mouthpiece of Pakistan Railways, this office provides beepers and interviews to media outlets. This role involves projecting the organization's policies and viewpoints effectively through various media outlets.

ii. Cartoon Illustrations

Cartoon illustrations are created and published to promote the policies of Pakistan Railways and communicate important messages to the public. These cartoons engage audiences and convey key information in an accessible format.

iii. Image Building Communication Strategy

The Directorate develops and implements communication strategies aimed at enhancing the image of Pakistan Railways. These strategies are designed to build a positive public perception and effectively communicate the organization's achievements and goals.

iv. Issuance of Journalist Concession Cards

The Directorate is responsible for issuing Journalist Concession Cards on an annual basis. These cards offer up to 80% fare concessions to journalists, facilitating their access to rail services. The Directorate maintains records of tickets sold to concession cardholders, providing detailed financial impact reports. Pakistan Railways has sold 15,410

tickets to the Journalist Concession Cards holders, worth's. Rs. 14,606,754/- during the period 01-07-2023 to 30-06-2024, Details of the concession tickets availed are as under: -

v. Performance During Financial Year 2023-24

Advance Reservation Report of Journalists and Their Families and Its Impact on Earnings During Financial Year 2023-24

Year	Ticket Code	Booked Seats	Net Amount Rupees	Actual Fare	Impact
2023	JC	7,074	5,229,163	26,145,815	20,916,652
	JCS	389	140,118	700,590	560,472
	JF	1,449	2,732,160	5,464,320	2,732,160
	JFS	100	78,949	157,898	78,949
2024	JC	4,987	4,051,269	20,256,345	16,205,076
	JCS	247	94,822	474,110	379,288
	JF	1,103	2,231,630	4,463,260	2,231,630
	JFS	61	48,643	97,286	48,643
Total		**15410**	**14,606,754**	**57,759,624**	**43,152,870**

Conduct CEO's E-Kachehri

Online interactive sessions, known as CEO's E-Kachehri, were organized as per guidelines of Prime Minister Delivery Unit to address public queries and concerns. This initiative helps in fostering transparency and direct communication with the public.

2.2 Future Plans

The office Director of Public Relations envisions a future centered on strengthening the company's brand, building public trust, and engaging with communities. A key focus is to enhance transparency and communication by increasing the frequency and accessibility of information shared with the public. Plans include the digital platform that consolidates all updates, schedules, and announcements, making it easier for passengers and stakeholders to stay informed.

To improve the railway's image and foster goodwill, the department has planned to actively promote initiatives that showcase the Railway's commitment to sustainability, safety, and passenger comfort. Campaigns highlighting eco-friendly practices, infrastructure improvements, and customer satisfaction efforts will be rolled out to reach a broad audience.

3. Chief Project & Planning Officer

The Chief Project & Planning Officer (CPPO), Pakistan Railways, Headquarters Office, Lahore is associated with Planning Division, Ministry of Railways, Islamabad and Project Directors of Public Sector Development Program (PSDP) projects. The Chief Project and Planning Officer (CPPO) has the critical responsibility of overseeing public sector projects, ensuring they meet strategic goals, and maintaining alignment with government directives. Key functions of the CPPO include monitoring the progress of these projects from initiation to completion, actively reviewing timelines, budgets, and resource allocations to keep projects on track. By conducting regular evaluations, the office of CPPO identifies and addresses delays or challenges, ensuring that the project adheres to its objectives and delivers quality results.

Close collaboration with the Ministry is essential to the CPPO's role. Through regular updates and consultations, the CPPO keeps the Ministry informed of progress and any evolving challenges, fostering a transparent working relationship. This close communication helps ensure that projects remain aligned with policy expectations and funding requirements, while also facilitating swift approvals or adjustments as needed.

3.1 Performance During Financial Year 2023-24

The total number of Projects of Pakistan Railways under PSDP 2023-24 were 39 (Ongoing=31 + New=8). Out of 39 Projects, 9 PSDP Projects have been completed/ closed in Financial Year 2023-24. 10 New Projects related to Track Safety, Passenger Facilitation, Land Acquisition and Improved Signaling System have been included in the PSDP Portfolio of P. R. Financial Year 2024-25.

The Project and Planning Office also manages and coordinate for Improvement & Welfare Funds with Chief Engineer (Open Line), Pakistan Railways, Headquarters Officer, Lahore. The Improvement & Welfare Budget of Financial Year

2023-24 was amounting to Rs.264.788 million for various Divisions of Pakistan Railways, an expenditure amounting to Rs. 162.841 million was booked according to the statement of SAO/Books.

3.2 Future Plans

Close coordination with the Ministry of Railways is essential for maintaining alignment on policy directives, funding requirements, and regulatory compliance. The office of CPPO plans to establish a dedicated liaison team to ensure that project updates and challenges are promptly communicated, fostering a transparent working relationship with government stakeholders. To ensure timely project completion, the CPPO office intends introduce risk management protocols to identify potential roadblocks early. By prioritizing digital tools, enhancing communication with the Ministry, and applying proactive project management strategies, the CPPO's office will support the successful delivery of public sector projects, ultimately contributing to an efficient and sustainable railway system. This goal is intended to be achieved through PS module of SAP system which is currently under customization according to the requirements.

4. Directorate of Legal Affairs

In 1999 an independent Directorate of Legal Affairs was established headed by a Director (BPS-20) keeping in view the extended scope and to improve the follow up of lega1 cases being faced by the organization' Since its establishment' the Directorate is contributing to safeguard the interest of department before the different legal forums Over the years/ the Directorate of Legal Affairs has proven that the decision taken for its establishment was most appropriate and in line with the interests of the department

- The regular Law officers/ Advisors on contract and other staff members are actively participating to boost up the standards and quality of Legal matters on behalf of department.

The Directorate has been entrusted with Vital responsibility of assisting to executive departments in providing of legal advice on Contracts, Agreements and consultation on legal issues, proceedings in the Courts of Law and nomination of appropriate Railways counsels from the panel notified by the Law & Justice Division. The directorate scrutinizes, examines and vets bidding documents and Para-wise comments provided by the concerned/client branches before handing over to the RCLS for onward submission before the different courts of law for contesting cases filed by or against the department.

The Directorate of Legal Affairs has been connected with Division through automation of court cases system to make available relevant information on a Link all the time. The overall performance of Directorate can be adjudged from the following data.

4.1 Performance During Financial Year 2023-24

TABLE SHOWING DISPOSAL OF CASES FOR THE PERIOD 2023-24

NO OF TOTAL DECIDED CASES 2022-23		
In favour	Against	Total
1055	94	1149

Success percentage: 92%

TABLE SHOWING NO. OF PENDING ADJUDICATION CASES 2023-24

Pendency of cases as on 01-07-2023 over the system	Total new cases instituted from 01-07-2023 to 30-06-2024	Total No. of cases decided during 2022-2023	Total pending cases on 30-06-2024 over the system
2753	1137	1149	2741

The Directorate of Legal Affairs has saved billions of rupees by contesting the illegal claims of employees, protecting title of Railway land before different forums, and removal of encroachments etc.

The above narrated facts are sufficient proof to assess the performance of this Directorate and the legal staff/ officers like Law Officers, ADLA's, DDLA, DLA, Legal Advisor DGLA are contributing tremendously as an active wing of the

organization. However, service structure of Legal Directorate is required to be re-examined to meet with the requirements of the day.

4.2 Future Plans

The Directorate of Legal Affairs is committed to reducing litigation, achieving a high success rate in legal cases, and modernizing operations for efficiency. Future plans center around preventive measures to minimize cases, robust legal strategies for strong defense, and organizational restructuring to enhance the directorate's effectiveness.

Achieving a high win rate in litigation cases is another priority. The directorate plans to employ specialized legal experts to handle different types of cases, ensuring that each case is backed by in-depth legal research and comprehensive preparation. Additionally, the directorate will restructure to streamline decision-making and enable faster, more coordinated responses to emerging legal challenges.

The digital platform for case monitoring "Legal Management System" is also planned be used effectively, enabling centralized access to case histories, deadlines, and relevant documents. This platform will facilitate better case tracking and allow the directorate to respond swiftly and strategically. Through these initiatives, the Directorate of Legal Affairs is set to build a proactive, efficient, and successful legal team that upholds Pakistan Railways' interests effectively.

5. Medical Department

The main objective of medical department is to provide excellent medical care in a family centered environment through close collaboration between staff, patients and their families. The Railway doctors, nurses and paramedical staff are recognized for compassion, experience, knowledge and commitment to excellence.

Pakistan Railways has eight major hospitals located at Peshawar, Rawalpindi, Lahore, Moghalpura, Multan, Sukkur, Karachi and Quetta. In addition, there are 46 dispensaries and 25 Child Welfare Centers where serving/retired Railway employees and their families are provided free treatment.

The hospitals are under the administrative control of Chief Medical & Health Officer (BS-20) assisted by Dy: CMO (BS-19), 3-Medical Superintendent (BS-19), 7-Divisional Medical Officers (BS-18), 9-Specialist Doctors (BS-17,18 & 19), 20-Senior Medical Officers (BS-18), 26-Medical Officers (BS-17), 24-Staff Nurses (BS-16) and 68-Dispensers (BS-09). Functions of Medical Department of Pakistan Railways include the following.

5.1 Performance During Financial Year 2023-24

- Arrangements for cleanliness and disinfection spray at Railway stations, Workshops, Offices and residential Colonies were made.
- SOP's for prevention of communicative diseases by Health Education to Railway employees and public were formulated. Disinfectant spray was carried out at Railway Platforms and cleanliness was maintained.
- Emergency services were assured round the clock in Railway Hospitals to attend the patients.
- First aid posts were established at main Railway Stations.
- Doppler's ultra-sound and digital X-Ray facility was established at Railway Cairns Hospital, Lahore
- Dengue ward for serious patient & OPD in Railway Cairns Hospital, Lahore was established.
- Ophthalmology department has been activated in Pakistan Railway Cairns Hospital, Lahore for OPD consultation and surgeries.
- Physiotherapy department was started in Cairns Hospital in the financial year 2023-2024.
- Psychology and Psychiatric department were also made effective.
- Insourcing of Railway Hospitals was also activated in the financial year 2023-2024.
- The anti-polio, child immunization against communicable diseases and anti-dengue campaign was carried out throughout the year with the help of Child Welfare Association staff. No case of polio was detected in Railway population.

  After the approval of Railway Board, the process of up-gradation of Railway Hospitals by in sourcing is under process to provide specialist consultation/services in different field of medical science.

  All these efforts were carried out under the guidance of the General Manager/Welfare and Special Initiatives who extended all support and encouragement to the Medical Department. Statement showing number of staff in Medical Department scale wise as on 30-06-2024 enclosed.

FACTS & FIGURES OF PAKISTAN RAILWAYS HOSPITALS FOR THE PERIOD OF FINANCIAL YEAR JULY-2023 TO JUNE-2024															
S #	**Hospitals**	**OPD/ Emerg-ency**	**Indoor Patien-ts**	**Emergency**	**Lab: Investigation**	**X-Ray**	**ECG**	**G/ Surgeries**	**Physio therapy**	**Ultra Sound**	**Eye Surgeries**	**Dental/ Major /Minor**	**Gynae Surgeries**	**Psychotherapy/ consultancy/ assessment**	**Total**
1	Rawalpindi	125972	3851	0	84700	9595	2301	994	20229	7842	326	5951	715	2784	**265260**
2	Cairns/LHR	29781	9863	73165	70782	5431	3059	0	0	2166	0	0	0	0	**194247**
3	Moghalpura/ LHR	31048	121	0	4435	217	589	0	0	807	0	371	0	0	**37588**
4	Multan	14812	176	0	2463	24	20	0	87	0	0	2060	0	0	**19642**
5	Karachi	12770	3694	0	80701	106	0	26	0	125	0	0	26	850	**98298**
6	Peshawar	17311	17	0	5212	2	81	0	0	39	0	0	0	270	**22932**
7	Sukkur	6901	172	0	2980	0	937	0	0	0	0	0	0	0	**10990**
8	Quetta	15995	773	0	2157	0	0	443	0	0	0	0	0	0	**19368**
Total		**254590**	**18667**	**0**	**253430**	**15375**	**6987**	**1463**	**20316**	**10979**	**326**	**8382**	**741**	**3904**	**595160**

5.2 Future Plans

The office of Chief Medical Officer is dedicated to enhancing healthcare services by strengthening in-house medical capabilities and improving patient care. Future plans include hiring specialized medical professionals across key fields to address specific healthcare needs within the company's hospitals and clinics.

The in-sourcing strategy is expected to raise the quality of care by creating a more cohesive team of specialists who understand the unique health requirements of railway employees and their families. To further support this, the office of CMO plans to bring in highly qualified medical experts ensuring they are updated with the latest medical techniques and standards to facilitate the railway employees and their families.

Patient care is planned to be prioritized through the improvement of hospital facilities, with upgrades to diagnostic equipment and emergency response capabilities. Digital health records and patient management systems will also be introduced, allowing for streamlined care coordination and easy access to patient history. This will be achieved through digitalization with the help of SAP system which is currently being customized.

6. Education Department

The aim & objective of Pakistan Railway Educational Institutions is 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. Educational Institutions of Pakistan Railways lay equal emphasis on physical fitness, cultural activities, and Character developments. The following schools are being administered by Education Department of Pakistan Railways.

School Name
PR. St Andrew's Girls Axis College, Lahore
PR. St Andrew's Girls High School, Lahore
PR. Boys High School, Engine Shed, Lahore
PR. Lady Griffin Girls High School, Lahore
PR. Girls High School Mughalpura, Lahore
PR. Boys High School, Mughalpura, Lahore
PR. Girls Middle School, Khanewal
PR. Girls Middle School, Sammasatta, Bahawalpur
PR. Boys High School Sammasatta, Bahawalpur
PR. Girls High School Sukkur
PR. Boys High School Sukkur
PR. Girls High School Rohri
Industrial School
P.R Industrial School, Shah Jahan Rond, Mughalpura Lahore.
P.R Zubaida Industrial School Loco Shed Colony Lahore

6.1 Performance During Financial Year 2023-24

- Construction of Deputy Head Office and two class room at P. R. Girls High School Mughalpura.
- Plantation drives in Railway schools.
- Monthly test system had been introduced for all Classes.
- Parent and Teacher meeting are arranged thrice at the end of each term.
- Special cleanliness drive has been arranged in all P. R Schools/Colleges.
- Results of P. R. Schools remained always excellent, more than 95% and 69 students secured
- A+ in matric exam annual 2024.

i. Steps Taken for Revival of P. R. Education Department.

- Introduction of Boys College in P. R Boys High School.
- Chiller and water filtration plant were installed at all five Lahore based School.
- Renovation of Mosque in P. R Boys Engine Shed School.
- Renovation of Headmistress Offices of St. Andrews Schools, Lady Griffin and Mughulpura Girls high School.
- White board/benches/chairs/computer were provided in all Lahore based five schools.
- Screening of fund teaching Staff for better performance.
- Teacher Training Workshops for students, assessment, feedback, notebook checking, parents
- teacher meetings were arranged.
- Renovation of 30 wash rooms in all Lahore based five schools.
- Conducting test of all teaching staff for better performance.
- Teacher training workshop was arranged at P. R Lady Griffin Girls High School in Collaborate with Kips and Fida Foundation.

ii. Introduction of best teacher of the year award 2024. Summary of Metric Results of Railways Managed Schools-2024

S. #	Schools	1st Position	2nd Position	3rd Position
1	PR. ST Andrew's Girls High School, Lahore	Aneesa Habib 1145/A+	Zainab Hamood 1143-A+	Hijab Arshad 1133/A+
2	PR. Boys high School, Engine Shed, Lahore	Muhammad Usman 1140/A+	Hammad Aslam 1107/A+	Abdullah 1090/A+
3	PR. Lady Griffin Girls High School, Lahore	Syeda Maheen Zahra 1101/A+	Nayab Hashim 1071/A+	Hiba Asif 1057/A+
4	PR. Girls High School Mughulpura, Lahore	Maham Attique 1101/A +	Aina Ali 1090/A+	Syeda Abeera Zainab 1090/A+
5	PR. Boys High School Mughlpura, Lahore	Abdullah Tanveer 1140/A+	Farhan Ahmed 1088/A+	M. Abdul Rehman 1067/A+
6	PR Boys High School Samasatta	Muhammad Umair 1135/A+	Muhammad Farhan 921/A	Muhammad Waseem 869/B

S. #	Schools	Grade A+	Grade A	Grade B	Grade C	Grade D	Grade E	Total Percentage
1	PR. ST Andrew's Girls High School, Lahore	29	27	28	14	04		93%
2	PR. Boys High School, Engine Shed, Lahore	07	05	08	12	04		100%
3	PR. Lady Griffin Girls High School, Lahore	07	13	18	15	02		87%
4	PR. Girls High School Mughulpura, Lahore	23	25	27	12	03		99%
5	PR. Boys High School Mughlpura, Lahore	08	13	11	20	04		93%
6	PR Boys High School Samasatta	01	01	05				100%
Total		75	84	97	73	17		95%

* Total Students Appeared: 367
* Total Students Failed: 21
* Total Students Passed: 346
* Students Obtained More than 1100 Marks: 16

* Students Obtained More than 1000 Marks: 22
* Board Percentage: 69%
* Railways Managed Schools Result's Percentage: 95%

6.2 Future Plans

The Education Department is committed to enhancing educational facilities and learning opportunities for students, aiming to achieve high success rates in examinations. Future plans focus on upgrading infrastructure, introducing innovative teaching methods, and fostering a supportive learning environment.

Recognizing the importance of qualified educators, the department plans to monitor the performance of teachers and their dedication towards the noble profession of teaching.

7 Chief Internal Audit

Internal Audit Organization was established in 1981 under the administrative control of FA & CAO (Modernization) to examine accounts/ records periodically maintained by the Executive offices, in order to ensure that rules & regulations are being followed properly as per codal provisions. Later on, the Auditor General of Pakistan vide Para 2.27 to 2.29 Of the Federal Audit Report 1985-86 stressed upon the need for improving the quality and effectiveness of audit. Resultantly, office of the Chief Internal Auditor was re-organized year 2000, headed by a BPS-20 officer.

Mandate of CIA Office:

The office of the Chief Internal Auditor regulates its functions i.e. examination of accounts and related record of Railways formations under Chapter-7 of Accounts Code Volume-I i.e., inspection of Executive offices. Presently, preparation of Internal Audit Manual is in process as per latest audit techniques.

Roles and Responsibilities:

- Conducting Internal Audit Inspections as per Annual Plan.
- Issuance of Annual Internal Audit Report and their follow-up.

- Interface with Executive and extra Divisional Offices.
- To compile/consolidate replies of Draft, Audit & MFDAC Paras to prepare SORs and compliance reports on actionable points of PAC/DAC directives
- Coordination with POs and DO Audit Railways with regards to DAC, Pre-PAC,
- PAC meetings and compliance thereof.

Risk Based Audit

This office has enhanced the scope of its audit activities and audit approach and upgraded its reporting style. Since 2012, this office has started Risk Based Audit/ Issue Based Audit, keeping in view objectives of Pakistan Railways. Risk assessment and assigned targets, risk factors are considered during the preparation of Annual Audit Plan of different departments incurring expenditure. Crucial/high risk process/issues involving procurement, recoveries, theft, losses, deficiencies in Rolling/Store Stocks, unnecessary blockage of material, consumption of HSD Oil, non-realization of Railways dues and Railways charges i.e. Demurrage & wharfage and electricity etc, encroachment of Railways Land, lease and rental charges have been highlighted in Annual/Bi-Annual Internal Audit Reports beside low-risk areas are dealt at departmental level.

7.1 Performance During Financial Year 2023-24

- **Coordination with Executive and Statutory Audit/ PAC:**

The office of Chief Internal Auditor compiled/consolidated replies to Draft Paras, Audit Paras, MFDAC Paras, prepared SORs for meetings and examined replies to PAC/DAC directives. During the year 2023-24, 30 Pre-DAC and 25 DAC meetings were held on Draft Paras, whereas, 45 Pre-DAC meetings and 15 DAC meetings were held in addition to 01 PAC meetings on Audit Reports.

- **Conducting Routine/ Special Audits:**

CIA office has conducted regular inspections/ audits of 70 various formations of Pakistan Railways in the light of approved Annual Audit Plan during the financial year 2023-24. Moreover, the following Special Audit/Special Studies have been conducted with special orders of Competent Authority during the year 2023-24: -

- Special Audit Report on Railway Officers Club, Multan.
- Special Audit Report on General Manager /Social & Welfare Initiative unit of PR.
- Special Audit Report on E-Ticketing of PR.

CIA office prepared and issued 25 Internal Audit Reports from the year 1999-2000 to 2022-2023. Now the 26 Annual Internal Audit is in approval phase comprising of 150 audit observation.

CHAPTER-III

MANUFACTURING UNITS OF PAKISTAN RAILWAYS

1. Carriage Factory Islamabad (CFI)

The Railway Carriage Factory (CFI) in Islamabad is a significant industrial facility dedicated to the production and maintenance of railway carriages and related equipment. Carriage Factory Islamabad was established in 1970 in collaboration with Alstom, Germany, previously known as Link Hofman Bush. It can produce 120 new passenger coaches annually.

The mission of CFI is to timely delivery of the Railway carriages for safe, economical and efficient train operations in the competitive transport market. The vision of Factory is to manufacture latest design railway passenger coaches having up-to-date technology and conforming to present commuter needs. A brief of CFI is presented below in the table.

Factory Established	June,1970
Collaboration	Link-Hofman Busch (LHB) Germany
Factory Walled Area	58 Acres (234.718 Sq. Mtr)
Factory Covered Area	15 Acres (60,703 Sq. Mtr)
Production Capacity	120 Passenger Coaches per annum
Sanctioned Strength	1625 Employees
On Roll (BS-01 to 20)	1438 including 300 TLA as on 30-06-2023
Production History as on 30-06-2023	• New Manufacturing = 2173 Nos • Rehabilitation/Special Repair = 2531 Nos • Nominated Repairs = 273 Nos Total: **= 4977 Nos**

Current Activities

- Special repair of 60.Nos. German Design coaches.
- A-4 Maintenance of 50.Nos. Chinese coaches
- New CKD Coaches under 230 Chinese Coaches

- Chinese coaches project = 80

Performance During Financial Year 2023-24

A total of 80 Nos coaches have been completed and made operational after carrying out special repair/up-gradation/A-4 maintenance.

i. Scope of Work of Special Repair Up-gradation and A-4 Maintenance

Nature of Work	Scope of Work
Special Repair of German Coaches	30–35-Year-Old/Obsolete German Coach
	Stripping & Cutting Work
	Stripping of complete interior (i.e. floor, side wall/ceiling panels, windows, lavatory fittings, wiring, seat frames, AC ducting etc.) and cutting of complete side walls and floor.
	Fabrication Work
	100% replacement of side walls, end walls, partition walls and floor
	30-40% repair work of under frame
	25-30% repair work of roof
	45-50% repair work of BG-64 bogie frame and replacement with new bushes, pins, springs, rivets, all types of shock absorbers and installation of air brake kit
	Furnishing Work
	100% new interior furnishing work (i.e. floor, side3 wall/ceiling panels, set cushioning, window installation, lavatory fittings, AC ducting etc.)
	100% painting of coach shell & bogies
	Electrical Work
	100% replacement of electrical wiring, fans, light, switches, speakers, control panel, inter car coupler, Ac Units etc.
	40-45 years old German coach after 10 years of Rehabilitation
	Stripping & Cutting Work
	Stripping of complete interior (i.e. floor, side wall/ceiling panels, windows, lavatory fittings, wiring, seat frames, AC Ducting etc.) and cutting of complete side walls, end walls and floor

Up-gradation of German Coaches	**Fabrication Work**
	20-25% replacement of side walls, end walls, roof and floor
	75% replacement of floor
	25-30% repair work of BG-64 bogie frame and replacement with new bushes, pins, springs, rivets, all types of shock absorbers
	Furnishing Work
	100% new interior furnishing work (i.e. floor, side wall/ceiling panels set cushioning, window installation, lavatory fitting, AC ducting etc.)
	Electrical Work
	100% replacement of electrical wiring, fans, lights, switches, speakers, control panel, inter car coupler, AC units etc.
A-4 Maintenance Schedule	**Maintenance after 10-12 years' service life of Chinese Coach**
	Stripping & Cutting Work
	Floor and Wiring
	Fabrication Work
	Minor repair of side walls, end walls and floor (if required)
	100% replacement of bushes, pins, all types of shock absorbers and Qualification of air brake cylinders of bogies
	Furnishing Work
	100% replacement of floor, lavatory fittings and seat/berth cushioning
	100% painting of coach shell & bogies
	Electrical Work
	100% replacement of electrical wiring, fans, lights, switches, speakers, control panel, inter car coupler, AC units etc.

1.2 Future Plan and Project

Carriage Factory Islamabad has planned to manufacture 184 new design passenger coaches under PSDP Project for procurement/manufacturing of 230 passenger coaches at CFI. Special repair/up-gradation of old German coaches and A-4 Maintenance of Chinese Coaches are also included in future plans.

2 Concrete Sleeper Factory (CSF)

Pakistan Railways owns four Concrete Sleeper Factories, located at Sukkur, Khanewal, Kohat Cantt & Kotri. The Factory at Sukkur war established in 1967 and other three were installed in 1981. At present, a total of 221 staff is on roll in all these sleeper factories. An ISO 9001 Certified Organization, Concrete Sleeper Factories (CSF) Organization produces pre-stressed (PSO) and reinforced concrete (RCC) twin block sleepers. Concrete Sleeper Factories Organization is committed to provide high quality of PSC & RCC Sleeper to Pakistan Railways at a reasonable cost according to the demand. The vision of CSF is to supply concrete sleepers for replacement of different old, unserviceable types of sleepers on entire railway system for smooth and safe running of train.

2.1 Performance During Financial Year 2023-24

factory	Rated capacity	Production during the year 2023-24	Cumulative production since of installation of factories	Remarks
Kohat Cantt	100,000	7,169	2,729,040	Up to 30.07.2024
Khanewal	112,500	57,845	3,823,196	Up to 30.07.2024
Sukkur	100,000	51,234	3,943,481	Up to 30.07.2024
Total	312,500	116,248	10,495,717	

2.2 Future Plans

The future plans of the concrete sleeper factory are centered on enhancing production capabilities and catering effectively to the growing demands of Pakistan Railway. The factory aims to increase its output of high-quality concrete sleepers while ensuring compliance with the latest safety and durability standards.

3 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 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, AD tranz of Germany and Dalian Locomotive and Rolling Stock Works, China and CSR Ziyan Co. Ltd. China. The factory has achieved the designed capacity of 2 locomotives per month. Pakistan Locomotive Factory, Risalpur has manufactured 102 locomotives so far in the range of 2000 H.P. to 3000 H.P. for pulling main line passenger and freight trains. In addition, 26 overage locomotives of 2,000/2,400 H.P. have also been rehabilitated in this facility. All these locomotives are successfully operating main line services of Pakistan Railways and performing equally well as compared to imported locomotives.

The vision of Pakistan Locomotive Factory, Risalpur is to manufacture Diesel Electric locomotives indigenously by maximizing local manufacturing of major assemblies and vital spare parts to meet the demand of transportation of Pakistan Railways. Saving of foreign exchange and less dependency on foreign material is also part of the vision of Pakistan Locomotive Factory.

4 LOCOMOTIVE REHABILITATION DIRECOTRATE, P.R, MOGHALPURA

The vision of Locomotive Rehabilitation Directorate is to provide effective and reliable rehabilitation of Diesel Electric Locomotive along with cost saving through enhanced economical life of locomotive by using advanced technologies and skills. The mission is to operationalize and repair by putting back the fleet of ineffective locomotives after rehabilitation of overage locomotives and nominated repairs of major accidental locomotives.

Current Activities

- The work of nominated repair of locomotive of different base sheds is being carried out to facilitate the shops / sheds.
- Attending the accidental D.E Locomotives of HGMU-30, GMU-30, and GEU-40 class for nominated accidental repairs

- Attending all repairs of Locomotive No.8224 HGMU-30 which is under PSDP Project of 05 Accidental D.S Locomotives.

4.1 Performance During Financial Year 2023-24

- 43 Nos. Diesel Electric Locomotives attended during 2023-24 including accidental repairs, nominated repairs and modifications.

- Turn out of Locomotive from Rehabilitation Shop, Lahore July-2023 to June-2024

S. No	D.E Loco No.	Date in	Date Out	Remarks
1	8224	28-04-2022	18-07-2023	Nominated Repair of Accidental Loco
2	8229	23-05-2023	27-07-2023	Nominated Repair of Accidental Loco
3	4928	19-07-2023	15-08-2023	Nominated Repair of Accidental Loco
4	7176	23-12-2022	22-08-2023	Private party work i.e. NLC nominated repair
5	4560	08-09-2023	12-09-2023	Driver side 1 channel attended (nominated report)
6	9022	11-09-2023	18-09-2023	Repair of driver cab 1 furnishing work (nominated report)
7	4563	14-09-2023	16-09-2023	Driver side 1 channel attended (nominated report)
8	9043	18-09-2023	22-09-2023	Repair of driver cab 1 furnishing work (nominated report)
9	4561	19-09-2023	30-09-2023	Driver side L channel front end plate catcher, seats and paint work (nominated repair)
10	4733	15-06-2023	01-10-2023	Nominated Repairs under SR 100 Loco Project
11	9055	27-09-2023	06-10-2023	Repair of driver cab, furnishing work, glass rod repair (nominated repair)
12	9036	10-10-2023	16-10-2023	Nominated Repair (refurbishment of driver cab)
13	9052	13-10-2023	20-10-2023	Nominated Repair (refurbishment of driver cab)
14	6026	03-10-2023	20-10-2023	Nominated Repair fuel tank repair
15	6011	03-10-2023	20-10-2023	Nominated Repair ATP repair
16	9007	17-06-2023	31-10-2023	Nominated Repair of driver cab
17	8216	23-10-2023	31-10-2023	Nominated Repair pivot pin
18	9027	17-10-2023	16-11-2023	Nominated Repair refurbishment of driver cab
19	4733	08-11-2023	29-11-2023	Nominated repair under SR 100 Project

20	9013	28-10-2023	30-11-2023	Nominated repair (refurbishment of driver cab)
21	4563	30-11-2023	07-12-2023	Nominated repair of Accidental Loco
22	9011	12-12-2023	22-12-2023	Nominated Repair of Accidental Loco
23	4726	21-09-2023	27-12-2023	Nominated Repair of Accidental Loco
24	4910	18-12-2023	30-12-2023	Nominated repair under SR 100 Project
25	9009	26-12-2023	08-01-2024	Nominated repair of end plate
26	9012	11-01-2023	19-01-2024	Nominated repair of end plate
27	5208	06-01-2024	30-01-2024	Nominated repair related to leads of TM and buffer bean
28	9020	30-01-2024	06-02-2024	Refurbishment of driver cab
29	8216	31-01-2024	16-02-2024	Nominated repair related to center pivet
30	9001	10-02-2024	17-02-2024	Refurbishment of driver cab
31	4702	26-12-2023	29-02-2024	Nominated repair under SR 100 loco project
32	9048	08-03-2024	16-03-2024	Refurbishment of driver cab
33	9030	11-03-2024	22-03-2024	Refurbishment of driver cab
34	5105	25-03-2024	02-04-2024	Nominated Repair related to buffer beans
35	8203	01-03-2024	03-04-2024	Nominated Repair related to center Pivet
36	5204	04-03-2024	05-04-2024	Nominated Repair related to TM cables
37	4711	21-02-2024	30-04-2024	Nominated repair under SR 100 loco project
38	5211	20-04-2024	02-05-2024	Nominated Repair related to TM cab
39	4928	15-05-2024	30-05-2024	Nominated Repair related to buffer beans
40	8206	08-05-2024	01-06-2024	Nominated Repair related to center pivet
41	4929	07-06-2024	14-06-2024	Nominated repair related to buffer beans
42	4558	20-06-2024	25-06-2024	Nominated repair related to buffer beans
43	9018	26-04-2024	29-06-2024	Nominated repair related to slip ding replacement

4.2 Future Plan

- The Repair work of 18 Nos. D.E locomotives of GMU-30, which is under PSDP Project of 05 Accidental D.E Locomotives.

CHAPTER-IV

SUBSIDIARIES OF PAKISTAN RAILWAYS

1 Pakistan Railways Advisory & Consultancy Services Limited (PRACS)

The mission of PRACS is 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 and other engineering related fields with a vision that PRACS has to become a successful consultant and service provider in logistics and related fields at national and international level.

1.1 Performance During Financial Year 2023-24

- PRACS is helping Pakistan Railways in providing services of the sale of tickets in the city centers through its 20 PRACS managed Reservation and Information Offices throughout the country.
- PRACS is providing services by managing two Inquiry offices at Rawalpindi and Lahore Railway Stations to Pakistan Railways.
- PRACS is providing Inquiry & Information system at Lahore and Rawalpindi improved by Installation of Interactive Voice Response (IVR) system thus the quantum of inquiry complaints greatly reduced.
- Commercial Management & Passenger Facilitation of Rehman Baba Express Train (Peshawar-Karachi-Peshawar of section) and earning generated Rs. 29.15 million during the year 2023-24.
- Commercial Management & Passenger Facilitation of Faiz Ahmad Faiz Train (Lahore-Narowal-Lahore section) and generated earning of Rs. 38.95 million during the year 2023-24.
- Feasibility Study for up-gradation of Pakistan Railways existing main line ML-1 and establishment of Havelian Dry Port (Project worth Rs.393 million).
- Feasibility and Transaction Advisory for railway link of Keti Bandar Project (Project worth Rs.135 million)
- Vetting of design & structural drawing, in connection with construction of 1x 61'-0” (skew railway span flyover bridge no. 17/a (on n-5 road 865+433) over the railway track at km. 848/3-4 in replacement of L-Xing no.169/a & 169/b between Lon-Shy station on Lon-Kwl (via Choro) section. (Project worth is 0.123 million)

- Vetting of design & structural drawings in connection with construction of overhead bridge (84'-7-1/2") over the railway track at km 1336/13-14 between GUJRAT-DEONA JULIANI stations on LAHORE-LALAMUSA section. (Project worth is 0.104 million)
- Construction of (1x114'-10") road over bridge at km. 452/1-2 between TANDO MASTTI KHAN - KHAIRPUR stations on TANDO ADAM-ROHRI section (general layout plan). (Project worth is 0.102 million).
- Vetting of design in connection with construction of 02-nos 1x112'-6" (skew) railway span flyover bridge no.342-a & 342-b over the railway track at km. 81/5-6, 81/6-7 in replacement of level crossing no.50-a (Nadira bad phattak flyover no.02 & 01) between SHER SHAH-MULTAN CANTT stations on LODHRAN -KHANEWAL (via loop) section). (Project worth is 0.125 million)
- Design vetting in connection with construction of road over bridge/flyover of Malir express way (mew) crossing the railway bridge no. 29 (25x60'-0") at km.27/4 to 28/11 between MALIR - LANDHI stations on KARACHI-KOTRI section. (Project worth is 0.125 million)
- Vetting Of Rigid Pavement Design of Track at Border Crossing Point (Bep) At CHAMAN Track 3 X 1646 Fts. (Project worth is 0.465 million)
- Vetting Of Overhead Bridge 150 Fts and One (1) Inch Near Existing Road-Over Bridge at Km 170/11-B At Faisalabad Railway Yard on SHORKOT -WAZIRABAD. (Project worth is 0.260 million)
- Vetting of Economic and Financial Study Interim Report in Connection with Feasibility Study for Development of a New Route South of Sutlej River from CHISHTIAN To CHIICHA WATNI Via BUREWALA. (Project worth is 0.475 million)
- Construction Of 1 X 77-6" (Skew) Railway Span Fly Over Bridge No.285-A Over. The Railway Track At Km.54/1-3 In Replacement Of L-Xing No.31 (Phattak Chak-Rs) Between SHUJAABAD SHERSHA Stations On LODHARAN -KHANEWAL (Via Loop) Section (General Layout Plan). (Project worth is 0.325 million)
- Construction of overhead bridge (116-8") span near l-Xing no.43-b at km. 1207/22-23 at WALTON station yard on SAHIWAL - LAHORE section. (Project worth is 0.489 million).
- Vetting of design of flyover bridge span (115-0") in lieu of level crossing no.13 at km.1379/9-10 between CHO KARIALA - KHARIAN stations on LALA MUSA -RAWALPINDI section. (Project worth is 0.315 million)
- Vetting of flyover on railway track by the DHA society near tunnel no. 03 at km 1489/7-8 between MKE-SHE railway station on LALAMUSA - RAWALPINDI section (general layout plan). (Project worth is 0.385 million)
- Vetting of road - over bridge at km.1474/4-5 for construction of Rawalpindi ring road BANNITH to THALLIAN project between MINA - KWX railway station at RAWALPINDI- LALA MUSA section (general layout plan). (Project worth is 0.390 million)

- Vetting of 1 × 109.35' road - over bridge at km.62/7-8 between GOPANG -MANJHAND station on KOTRI - DADU section in connection with construction of additional carriage way PETARO - SEHWAN (n-55) section - 1 (general layout plan). (Project worth is 0.385 million)
- Diagnosis of Engineering Works Along the Reko Diq Mineral Concentrate Evacuation Rail Route. (Project worth is 35.40 million)
- Detail feasibility of Spur Line Track from NOKUNDI to REKO DIQ Mines. (Project worth is 46 million)
- Project Management Consultancy Services for Thar Coal Connectivity with Existing Railway Network for last mile Connectivity from BIN QASIM to PORT QASIM/LPP Station. (Project worth is 60 million)
- Indigenous Development of Mobile Loading Ramps (for tracked vehicles) Prototypes. (Project worth is 15.8 million)
- Vetting of Design of Railway Bridges. (Project worth is 5 million)
- Feasible Inspection of engineering Structures along the Reko Dig Mines, Copper/Gold Evacuation Route (Rohri-Sibbi-Spezand-Noukandi). (Project worth is 70 million)

1.2 Future Plans

The future plans of PRACS involves strengthening its share in various types of civil projects, operating commercial passenger trains, and providing effective booking office facilities for Pakistan Railways and to focus on enhancing operational efficiency, expanding service offerings, and improving customer experience.

In terms of commercial passenger train operations, PRACS intends to take part in competition of commercial management of trains as and when Pakistan Railways intends to outsource. introduce new routes and increase frequency to meet growing demand. The company will focus on enhancing onboard services, such as improved seating, catering options, and digital entertainment, to elevate the passenger experience. Additionally, PRACS plans to leverage technology for real-time tracking and updates, allowing passengers to monitor their journeys

2 RAILCOP

Railway Constructions Pakistan Limited (RAILCOP) is a subsidiary of the Ministry of Railways and incorporated as a Public Limited Company on 9th August, 1980 under Companies Act 1913 (amended Companies Ordinance, 1984 and companies Act, 2017). RAILCOP is a dynamic construction & engineering firm and its business scope covers various avenues of engineering disciplines including infrastructure construction, such as track construction & rehabilitation, track design & maintenance, railway signaling system, manufacturing of fish plates, T-bolts, ER clips roads, educational buildings, bridges besides mechanical, electrical and allied engineering fields. At RAILCOP, we leverage our deep industry expertise and state-of-the-art technology to execute projects efficiently and with utmost precision.

Under the exceptional guidelines of New Leadership & Senior Management, RAILCOP has thrived by leaps and bounds. Their visionary approach has inspired us all to think bigger and bolder. The management's strategic foresight has not only navigated us through challenges but also positioned us as pioneers in our industry.

Key to our success is that we adhere to stringent quality standards. Our commitment to safety extends to our employees, contractors, and the public, ensuring a secure working environment at all times. As we look to the future, RAILCOP remains committed to driving innovation and excellence in railway engineering and construction. We continue to invest in cutting-edge technology and talent development to stay at the forefront of our industry. Under the guidance of the CEO, we eagerly embrace the future, confident in our ability to lead and innovate, thanks to his transformative vision. With a dedication to integrity and client satisfaction, we strive to build enduring relationships and deliver enduring infrastructure that enhances connectivity and facilitates economic growth.

RAILCOP is registered with the Securities & Exchange Commission of Pakistan (SECP) besides, having registration with Pakistan Engineering Council (PEC) in Category C-A (No Limit Contractor). RAILCOP is also a member of the Islamabad Chamber of Commerce and Industries (ICCI) and also enlisted with various Government/Semi-Government and autonomous Organizations in Pakistan for execution of various infrastructure works.

i. Scope of Services

RAILCOP's engaged in infrastructure sector including Civil Engineering, constructions, innovative engineering, Railway equipment manufacturing like Track fittings & fastenings, track laying and rehabilitations/up gradations, besides real estate development, and other multi engineering fields. The business scope covers various avenues of engineering disciplines including infrastructure construction, such as railways, highways, municipal facilities, housing and buildings, urban rail transits, water channels for irrigation, etc besides mechanical, electrical and allied engineering fields.

2.1 Performance During Financial Year 2023-24

RAILCOP completed 3 projects worth Rs. 1,549.34 million for various clients during the financial year 2023-2024, detail of which is as under: -

S.#	Project	Cost (In Millions)	Client
1	Construction of Barracks & Auditorium at SRP Office, Rawalpindi	54.30	Pakistan Railways
2	Construction of RCC Wall at IBA Sukkur, Mirpur Khas	70.04	IBA University, Sukkur
3	Capital Development Authority (CDA) Sector I-15/2	1,425.00	CDA Islamabad

ii. Ongoing Projects

RAILCOP is presently executing 14 infrastructure projects costing about Rs. 16,854.06 million, detail of which is as under: -

S. No.	Project	Cost (In Millions)	Client
1	Construction of Shed & Floor at Sick Lines at MYP Karachi	160.31	Pakistan Railways
2	RCC Wall & 30 Watch Towers at MYP Karachi	497.00	Pakistan Railways
3	Government College Lahore-Kala Shah Kaku	86.50	GoP
4	Government College Lahore- Girls Hostel & Residential Block	327.50	GoP
5	Construction of Sports Facilities at Cadet College Ghotki, Sukkur	124.91	Cadet College Ghotki
6	Allama Iqbal Open University Campus-Attock	161.66	AIOU Islamabad
7	Allama Iqbal Open University Campus-Sahiwal	193.30	AIOU Islamabad
8	Capital Development Authority (CDA) Sector I-21/1 & I-12/4	1,810.00	CDA Islamabad
9	Allama Iqbal Open University Campus-Sargodha	212.56	AIOU Islamabad

10	Allama Iqbal Open University Campus-Gilgit	89.62	AIOU Islamabad
11	Construction of New Track/Rehabilitation of Chaman Track	650.00	Pakistan Railways
12	Construction of Jamia Masjid PGHS Sahiwal	102.7	PGECHS
13	Bicycle Lane Project Islamabad	2,439.00	CDA Islamabad
14	Construction of IPCEC Through GB & AJ&K, Thalichi GB-Shounter AJ&K	9,999.00	C&W GB

In addition to above, RAILCOP is successfully running operations of Track Workshop Raiwind and TMS/TMO Lahore w.e.f. 01-07-2000.

iii. Bids Won in Year 2023-2024

S.#	Name of Procuring Agency	Work Description	Competitor
1	Civil Aviation Authority	Reconstruction of runway at Jinnah Airport	FWO
2	Capital Development Authority	Expansion & Rehabilitation of Srinagar Highway at Serena Chowk	NLC
3	Capital Development Authority	Construction of Flyover at T-Chowk Rawat	NLC
4	National Power Park Management Company Limited	Construction of Housing Complex at 1230 MW Combined Cycle Power Plant Haveli Bahadur Shah, Jhang	
5	National Highway Authority	Construction of Charsadda Road Flyover at Junction of (Package 1&2) Peshawar Northern Bypass Project (at KM 6+700 to 7+600)	
6	Pakistan Railways	Thar Coal Connectivity with Existing Railway Network Project Package-2 Last Mile Connectivity from Bin Qasim to Port Qasim	NLC

iv. Financial Position

Description	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
Contract Revenue/Turnover	1,252.93	1,242.23	1,014.97	914.98	4,434.17	Can be furnished on 30th September, 2024.

Contract Cost/Contract Expense	1,021.09	1,160.78	995.93	783.05	3,648.84	Can be furnished on 30th September, 2024.
Profit	330.28	75.38	(9.08)	57.58	668.57	Can be furnished on 30th September, 2024.

RAILCOP has generated contract revenue of Rs. 914.98 million and profit of Rs. 57.58 million in FY 2021-2022. Similarly, the company generated contract revenue of Rs. 4,434.17 million and profit of Rs. 668.57 million in FY 2022-2023.

v. New Upcoming Ventures

1. NC-2 Building
2. Upgradation of Rawalpindi Railway Station
3. Upgradation of ML-1 Lahore-Multan Section on PPP Mode
4. Upgradation of ML-2
5. Upgradation of ML-3
6. Track Workshop Upgradation
7. Laying of Gawadar-Jacobabad (ML-4) Railway Line
8. Revitalization of Sleeper Workshop
9. Revitalization of Bridge Workshop
10. Revitalization of Signaling Workshop
11. Solarization of Pakistan Railways
12. Reko Diq Railway Line

vi. International Projects in Pipeline

1. Rehabilitation of Taji-Baiji Railway Line (Iraq)

2.2 Future Plans

S. No	Project Name	Client	Estimatedvalue
1	Infrastructure Development of FGEHA/SCBAP Housing Scheme at Mouza Tamma & MohrianPark Road Islamabad (SCBAP Package)	FGEHA	PKR 6 billion
2	Construction of Housing Complex at 1230 MWCombined Cycle Power Plant at Haveli BahadurShah Jhang	NPPMCL	PKR 3.1 billion
3	Sector Development AIWA City Attock	AIWA City	PKR 2 billion
4	Design and Execution of Commercial ProjectCZ-4 and Central Business District (CBD)	DHA Gujranwala	PKR 2 billion
5	Construction/Widening of Katchery Chowk,Rawalpindi	Building Circle No. 1	PKR 1.2 billion
6	Construction/Improvement/Widening of Roadfrom Jutay to Kalapani	PWD Gilgit	PKR 0.7 billion
	TOTAL		**PKR 15 billion**

3. Pakistan Railway Freight Transportation Company (PRFTC)

The Pakistan Railway Freight Transportation Company (PRFTC) is a subsidiary of Ministry of Railways, established with the objective of enhancing the efficiency, Reliability and effectiveness of freight transportation services within Pakistan. The company SCI outlines the strategic intentions, operational priorities, and performance objectives of PRFTC, emphasizing its pivotal role in facilitating seamless coal transportation to IPPs and other coal off takers. The company is major stake holder is Thar Coal Projects and playing a pivotal role in coordinating among potential Thar Coal off takers.

The mission of PRFTC is to provide efficient freight transportation solutions that meet the demands of our clients, specifically focusing on the coal sector. We strive to achieve operational excellence, timely deliveries, and robust financial management while fostering a collaborative environment between Pakistan Railways and coal off takers. The vision of the company is that at PRFTC, we envision a future where rail freight is the backbone of Pakistan's logistics and transportation infrastructure, driving economic growth and sustainability. Our vision is to connect people, businesses, and markets seamlessly, from the very first mile to the very last mile, by providing innovative, efficient, and reliable rail freight solutions.

PRFTC's governance structure is characterized by a judicious blend of industry, inane, and academia expertise from Public and Private sector. With a board of directors comprising 10 members, including 6 ex-official directors and 4 private members, the company ensures comprehensive decision-making processes. Through rigorous analysis and strategic deliberation, the board and its subcommittees guide PRFTC in formulating policies, fostering innovation, and addressing operational challenges. This collaborative approach underscores PRFTC's commitment to transparency, accountability, and stakeholder engagement.

3.1 Performance of PRFTC

Yousafwala Power Project

PRFTC, established as a private entity and a subsidiary of PR, has played a pivotal role and is continually contributing to the public sector. Rs. 67billion has been earned for PR since 2017 contributing more than 55% of PR's freight revenue. The company has achieved Rs. 108 million as its own share as service charges that is likely to go beyond Rs. 120 million, which is more than the targeted annual revenue of the company i.e. 120 million as per the agreement. Please consult to the table below:

Period	Invoice No.	No of Wagons Loaded	Weight charged (Tonnes)	Total Freight Paid (Rs)
Total 2016-17	1620	10111 = 20222	609788.196	1,983,915.105
Total 2017-18	6127	46439 = 92878	2790462.710	9,558,181,425
Total 2018-19	6327	48806 = 97612	2931244.141	10,678,733,425
Total 2019-20	6185	44968 = 89936	2698524.241	10,400,133,005
Total 2020-21	5955	43722 = 87444	2623688.350	10,503,340,610
Total 2021-22	6552	44469 = 88938	2668504.355	11,943,744,808
Total 2022-23	3633	22789 = 45578	1367718.382	6,526,925,495
Total 2023-24	2338	15050 = 30100	905061.383	5,855,742,205
Total Freight Revenue				**67,450,716,090**

Jamshoro Power Project

The company had inked an Inland Coal Transportation Agreement with Jamshoro Power Plant Authority on 08th September 2018 for transportation of coal from Karachi Division to JPCL Power Plant.

The coal supply has been initiated since March 2024 on a trial basis.

Month	Invoice No	No of Wagons Loaded	Weight Charged Tonnes	Total Freight Paid (Rs)
January	0-0=0	0=0	0.000	-
February	0-0=0	0=0	0.000	-
March	1-6=6	39=78	2341.040	3,940,240
April	7-105=99	691=1382	39586.280	70,087,365
May	106-253=148	994=1988	59657.540	99,688,910
June	254-387=134	861=1722	51677.460	85,818,895
Total Freight Revenue				**259,535,422**

- **Core Functions and Responsibilities**

  Collection of Freight Train Payments:

  Ensure prompt collection of freight train payments from coal off takers. Efficiently deposit these payments into Pakistan Railways accounts.

  Train Position Sharing:

  Regularly update coal off takers on the position of loaded and empty trains, ensuring transparency and operational efficiency.

  Invoicing and Reconciliation:

  Collect and reconcile Railway Receipts (RR) from five loading points. Generate consolidated invoices for freight trains every ten days to streamline financial processes.

Freight Charges Communication:

Communicate any changes in freight charges to coal of takers as issued by Pakistan Railways, ensuring all stakeholders are informed promptly.

Weighment Charges Regulation:

Oversee and regulate the payment of weighment charges for coal-loaded wagons at Marshling Yard Pipri (MYP).

Weighments Data Collection:

Collect weighment data from Yousafwala power plant for coal received at the plant, ensuring accuracy and accountability in freight handling.

Transshipment of Damaged Wagons:

Manage the financial and operational requirement of loaded/damaged wagons for their transshipment reroute. Minimizing delays in coal transportation and freight operations.

Freight Rates Coordination

Due to the fluctuation in HSD prices and the implementation of indexation procedure for calculating the freight rates, PRFTC is in continuous coordination between Pakistan Railways Headquarters rates branch, commercial goods staff at Karachi division and HSR authorities at Karachi and Islamabad.

Issue Resolution:

- Identify and highlight various operational issues to both Pakistan Railways and coal off talkers/suppliers.
- Facilitate the resolution of disputes and operational challenges to ensure smooth and uninterrupted freight services.

Dispute Resolution:

Act as a mediator to resolve all types of disputes between Pakistan Railways and coal off takers, promoting a harmonious and collaborative working relationship.

Future Projects

The Company is in active negotiations with Lucky Electric and Sindh Engro Coal Mine Company for executing agreements regarding future supply of Thar Coal to lucky electric and other coal off takers through railway network which will enhance freight revenues. These projects will be self-sustainable for PRFTC being core business activities which will result in improving the company's growth prospects in the next year.

4. REDAMCO

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

In order to further promote the business, a company by the name of Railway Estate Development and Marketing Company (Pvt) Limited (REDAMCO) was established on 12th March 2012 and was registered in Securities & Exchange Commission of Pakistan, under the Companies Ordinance, 1984 (now Companies Act, 2017).

REDAMCO contributed substantially to the earnings of Pakistan Railways amounting to PKR. 2.128 Billion from 2012-2019. REDAMCO was dysfunctional from Sep 2019 till Nov 2022 due the judgment of Honorable Supreme Court of Pakistan wherein Pakistan Railways were restricted to lease out its land up to five years only.

REDAMCO was revived by the Federal Cabinet vide its memorandum No. 13/CM/2022-D dated 28-05-2022.

Core Business:

REDAMCO being a State-Owned Enterprise (SOE) as defined in SOE Act, 2023, is authorized to generate maximum revenue for Pakistan Railways through leasing, licensing and concessioning for medium term and long-term leasing as enshrined in Railway Land and Property Rules, 2023.

REDAMCO was actively working on maximizing revenues & revenue streams. In this pursuit multi-dimensional activities were identified and utmost efforts were being made to work with MoR / PR to minimize the undue secretarial delays. In the past years, REDAMCO carried out various projects of straight leases, Fuel Stations, Selling Rights & Rail Markets. REDAMCO was a self-reliant Subsidiary Company of Ministry of Railways and contributed substantially to national exchequer since its inception.

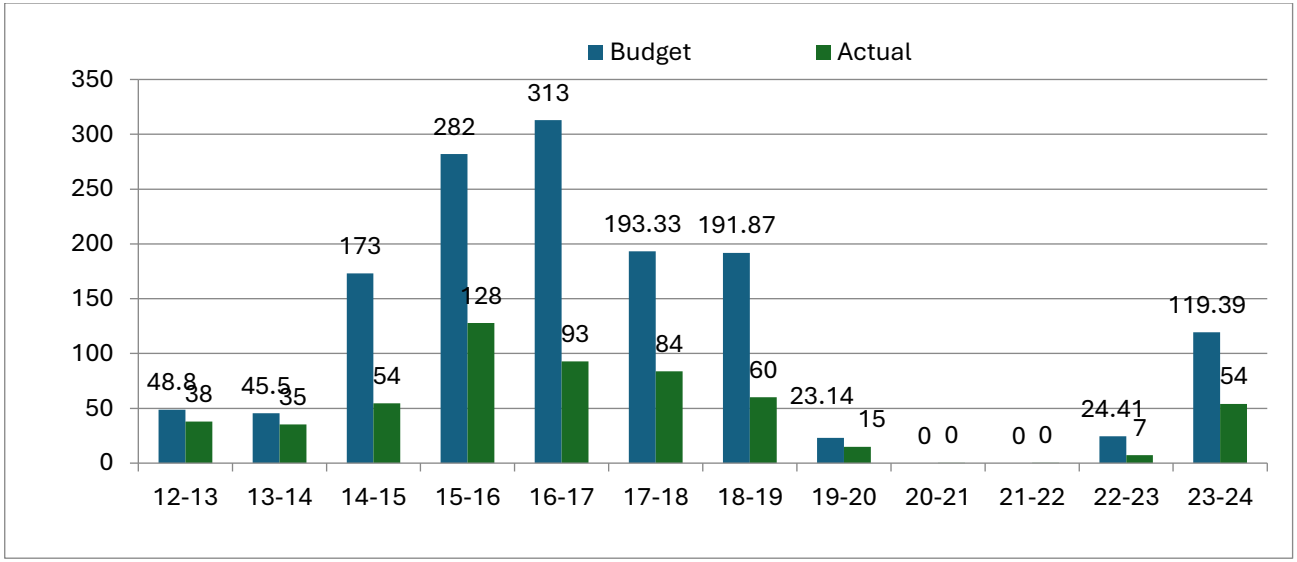
4.1 Performance During Financial Year 2023-24

REDAMCO collected revenue receipts of PKR 597.77 million during the year 23-24 on behalf on Ministry of Railways as compared to PKR 68.29 million in FY 2022-23. During the year the major portion of receipt was collected from annual rent and licensing fee. The performance of the company in terms of receipts on behalf of Ministry of Railways for the last six (06) years is as below:

Sr. #	Revenue Stream	23-24	22-23	21-22	20-21	19-20	18-19
1	Land Rentals, Building & Institutional Leasing	373.50	65.43	-	-	-	171.20
2	Selling Rights	165.19	-	-	-	-	156.51
3	Rail Market	-	-	-	-	-	13.13
4	Others	56.08	2.86	1.68	1.65	4.37	18.57
Grand Total		**594.77**	**68.29**	**1.68**	**1.65**	**4.37**	**359.41**

Income of the company Increased up to 870% for the year 2024 as compared to 2023. Gross Profit Increased up to 759% for the year 2024 as compared to 2023. In FY 2023-24, the Company incurred expenses of PKR 54.07 million, which mainly includes Human Resource expense of Rs. 25.78 million and Transaction Advisory Services expense of PKR 10.03 million. Operating results for the FY 23-24 are as follows:

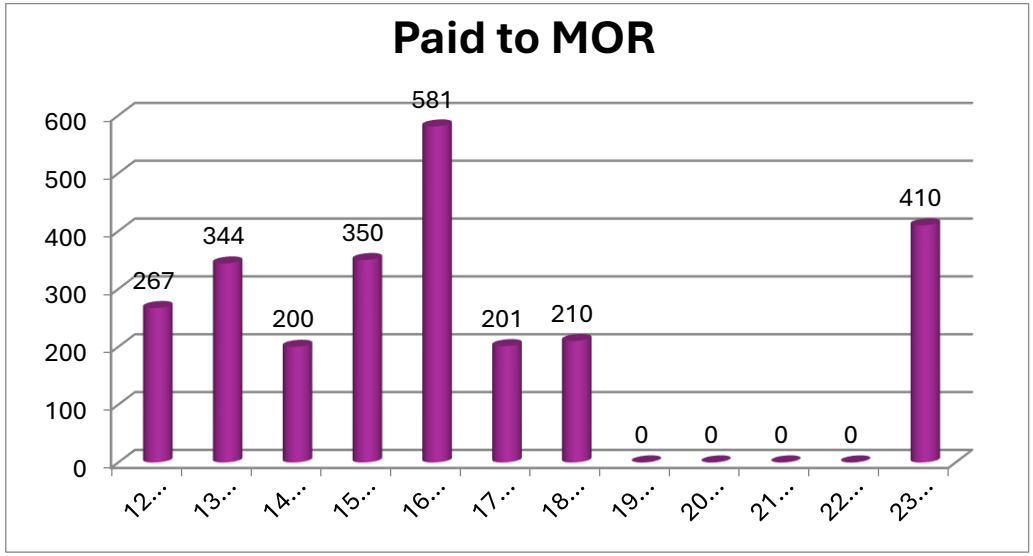
Head of Accounts	June 2024	June 2023
Rupees in Million		
Income	89,215,341	10,243,237
Marketing / Advertisement Cost	(1,072,459)	-
Transaction Advisory Services	(10,031,010)	-
Gross Profit	78,111,872	10,243,237
Administrative expenses	(42,969,930)	(8,164,737)
Profit before taxation	35,141,942	2,078,500
Taxation	(5,824,853)	(819,459)
Profit after taxation	29,317,089	1,259,041



Budget Vs Actual Expenditure (PKR Millions)

During the year 2024, total assets of the company were increased by Rs. 174.07 million from Rs.134.32 million in 2023 to Rs. 308.40 million in 2024. Major increase was observed in Bank Balance by Rs. 134.98 million. On liabilities side, the trade and other payables was increased by Rs. 145.99 million from Rs. 129.71 million in 2023 to Rs. 275.69 million in 2024. The major increase was due to MOR and refundable security deposit received against selling rights. Year wise amount paid to MoR are as follows:

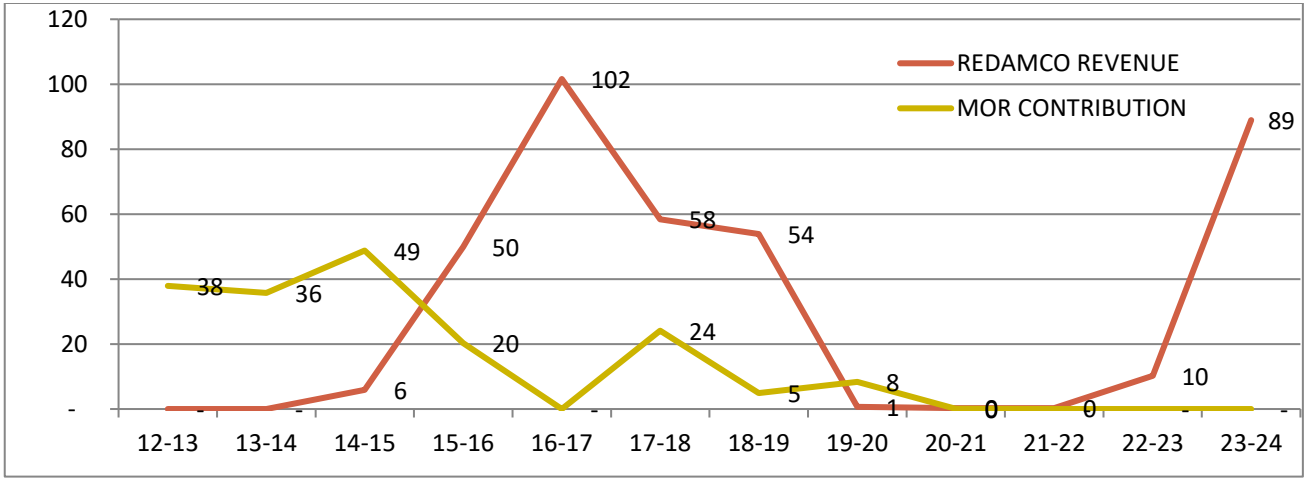
To Ministry of Railways



Funds Transferred to MoR (PKR Millions)

Fiscal Management

MoR's support towards the revenue expenditure of REDMACO in FY 2023-24 was Nil.



Annual Service Fee & MoR Contribution (PKR Million)

4.2 Future Plan

REDAMCO has a much higher potential to utilize the land of Pakistan Railways by using a marketing strategy through credible platforms, social media, through Television ads. REDAMCO is currently in the process of developing an official dynamic running website; to evaluate and understand REDAMCO's profile, policies, products, and services.

REDAMCO adopted its business plan 2024-25 in accordance with the SOE Act and Policy, 2023. The Company in line with its vision, is undertaking a number of real estate development projects through use of Private sector participation on medium-term leasing (21 years) straight leases, and long-term leasing (33 years extendable for another term) through Transaction Advisory Services. After successful completion and execution of these projects, minimum expected annual revenue generation of PKR 3 Billion is expected.

Additionally, REDAMCO facilitates the provision of exclusive selling rights to selected companies for the marketing and sale of their products, including carbonated sugar drinks, packet juice, snacks, ATM machines, and other related items. These exclusive selling rights are allocated through a competitive bidding process, wherein the bidder offering the highest bid secures the exclusive selling rights and anticipated potential revenue generation for Ministry of Railways.

CHAPTER-V

Other Departments

1. Federal Government Inspector of Railways

Up till 1908, control over Railways was exercised by Government through consulting Engineers. Railway Inspectorate was separated from the Railway Board and placed under the Communication Department from 12th May, 1941. It was placed under Communication and Transport Division on 8th November, 1958 and on Provincialization in 1962, placed under Railway wing of Communication Division. Since 30.08.1974, it is working under Ministry of Railways. 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.

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.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. 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.

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

The duties and functions of the Federal Government Inspector of Railway, as specified in the Railways Act and rules, etc, are as under:

- **Inspection 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 to the Federal Government as required under the Act.

- **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, Principal and other officers and another 25% route kilometers annually as General Tour Inspections.

- **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.

- **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.

1.1 Performance During Financial Year 2023-24

S.#	Services Delivery	Indicators (Units of Measurement)	Target achieved FY 2023-2024
1.	Inspection of seven operating Divisions of Pakistan Railways	i) By Annual Inspection *2552 track Kms. ii) General inspection **2128 track Kms.	i. Annual inspection of 1616 tracks Kms. ii. General inspection of 1733 track Kms
2.	Approval of all type of plans of Pakistan Railways	As and when demanded	154
3.	Approval of Working Rules and Temporary Working Instructions.	As and when demanded	8
4.	Approval of Temporary Working Instructions	As and when demanded	6-
5.	Conducting Accident Enquiries (if any)	As and when required under the Law	1
6.	Approval of Technical Sanctions	As and when demanded	3
7.	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.

1.2 Future Plans

Office of FGIR is committed to carry out inspections as per law and strengthen the standards of safety over Pakistan Railways

2 PAKISTAN RAILWAY ACADEMY

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 organization, the Academy conducts about 34 Pre-service induction training courses, 75 promotion and 36 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 Railway training here. Short Management-training courses are also conducted from time to time whenever required.

i. Mission

Transforming Pakistan Railway Academy (PRA) into a center of excellence; for imparting training to the Railways Officers and Officials.

ii. Vision

To develop PR Human Resource best of the best, at par with world

iii. 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 and Telecommunications, Electrical/Electronic 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.

iv. Objectives

- To arrange training for the newly recruited officers and staff of Pakistan Railways including STP (Specialized Training Program) for Probationary officers. viz Traffic and Commercial, Civil, Mechanical, Electrical, Signals, Telecom, Store and Purchase departments.
- To arrange Promotion and Refresher Courses for the officials and officers of Pakistan Railways including Boot Camp training for Railway Officers nominated for Management courses i.e. MCMC, NMC and SMC.
- To arrange Seminars/Workshops for officers/Sr. Subordinates of all disciplines of Pakistan Railways to refresher their skills through dissemination of experience-based knowledge of Sr. Railway Officers.
- To impart training to Sr. Railway Officers of Asia and Far East countries under UN (United Nations) chartered through PTAP (Pakistan Technical Assistance Programme) with collaboration of Ministry of Economic Affairs, Government of Pakistan, Islamabad.
- With the view to fulfilling the objectives, the training is imparted through class rooms, model rooms equipped with replica of the actual systems and exposing the trainees to the actual working on the Pakistan Railway network.

v. 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.

vi. 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 computer labs.
- A well-stocked and continually expanding library; containing books on technical, professional, and management realms and linguistic, social sciences, literature alongwith a spacious reading room. The library also caters for a wide selection of newspapers, periodicals and technical/professional journals.

vii. 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.

viii. Health Care

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

ix. Recreation

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

x. Training Techniques

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

2.1 Performance During Financial Year 2023-24

- 1010 trainees participated in 114 courses (Recruitment, Promotion and Refresher) during the year under review (July-23 to June-24) compared with 1,404 participants in 97 courses in the previous year (July-22 to June-23).
- Since 1954, total of 1,921 Foreigner /Pakistani Officers Participants from more than 57 countries (including Pakistan) have benefited from Advance Railway Course up to January 2024.
- Boot camps for MCMC, SMC and NMC Courses.
- Mid-Career Management Course (Domain Specific) for 4 Weeks.
- Mandatory training courses for P.R Officers.

2.2 Future Plans

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

- Collaboration of Pakistan Railways Academy with different academic institutes (Triple Helix Model).
- Attachment with National School of Public Policy (NSPP) is under process.

3. PAKISTAN RAILWAYS POLICE

Pakistan Railways Police is a Federal Law Enforcement Agency, functioning under the administrative control of the Inspector General as Head of department with its Headquarters at Lahore as well as Sr. General Manager, Pakistan Railways Lahore as Chief Executive. The IGP is being assisted further by two DIGS, one (DIG/North),one (DIG/South), one SRP working as AIG/Administration, one DSP/(Legal), one Bomb Disposal Officer and other Ministerial & Executive Staff at CPO, PRP, Lahore.

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

S.#	**Name of Division**		
	North Zone	**S.#**	**South Zone**
1.	Peshawar Division	2.	Multan Division
3.	Rawalpindi Division	4.	Sukkur Division
5.	Lahore Division	6.	Karachi Division
7.	[W] Mughalpura Division	8.	Quetta Division

Each Division is headed by one Superintendent of Police who further assisted by two Deputy Superintendents and at least two Inspectors. However, due to having less strength. only one Deputy Superintendent has been provided at Quetta and Peshawar Divisions. One Inspector Legal is also posted at each Division except Lahore Division where two Inspectors (Legal) are working. There exists one Police Training School, which is functioning at Walton Lahore under the supervision of one DSRP/Principal under the command of DIG (North). The Bomb Disposal Staff is also performing their legitimate duties in all over the division of Pakistan Railways Police headed by one Bomb Disposal Officer who is posted in Central Police Office, Lahore.

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

3.1 Performance During Financial Year 2023-24

The Crime Figure of (Financial Year 2023-2024 i.e. 01-07-2023 to 30-06-2024) under various heads are as under.

Cases Reported	Cases Challenged	Acquitted	Convicted	Stolen Property (In Rs)	Recovered Property (In Rs)	% of Recovery
3419	3142	66	1593	Rs. 5,15,95,928.494/-	Rs.3,03,66,251.8/-	60%

Recovery of Stolen Railway Material:

Cases Reported	Cases Challenged	Acquitted	Convicted	Stolen Property (In Rs)	Recovered Property (In Rs)	% of Recovery
705	628	21	271	Rs. 2,85,14,928.494	Rs. 1,42,34,678.8/-	50%

Recovery of Illicit Arms & Ammunications

Cases Reported	Bullets Cartridges	Rifle/Guns	Resolver/Pistol/Mouse/ETC	Magazine	Dagger/Knife etc
88	7308	05	91	67	09

Recovery of Narcotics.

Cases Reported	Opium (in KGs & Gms)	Charas (in KGs & Gms)	Heroin (in KGs & Gms)	Bhang (in KGs)	Liquor (in Tin Beer)	Ice Crystal (in KGs & Gms)	Liquor (in Tablets & Injections)
221	7.245	76.835	(2.553	60.800	670	388	3.640

Results of Action taken against Unauthorized Hawkers/Vendors

No. of Unauthorized Hawkers/Vendors Detached	Amount Of Fine/Fare (in RS)
58	Rs13,750

Help Extended to the Passengers/General Public.

No. of Lost Children Handed Over to Parents/legal Heirs	No. of Run Away [Girls/Boys & Women] Handed Over to Heir Legal Heirs				Retrieval Of Lost Luggage	Value of Retrieval Luggage [in Rs]	Any Other Help
Boys	Girls	Boys	Girls	Women			
118	93	331	205	33	2625	Rs.3,18,03,065	18866

Encroachment on Railway Land.

Cases Reported	Cases Admitted	Cases Challenged	Acquitted	Convicted	Accused Arrested	Category of Accused		
						General Public	PR Employee	PRP Employee
1004	960	05	505	1038	1038	1061	02	0

Proclaimed Offenders/Court Absconder.

Opening Balance		Arrested		Struck-off		Died	
PO	CA	PO	CA	PO	CA	PO	CA
39	505	02	84	-	04	-	04

4. Pakistan Railways Sports Board

Pakistan Railways Sports Board encourages, promotes, controls and arrange coaching, training and competitions in various disciplines of sports in the entire Pakistan Railways. It is headed by the Chairman Railways as Parton and General Manager/W & SI, as President. Other management / supervisory body consist of Honorary Vice President, Honorary Secretary General and Sports officer. Mission of Pakistan Railway Sport Board is to hunt talented sports persons from rural and urban areas for various games to strengthen the Railways sports.

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

4.1 Performance During Financial Year 2023-24

During last year (Sports Session 2023-24 “from July -2023 to June-2024” sports men of Pakistan Railways participated in different disciplines of sports and developed soft image of Railways as well as brought victory in various games.

4.2 Future Plans

1. To engage top quality players in different games.
2. To participate in maximum games and revive the glorious past of Railway sports
3. To engage coaches to train our players in different games
4. To strengthen sports in all Railway schools and participate in junior level tournaments of all games.

CHAPTER-VI

1 Upgradation of ML-1 Project

The up-gradation of Karachi-Peshawar main line (ML-I) is a declared early harvest railway infrastructure project under the auspices of China-Pakistan Economic Corridor (CPEC) initiative. It is part of the larger portfolio of projects conceived under/CPEC initiative inspired by China's one belt one Road concept. It is being taken up under a bilateral framework agreement signed on May 15, 2017 between China and Pakistan, declaring it as a "Strategic" project. The project mainly involves the upgradation of 1,726 km railway line for a speed 160/120 kmph, from the port city of Karachi to Peshawar including doubling of track from Shahdara to Peshawar (454 km) with 45 kms 'construction of track between PIN-KOW on new alignment. The approved re-modified cost of the project is $ 6.678 billion as per adjusted preliminary design, scheduled to be completed over a period of nine years. Since Pakistan's economy has continued to demonstrate cycles of boom and bust over last few decades. Impressive GDP growth rates between 2013-18 were overshadowed by ballooning twin fiscal and current account deficits. Political instability coupled with high fuel & commodity prices and bludgeoning trade deficit have exerted immense pressure on foreign exchange reserves resulting in significant depreciation of Pak Rupee against USD. This in turn has contributed towards high inflation.

The current financial condition of the country and its further economic outlook made it in imperative for Pakistan Railways to modify the design, reducing the cost of project by optimizing the scope and the standards, without compromising the underlying objective of safety and efficiency. Accordingly, National Railway Administration (NRA) and Pakistan Railways has adopted alternate option for rationalizing the scope/upgradation criteria, to be upgraded in two phases.

The project involves upgradation of existing railway lines, bridges, tunnels, and other infrastructure besides, modernization of existing railway signaling and telecommunication systems. The project will significantly reduce travel times between major cities of Pakistan such as Karachi, Hyderabad, Multan, Lahore, Rawalpindi & Peshawar, as well as improve the country's freight service besides, passenger rail services.

The ML-1 project is expected to create thousands of jobs in Pakistan during execution apart from stimulating economic growth and development activities in the country. It is also envisaged to improve regional connectivity and facilitate trade specially between China and Pakistan and Central Asian States through Afghanistan.

i. Rationalized Upgradation of ML-1

The scope of the project has been rationalized in the following way:

- Karachi-Hyderabad Section (182 km) will be constructed as per original design i.e. speed 160 km/h with complete fencing and complete grade separation (elimination of level crossings).
- Hyderabad-Multan - Lahore - Lala Musa section is designed for 160km/h with 25t axle load and operating speed will be 120 km/h (except where speed limits due to severe geometric conditions). Lahore to Lala Musa section will also be doubled. The speed of 160km/h will be achievable after complete grade separation, provision of complete fencing and enhancing maintenance facilities, etc.
- Lala Musa-Peshawar section is designed as double line for 120km/h with 25-ton axle load, whereas Lalamusa-Kaluwal and Pindora-Jahangira sections are designed as double line for l00km/h and operating speed will be l00km/h (except where speed limits due to severe geometric conditions).

I. Phases of Rationalized Upgradation of ML-1

ii. Phase-I Sub-Sections

- Karachi (Kemari) - Hyderabad (182 km)
- Hyderabad - Nawabshah (115 km)
- Nawabshah - Rohri (183 km)
- Rohri - Khanpur (212 km)
- Khanpur - Multan (237 km)
- Walton Academy

iii. Phase-II Sub-Sections

- Multan - Lahore (334 km)
- Lahore - Lalamusa
- Lalamusa - Rawalpindi
- Kaluwal-Pindora
- Rawalpindi - Peshawar (174 km)
- Dry Port Havelian

It is envisaged that up-gradation of section-I, Karachi-Hyderabad (183 km) would be commenced initially as has been consented by the Chinese side subject to finalization of financial terms and signing of commercial contract by the EPC contractor.

STATISTICAL TABLES

INDEX TO TABLES

ROUTE KILOMETERS

At the end of year 2023-24, the Pakistan Railways had a total of 7,791.00 route kilometers. Figures shown below represent the total point-to-point length of the main and branch lines. These do not include kilometer age of yard tracks, or any parallel tracks/singings. This kilometer age consists of two different gauges, i.e., 7,479.00 kilometers of broad-gauge and 312.00 kilometers of meter-gauge

Route Kilometers 1950-2024

Year	Broad Gauge (Kilometers)	Meter-Gauge (Kilometers)	Narrow-Gauge (Kilometers)	Total (Kilometers)
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
2015-2020 Average	7,479.00	312.00	-	7,791.00
2020-2021	7,479.00	312.00	-	7,791.00
2021-2022	7,479.00	-	-	7,479.00
2022-2023	7,479.00	312.00	-	7,791.00
2023-2024	7,479.00	312.00	-	7,791.00

TRACK KILOMETERS

Pakistan Railways had a total of 11,881.00 track-kilometers (including double line track, yards and sidings) at the end of 2023-24. This consisted of 11,492.00 kilometers of broad-gauge.

Track Kilometers 1950-2024

Year	Broad Gauge (Kilometers)	Metre-Gauge (Kilometers)	Narrow-Gauge (Kilometers)	Total (Kilometers)
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	-	11,780.20
2015-2020 Average	11,492.00	389.00	-	11,881.00
2020-2021	11,492.00	389.00	-	11,881.00
2021-2022	11,492.00	-	-	11,492.00
2022-2023	11,492.00	389.00	-	11,881.00
2023-2024	11,492.00	389.00	-	11,881.00

DOUBLE LINE TRACK

Double line tack consists of 1,409 kilometers as detailed below: -

STATIONS		KILOMETER NO.		LENGTH
From	**To**	**From**	**To**	**(Kilometers)**
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
Aab-e-Gum	Kolpur	306	343	37
Gulistan	Chaman	466	526	60
			Total	**1,409**

LOCOMOTIVE OWNED

On 30th June, 2024, Pakistan Railways had 5 steam locomotives and 446 Diesel locomotives on entire system.

Year-Wise, figures are as follows:-	Broad Gauge			Metre-Gauge	Narrow-Gauge	
Year	Steam (No.)	Diesel (No.)	Electric (No.)	Steam (No.)	Steam (No.)	Total (No.)
1950-55 Average	751.00	37	-	28.00	46.00	862
1955-60 Average	634.00	126	-	36.00	44.00	840
1960-65 Average	620.00	255	-	44.00	42.00	961
1965-70 Average	622.00	333	29.00	46.00	41.00	1,071
1970-75 Average	517.00	401	29.00	38.00	41.00	1,026
1975-80 Average	416.00	470	29.00	36.00	41.00	992
1980-85 Average	367.00	488	29.00	32.00	36.00	952
1985-90 Average	172.00	550	29.00	25.00	33.00	809
1990-95 Average	94.00	547	29.00	20.00	17.00	707
1995-2000 Average	16.00	545	29.00	14.00	6.00	610
2000-2005 Average	5.00	542	26.00	9.00	NIL	582
2005-2010 Average	6.00	513	18.00	7.00	NIL	544
2010-2015 Average	5.00	463	10.00	7.00	NIL	484
2015-2020 Average	5.00	456	NIL	6.60	NIL	468
2020-2021	5.00	462	NIL	NIL	NIL	467
2021-2022	5.00	461	NIL	NIL	NIL	466
2022-2023	5.00	455	NIL	NIL	NIL	460
2023-2024	5.00	446	NIL	NIL	NIL	451

COACHING VEHICLES OWNED

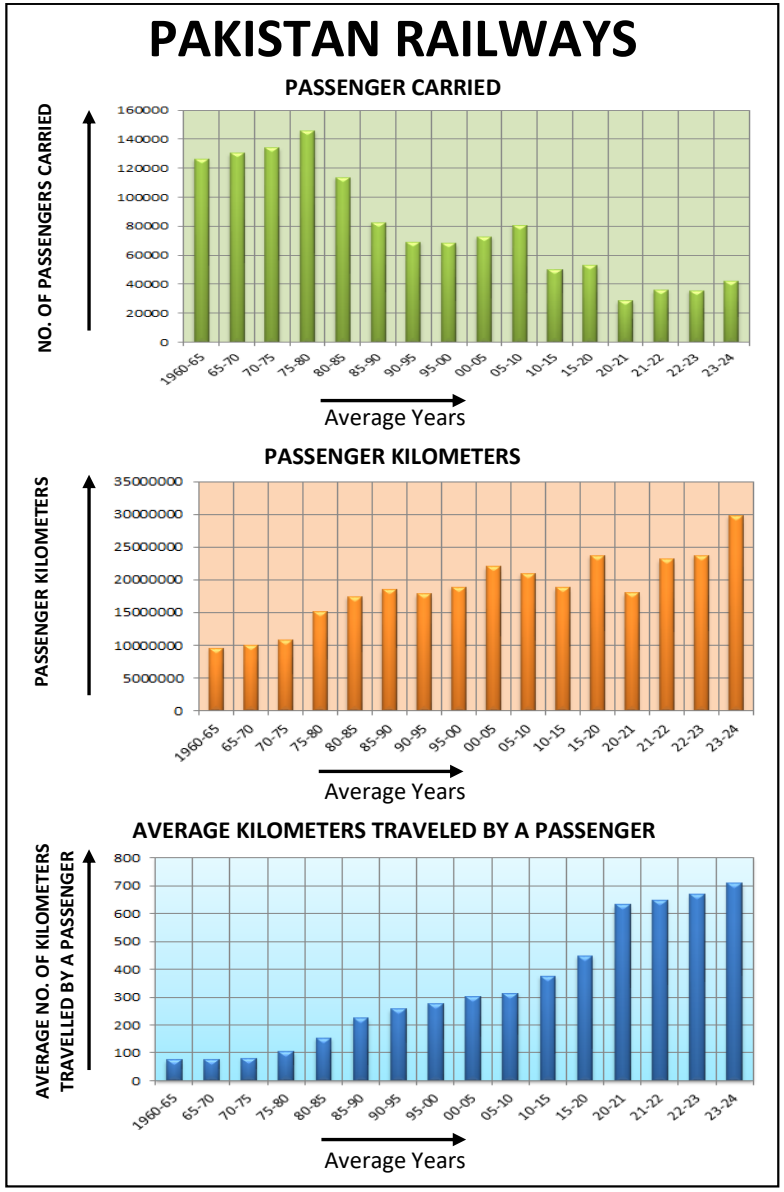
Total number of coaching owned by Pakistan Railway at the end of the year 2023-24 was 1,836. This includes 1,389 vehicles meant for the conveyance of passengers and 278 vehicles for the conveyance of luggage, parcel, mails, automobiles, horses, etc., as well as departmental vehicles and does not include 169 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	
	Passenger Carriage (No.)	Other Coaching Vehicles (No.)	Passenger Carriage (No.)	Other Coaching Vehicles (No.)	Passenger Carriage (No.)	Other Coaching Vehicles (No.)	Passenger Carriage (No.)	Other Coaching Vehicles (No.)
1950-55 Average	1,429.00	839.00	81.00	24.00	164.00	48.00	1,674	**911**
1955-60 Average	1,540.00	935.00	87.00	27.00	153.00	48.00	1,780	**1,010**
1960-65 Average	1,643.00	1,091.00	123.00	29.00	125.00	47.00	1,891	**1,167**
1965-70 Average	1,899.00	1,128.00	126.00	32.00	114.00	46.00	2,139	**1,206**
1970-75 Average	1,846.00	1,035.00	124.00	32.00	113.00	46.00	2,083	**1,113**
1975-80 Average	1,917.00	764.00	109.00	30.00	111.00	45.00	2,137	**839**
1980-85 Average	2,166.00	607.00	96.00	28.00	108.00	41.00	2,370	**676**
1985-90 Average	2,447.00	458.00	76.00	17.00	99.00	30.00	2,622	**505**
1990-95 Average	2,190.00	371.00	56.00	9.00	69.00	22.00	2,315	**402**
1995-2000 Average	1,705.00	376.00	36.00	8.00	14.00	NIL	1,755	**384**
2000-2005 Average	1,549.00	270.00	16.00	5.00	-	NIL	1,565	**275**
2005-2010 Average	1,601.00	238.00	5.00	2.00	-	NIL	1,606	**240**
2010-2015 Average	1,511.00	252.00	-	-	-	NIL	1,511	**252**
2015-2020 Average	1,433.00	273.00	-	-	-	NIL	1,433	**273**
2020-2021	1,375.00	270.00	-	-	-	NIL	1,375	**270**
2021-2022	1,351.00	251.00	-	-	-	NIL	1,351	**251**
2022-2023	1,389.00	278.00	-	-	-	NIL	1,389	**278**
2023-2024	1,389.00	278.00	-	-	-	NIL	1,389	**278**

FREIGHT WAGONS OWNED

The number of freight wagons owned by the Pakistan Railways at the end of the year 2023-24 was 11,768 comprising 2,522 covered wagons, 3,868 open wagons, 554 special type wagons (for carriage of liquids, explosives, machinery, live-stock, timber, rails, etc.), 1,558 departmental wagons, 1,499 containers, 1,984 tank wagons and 392 brake-vans. Out of these 4,825 wagons are 4-wheeelers and 7,074 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	22,835.00	803.00	613.00	**24,251.00**
1955-60 Average	24,310.00	969.00	607.00	**25,886.00**
1960-65 Average	30,033.00	1,070.00	578.00	**31,681.00**
1965-70 Average	34,999.00	1,073.00	574.00	**36,646.00**
1970-75 Average	35,767.00	1,065.00	563.00	**37,395.00**
1975-80 Average	34,966.00	1,001.00	548.00	**36,515.00**
1980-85 Average	34,643.00	826.00	446.00	**35,915.00**
1985-90 Average	34,774.00	626.00	340.00	**35,740.00**
1990-95 Average	29,712.00	532.00	248.00	**30,492.00**
1995-2000 Average	24,369.00	417.00	48.00	**24,834.00**
2000-2005 Average	22,676.00	188.00	24.00	**22,888.00**
2005-2010 Average	18,499.00	70.00	-	**18,569.00**
2010-2015 Average	16,843.00	26.00	-	**16,869.00**
2015-2020 Average	15,269.00	-	-	**15,269.00**
2020-2021	14,448.00	-	-	**14,448.00**
2021-2022	14,101.00	-	-	**46,101.00**
2022-2023	13,301.00	-	-	**13,301.00**
2023-2024	11,768.00	-	-	**11,768.00**


PAKISTAN RAILWAYS
PASSENGER CARRIED
NO. OF PASSENGERS CARRIED
160000
140000
120000
100000
80000
60000
40000
20000
0
1960-65
65-70
70-75
75-80
80-85
85-90
90-95
95-00
00-05
05-10
10-15
15-20
20-21
21-22
22-23
23-24
Average Years
PASSENGER KILOMETERS
PASSENGER KILOMETERS
35000000
30000000
25000000
20000000
15000000
10000000
5000000
0
Average Years
AVERAGE KILOMETERS TRAVELED BY A PASSENGER
AVERAGE NO. OF KILOMETERS TRAVELLED BY A PASSENGER
800
700
600
500
400
300
200
100
0
Average Years

PASSENGERS CARRIED AND KILOMETRES

During the year 2023-24, the Pakistan Railways carried 42,130,080 passengers making a total of 29,864,878,891 passenger-kilometers, averaging 708 kilometers 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 Kilometers travelled by a Passenger	Average Revenue per Passenger in (Rs.)	Average Rate Charged per Passenger per Kilometer (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
2015-2020 Average	52,836	23732197	448.2	454.2	78.60
2020-2021	28,424	17969246	632.2	781.9	123.7
2021-2022	35,681	23110991	647.7	851.2	131.4
2022-2023	35,405	23,684,221	668.9	981.7	146.7
2023-2024	42,130	29,864,878	708.9	1176.2	165.9

PERCENTAGE OF PASSENGERS CARRIED CLASS WISE

Out of 35,404,620 passengers carried during 2023-24 77,890 (0.22%) travelled in air-conditioned sleeper, 107,008 (0.30%) in air-conditioned sitter, 0 (0.0%) in First class sleeper, 1,201,887 (3.39%) in air conditioned (standard) class, 32,902,589 (92.93%) in Economy class and 1,115,246 (3.15%) in Air-conditioned business class. These are tabulated below: -

(in Thousand)

Year	Air-Conditioned Class		First Class		Upper Class Rail-Cars		Second Class		Third Class		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	
1950-55 Average	71	0.09	430	0.54	0	0	3,612	4.58	74,829	94.8	78,942
1955-60 Average	84	0.08	490	0.48	0	0	4,556	4.44	97,527	95	102,657
1960-65 Average	90	0.07	477	0.38	7	0.01	5,749	4.55	119,961	95	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	4594	3.35	144,252	96.5	149,000
1978-79	97	0.07	71	0.05	5360	3.67	140,470	96.5	145,998

Year	Air-Conditioned Class				First Class				Second Class		Total
	Sleeper		Sitter		Sleeper		Sitter				
	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	0.1	179	0.22	601	0.74	2,011	2.48	77,893	96.43	**80,768**

Year	Air-Conditioned Class Sleeper		First Class Sleeper				Air-Conditioned		Economy		Second				Total
				Sitter			Sitter		Lower		Class		Class		
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.
1988-89	83	0.10	243.00	0.29	618	0.73	2252	266	65	0.08		0	81,433	96.04	**84,694**
1989-90	79	0.09	309.00	0.37	618	0.73	2418	292	110	0.13	479	0.53	80,580	95.23	**84,593**
1990-95 Average	65	0.09	243.00	0.41	590	0.81	1471	212	363	0.52	9,459	28.12	47,680	67.98	**59,871**
1995-00 Average	76	0.11	258.00	0.38	624	0.95	Nil	Nil	1268	1.88	30,322	44.54	35,416	52.14	**67,964**
2000-05 Average	95	0.13	145.00	0.20	503	0.69	Nil	Nil	1731	2.36	36,703	50.34	33,650	46.25	**72,827**
2005-06	74	0.90	312.00	0.38	197	0.24	Nil	Nil	2384	2.92	45,477	55.84	32,984	40.05	**81,428**
2006-07	88	0.10	287.00	0.34	176	0.21	Nil	Nil	2662	3.17	50,086	59.7	30,600	36.48	**83,899**

Average Year	Air-Conditioned Class				First Class		Air-Conditioned		Standard		Economy		Second		Total
	Sleeper		Sitter		Sleeper		Lower Business		Class		Class		Class		
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.
2007-08	64	0.08	302.00	0.38	93	0.12	231	0.29	2184	2.73	50,171	62.73	26,939	33.7	**53,045**
2008-09	65	0.08	270.00	0.33	65	0.08	464	0.56	1863	2.26	53,162	64.41	26,653	32.3	**55,889**
2009-10	62	0.08	271.00	0.36	33	0.04	496	0.66	896	1.2	52,324	69.83	20,851	27.8	**54,082**
2010-15	46	0.09	130.00	0.26	21	0.04	526	1.06	513	1.03	44,176	88.85	4,307	8.66	**45,412**
Average Year															
2015-20	98	0.19	165.00	0.31	17	0.03	1361	13.04	1256	2.47	49.424	94.17	285	0.14	**52.826**
2020-21	77	0.27	82.00	0.29	0.00	0.00	878	3.09	935	3.29	26.452	93.06	-	-	**28.424**
2021-22	80	0.22	109.00	0.31	0.00	0.00	1123	3.15	1448	4.06	32.921	92.26	-	-	**35.681**
2022-23	77	0.22	107.00	0.30	0.00	0.00	1115	3.15	1201	3.40	32.902	92.93	-	-	**35404**
2023-24	108	0.25	130.00	0.31	0.00	0.00	1339	3.18	1599	3.80	38,953	92.46	-	-	**42130**

CLASS WISE & ZONE-WISE

No. of Passengers Carried

Class	No. of Zone	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
A-C.C.	1-40 Kms	-	-	-	-	-	-
Sleeper	41-100 Kms	175		-	-	-	-
	101-250 Kms	15,976	35,922	10,320	10,032	9,512	25,100
	251-500 Kms	7,541	43,817	7,660	8,825	9,110	32,515
	501 & above	75,565	86,544	58,622	59,816	59,268	49,740
	Total	**99,257**	**166,283**	**76,602**	**78,673**	**77,890**	**107,355**
A-C.C.	1-40 Kms	6	4,918	18	-	-	-
Sitter	41-100 Kms	3,722	7,542	2,057	762	762	4,850
	101-250 Kms	64,923	45,382	45,273	72,214	72,212	18,065
	251-500 Kms	114,189	57,194	30,869	30,724	30,724	96,523
	501 & above	11,760	5,183	4,098	6,058	3,310	10,905
	Total	**194,600**	**120,219**	**82,315**	**109,758**	**107,008**	**130,343**
A-C.C.	1-40 Kms	258		112	250	170	280
(Standard)	41-100 Kms	23,325	152,554	21,143	27,388	22,387	89,554
	101-250 Kms	106,559	801,485	133,812	144,149	112,740	387,955
	251-500 Kms	120,840	478,494	100,287	132,524	130,650	432,700
	501 & above	1,049,568	792,471	679,892	1,143,567	935,940	688,571
	Total	**1,300,550**	**2,225,004**	**935,246**	**1,447,878**	**1201,887**	**1,599,060**
First	1-40 Kms	7	-	-	-	-	-
Class	41-100 Kms	-	-	-	-	-	-
Sleeper	101-250 Kms	13,078	-	10	-	-	-
	251-500 Kms	927	-	-	-	-	-
	501 & above	4,270	-	-	-	-	-
	Total	**18,282**	**-**	**10**	**-**	**-**	**-**

PASSENGERS CARRIED & EARNINGS

Passenger Earnings. (Rs.)

2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
-	-	-	-	-
-	-	-	-	-
30,786,622	7,852,550	22,063,025	22,163,115	43,786,520
61,573,246	17,451,220	30,888,325	30,991,245	80,570,233
215,506,356	238,187,706	388,309,245	392,140,250	255,407,456
307,866,224	**263,491,476**	**441,260,595**	**445,294,610**	**379,764,209**
812,855	2,640	-	-	-
2,438,565	713,780	495,000	499,120	852,950
30,185,520	30,024,217	49,499,965	50,501,040	29,638,565
41,837,634	26,812,562	45,549,969	44,558,710	63,806,224
8,400,692	10,105,307	4,454,997	101,113,440	35,285,512
83,675,266	**67,658,506**	**99,999,931**	**196,672,310**	**102,883,251**
-	30,685	273,884	310,185	450,175
32,036,420	3,098,513	13,694,195	3,312,410	9,012,510
356,417,291	67,842,680	136,941,946	68,120,185	82,058,320
356,417,291	130,607,197	20,541,299	110,440,130	367,418,290
1,037,215,460	1,477,758,874	2,382,515,981	1,792,620,842	2,238,115,360
1,782,086,462	**1,679,337,949**	**2,553,967,305**	**1,974,803,752**	**2,697,054,655**
-	-	-	-	-
-	-	-	-	-
-	7,221	-	-	-
326,010	-	-	-	-
-	-	-	-	-
326,010	**7,221**	**-**	**-**	**-**

* Provisional

CLASS WISE & ZONE-WISE NUMBER OF PASSENGERS CARRIED

Class	No. of Zone	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
ECONOMY CLASS.	1-40 Kms	6,309,569	1,322,582	821,107	820,120	4,275,870
	41-100 Kms	6,408,810	1,083,873	1,045,045	5,272,298	6,022,254
	101-250 Kms	8,737,561	6,612,909	5,225,224	1,045,045	9,243,968
	251-500 Kms	7,156,041	3,306,455	3,831,831	3,732,850	7,931,011
	501 & above	11,604,740	14,125,818	21,997,530	22,032,276	11,481,121
	Total	**40,216,721**	**26,451,637**	**32,920,737**	**32,902,589**	**38,952,924**
SECOND CLASS	1-40 Kms	-	-	-	-	-
	41-100 Kms	-	-	-	-	-
	101-250 Kms	-	-	-	-	-
	251-500 Kms	-	-	-	-	-
	501 & above	-	-	-	-	-
	Total	**-**	**-**	**-**	**-**	**-**
ACL BUSINESS	1-40 Kms	-	-	-	-	-
	41-100 Kms	-	-	-	-	-
	101-250 Kms	235,049	190,539	227,873	224,080	181,481
	251-500 Kms	226,134	11,768	149,153	147,100	326,115
	501 & above	1,114,301	675,847	746,333	744,066	831,502
	Total	**1,575,484**	**878,154**	**1,123,359**	**1,115,246**	**1,339,098**
ZONE WISE Total of all Classes	1-40 Kms	6,314,487	1,322,712	821,357	820,290	4,276,150
	41-100 Kms	6,568,906	1,107,073	1,073,195	5,295,447	6,116,658
	101-250 Kms	9,855,399	6,992,863	5,679,492	1,463,589	9,856,569
	251-500 Kms	7,962,051	3,457,039	4,153,057	4,050,434	8,818,864
	501 & above	13,603,238	15,544,277	23,953,304	23,774,860	13,061,839
	Total	**44,304,081**	**28,423,964**	**35,680,405**	**35,404,620**	**42,130,080**

* Provisional

PASSENGERS CARRIED & EARNINGS

Passenger Earnings. (Rs.)

2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
559,987,164	54,225,862	57,477,467	60,145,374	328,832,572
1,119,425,826	107,303,427	114,954,933	115,120,147	839,978,261
3,074,105,429	1,587,098,160	1,149,549,331	1,345,185,320	5,048,853,417
3,332,602,999	1,487,904,750	1,724,323,996	1,512,020,475	5,484,286,310
9,404,193,091	14,494,953,988	19,944,680,890	25,036,693,318	29,669,045,849
17,490,314,509	**17,731,486,187**	**22,990,986,617**	**28,069,164,634**	**41,370,996,409**
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
175,703,079	114,513,939	410,172,021	226,005,080	197,502,078
702,812,316	14,933,592	410,172,021	664,025,115	892,612,418
2,635,546,188	2,352,454,208	3,281,376,170	3,180,180,155	3,913,461,880
3,514,061,583	**2,481,901,739**	**4,101,720,212**	**4,070,210,350**	**5,003,576,376**
560,800,019	54,259,187	57,751,351	60,455,559	329,282,747
1,153,900,811	111,115,720	129,144,128	118,931,677	849,843,721
3,667,197,941	1,807,338,767	1,768,226,288	1,711,974,740	5,375,138,900
4,495,569,496	1,677,709,321	2,231,475,610	2,362,035,675	6,888,693,475
13,300,861,787	18,573,460,083	26,001,337,283	30,502,748,005	36,111,316,057
23,178,330,054	**22,223,883,078**	**30,187,934,660**	**34,756,145,656**	**49,554,274,900**

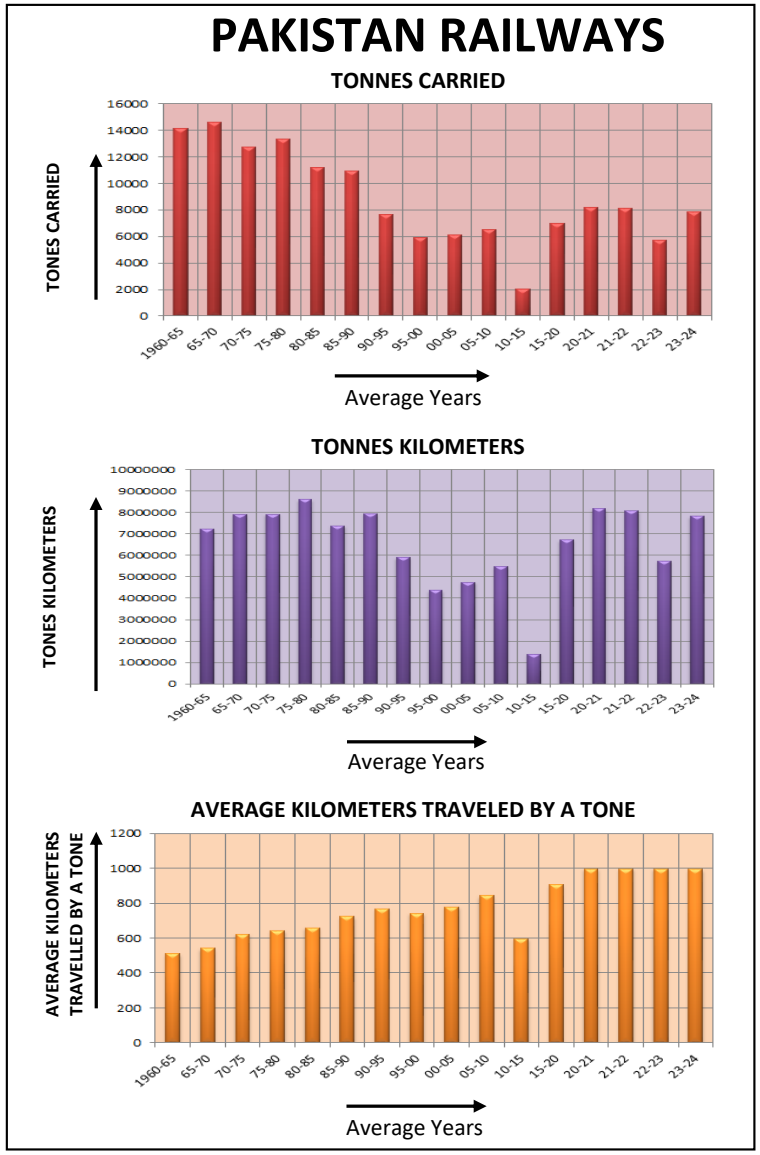
* Provisional

FREIGHT WAGONS LOADED

212704 freight wagons were loaded during 2023-24 on the entire system. These figures also included 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	413,578	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	325,308	Nil	Nil	325,308
2010-2015 Average	97,496	Nil	Nil	97,496
2015-2020 Average	28,8748	Nil	Nil	288,748
2020-2021	311,777	Nil	Nil	311,777
2021-2022	303,172	Nil	Nil	303,172
2022-2023	212,704	Nil	Nil	212,704
2023-2024	289,748	Nil	Nil	289,748

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


PAKISTAN RAILWAYS
TONNES CARRIED
TONES CARRIED
16000
14000
12000
10000
8000
6000
4000
2000
0
1960-65
65-70
70-75
75-80
80-85
85-90
90-95
95-00
00-05
05-10
10-15
15-20
20-21
21-22
22-23
23-24
Average Years
TONNES KILOMETERS
TONES KILOMETERS
10000000
9000000
8000000
7000000
6000000
5000000
4000000
3000000
2000000
1000000
0
Average Years
AVERAGE KILOMETERS TRAVELED BY A TONE
AVERAGE KILOMETERS TRAVELLED BY A TONE
1200
1000
800
600
400
200
0
Average Years

FREIGHT

7,854,912 freight tones were carried by Pakistan Railways during 2023-24 and 7,814,953,015 ton-kilometers were earned averaging 944.91 kilometer

Year-wise figures are given below:

Tones 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
2015-2020 Average	6,029	925	6,955
2020-2021	7,378	835	8,213
2021-2022	7,437	661	8,098
2022-2023	5,174	574	5,748
2023-2024	7,312	542	7,854

* Provisional

CARRIED (TONNES)

Travelled by a tonne, traffic carried free of charge is not included in these figures.

Freight Traffic Result

Tonne Kilometers (Thousand)	Average Kilometers Traveled by a Tonne	Average Rate Charger per Tonne per Kilometer (Rs.)	Average Revenue per Tonne	Total Freight Tonne Kilometers & other Coaching Tonne Kilometers (Thousand)
4,377,892	473.59	0.04	17.9	-
5,479,801	468.20	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
58,900,029	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
6,711,737	906.12	2.30	2,505.6	7,719,241
8,179,832	995.94	2.51	2,505.6	9,070,119
8,070,161	996.52	2.86	2,855.3	9,041,774
5,723,154	995.65	3.07	3,061.2	1,010,071
7,814,953	994.91	3.60	3,579.8	1,704,667

* Provisional

COMMODITY-WISE (TONNES) FREIGHT CARRIED

(Figures in Thousand)

S.No.	Name of Commodities	2019-2020	2020-2021	2021-2022	2022-2023	
1	Ballast and Stone	-	-	-	-	-
2	Cement	222	4	17	22	43
3	Chemical manures (Fertilizers)	195	-	11	33	184
4	Coal and Coke for the Public	3,357	3,699	3,329	1,785	2,392
5	**Departmental Commodities**					
5a	Coal, Coke and Patent fuel for Railways (including H.S.D and furnace oil)	360	320	241	170	143
5b	Railway Material and Stores	541	514	417	403	398
6	Cotton Raw, unpressed and full pressed	-	-	-	-	-
7	Fire wood	2	-	-	-	3
8	Fruits and Vegetable Fresh		1	2	2	2
9	Gross Dry	-	-	-	-	-
10	Gypsum	-	-	-	-	-
11	Hides, Skin or pelts common	-	-	-	13	13
12	Iron and Steel Division "A" includes angle, axels, sheets, qiders 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 oils	-	-	-	-	-
22	Oil Seeds	6	7	1	-	4
23	Ores, Common	-	-	-	-	-
24	Othe Grans and pules	-	-	-	-	-
25	Paddy and Rice	1	3	27	5	1
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	-	-	-		
27	Petroleum and having 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	-	-	-	-	-
31	Sugar	-	-	-	-	-
32	Sugarcane	-	-	-	-	-
33	Timber	-	-	-	-	-
34	Tobacco manufactured	-	-	-	-	-
35	Wheat	-	66	-	-	4
36	Wool	-	-	-	-	-
37	Miscellaneous	1,173	1,432	1,778	1,569	1,956
38	Contained Traffic	1,555	2,167	2,275	1,729	2,726
	Total	**7,412**	**8,213**	**8,098**	**5,748**	**7,854**

COMMODITY-WISE TOONES KILOMETERS

(Figures in Thousand)

S.No.	Name of Commodities	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
1	Ballast and Stone	-	-	-	-	-
2	Cement	239,584	4,622	10,882	16,593	34023
3	Chemical manures (Fertilizers)	290,494	-	83,02	30,677	181375
4	Coal and Coke for the Public	3,401,013	3,785,775	3,406,098	1,818,482	2460202
5	**Departmental Commodities**					
5a	Coal, Coke and Patent fuel for Railways (including H.S.D and furnace oil)	155,850	89,857	160,175	90,631	74780
5b	Railway Material and Stores	283,262	211,302	197,491	217,782	222847
6	Cotton Raw, unpressed and full pressed	-	-	225,869	-	-
7	Fire wood	1,340	1,763	1,511	1,164	1124
8	Fruits and Vegetable Fresh	-	-	-	-	-
9	Gross Dry	-	-	-	-	-
10	Gypsum	-	-	-	7,650	-
11	Hides, Skin or pelts common	-	-	-	-	-
12	Iron and Steel Division "A" includes angle, axels, sheets, qiders 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 oils	-	-	-	-	-
22	Oil Seeds	5,735	3,650	627	-	6898
23	Ores, Common	-	-	-	-	-
24	Othe Grans and pules	-	-	-	-	-
25	Paddy and Rice	-	1,771	19,616	2,947	1065
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	-	-	-	-	-
27	Petroleum and having 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-dangerious 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	-	-	-	-	-
31	Sugar	-	-	-	-	-
32	Sugarcane	-	-	-	-	-
33	Timber	-	-	-	-	-
34	Tobacco manufactured	-	-	-	-	-
35	Wheat	-	65,325	-	12,020	4346
36	Wool	-	-	-	-	-
37	Miscellaneous	1,504,567	156,919	1,600,827	1,535,772	1,656,556
38	Container Traffic	1,488,033	2,446,573	2,598,938	1,989,436	3,171,737
	Total	**7,369,878**	**8,179,832**	**8,070,161**	**5,723,154**	**7,814,953**

PASSENGER TRAINS RUN

During the year 2023-24 33,452 passenger trains and 672 mixed trains which carry passenger vehicles and a limited number of freight wagons worked by diesel locomotives covering 26,885,515 kilometers.

NUMBER OF

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	743,478	-	791,669	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	-	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
2015-2020 Average	Nil	36,992	Nil	36,992	Nil	1,903	Nil	1,903
2020-2021	Nil	24,116	Nil	24,116	Nil	244	Nil	244
2021-2022	Nil	31,136	Nil	31,136	Nil	672	Nil	672
2022-2023	Nil	26,997	Nil	26,997	Nil	-	Nil	-
2023-2024	Nil	33,452	Nil	33,452	Nil	-	Nil	-

(ALL GAUGES)

These figures do not include Nil passenger trains kilometers run on departmental account. Trains carrying only parcel, 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 KILOMETERS COVERED BY PASSENGER AND MIXED TRAINS (THOUSAND)					
	Steam	Diesel	Electric	Steam Diesel & Electric Combined	Number of Rail Cars run	Railcar kilometers (Thousand)
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	-	-
42,354	Nil	22,491	Nil	22,491	-	-
38,889	Nil	23,209	Nil	23,209	-	-
24,360	Nil	20,252	Nil	20,252	-	-
31,808	Nil	23,240	Nil	23,240	-	-
38,762	Nil	20,233	Nil	20,233	-	-
33,085	Nil	26,885	Nil	26,885	-	-

FREIGHT TRAINS RUN ON

During the year 2023-24, 5,531 freight trains worked by diesel locomotives on Pakistan Railways Network covering a total of 6,237 KM.

Year-wise figures are given below:

Year	Number of Freight trains run				Total of kilometers covered by freight trains (including goods proportion of mixed trains)			
	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	4,663	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
2015-2020 Average	Nil	7,333	Nil	7,333	Nil	7079	Nil	7,079
2020-2021	Nil	5,369	Nil	5,369	Nil	5759	Nil	5,759
2021-2022	Nil	6,195	Nil	6,195	Nil	6502	Nil	6,502
2022-2023	Nil	4,323	Nil	4,323	Nil	5,264	Nil	5,264
2022-2024	Nil	5,531	Nil	5,531	Nil	6,237	Nil	6,237

PAKISTAN RAILWAYS (all gauges)

Figures year by year are given below:-

Average number of wrongs on each freight train in terms of 4-wheeled				Total Number of kilometers travelled by wagon in freight and mixed trains (including Goods proportion of mixed trains)			
Steam	Diesel	Electric	Steam Diesel & Electric Combined	Steam	Diesel	Electric	Steam Diesel & Electric Combined
-	-	-	44.00	-	-	-	-
38.50	57.20	-	44.40	461,707	260,807	-	722,514
34.70	57.80	-	47.00	246,967	454,714	-	701,681
31.40	55.90	-	47.60	172,636	568,923		741,559
26.30	53.10	59.90	49.20	67,843	548,411	60,216	676,470
29.30	54.90	59.70	53.10	39,299	588,020	80,798	708,117
28.90	54.30	59.20	53.00	24,430	559,274	63,326	647,030
31.40	56.10	60.20	56.00	10,643	645,270	64,938	720,851
31.40	55.60	58.40	55.90	1,307	478,072	29,878	509,257
32.60	55.00	52.20	53.80	490	359,525	20,397	380,412
-	56.10	59.80	56.00	-	336,652	14,142	350,794
-	58.40	59.40	58.20	-	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
-	55.36	-	55.36	-	124.308	-	124,308
-	5806	-	58.06	-	12,140	-	12,140
-	54.10	-	58.00	-	75,500	-	75,500
-	50.04	-	56.02	-	77,300	-	77,300
-	52.03	-	49.01	-	78,335	-	78,335

LOCOMOTIVE

During the year 2023-24, on the average kilometers travelled by a broad-gauge diesel-electric locomotives on the Railways Network was 205.05 kilometers per day. These figures taken into account all the locomotives on the line serviceable and unserviceable whether actually in use or not. The average kilometers travelled by diesel-electric actually in use was 225.06 kilometers per day.

	Engine-kilometers per day per engine on line				**Engine-kilometers per day per day per engine in use**							
	All Engines				**All Engines**				**Goods Engines**			
Year	**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	**134.0**	Nil	Nil	Nil	**188.0**	Nil	Nil	Nil	**159.0**
1955-60 Average	134.0	323.0	Nil	**161.0**	177.0	178.0	Nil	**209.0**	140.0	296.0	Nil	**171.0**
1960-65 Average	122.0	283.0	Nil	**167.0**	156.0	325.0	Nil	**206.0**	117.0	246.0	Nil	**161.0**
1965-70 Average	111.0	270.0	Nil	**166.0**	137.0	304.0	Nil	**200.0**	97.0	208.0	Nil	**146.0**
1970-75 Average	93.0	251.0	270.0	**165.0**	138.0	291.0	346.0	**218.0**	118.0	182.0	213.0	**164.0**
1975-80 Average	91.0	252.0	344.0	**180.0**	128.0	304.0	411.0	**232.0**	97.0	191.0	280.0	**175.0**
1980-85 Average	89.0	251.0	298.0	**183.0**	135.0	300.0	345.0	**240.0**	118.0	196.0	223.0	**181.0**
1985-90 Average	73.0	238.0	236.0	**210.0**	131.0	315.0	280.0	**280.0**	101.0	224.0	224.0	**216.0**
1990-95 Average	57.0	261.0	184.0	**226.0**	137.0	327.0	233.0	**307.0**	103.0	230.0	139.0	**220.0**
1995-2000 Average	51.0	259.0	165.0	**250.0**	132.0	337.0	213.0	**328.0**	105.0	226.0	118.0	**214.0**
2000-2005 Average	Nil	259.0	122.0	**255.0**	Nil	354.0	149.0	**345.0**	64.0	232.0	73.0	**124.0**
2005-2010 Average	Nil	370.0	106.0	**264.0**	Nil	354.0	65.0	**339.0**	53.0	256.0	68.0	**276.0**
2010-2015 Average	Nil	189.0	Nil	**189.0**	Nil	393.0	Nil	**393.0**	Nil	263.0	Nil	**263.0**
2015-2020 Average	Nil	281.4	Nil	**281.4**	Nil	388.3	Nil	**388.3**	Nil	281.9	Nil	**281.9**
2020-2021	Nil	245.5	Nil	**245.5**	Nil	326.4	Nil	**325.4**	Nil	244.5	Nil	**244.5**
2021-2022	Nil	282.3	Nil	**282.3**	Nil	209.3	Nil	**209.3**	Nil	251.8	Nil	**251.8**
2022-2023	Nil	193.02	Nil	**193.02**	Nil	220.0	Nil	**220.0**	Nil	159.03	Nil	**159.03**
2022-2024	Nil	205.05	Nil	**205.05**	Nil	225.0	Nil	**225.0**	Nil	169.01	Nil	**169.01**

USAGE OF BROAD GUAGE (B.G.)

The percentage of unserviceable locomotives to total was 19.0 in case of diesel-electric. On an average each diesel locomotive worked 11.04 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 years 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**	-	-	-	**9.7**
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**	9.1	14.7	14.4	**11.7**
16.9	16.4	12.5	**16.5**	9.5	15.3	17.2	**12.7**
22.2	15.7	13.4	**18.3**	10.0	14.9	16.7	**12.9**
18.2	16.2	16.3	**17.0**	6.5	15.5	15.2	**13.6**
20.1	20.1	21.3	**20.1**	6.2	16.1	11.9	**14.9**
25.4	23.1	24.4	**23.2**	5.3	16.4	11.4	**15.0**
24.6	31.5	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**
-	21.5	-	**21.5**	Nil	16.8	Nil	**16.8**
-	19.0	-	**19.0**	Nil	13.8	Nil	**13.8**
-	20.1	-	**20.1**	Nil	8.70	Nil	**8.70**
-	18.7	-	**18.7**	Nil	10.02	Nil	**10.02**
-	19.0	-	**19.0**	Nil	11.04	Nil	**11.04**

FREIGHT TRAIN

During the year 2023-24 the average speed of freight trains worked by diesel electric on the broad-gauge of the Pakistan Railways Network was 19.30 kilometer per hour. These figures are based on the entire 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 54.10 out of which 31.5 wagons were loaded.

SPEED (Kilometer per hour)

	Through Goods Trains				All Goods Train			
Year	Steam	Diesel	Electric	Steam Diesel & Electric Combined	Steam	Diesel	Electric	Steam Diesel & Electric Combined
1950-55 Average	-	-	-	**20.9**	-	-	-	**16.4**
1955-60 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	18.8	**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**
2015-2020 Average	-	18.9	-	**18.9**	-	19.98	-	**19.98**
2020-2021	-	18.9	-	**18.9**	-	19.60	-	**19.60**
2021-2022	-	19.1	-	**19.1**	-	19.10	-	**19.10**
2022-2023	-	19.1	-	**19.1**	-	19.10	-	**19.10**
2023-2024	-	19.30	-	**19.30**	-	19.30	-	**19.30**

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 are do not include the brake-vans. The average net-load carried in each train was 1155 tonnes. Combining the factors of speed & load, the average number of tonnes, transported one kilometer by a freight train in one hour was 758. Figures year by year are given below: -

Total				Loaded				Net load	Net Tonne
Steam	Diesel	Electric	Steam Diesel & Electric Combined	Steam	Diesel	Electric	Steam Diesel & Electric Combined	per Train (Tonnes)	Kilometers Per train Hour
-	-	-	**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
-	57.1	-	**57.1**	-	40.2	-	**40.2**	945	939
-	58.06	-	**58.06**	-	58.06	-	**58.06**	1420	962
-	54.10	-	**54.10**	-	31.5	-	**54.10**	1306	852
-	50.40	-	**50.40**	-	34.7	-	**43.04**	1155	758
-	52.10	-	**52.10**	-	32.7	-	**45.10**	1235	744

COACHING VEHICLE USAGE (BROAD-GAUGE)

During 2023-24 the average daily kilometers travelled by a broad-gauge passenger carriage and other coaching vehicle on Railway Network was 89 and 3 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 24.42 of the total number of passenger carriages on line and unserviceable other coaching vehicles constituted 23.00 of the total number of passenger carriages on line. Year-Wise figures are given below:-

	Vehicles-Kilometers per day per vehicle on line (in terms of4-wheelers)		**Percentage of average number of vehicles under or awaiting repairs daily (in units) to average total No. on line.**	
Year.	**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
2015-2020 Average	347	119	24.9	23.8
2020-2021	226	144	19.6	19.5
2021-2022	84	2	27.61	27.61
2022-2023	80	1	23.57	23.00
2023-2024	89	3	24.42	24.42

FREIGHT WAGON USAGE (BROAD-GAUGE)

During the year 2023-24, the average daily kilometers travelled by a broad-gauge freight wagon on the Pakistan Railways was 33.45. This figure takes into account all the wagon on the lines of the Railways, serviceable and unserviceable, whether actually moving or stationary. The unserviceable wagons constituted 23.15 of the total number of wagons on line. The average turn round of a wagon in days was 12.55 and the average load carried in a freight wagon, including full wagon loads as well as smalls, was 20.35 tonnes. Thus, each freight wagon on line of the Pakistan Railways transported and an average of 1005.15 tonnes per kilometers during one day. Year-wise figures are given below: -

Year	Wagon kilometers per day per wagon on line (in terms of 4-wheelers)	Percentage of average number of unserviceable wagons daily (in terms of 4-wheelers)	Average wagon load (Tonnes)	Net Tonne kilometers per wagon day	Average turn round of a wagon (days)
1950-55 Average	56.50	6.99	13.70	551.00	8.30
1955-60 Average	64.20	6.00	14.00	649.00	7.80
1960-65 Average	61.30	5.17	14.80	646.00	9.00
1965-70 Average	56.80	4.01	15.70	615.00	11.10
1970-75 Average	51.60	3.95	17.70	607.00	13.30
1975-80 Average	54.60	5.39	19.60	673.00	15.90
1980-85 Average	49.10	7.79	19.80	561.00	16.90
1985-90 Average	53.40	6.53	19.80	599.00	17.00
1990-95 Average	51.00	14.60	19.50	476.00	16.40
1995-2000 Average	38.90	16.30	19.50	457.00	19.10
2000-2005 Average	35.10	24.50	21.30	518.00	21.20
2005-2010 Average	35.50	25.70	20.00	698.00	21.40
2010-2015 Average	29.34	22.74	21.08	210.00	75.64
2015-2020 Average	28.8	22.94	23.3	110.30	11.98
2020-2021	18.54	11.63	26.34	1,197.47	10.90
2021-2022	27.61	22.00	21.50	1,090.66	13.10
2022-2023	31.90	21.00	19.85	985.45	12.00
2023-2024	33.45	23.15	20.35	1005.15	12.55

PERCENTAGE OF DIESEL AND ELECTRIC LOCOMOTIVE USAGE (BROAD-GAUGE)

During the year 2023-24, percentage of diesel locomotives in use to all locomotives in use was 100.0 and the percentage of work done by diesel locomotives total work done was 100.0 and 100.0 in terms of engine-kilometers, train-kilometers and gross tonne-kilometers respectively. Year-wise figures are given below: -

Year	Percentage of work done by Diesel Locomotives total work done.			Percentage of work done by Electric Locomotives total work done.		
	Engine Kilometers	Train Kilometers	Gross Tonne Kilometers	Engine Kilometers	Train Kilometers	Gross Tonne Kilometers
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
2015-2020 Average	100.0	100.0	100.0	Nil	Nil	Nil
2020-2021	100.0	100.0	100.0	Nil	Nil	Nil
2021-2022	100.0	100.0	100.0	Nil	Nil	Nil
2022-2023	100.0	100.0	100.0	Nil	Nil	Nil
2023-2024	100.0	100.0	100.0	Nil	Nil	Nil

FUEL CONSUMTPION

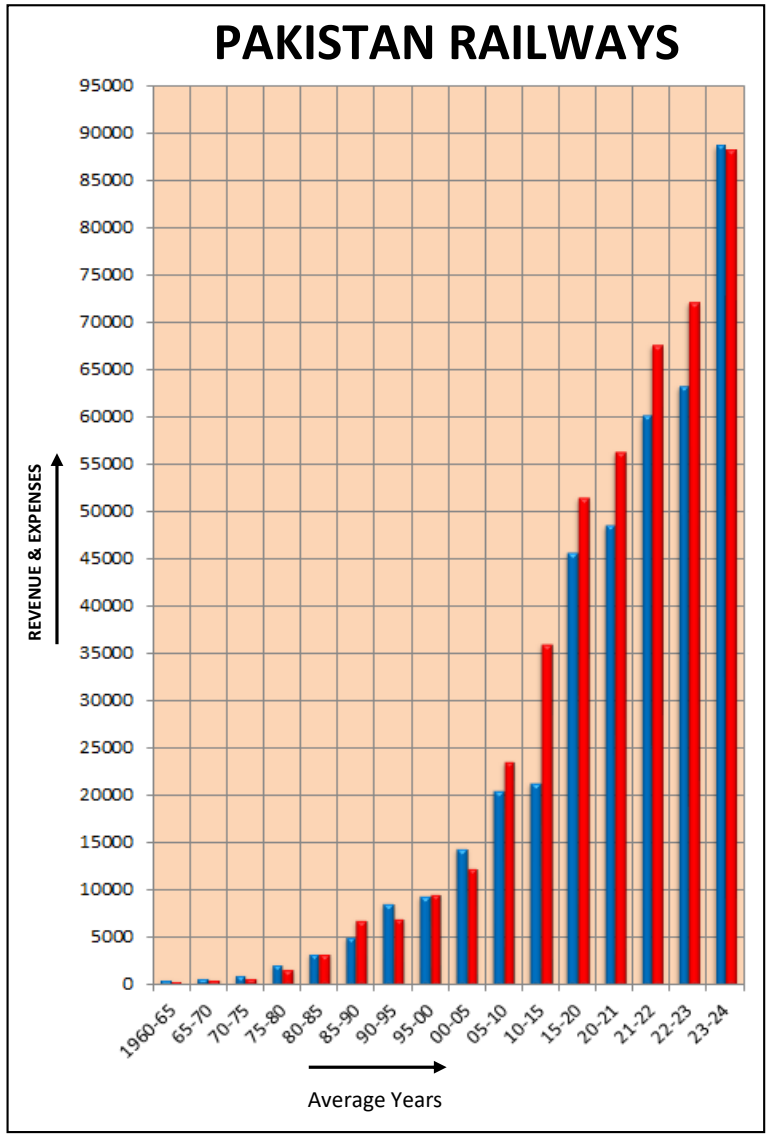
During the year 2023-24 Railways Network consumed Nil tonnes of coal 79.907 M.T of furnace oil and 132,588 (thousand) Liters H.S.D. Oil/ These quantities comprise the entire fuel consumed on the Railways. i.e. on locomotives, power houses, water pumps, workshops etc. The average price of these fuels at receiving points during the year was Rs. 124.861 per M.T for the furnace oil and Rs.285.610 per liter all services for H.S.D oil. The cost of electricity energy (including fuel surcharge) per unit was Rs. 29.93.
Quantities of these fuels for the various years are given below: -

	Coal (Tonnes)		Furnace Oil (M. Tonnes)		H.S.D Oil (Liters Thousand)		Electric Energy
	Loco-motive purposes	Other than Locomotive purposes	Loco-motive Purposes	Other than Locomotive purposes	Loco-motive purposes	Other than Locomotive purposes	K.W.H all Services (fig. in thousand.)
1950-55 Average	270,133	51,279	426,076	23,479	7,647	138	-
1955-60 Average	123,706	49,386	461,936	32,197	35,750	79	-
1960-65 Average	66,832	36,783	482,371	38,923	80,108	783	-
1965-70 Average	27,710	21,010	496,506	45,572	117,235	1,265	-
1970-75 Average	19,639	7,479	343,430	30,675	126,013	2,322	-
1975-80 Average	1,668	4,605	286,194	23,957	139,588	1,898	-
1980-85 Average	Nil	2,547	236,032	21,024	146,210	2,393	-
1985-90 Average	Nil	1,965	115,320	8,909	163,498	3,714	37,402
1990-95 Average	Nil	1,107	46,635	5,829	147,798	3,833	27,918
1995-2000 Average	Nil	541	10,737	3,753	132,426	5,205	10,640
2000-2005 Average	Nil	89.07	1,272	2,151	131,419	3,090	5,969
2005-2010 Average	Nil	107.96	490	1,138	144,895	1,239	6,133
2010-2015 Average	Nil	40	4.18	405.68	101,622	1,477	Nil
2015-2020 Average	Nil	Nil	Nil	454.4	146,164	1,844	Nil
2020-2021	Nil	Nil	Nil	107.85	138,841	1,416	Nil
2021-2022	Nil	Nil	40.374	218.511	140,482	1,601	Nil
2022-2023	Nil	Nil	2.394	134.181	103,272	1,637	Nil
2023-2024	Nil	Nil	15.083	64.824	136.988	1,599	Nil

OPERATING REVENUE

During the Financial Year 2023-24 total earnings of the Pakistan Railways amounted to Rs. 88,728,423,570 consisting of Rs. 49,267,789,961 (55.53%) from passengers Rs. 2,885,401,751 (3.25%) from luggage, parcels, mails etc., Rs. 28,119,024,028 (31.69%) from freight, and Rs. 8456207830 (9.53%) from Sundry and other earnings. Figures year by year are given below: -

	Passenger Earnings		Luggage, Parcels, Mails, etc. Earnings		Freights Earnings		Miscellaneous Earnings		Total
Year	Rs.	%	Rs.	%	Rs.	%	Rs.	%	Rs.
1950-55 Average	118.539	37.60	22.052	7.00	169.396	53.80	5.152	1.64	315.139
1955-60 Average	158.720	37.80	31.086	7.40	222.060	52.90	8.248	1.96	420.114
1960-65 Average	195.869	38.10	32.078	6.34	276.792	53.70	9.962	1.96	514.701
1965-70 Average	241.706	34.70	42.527	6.65	346.412	53.70	14.970	2.30	645.615
1970-75 Average	322.073	33.80	49.620	5.13	573.838	59.20	14.439	1.89	959.970
1975-80 Average	653.459	30.30	79.428	3.80	1,352.600	64.40	29.987	1.48	2,115.474
1980-85 Average	1,257.726	37.60	165.227	4.93	1,866.020	55.70	53.713	1.77	3,342.686
1985-90 Average	1,743.138	34.20	254.019	4.99	3,004.616	37.30	93.089	1.84	5,094.862
1990-95 Average	4,066.805	47.45	464.272	5.33	3,880.228	37.31	172.872	2.02	8,584.177
1995-2000 Average	4,425.363	46.76	655.532	6.93	4,162.719	42.97	202.451	2.13	9,446.065
2000-2005 Average	7,457.139	54.45	826.536	5.73	4,885.677	34.26	1,281.893	8.55	14,451.245
2005-2010 Average	11,190.507	54.70	988.648	4.86	6,160.076	29.88	2,139.380	10.57	20,478.611
2010-2015 Average	14,086.281	67.40	1,089.487	5.30	3,763.225	16.18	2,431.203	11.10	21,370.196
2015-2020 Average	23,932.204	52.77	1,709.996	3.80	16,060.876	34.75	39,680.555	8.76	45,661.622
2020-2021	22,223.883	45.68	1,504.813	3.09	20,579.022	42.30	4,341.094	8.92	48,648.812
2021-2022	30,371.806	50.40	1,651.464	2.75	23,122.851	38.37	5,110.600	8.48	60,256.721
2022-2023	34,756.141	54.92	1,715.554	2.71	17,595.788	27.80	9,218.814	14.56	63,286.296
2023-2024	49,267.789	55.53	2,885.402	3.25	28,119.024	31.69	8,456.207	9.53	88,728.424


PAKISTAN RAILWAYS
REVENUE & EXPENSES
95000
90000
85000
80000
75000
70000
65000
60000
55000
50000
45000
40000
35000
30000
25000
20000
15000
10000
5000
0
1960-65
65-70
70-75
75-80
80-85
85-90
90-95
95-00
00-05
05-10
10-15
15-20
20-21
21-22
22-23
23-24
Average Years

OPERATING

During the year 2023-24, the total ordinary working expenses of the Pakistan Railways amounted to Rs. 88,307,702,567 consisting of Rs. 23,406,761,720 (26.50%) on repairs and maintenance of track, buildings, rolling stock etc.

	Repair and Maintenance		Operation Fuel		The breakdown of the figures for Operation Staff	
Year	**Rs.**	**%**	**Rs.**	**%**	**Rs.**	**%**
1950-55 Average	70.862	33.80	59.264	28.30	34.568	16.40
1955-60 Average	90.222	35.90	65.366	26.00	40.584	14.20
1960-65 Average	132.782	38.10	79.748	22.80	58.146	16.70
1965-70 Average	172.992	35.80	125.818	26.20	73.997	15.50
1970-75 Average	288.522	37.60	199.175	25.90	83.541	15.80
1975-80 Average	711.565	41.90	440.620	25.60	233.344	13.90
1980-85 Average	1,301.404	40.30	972.315	30.40	380.844	11.90
1985-90 Average	2,076.157	36.80	995.916	22.10	597.718	13.10
1990-95 Average	3,076.157	46.00	1,182.004	16.70	1,005.043	14.00
1995-2000 Average	4,277.596	45.31	1,645.514	17.24	1,202.029	12.63
2000-2005 Average	4,877.629	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
2015-2020 Average	18,273.735	35.55	14,167.617	27.34	6,859.212	13.44
2020-2021	20,522.761	36.43	14,381.069	25.53	7,396.994	13.13
2021-2022	22,173.838	32.83	21,287.176	31.51	8,444.401	12.50
2022-2023	22,664.465	31.43	25,932.518	35.96	8,757.151	12.14
2023-2024	23,406,762	26.50	38,123,875	43.18	10,268,976	11.63

EXPENSES

Rs. 23,406,761,720 (26.50%) on operation fuel, Rs. 10,268,975,738 (11.63%) on staff Rs. 3,307,753,332 (3.75%) on operation other than staff and fuel Rs. 13,091,351,484 (14.82%) on administration and RS. 108,985,241 (0.12%) on miscellaneous expenses. Various years is as follows: -

(Rs. In Million)

Operation other than Staff and fuel		Administration		Miscellaneous Expenses		
Rs.	**%**	**Rs.**	**%**	**Rs.**	**%**	**Total**
8.480	4.05	26.822	12.80	9.716	4.63	209.712
9.479	3.77	34.755	13.80	10.892	4.34	251.298
12.307	3.56	50.758	14.50	14.947	4.28	348.688
16.407	3.43	67.147	14.00	22.997	4.83	479.358
30.639	4.12	103.822	13.80	18.870	2.78	724.569
80.592	4.70	223.687	13.00	11.912	0.72	1,701.720
151.933	4.70	402.539	12.40	14.614	0.46	3,223.649
2,469.220	5.34	630.895	13.30	15.559	0.46	6,785.465
581.595	7.98	1,044.256	15.60	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
2,706.482	5.20	9,177.852	18.00	227.519	0.44	51,412.146
4,316.768	7.66	9,469.820	16.81	245.315	0.44	56,332.727
4,823.892	7.14	1,0587.590	15.67	245.393	0.36	67,562.291
3,892.204	5.40	1,0637.422	14.75	231.944	0.32	72,115.704
3,307.753	3.75	13,091.351	14.82	108.985	0.12	88,307.702

PERCENTAGE OF EXPENDITURE TO GROSS EARNINGS

During the year 2023-24, Ordinary Operating Expenses of the Railways ere 99.52% to total earnings. The expenditure on repairs and maintenance of track, buildings, rolling-stock, etc. was 26.38%, operation fuel 42.97%, operation staff 11.57%, operation other than staff and fuel 3.73% administration 14.75% and miscellaneous expenditure 0.12% to total earnings.

Year	Repair and Maintenance %	Operation Fuel %	Operating Staff %	Operation other than Staff & Fuel %	Administrative %	Miscellaneous %	Total Ordinary working Expenses to Gross Earnings %
1950-55 Average	22.50	18.80	11.00	2.69	8.51	3.08	66.58
1955-60 Average	21.50	15.50	9.66	2.26	8.27	2.58	59.77
1960-65 Average	25.70	15.40	11.30	2.39	9.55	2.89	67.23
1965-70 Average	26.60	19.50	11.50	2.54	10.30	3.56	74.00
1970-75 Average	29.30	20.20	12.20	3.20	10.70	2.11	77.71
1975-80 Average	33.70	20.60	11.10	3.78	10.50	0.58	80.26
1980-85 Average	38.60	29.00	11.30	4.51	11.90	0.43	95.74
1985-90 Average	40.60	19.80	11.70	5.72	12.30	0.41	90.53
1990-95 Average	38.50	14.00	11.70	6.68	12.20	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	8.19	29.86	0.80	174.61
2015-2020	40.46	30.94	17.43	4.60	22.81	0.45	114.42
2020-2021	42.19	29.56	15.20	8.87	19.47	0.50	115.79
2021-2022	36.80	35.32	14.01	8.00	17.57	0.41	112.11
2022-2023	35.81	40.98	13.84	6.15	16.81	0.36	113.95
2023-2024	26.38	42.97	11.57	3.37	14.75	0.12	99.52

COMPUTER COMPARATIVE STATISTICS

2017-18 THROUGH 2023-24

COMPARATIVE STATEMENTS

S. No.	Particulars		2019-2020
1	Capital-at-charge	Rs.	197,523,573
2	Stores Fund (Thousand)	Rs.	(-)2,076,848
3	Route-kilometres		7,791
4	Track-kilometres including sidings		11,881
5	Capital outlay (Per Route-kilometre)	Rs.	25,352,788
6	Gross Earnings (Thousand)	Rs.	47,583,687
7	Operating Expenses	Rs.	59,287,752
8	Appropriation to Depreciation Reserve Fund (Thousand)	Rs.	-
9	Net Earnings (Thousand)	Rs.	(-)49,476,630
10	Interest Charges (Thousand)	Rs.	775,438
11	Gain (+) Loss (-) (Thousand)	Rs.	(-)50,270,881
12	Operating Ratio	%	124.59
	Per Route-Kilometre Worked: -		
13	Gross Earnings	Rs.	6,107,520
14	Operating Expenses	Rs.	7,609,774
15	Depreciation Reserve Fund (D.R.F.)	Rs.	-
16	Interest	Rs.	99,530
17	Operating Expenses Plus D.R.F. & Interest	Rs.	7,709,304
18	Gain (+) Loss (-)	Rs.	(-)6,452,430
19	Total train-kilometres (Thousand)	Kms.	28,492
20	Railcar and Trailer Coach kilometre (Thousand)	Kms.	Nil
	Per Train-Kilometres:-		
21	Gross Earnings	Rs.	1,670.1
22	Operating Expenses	Rs.	2,080.8
23	Depreciation Reserve Fund (D.R.F.)	Rs.	-
24	Interest	Rs.	27.2

FOR THE LAST FIVE YEARS

2020-2021	2021-2022	2022-2023	2023-2024
200,814,965	210,658,274	227,500,621	253,990,839
20,472,717	25,631,860	30,123,220	41,536,508
7,791	7,479	7,791	7,791
11,881	11,495	11,881	11,881
25,775,249	270,387	292,004	
48,648,812	60,091,721	63,286,296	88,728,423
56,332,727	67,562,291	72,115,704	88,307,702
(-) 46,680,285	(-) 47,456,051	(-) 48,396,678	(-) 50,072,136
418,563	442,887	-	-
(-) 47,706,838	(-) 48,489,591	(-) 47,767,056	(-) 53,315,663
115.79	112.11	113.95	99.52
6,244,232	7,712,966	8,123,000	11,334,578
7,230,487	9,033,599	9,256,283	11,334,578
53,724	59,217	-	-
7,284,211	9,092,816	9,256,283	11,334,578
(-) 6,123,227	(-) 6,131,055	6,223,795	6,843,237
26,012	29,742	25,498	33,122
Nil	Nil	Nil	Nil
1,870.3	2,020.4	2,482.0	2,678.7
2,165.7	2,271.6	2,828.29	2,666.0
-	-	-	-
16.1	14.9	Nil	Nil

COMPARATIVE STATEMENTS

S. No.	Particulars		2019-2020
25	Operating Expenses plus D.R.F. & Interest	Rs.	2,108.1
26	Gain (+) Loss (-)	Rs.	(-)1,764.4
27	Passenger Carried (Thousand)		44,304
28	Passenger-kilometers (Thousand)		20,985,352
	Tonnes Carried: -		
29	(i) Public Goods (Excl. Live-stock) (Thousand)		6,511
30	(ii) Departmental (Thousand)		901
31	(iii) Live-stock (Thousand)		-
32	Total Goods (i+ii+iii) (Thousand)		**7,412**
33	Tonne-kilometers (Thousand)		7,369,878
34	Average kilometers a Tonne of Goods was Carried		994.22
35	Coaching Earnings (Thousand)	Rs.	24,484,396
36	Goods Earnings (Thousand)	Rs.	19,208,430
37	Average rate charged per tonne per kilometer	Paisa.	2.38
38	Miscellaneous / Sundry Earnings (Thousands)	Rs.	3,890,861
39	Earnings Under Suspense (Thousand)		(23,072)
	Rolling-Stock Owned on 30th June		
40	Locomotives		473
41	Coaching Vehicles		1,645
42	Brake-Vans (goods)		429
43	Goods Wagons (in terms of 4 wheelers)		21,376
44	Total Carrying Capacity of Goods Wagons		474,547
45	Persons Employed		67,406

FOR THE LAST FIVE YEARS

2020-2021	2021-2022	2022-2023	2023-2024
2,181.8	2,286.5	2828.03	2,666.1
(-)1,834.1	(-)1,624.8	1836.4	1,609.6
28,424	3,5681	35,404	42,130
17,969,246	231,0991	23,684,221	29,864,878
7,378	7,437	5,174	7,312
835	661	574	542
-	-	-	-
8,213	**8,098**	**5,748**	**7,854**
8,179,832	8,070,161	5,723,154	7,814,953
995.94	996.52	995.65	994.91
23,728,696	32,023,270	36,471,695	25,439,676
20,579,022	23,122,851	17,595,788	28,119,024,028
2.51	2.86	3.07	3.60
4,341,093	5,110,600	9,218,814	8,456,207
(610,847)	(1,035,275)	628,029	(3,252,034)
467	466	460	446
1,645	1,645	1,667	1,389
429	429	433	431
21,376	20,938	20,317	-
474,547	452,072	452,190	-
62,990	60,643	59,140	58,680

PERSONS EMPLOYED BY

On 30th June, 2024, the Pakistan Railways had 59,140 persons on its payroll, chargeable to revenue account. Out of this number 16,725 (28.28%) were employed in the civil Engineering Department which maintains track and building, 16,208 (27.14%) in the Mechanical Department which repairs and maintains the rolling stock, 8,317 (14.06%) in the Transportation department which controls Guards, Station Masters, Yard Staff etc. 2499 (4.23%) in the Commercial Department which controls Passenger Ticket Officers, Freight Depots, Luggage

	Civil Engineering Department		Mechanical Engineering Department		Transportation Department		Commercial Department		Stores Department		Medical Department	
Year	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
1950-55 Average	30,356	30.10	33,686	33.40	11,660	11.60	7,780	7.72	4,400	4.71	1,919	1.90
1955-60 Average	31,478	28.40	36,054	32.40	13,013	11.30	8,734	7.87	5,257	4.73	2,378	2.14
1960-65 Average	33,511	26.70	42,828	34.10	13,662	10.90	9,316	7.41	6,805	5.41	3,036	2.57
1965-70 Average	33,228	24.70	46,164	34.30	15,475	11.50	10,013	7.43	6,708	4.96	3,385	2.51
1970-75 Average	33,851	24.90	47,362	35.00	16,074	12.90	9,844	7.36	5,592	4.18	3,518	2.63
1975-80 Average	32,958	24.00	46,772	33.90	18,384	13.40	9,777	7.10	6,028	4.37	3,783	2.60
1980-85 Average	30,753	24.20	41,052	32.30	17,848	14.00	9,391	7.36	5,030	3.85	3,509	2.75
1985-90 Average	33,663	25.50	41,412	31.70	18,500	14.10	8,852	6.75	4,809	3.66	3,724	2.84
1990-95 Average	30,801	27.70	37,849	31.30	17,493	14.50	8,108	6.76	4,137	3.41	3,608	2.98
1995-2000 Average	27,289	27.69	29,261	30.01	14,154	14.54	6,315	6.52	2,400	2.45	2,798	1.30
2000-2005 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
2005-2010 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
2010-2015 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
2015-2020 Average	20,323	27.36	22,311	29.65	9,643	12.82	2,968	3.94	1,453	1.93	1,651	2.19
2020-2021	17,922	28.44	18,600	29.53	8,340	13.24	2,511	3.99	965	1.53	1,482	2.35
2021-2022	17,169	28.31	17,787	29.63	8,171	13.417	2,460	4.06	924	1.52	1,446	2.30
2022-2023	16,725	28.28	16,208	27.41	8,317	14.06	2,499	4.23	1,091	1.84	1,512	2.56
2023-2024	20,964	35.73	20,840	35.51	8,328	14.19	1,311	2.23	-	-	705	1.20

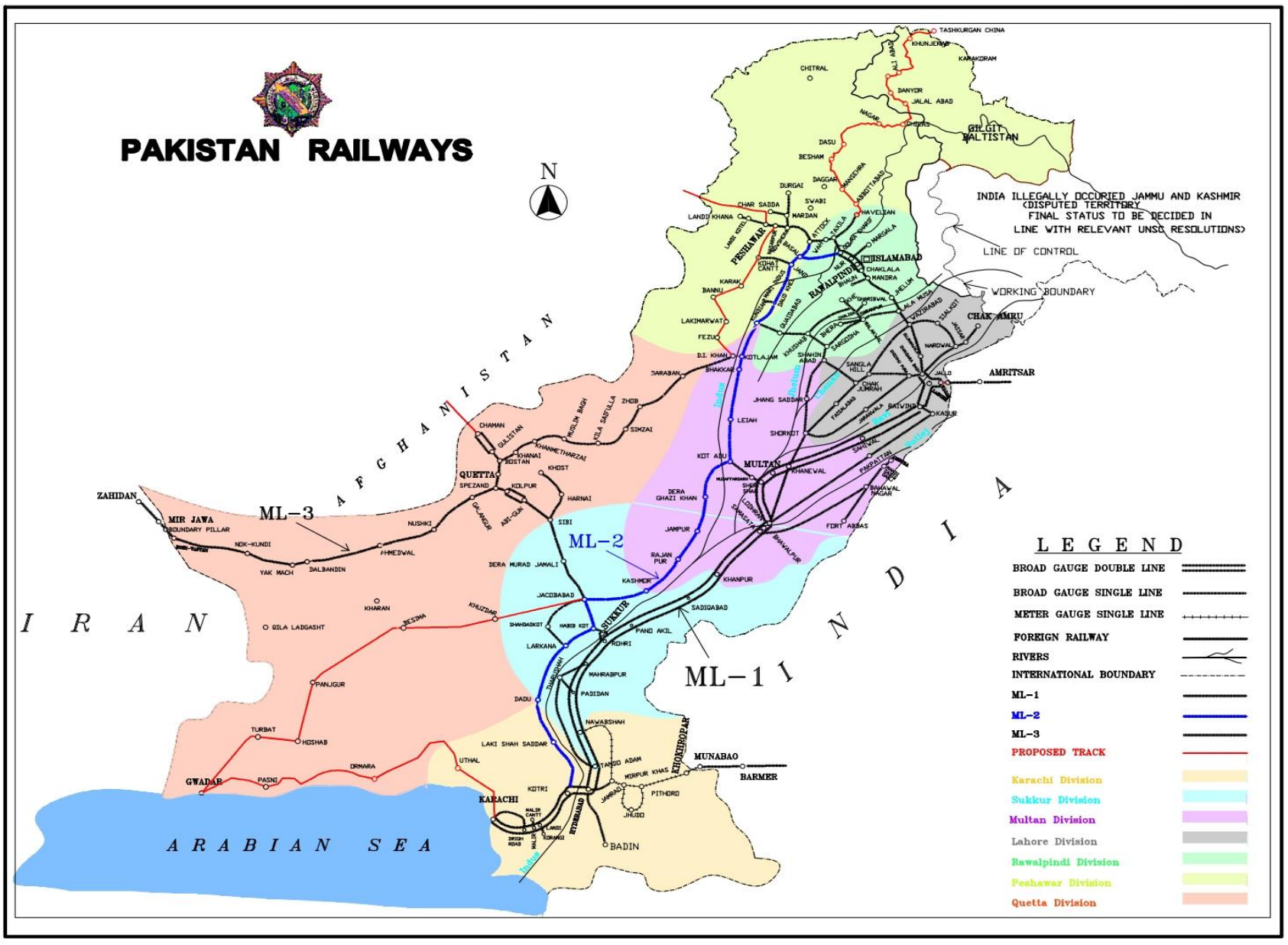
and Parcel, Officers etc 1,091 (1.84%) in Stores Department, 1,512 (2.56%), in Medical Department 4,277 (7.23%) in Electrical Department 4431 (7.49%), in the Railways Police Department 882 (1.91%) in the Account Department, 2,348 (3.97%) in the Headquarters Office and 889 (1.50%) in all other departments. The total cost of all these employees during 2022-2023 was Rs. 35756964000).

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

	Electrical Department		Railway Police Department		Accounts Department		Headquarters/ G. Admin		All other Departments		Total No. of Employees	Total Cost of Employees (Thousand)
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	Rs.
1950-55 Average	3,478	3.45	2,585	2.57	2,092	2.08	588	0.58	2,190	2.17	**100,734**	117,686
1955-60 Average	4,128	3.72	3,988	3.59	2,334	2.10	622	0.56	2,986	2.67	**110,972**	131,984
1960-65 Average	5,285	4.19	4,591	3.65	2,710	2.16	786	0.62	2,957	2.36	**125,487**	178,431
1965-70 Average	7,930	5.90	4,991	3.66	2,956	2.20	944	0.70	2,953	2.19	**134,747**	231,885
1970-75 Average	7,592	5.67	4,925	3.68	2,938	2.20	986	0.74	1,066	0.80	**133,748**	403,943
1975-80 Average	7,634	5.54	7,224	5.25	2,934	2.13	1,072	0.78	1,164	0.85	**137,730**	640,887
1980-85 Average	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
1985-90 Average	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
1990-95 Average	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
1995-2000 Average	5,639	5.80	6,269	6.40	2,009	2.10	995	1.00	788	0.80	**97,917**	4,452,961
2000-2005 Average	5,329	6.05	6,404	7.28	1,772	2.01	2,059	2.34	756	0.86	**87,988**	5,238,070
2005-2010 Average	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
2010-2015 Average	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
2015-2020	4,891	6.87	5,734	8.05	1,173	1.65	2,539	3.58	1,089	1.52	**71,126**	26,794,960
2020-2021	4,248	6.74	4,842	7.69	945	1.50	2,353	3.73	782	1.24	**62,990**	28,712,771
2021-2022	4,163	6.86	4,637	7.65	883	1.45	2,281	3.76	720	1.19	**60,643**	32,712,802
2022-2023	4,277	7.23	4,431	7.49	7.83	1.32	2,348	3.97	889	1.50	**59,140**	35,756,964
2023-2024	2,983	(5.08)	1,266	2.16	2.30	0.39	1,273	2.17	890	1.52	**58,680**	41,500,867

Legal Opinion

NOTE: - The information and data in this year book are 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.


PAKISTAN RAILWAYS
N
AFGHANISTAN
IRAN
INDIA
ARABIAN SEA
ML-1
ML-2
ML-3
INDIA ILLEGALLY OCCUPIED JAMMU AND KASHMIR
(DISPUTED TERRITORY
FINAL STATUS TO BE DECIDED IN
LINE WITH RELEVANT UNSC RESOLUTIONS)
LINE OF CONTROL
WORKING BOUNDARY
GILGIT BALTISTAN
CHAK AMRU
AMRITSAR
ISLAMABAD
RAWALPINDI
PESHAWAR
MULTAN
QUETTA
KARACHI
HYDERABAD
SUKKUR
MUNABAO
BARMER
BADIN
GWADAR
ZAHIDAN
LEGEND
BROAD GAUGE DOUBLE LINE
BROAD GAUGE SINGLE LINE
METER GAUGE SINGLE LINE
FOREIGN RAILWAY
RIVERS
INTERNATIONAL BOUNDARY
ML-1
ML-2
ML-3
PROPOSED TRACK
Karachi Division
Sukkur Division
Multan Division
Lahore Division
Rawalpindi Division
Peshawar Division
Quetta Division