



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

**PAKISTAN RAILWAYS
HEADQUARTERS OFFICE
LAHORE**

PRINCIPAL STATISTICS

| PLANT & EQUIPMENT | Unit | 2023-2024 | 2024-2025 |
|--|-----------------|------------------|------------------|
| Route – Kilometers | KMS | 7,791 | 7791 |
| Track – Kilometers | KMS | 11,881 | 11881 |
| Locomotives | No. | 446 | 440 |
| Coaching Vehicles | No. | 1,389 | 1290 |
| Other Coaching Vehicles | No. | 278 | 254 |
| Freight Wagons | No. | 11,899 | 11015 |
| Railway Stations (Excluding Halts) | No. | 461 | 460 |
| OPERATIONS | | | |
| Passenger, Mixed & Other Coaching Trains Run. | No. | 289,721 | 284695 |
| Train Kilometers, Passenger Mixed and Other Coaching | Thousand | 26,885 | 20124 |
| Coaching Vehicle-Kilometers | Thousand | 151,250 | 154298 |
| Freight Train Run | Thousand | 5,531 | 6147 |
| Freight Train-Kilometers | Thousand | 6,237 | 7152 |
| Other Coaching Freight Tonne Kilometers | Thousand | 170,466 | 1495711 |
| VOLUME OF TRAFFIC | | | |
| Passengers Carried | Thousand | 42,130 | 1495711 |
| Passenger Kilometers | Thousand | 29,864,878 | 39173 |
| Tonne of Freight Carried | Thousand | 7,854 | 27716034 |
| Tonne – Kilometers | Thousand | 7,814,953 | 7752 |
| Tonne - Kilometers Freight and Coaching Combined | Thousand | 9,519,620 | 9644464 |
| Freight Wagons Loaded | No. | 289,748 | 284695 |
| FUEL CONSUMPTION | | | |
| Furnace Oil | Liters/thousand | 80 | 46 |
| H.S.D. Oil | Liters/thousand | 132,588 | 138673 |
| EMPLOYMENT & WAGES | | | |
| Persons Employed | Tonne | 58,680 | 48494 |
| Cost of Employees | No. | 41,500,867 | 45074967 |
| Pension Payment | Thousand | 49,814,926 | |
| Financial Results | | | |
| Gross Earnings | Thousand | 88,728,423 | 93601081 |
| Total Ordinary Working Expenses | Thousand | 88,307,702 | 89180539 |
| Operating Ratio | Percent | 99.52 | 96.17 |



FMR Hanif Abbasi Chaired a Meeting at H.Q Office Lahore

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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.

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 Indus/Chenab up to Multan and from there on a railway line to Lahore and beyond.

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

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

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

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

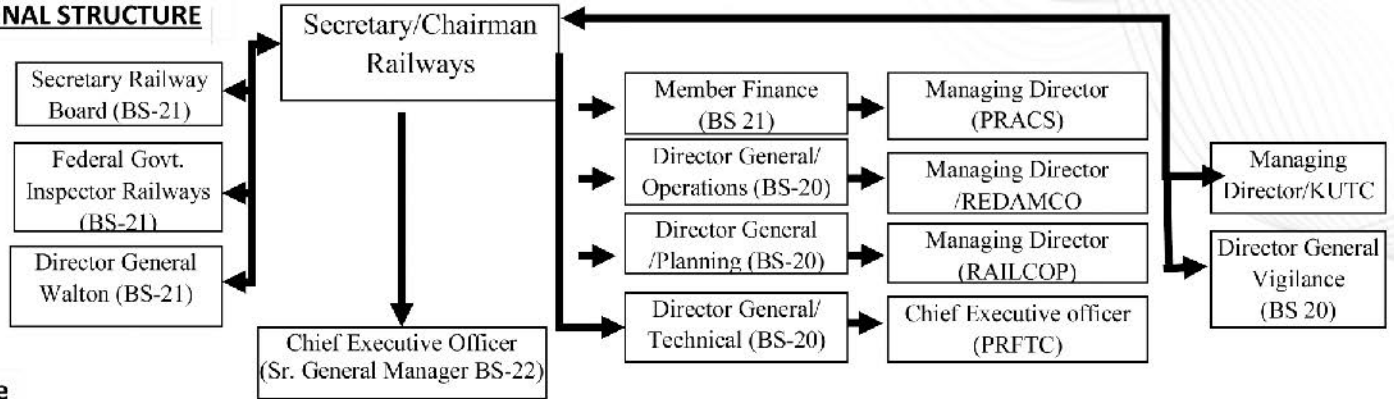
Pakistan Railways is a two-gauge system i.e., broad-gauge and meter-gauge. The gauge-wise track length on 30th June, 2024 is as under:

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

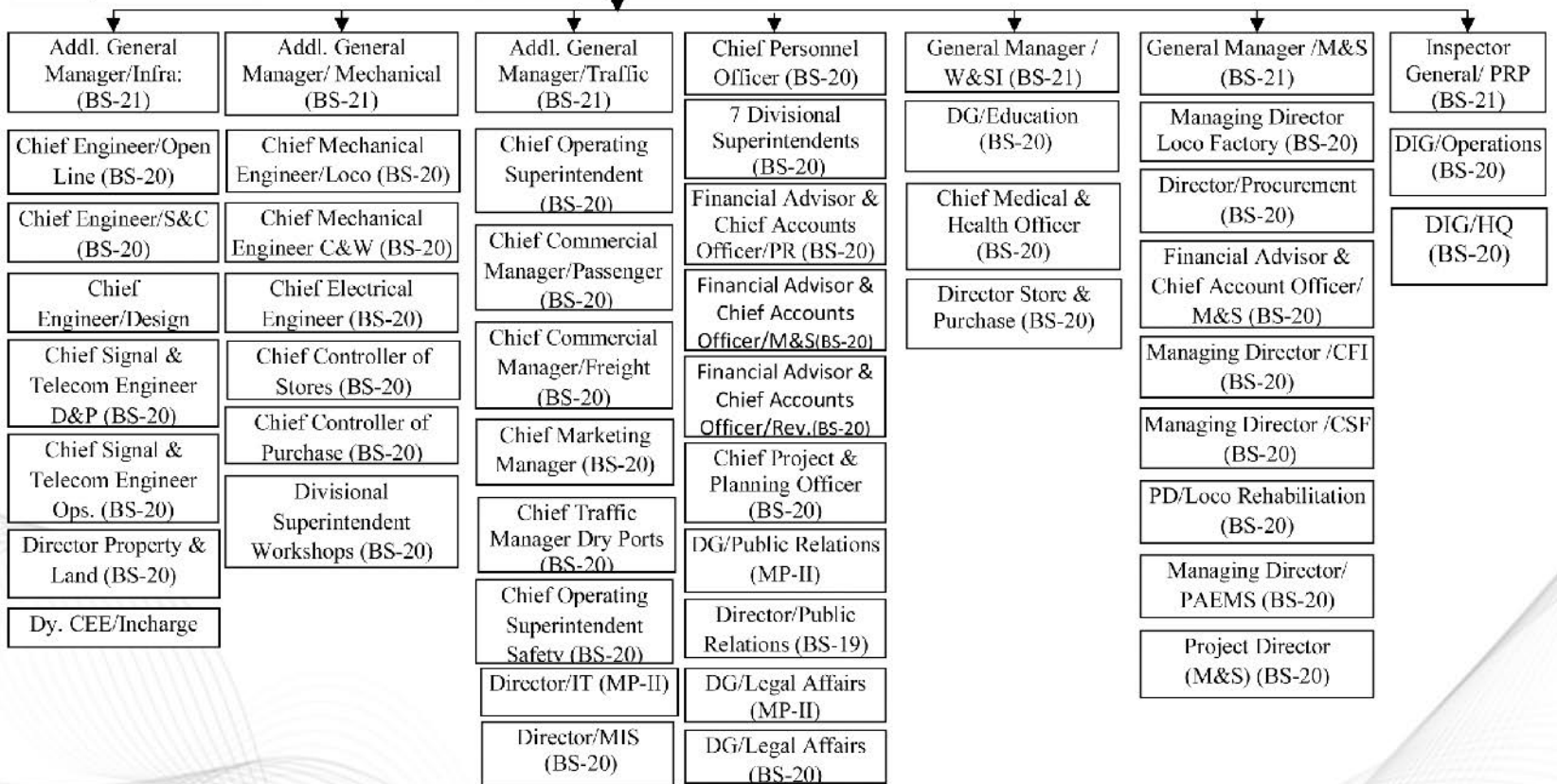
MISSION STATEMENT

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

ORGANIZATIONAL STRUCTURE



Headquarter Office



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.



Agreement Signed with Cybernet to deploy a high-capacity Fiber Optic network along the ML-1 (Karachi to Peshawar)
03.09.2024

CHAPTER - I

OPERATING UNIT CIVIL ENGINEERING

A. INFRASTRUCTURE

The infrastructure unit is headed by the Additional General Manager/ Infrastructure (AGM/ I), who is assisted by the following head of departments: -

1. Chief Engineer / Open line
2. Chief Engineer / Surveys & Construction.
3. Chief Engineer / Design.
4. Chief Signal & Telecom Engineer D&P.
5. Chief Telecom Engineer.
6. Director Property & Land.
7. Managing Director / Concrete Sleeper Factories.

● CIVIL ENGINEER/OPEN LINE

The Civil Engineering Department falls under Infrastructure Unit of Pakistan Railways, headed by the Additional General Manager / Infrastructure (AGM/I), who is assisted by the following of departments.

● CIVIL ENGINEERING DEPARTMENT

On 13th May 1861, the first Railway line was opened between Karachi and Kotri with a total distance of 169 Kms. At present the route kilometer is 7791 km & running track kilometers is 9,195 km. the condition of track infrastructure is generally satisfactory. Various sections have been up-graded for safety, axle load & traffic requirements.

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

● SALIENT FEATURES

| | | | |
|---------------------------|--------------|--------------------------------|----------------|
| i. Route Kilometers | =7,791 kms. | vi. Bridges | =13,959 Nos. |
| ii. Broad Gauge (1676mm) | =7,479 kms. | vii. Level Crossing | =2,777 Nos. |
| iii. Meter Gauge (1000mm) | =312 kms. | viii. Un-manned level crossing | =1,482 Nos. |
| iv. Running Track | =9,195 kms. | ix. Manned level crossing | =1,295 Nos. |
| v. Total Track length | =11,881 Kms. | x. Land | =168,759 Acres |

• **WORKS COMPLETED IN 2024-25**

- i. Special repair & annual repair of Finney wing and Bagley side corridor work of ground floor at Railways Headquarters Office Lahore.
- ii. Construction of 2 units (12 flats) including external development work, i.e electric work, boundary wall road, sewerage line and water supply for class- IV staff at traffic colony Quetta.
- iii. Construction of 23+14=37 No new shops off sized at Joint Road Quetta.
- iv. Construction of 10'x10' =40 commercial fiber stalls at Renalla Khurd stations yard on SWAL-LHR section.
- v. Improvement and extension of shed including electrical portion at track machine work shop Lahore.
- vi. Construction of 25 New shops each shop size 12'x15' =180 sft at Gujranwala near GT road on SDR-LLM section.
- vii. Up-Gradation of Allied infrastructure including electric portion at Track Machine Shop Lahore.
- viii. Supply and stacking loading into railway wagons 500,000 CFT of 02" Size mechanically crushed stone ballast to PWI/Jhelum at Taxila Railway Station.
- ix. Special repair/Raising of platform No. 04 & 5 at Rawalpindi stations in connection with civil work/rehabilitation plan during 2024-25 (Service Building A- 13302).
- x. Special Repair to block Bo. 117 & 131 at Westridge colony Rawalpindi in connection with civil work/rehabilitation plan during 2024-25 (Residential Buildings A- 13302).

• **ON-GOING PROJECTS: -**

- i. Construction of new track, up gradation/rehabilitation of track from Chaman Yard (including) to Pak - Afghan Border.
- ii. Rehabilitation of Track Between Kotri – Akhundabad on Kotri – Dadu Section (Karachi Division).
- iii. Immediate Track Safety Works on Tando Adam – Rohri Section in Sukkur Division
- iv. Immediate Track Safety Works on Rohri-Khanpur Section in Sukkur Division
- v. Essential Track Safety Works on Kiamari- Hyderabad Section in Karachi Division
- vi. Essential Track Safety Works on Khanewal-Shorkot-Faisalabad-Qila Sheikhpura-Shahdara Section in Multan and Lahore Division
- vii. Rehabilitation & strengthening of weak Bridges on Pakistan Railways System
- viii. Essential Track Safety Works on Rohri-Sibi Section in Sukkur Division
- ix. Rehabilitation of Track between Samasatta – Bahawalnagar on Samasatta – Amruka Section.
- x. Thar Coal Rail Connectivity with Existing Railway Network including Last Mile Connectivity with Port Qasim.
- xi. Essential Track Safety Works on Shershah-Kundian Section in Multan Division.



25.07.2024 Refurbished Dining Car of Khyber Mail

- **LEVEL CROSSINGS**

Efforts are underway to eliminate at grade crossings as a policy. However, in order to avoid accidents at Un-Manned level crossings, these level crossings are being converted into manned level crossings as an interim measure, subject to availability of financial resources. The matter of conversion of un manned level crossings into manned level crossings is being persuaded vigorously with the Provincial Governments.

| S.# | Division | Level Crossing on Operational Line | |
|--------------------|------------|------------------------------------|-------------|
| | | Manned | Un-Manned |
| 1. | KARACHI | 112 | 179 |
| 2. | SUKKUR | 194 | 238 |
| 3. | MULTAN | 332 | 272 |
| 4. | LAHORE | 366 | 530 |
| 5. | RAWALPINDI | 145 | 146 |
| 6. | PESHAWAR | 109 | 39 |
| 7. | QUETTA | 37 | 78 |
| Total | | 1295 | 1482 |
| Grand Total | | | 2777 |

A joint Survey of District Government was conducted in the year 2013 – 14 to identify the follow vulnerable un-manned level crossings: -

| Province | Nos. of vulnerable un-manned level crossing | Up-Graded | Amount Deposited | Remaining Level Crossing to be upgraded |
|--------------------|---|------------|------------------|---|
| Punjab | 436 | 164 | 1327.609 | 272 |
| Sindh | 114 | 14 | 128.910 | 100 |
| Khyber Pakhtunkhwa | 37 | 07 | 130.000 | 30 |
| Baluchistan | 32 | 32 | - | 32 |
| TOTAL | 619 | 217 | 1586.519 | 434 |

A) PUNJAB GOVERNMENT

- Total Nos. of Un-Manned level crossings =436
- Govt. of Punjab has deposited Rs. 1327.609 for up-gradation of 164 Nos. Un-Manned Level crossing from 2013-2019.
- 164 Nos Un-Manned 1-xings up-graded into manned level crossing out of 436 Nos level crossing.
- 272 Nos level crossing remaining to be converted into manned level crossings.
- Pakistan Railway is in coordination with the Punjab Government regarding the conversation of remaining 272 un-manned level crossing into manned level crossings.
- PC-I prepared by C&W Department amounting to Rs.8.8 billion is under consideration in P&D Board Government of Punjab for up-gradation of 150 un-manned level crossing in first phase out of 272.
- C&W department has submitted PC-I to P&D Board for approval which is awaited as yet.
- Punjab Governments has been requested to deposit the required funds for conversion of the un-manned level crossings.

B) SINDH GOVERNMENT

- Sindh Government transferred Rs. 128.00 million to Pakistan Railways for up-gradation of 14 Nos. Which have been upgraded out of 45 Nos. most vulnerable level crossings.
- Pakistan Railway is in coordination with Sindh Government regarding the conversion of 100 un-manned level crossings 31 Nos. most vulnerable un-manned level crossings into manned level crossings, and the Sindh Government has been requested to deposit the required funds for conversion of these un-manned level crossings.

C) KPK

- Deposited Rs.87.00 million for 06 No. level crossings.
- 06 No level crossings have been up-graded into manned level crossings.
- 01 No Level Crossing's estimate has been approved and conveyed to DS/Peshawar.
- The remaining un-manned 1-xing 30 Nos.

D) BALUCHISTAN

- NIL



Federal Minister for Railways Hanif Abbasi Inaugurates Modern Flat Container Wagons at Lahore Cantt Railway Station
09 -04- 2025

- **REPAIR & MAINTAINCE**

During the year 2024-25 following admin approvals granted to Divisional Superintendents over Pakistan Railways to do essential unavoidable works under relevant head. The details of works are as under: -

| S # | Description | Admn Approval Granted to Divisions Rs. In Million |
|-----|--|---|
| 1. | Special repair to block no. 27 (16 units) class-IV Staff quarters at washing line colony at Peshawar cantt. | 11.171 |
| 2. | Up-gradation and shifting of un-manned level crossing No. 22/B at km. 17/6-7 from (un-manned) class -III to class-I (2X16'0 at km. 16/1-2 near bridge No. 30 on Nowshera – Durgai section. | 42.943 |
| 3. | Construction of 10 Nos shops near level crossing nO170-A at km 1690/4-5 board bazaar between IMC-JRD stations on PSC-LKL section | 9.656 |
| 4. | Construction of 18 Nos shops proposed shops in Peshawar cantt dry port railway road No. 02 at Peshawar cantt sections yard. | 16.091 |
| 5. | Special repair to boundary wall of loco shed Rawalpindi in the section of IOW-II/RWP; | 21.644 |
| 6. | Construction of New Coffee Shop at Golra Sharif Railway station on RWP – HSN section | 25.000 |
| 7. | Special repair to four (04) Nos snag dead ends at Rawalpindi and Chaklala Railway Stations in the section of IOW-II/RWP. (Cabin A, B, C & C) (04 Nos) Estimate & (04 Nos) Tracing Plans | 11.905 |
| 8. | Replacement of tube well no.09 by 9a and dwt/pump near reservation office Khanewal | 10.928 |
| 9. | Extensions of passenger platform no. 01 from 740' to 1425 (427 on KWL end & 258' On FSLD end) with provision of Khursa At Shor Kot cantt station KWL-SKO section | 16.654 |
| 10. | Replacement of tube well no.1 –a by 3 and dwt/pump near loco shed Khanewal | 10.896 |
| 11. | Replacement of wooden batten roof & jack arch roof main station building & waiting rooms of Wazirabad railway station building. | 14.077 |
| 12. | Special repair to block no. 447 (26 units) at gas colony railway road Lahore | 23.472 |
| 13. | Special repair to block no. 593 (30 units) at railway wireless colony Lahore | 17.610 |
| 14. | Plan showing special repair & replacement of jack arch roof of block no. 58 (09 units) at Pakistan railway academy Walton | 13.393 |
| 15. | Special repair and replacement of damage RCC roof of “e” block hostel at Pakistan railway academy Walton | 9.684 |
| 16. | Special repair /Raising and extension of UP & DN Platform at Khanpur station on ROH- KPR section. | 30.475 |
| 17. | Special repair /Raising and extension of UP & DN Platform at Sadiqabad station on ROH- KPR section. | 39.163 |
| 18. | Special repair to Recoupment of short embankment at km 234/8-9 to 233/14-15 DN Main line between WHB- TDM stations on KOT- TDM section | 10.365 |

| | | |
|-----|--|--------|
| 19. | Special Repair/ Replacement of Roof Hyderabad Station Building on Kot- TDM Section. | 12.380 |
| 20. | Special repair to Railway Block No.148 (A to J) 10 units class-IV staff Quarters at 60 Chowke Loco Shed Rohri | 8.879 |
| 21. | Special repair to Railway Block No.153 (A to J) 10 units class-IV staff Quarters at Membrane Muhallah Loco Shed Rohri. | 7.36 |
| 22. | Special repair to Railway Block No.266 (A to J) 10 units class-IV staff Quarters at 60 Chowke Loco Shed Rohri. | 8.698 |
| 23. | Special repair to Block No. 18/30 unit class- IV staff Quarters at Karachi cantt. | 10.200 |
| 24. | Special repair to Block No. 41/30 unit class- iv staff Quarters at Karachi cantt. | 9.250 |
| 25. | Special repair to Block No. 115/20 unit class- IV staff Quarters at Loco Colony Karachi cantt. | 10.370 |

1. CHIEF ENGINEER (TRACK DEPARTMENT)

1.1. CURRENT ACTIVITES OF XEN / TRACK DEPARTMENT (EXTRA DIVISION)

- **ULTRASONIC FLAW DETECTION CELL:**

This cell is responsible for Ultrasonic Inspection of rails and point & crossings over the system. During financial year 2024-25, 1,589 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 2024-25, 2,457 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 on the request of operating divisions.

- **FUTURE PLANS**

- It is planned that during next Financial Year 2024-25, 7,000 Nos. Rail Joints will be welded over the system.
- It is also planned that during next financial year, 1,700 Km track will be inspected with Ultra Sonic Flaw Detector Machines.

- iii. In addition, for rehabilitation of track, different proposals/PC-I have been furnished and forwarded to planning commissions. The detail of which is as under: -

LIST OF APPROVED PC-I'S FOR THE YEAR 2024-25 & 2025-26

| S.# | 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. | 4170.866 | 659.571 | 4830.571 |
| 2 | Immediate Track Safety Works on Rohri-Khanpur section in Sukkur Division. | 3239.589 | 1635.872 | 4875.461 |
| 3 | Essential Track Safety works on Kiamari-Hyderabad Section in Karachi Division. | 4800.399 | 601.601 | 5402.000 |
| 4 | Essential Track Safety works on Khanewal-Shorkot-Faisalabad-Qila Sheikhupura-Shahdara Section in Multan & Lahore Divisions. | 4223.719 | 2082.282 | 6306.000 |
| 5 | Essential Track Safety Works on Rohri-Sibi Section in Sukkur Division | 5569.478 | 2474.327 | 8043.805 |
| 6 | Essential Track Safety Works on Sher Shah-Kundian Section in Multan Division. | 4926.000 | 0.000 | 4926.000 |
| | Total | 26930.051 | 7453.653 | 34383.703 |

LENGTH OF ROUTE AND TRACK KM PROVINCE WISE

| Gauge | Punjab | | Sindh | | KPK | | Baluchistan | | Total | |
|-------------|------------|-------|------------|-------|-----------|-------|-------------|-------|--------------|--------|
| | Route | Track | Route | Track | Route | Track | Route | Track | Route | Track |
| Broad Gauge | 4,375 | 6,630 | 1,587 | 2,960 | 315 | 433 | 1,202 | 1,469 | 7,479 | 11,492 |
| Meter Gauge | | | 312 | 389 | | | | | 312 | 389 |
| Station | 752 | | 211 | | 49 | | 84 | | 1,096 | |

• **CURRENT ACTIVITIES**

Presently track supply office is working on preparation of procurement plan for financial year 2024-25 for procurement track maintenance items.

- **FUTURE PLAN & PROJECTS: -**

Streamline the demand and supply position to avoid deferred track maintenance & expected enhanced freight traffic up-gradation of 1:12 TURNOUTS 90R to 100RE on primary A-section.

Up-gradation of 90R 1:12 Turnouts into 100RE/UIC-54 KG 1:12 Turnouts on Primary A-section of Pakistan Railways anticipating the expected enhancement in freight traffic. Web based inventory.

- **ACHIEVEMENTS MADE DURING FINANCIAL YEAR 2024-25**

- i. Arranged material for PSDP projects, ITSW-I, ITSW-II, ITSW-III, SDR-FSLD and ROH-SIBI, SSH-KDA & KMR-HDR.
- ii. Arranged material for military sidings over-hauling.
- iii. Treatment of wooden material for all PSDP projects.
- iv. Utilized all revenue budgets against procurement of P-Way items with utmost efficiency.
- v. Arranged and supplied 100RE rails for replacing ultrasonic detected rails.
- vi. Distribution of SS P-way material released from different on-going project and their utilization in different sections for maintenance of track.
- vii. Arranged the production of different items for Rev & PSDP Projects.
- viii. Testing of Raw material of different P-way items.

2. SME TRACK MACHINES LAHORE

- **MAINTENANCE AND OPERATION OF TRACK MACHINES**

Detail of machines is as under: -

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

The Operation and Maintenance services of above tabulated machines / cranes were outsourced to M/s. Railcop.

- **PSDP Projects.**

| PSDP No. | NAME OF THE PROJECT | TOTAL AMOUNT (Rs.in Million) |
|-----------------|----------------------------------|-------------------------------------|
| 1. | Rehabilitation of Track Machines | 5,312,877 |
| 2. | Replacement of Track Machines | 12,543,863 |

No. of staff working under SME/Track Machine Office is as under: -

| Sanctioned Strength | On Roll | Vacant |
|----------------------------|----------------|---------------|
| 13 | 02 | 11 |

Other required staff to meet the needs of operation and maintenance of Track Machine is arranged by the M/s. Railcop as per agreement.

3. CHIEF ENGINEER/SURVEY & CONSTRUCTION

- **CURRENT ACTIVITIES**

- i. **REVITALIZATION OF KOHAT-KHARLACHI SECTION AND CONNECTIVITY TO UZBEKISTAN**

To revive the Kohat-Kharlachi section and extend connectivity onwards to Uzbekistan via Afghanistan, the process of land acquisition has been initiated. The project carries a face value of Rs. 15,667.01 million, of which Rs. 2,252 million have already been committed to the concerned Deputy Commissioners.

- ii. **GWADAR – MASTUNG – JACOBABAD NEW RAIL CONNECTIVITY**

This office has also initiated the land acquisition process through the project Director / Gwadar for establishing new rail connectivity, through ML-IV i.e:-

- **Gwadar (KM 18.98) to Mastung (KM 901) via Besima, and**
 - **Besima (Zero Point) to Jacobabad (KM 187) via Khuzdar.**
 - **The face value of this project is RS 15,592.743 million.**
- ii. Upgradation of ML – 3 for rail connectivity with Reko Diq mines. Reko Diq Mining Company (RDMC) has expressed keen interest in transporting its material from the mining site in District Chaghi to Karachi Port via ML – 3 and ML – 1. To facilitate this, the Upgradation of ML- 3 (Alem Reg to Rohri) has been planned.
- iii. Gwadar Nok – Kundi New Rail Link: A Feasibility Study to connect Gwadar directly to mineral sites in Chaghai area, particularly Reko Diq mines, has been carried out through a consortium led by China Railway Eryuan Engineering Company (CREEC). The project would cover a short route to export minerals traffic out of Balochistan and connect under developed areas of the province.
- This Upgradation will not only strengthen Pakistan Railways long term freight handling capacity and commercial viability but also enhance international trade through rail connectivity with Iran and beyond. The S&C Department is playing a leading role as coordinator in planning and executing this initiative.

• **ACHIEVEMENTS**

i. **EXECUTION OF THAR RAIL CONNECTIVITY PROJECT**

Survey & Construction Branch is actively coordinating the execution of 105 Km new rail link project from Thar Coal Block- 2 to new Chor station. These 50 million projects are being carried out by FWO under the supervision of a project Director. In addition, the work is being monitored by NESPAK as Project Management Consultant (PMC). About 30% work has been completed so far.

ii. **FEASIBILITY STUDY FOR RAIL CONNECTIVITY WITH AFGHANISTAN:**

The feasibility study for rail connectivity with Afghanistan through Kharlachi (192 Km) under the Umbrella PC-II has been completed. Following its completion, implementation has commenced with the initiation of the land acquisition process.

- iii. Feasibility Study for Rail Connectivity with Afghanistan.
- iv. The feasibility study the proposed new rail link “Min Link Express” from Gwadar to Nok Kundi via Panjgur-Masakhel (780 Km) has been successfully completed.
- v. Installation of Escalators at Major Stations.
- The S&C Branch has successfully installed four escalator units at Lahore and Karachi Railway Stations through competitive bidding. Additionally, a five-year operation and maintenance agreement has been signed to ensure smooth and uninterrupted functioning.

vi. REVENUE GENERATION FROM SPONSORING AGENCIES:

The S&C Branch has generated Rs. 742.425 million, through processing of NOC cases of overhead bridges crossings over Railway tracks. This revenue was earned from various sponsoring agencies under processing fees, design vetting charges, one-time NOC charges, and land lease charges etc.

• UPCOMING PROJECTS/ FUTURE PLANS

- i. Revalidation of Feasibility Study – Kohat –Sher Shah Section: The revalidation of the feasibility study and transaction advisory services for the upgradation of the Kohat – Sher Shah section (440 Km), amounting to Rs. 113 million, has been approved by DDWP under the Umbrella PC-II project.
- ii. Feasibility Study Trans – Afgan Rail Connectivity: The PCII for feasibility study of the proposed Trans – Affhan Rail Link Kharlachi (Pakistan) to Mazar-e-Sharif (Afghanistan) via Loger (approx. 677 Km), amounting to RS 1401 million, has been approved by CDWP.
- iii. The Pc – II for the detail design of truck upgradation on ML – 3 (Rohri – Sibi – Quetta – Koh- e- Taftan section), amounting to RS. 858.249 million, has been approved by DDWP, Building has already been advertised, and executive of the work is planned on a fast – track basis.

4. CHIEF ENGINEER DESIGN

• BRIEF ON DESIGN OFFICE OF CIVIL ENGINEERING DEPARTMENT

This office deals with design of new infrastructure projects (mainly Railway Bridges and Service Buildings). In addition, Structural Design Review of Railway Bridges referred by other public/private organizations and agencies is carried out.

Following functions are performed: -

- i. 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).
- ii. 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.
- iii. Providing services for trouble shooting of technical issues faced by the field staff during Construction, Rehabilitation and Up-Gradation of the existing Infrastructure.
- iv. Adoption of latest Codes and Standards such as Building Code of Pakistan, AREMA, AASHTO, ACI etc. for safe and sound Design of Structures.
- v. Adoption of State of the Art soft-wares such as STAAD Pro, SAP-2000, ETABS, AutoCAD etc. for preparation of Design & Drawings.

In year 2024-2025, Twenty-Five (25) Nos. Design/Vetting projects have been completed, details of which are given hereunder: -

- | | |
|---|---------|
| • Design of Bridges for Bridge Branch (all Divisions). | 07 No. |
| • Design of Bridges for ITSW-I Project (KOT-TDM) | 02 Nos. |
| • Design of Bridges for ITSW-II Project (ROH-KPR) | 01 No. |
| • Design of Bridge for TR Project (KOT-AKND). | 01 No. |
| • Design of New Railway Station Akhondabad for TR Project (KOT-AKND). | 01 No. |
| • Repair/Rehabilitation of Station buildings (SDR-LLM Section) for Lahore Division. | 02 Nos. |
| • Design of Shed Building for Up-gradation of Track Machines Workshop. | 01 No. |
| • Design for provision of Escalators for LHR & KYC Railway Stations | 02 Nos. |
| • Vetting of design for bridges and Test Piles of Jalalpur Irrigation Project. | 06 Nos. |
| • Vetting of ongoing projects for underpasses for Lahore & Multan Divisions in advance stage. | 02 Nos. |

Technical coordination with Railway Divisions, Project Directorates and outside agencies/Govt. Departments for various on-going Projects.

5. SIGNAL & TELECOMMUNICATION ENGINEERING (SIGNAL & PRODUCTION)

• ORGANOGRAM:

Signal & Telecom department consist of 02 branches.

• SYSTEM DESCRIPTION SIGNALLING 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 indicate various instructions to train drivers. Such as stopping, proceeding with caution, or going forward at normal speed.

In addition to the traditional methods, Pakistan Railways has been progressively integrating modern electronic signaling system 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.

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 | Qty |
|---|-----------------------------------|-----------------|------------|
| 1 | Cross Over | Nos. | 2220 |
| 2 | Track Circuits | Nos. | 3980 |
| 3 | Signals | Nos. | 4418 |
| 4 (A) | Standard-I, II & III (Mech:) | Stations | 417 |
| 4 (B) | All Relay Interlocking (AR) | Stations | 39 |
| 4 (C) | Computer Based Interlocking (CBI) | Stations | 49 |
| Total Interlocked stations (4 (A) + 4(B) + 4(C)) | | Stations | 505 |
| 5 | Auto Block | Stations | 42 |
| 6 | Absolute Block | Stations | 245 |

6. TELECOMMUNICATION:

Pakistan Railways Telecommunication System comprises of Microwave, UHF, VHF Radios, Telephone Exchange Network. Train Control system, overhead wires along the Railway track and underground cable. MW Radio systems were installed in 1986-87 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. Presently some sites have been closed due to non-availability of spares.

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

| | | |
|---|---|--------------------------|
| 1 | Telephone Exchange No. of line in use / Telephone | 15 exchanges / 410 Lines |
| 2 | Microwave Radio Sites | 16 Nos. |
| 3 | Route KM covered | 1850 KM |
| 4 | UHF Radio Sites overhead | 69 Nos. |
| 5 | VHF Radio Base Station | 575 Nos. |
| 6 | Locomotive equipped with VHF Radio | 458 Nos. |
| 7 | Walkie Talkie Radio sets | 1570 Nos. |
| 8 | Route KM covered | 6000 KM |

7. SIGNAL & TELECOM WORKSHOPS

- **SIGNAL WORKSHOP**

The Signal Shops stands as the pivotal center for maintaining of Signal 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 until it has capacity to manufacture all equipment of STD-1, II & III 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 & undertaken 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 Railways 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 Expenditure vs Production for the last 01 year is indicated as under: -

SUMMARY OF ITEMS MANUFACTURED IN SIGNAL WORKSHOP IS AS UNDER

| <u>SIGNALLING ENGINEERING</u> | |
|--|--------------------------------------|
| All types of Interlocking Gears | Adopters for Signal Lenses |
| Lever Frames | Reverses |
| Locks & Keys | Wooden Junction Boxes |
| Compensator | Screw Clamps Universal Type |
| Detector | Tyre's Block Double Line Instruments |
| Lever Contact Boxes & Arm Contract Boxes | Repair of Pneumatic Treadles |
| Cranks & Lock Bars | SM's Slide Frame |
| Signal (IRS / NWR) | Key Transmitter Locks |
| Lamp Cases and Burners | Various parts of Point Machine |
| Overhauling of Block Instruments | Various type of Insulations |
| Rodding for Points Machine | LED Signals Complete |
| <u>TELECOM ENGINEERING</u> | |
| VHF Antenna for Locomotives | |

| <u>CIVIL ENGINEERING</u> | <u>MECHANICAL ENGINEERING</u> |
|---|--|
| Manufactures standards Points & Crossing | Brake Blocks Diesel Large for Locomotive DE-2988 |
| Non-Standard Points and Crossing | Brake Blocks Diesel Large for Locomotive DE-3014 |
| Switches & Stocks Rails | Brake Blocks Diesel Large for Locomotive DE-2991 |
| Dog Spikes & Fish Bolts | Brake Blocks V-775 |
| Gate Leaves / Rod Coupling for Level Crossing | Various Type of MS Safety Pins |
| Turn Style | Axle Box Packing of Sorts |
| Wheel for Push Trolley | CI Pads of Sorts |
| Lifting Barriers and Winches | Friction shoe |
| Heal Blocks of Various Types | Rubbing Blocks |
| Insulated Gauge Tie Plates of Sorts | Crown Packing |
| CI Distance Block Universal & UIC-54 | China Brake Block Disc |
| End Post of Sorts | Cock Body |
| Recess Forms | Cock Plug of Sorts |

- **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.

- **DEVELOPMENT PROJECTS**

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

- **PROCUREMENT & INSTALLATION OF MACHINERY AT SIGNAL WORKSHOPS**

Pakistan Railways has recently produced 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 produced 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 manufacture. 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 Instruments, which has now been deployed on trial basis and is working satisfactory. It will save the precious foreign exchange of the country.

- **RE-SIGNALLING PROJECT (LON-SDR)**

Computer Based Interlocking (CBI) 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 upto 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 able to conduct train operation through its independent, safe and reliable system. The system also includes the installation of PABX exchanges at the Divisional interconnectivity, connecting all the reservation offices over the section.

- **UP-GRADATION OF THE SIGNALLING SYSTEM BY PROVIDING COMPUTER BASED INTERLOCKING (CBI) SYSTEM AT SARHAD, JUMMA GOTH, BADAL NALA & LANDHI STATIONS**

CDWP, Planning Commission of Pakistan has recently been approved the installation of CBI system to replace the existing, obsolete Signaling system at Sarhad, Jumma Goth, Badal Nala & Landhi stations in order to ensure safety, reliability & efficiency of the system. Signaling department of Pakistan Railways is shifting from the old mechanical system into the modern CBI system.

• **ACHIEVEMENTS OF SIGNAL & TELECOM DEPARTMENT**

- Replacement of various power step down transformers in the Signal Workshops.
- Special type of diamond and scissor crossing were manufactured for Kotri in Signal Workshops.
- LED signals complete with Aspects, Driver, lens and Aluminum housing have been developed in Signal Shops with 90 percent reduced cost.
- Indigenous development of VHF locomotive based antenna.
- With the collaboration of UET, Lahore, Signal & Telecom (Design & Production) department has indigenously developed Digital Rail Driver Assistance (DRD) 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.

• **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 Workshops, Pakistan Railways is developing various in-house products, which were recently been imported, utilizing 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 system solution for the Pakistan Railways. For this, various feasibility studies have been carried out under CPEC (China Economic Corridor) including ML-1 (Peshawar-Karachi), ML-2 (Kotri-Attock City) and (Shahdhra Narowal Sialkot Wazirabad & Narowal-Chak Amru) ML-3 (Quetta-Kotia Jam & Quetta-Taftan) sections.

**STATEMENT SHOWING NUMBER OF STAFF OF THE YEAR 2024-2025
(PAKISTAN RAILWAYS SIGNAL WORKSHOPS, LAHORE AS ON 30-06-2025)**

| S# | DEPARTMENT | ON ROLL | | | | | SANCTIONED STRENGTH 2024 | | |
|----|--------------------------------------|-------------------------|-------------------------|----------------------|------------------------|-------------------------|--------------------------|----------------------|----------------------|
| | | Class-IV BS 01 to 04 | Class-IV BS 05 to 16 | Total BS 01 to 16 | Class-I BS 17 to 18 | G. Total As 01 to 16 | Staff BS 01 to 16 | Staff BS 01 to 16 | Staff BS 01 to 16 |
| 1. | Engineering Signaling & Interlocking | 85 | 332 | 417 | 2 | 419 | 635 | 2 | 637 |
| | Total. | 85 | 332 | 417 | 2 | 419 | 635 | 2 | 637 |

8. DIRECTORATE OF PROPERTY & LAND

ORGANIZATION

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 headed by Divisional Superintendent (BS-20) assisted by Divisional & Assistant Officers of the respective wings/Departments and report to Chief Executive Officer/Senior General manager (BS-22) in Headquarters Office Lahore. 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.

THE 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 or sealed bidding and leasing of land to Government Departments/autonomous bodies for Roads, Underpasses, Flyovers, Hospitals, Offices, Infrastructure Units, Water and Sewer Pipe Line, Fiber Optical Cable & Electric Cable etc.in PR ROW.
- 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 Organizations, private Organizations 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 Mohtasib 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.
- To deal the cases of Katchi Abadis and Housing Societies established on PR land.

- To resolve issues/disputes of ownership of land.
- Deal with the Audit Paras, Draft Paras and prepare comments on different Court Cases.
- Process cases of Optical Fiber Cable (OFC) along the Right of Way of Railway track & co-ordination with field Divisions.

FACTS & FIGURES

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 | 91601 |
| Islamabad | 1102 |
| Sindh | 38723 |
| Balochistan | 28381 |
| Khyber Pakhtoon Khwa | 9051 |
| Total | 1,68,858 |

CURRENT ISSUES

One of crucial Issue is title of Railway land that is the source of multiple problems which has been taken up with Board of Revenues of all four provinces vigorously. However, Board of Revenue Punjab has transferred considerable area of land in favour of Federal Government/Pakistan Railways which is under verification at Divisional level. If issue of Title of Railway Land is resolved, number of Problems of PR Land like; illegal transfer of Railway Land, weak position in court cases etc. will also be resolved.

CURRENT ACTIVITIES

COMMERCIAL EXPLOITATION OF RAILWAY LAND

- While fixing the earning targets through leasing/licensing of land, Railway Divisions identify surplus land parcels and exploit the same for its optimum commercial potential as per the suitability of the site for generation of maximum revenue.
- Commercial exploitation of prime locations for construction of Rail shops through Railway Divisions to generate revenue has been initiated.
- To process the tracing plans for approval received from Divisions for medium term leases like restaurants/coffee shops/tea shops etc.
- To process the tracing plans for approval received from Divisions for long term leases for petrol pumps/fuel stations auctioned either through P&L Directorate or REDAMCO.
- To process the tracing plans for approval received from Divisions for long term leases for commercial exploitation through REDAMCO.

- vi. To process the tracing plans for approval received from Division for non-competitive leasing/licensing to Government Departments as per approved Property & Land Rules 2023.
- vii. To process the cases of regularization of commercial encroachments like shops and small & medium enterprises under Remedial Management Policy.
- viii. To review bench marks of short- & medium-term leases proposed by Divisional Assessment Committee and approved by DS.
- ix. Active pursuance is being made to recover bill receivables from Government & other departments including outstanding rentals from individuals to meet with the assigned target.
- x. Anti-encroachment operations: All the Divisions execute anti-encroachment operations in assistant with District Administration and Railway Police in line with Recovery of Possession Ordinance 1965 amended in 1984 as per annual schedule program and responsibility is fixed in line with the Joint Procedure Order of year 2012.

ACHIEVEMENTS IN YEAR 2024-25

Pakistan Railway managed to generate revenue of **Rs.4921 million** during the financial year 2024-25 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.# | Division | Earning (Rs.in million) |
|-----|--------------|-------------------------|
| 1 | Peshawar | 537 |
| 2 | Rawalpindi | 651 |
| 3 | Lahore | 1369 |
| 4 | Moghalpura | 120 |
| 5 | Multan | 1217 |
| 6 | Sukkur | 239 |
| 7 | Karachi | 581 |
| 8 | Quetta | 207 |
| | Total | 4921 |

- In addition, **Rs. 1186 million** has been generated through REDAMCO and **Rs. 67 million** by Headquarters Office, Lahore.
- 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.
- Above revenue also encompasses the bill receivable amounting to **Rs.359.655 million** against Food Department Punjab and Oil Companies have been recovered as under: -

| S.# | Division | Earning (Rs.in million) |
|-----|-------------------|-------------------------|
| 1 | Punjab Food Deptt | 302.83 |
| 2 | PSO | 50.145 |
| 3 | M/s Shell | 6.68 |
| | Total | 359.655 |

- Anti-encroachment operations of Railway land from encroachers are in progress all over the Railway network and **781.84 acres** Railway land was retrieved during the financial year 2024-25 as detailed below: -

(Area in acres)

| Kind of Ench | PSC | RWP | LHR | MGPR | MUL | SUK | KYC | QTA | Total |
|--------------|-------------|--------------|------------|----------|---------------|--------------|--------------|------------|---------------|
| Commercial | 1.8 | 9.6 | 6.4 | 0 | 16.18 | 5.55 | 7.2 | 0 | 46.73 |
| Residential | 2.8 | 3.05 | 3.2 | 0 | 7.9 | 3.76 | 2.5 | 0.5 | 23.71 |
| Agriculture | 6.9 | 0.5 | 0 | 0 | 322 | 84 | 298 | 0 | 711.4 |
| Total | 11.5 | 13.15 | 9.6 | 0 | 346.08 | 93.31 | 307.7 | 0.5 | 781.84 |

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.

FUTURE PLAN

- 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 base techniques for achieving above Plans.
- To lease out Railway land in shape of Multi-Story Buildings, Plazas, Petrol Pumps etc trough REDAMCO on medium- and long-term lease basis.
- To formulate an industrial policy regarding leasing of railway land for industrial purposes including renewable energy projects i.e solar plants & wind mills.
- To enhance performance of land directorate, re-structuring of land directorate is approved by Establishment Division and posts are being published.
- To take necessary action for commercial utilization of PR lands on closed sections as prepared by Punjab Urban Unit.
- To streamline the regularization of commercial encroachments under remedial management policy.
- To devise mechanism for optimum commercial utilization of PR land by adopting National Rail Land Development Project (NRLDP) through Public-Private Partnership (PPP) framework.
- To enhance PR land potential through Sukook Bond.



CEO Railways and D.S Lhr welcomed the FMR Hanif Abbasi first arrival after taking charge as Federal Minister for Railways at LHR Railway Station 14.03.2025

9. ELECTRICAL ENGINEERING DEPARTMENT

OVERVIEW

The Electrical Engineering Department is responsible for the operation and maintenance of Power Vans, TL Vans, Ordinary and Air-Conditioned Coaches, and Saloons. Efforts are continuously being made to provide reliable and quality services to passengers of Mail and Express trains.

In addition, the department maintains the electrical distribution network for official, commercial, and residential buildings across the entire Railway system.

TRAIN OPERATION

The Electrical Engineering Department supports train operations by maintaining the coaching stock of Pakistan Railways in workshops and maintenance depots throughout the system.

ACHIEVEMENTS (FINANCIAL YEAR 2024–25)

UPGRADE OF PACKAGE-TYPE AC UNITS

Under a PSDP project, outdated Package-Type AC Units are being replaced to enhance service quality for passengers. So far 57 ac coaches have been turned out with new AC units

| Type of Coach | Total AC Units | AC Units Installed | Remarks |
|----------------------|-------------------------|---------------------------|---|
| German AC Coaches | 102 Coaches / 204 Units | 57 Coaches / 114 Units | Remaining units to be installed by 20-09-2025 |
| Chinese AC Coaches | 51 Coaches / 102 Units | – | Contract issued. First 2 units to be supplied within two months; remaining within four months after successful trial. |

NEW TRAIN INAUGURATIONS

To facilitate passengers, the following new trains were inaugurated during FY 2024–25: -

- 43 UP / 44 DN Shah Hussain Express
- 227 UP / 228 DN DG Khan Shuttle
- 171 UP / 172 DN Sialkot Express

ENERGY COST REDUCTION

Pakistan Railways saved Rs. 3.4 billion by transferring 18,394 out of 26,660 KWH meters to DISCOs for direct billing.

SOLARIZATION OF RAILWAY STATIONS

| | |
|-------------------------|---|
| Name of Project | Installation & Commissioning of Solar System at 155 Nos. Railway Stations |
| Mode of Funding | PSDP |
| Original Cost | PKR 450.00 million |
| Nos. of Sites | 155 Nos. Railway Stations |
| Load | 2.00 MW Approximately |
| Annual Solar Generation | 2.90 million kWh Units approx. |
| Annual Savings | PKR 200.00 million approx |

Solar systems were successfully installed at 38 railway stations

| S# | Division | Nos. of Sites | Total Load (kw) | Stations Completed | Remarks |
|----|------------|---------------|-----------------|--------------------|--|
| 1 | Lahore | 14 | 102 | 14 | Completed. |
| 2 | Peshawar | 09 | 37 | 09 | Completed. |
| 3 | Rawalpindi | 15 | 191 | 15 | Completed. |
| 4 | Multan | 31 | 248 | 08 | Work in Progress. |
| 5 | Quetta | 10 | 105 | 0 | Letter of acceptance issued on 15.03.2025. Material supplied at sites. Solarization is in progress. |
| 6 | Quetta | 15 | 33 | 0 | Tender re-advertised on 14.07.2025 and opened on 09.08.2025. Three (03) firms submitted / uploaded their bids on EPADS. |

| | | | | | |
|---|--------------|------------|-------------|-----------|---|
| 7 | Sukkur | 33 | 885 | 0 | Bids are under financial evaluation. |
| 8 | Karachi | 27 | 384 | 0 | Tender re-advertised on 28.06.2025 and opened on 19.07.2025 (03) firms submitted/uploaded their bids on EPADS. Bids are under Technical Evaluation. |
| | Total | 154 | 1985 | 46 | |

FUTURE PLANS:

PROCUREMENT OF DG SETS:

A PC-I has been prepared for the procurement of 49 Diesel Generator Sets to enhance service reliability.

REMAINING KWH METER TRANSFERS TO DISCOS:

The process of shifting remaining residential colonies to DISCOs is underway. A total of 3922 KWH meters are targeted for transfer by June 2026, with expected annual savings of Rs. 600 million.



FMR Hanif Abbasi inaugurates Khushal Khan Khattak Express at Peshawar Cantt Railway Station 24.04.2025

10. BRIDGES DEPARTMENT 2024-2025

OBJECTIVES.

- To assist operating Divisions for proper inspection of bridges for safe train operation.
- To attempt Rehabilitation of weak bridges as per safety standards.
- To assist Divisions to remove speed restrictions over weak after Rehabilitation.

BRIDGES (FY 2024-2025)

At Present, there are (4021 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.

Protection works on bridges of PR has also been completed during the year 2024-25.

- Bridges replaced with Pile foundation girder bridge = 01 No.
 - Bridges replaced with RCC Box Culverts = 01 No.
 - Protection work/Minor/special repair of bridges = 36 Nos
 - Painting of bridges = 32 Nos
- Moreover, the progress of tube well, foot over bridges & sheds during 2024-25 is as under:
- New Tube Well Installed = 04 Nos
 - Erection & replacement of CGI sheets of sheds. = 06 Nos
 - Repair to foot over bridges = 13 Nos
 - Painting and repair of Turntable = 03 Nos

11.1 BRIDGE WORKSHOP JHELUM

The bridge work shop Jhelum was established by Mr. W.T EVERAL in 1914. The workshop function 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 role for maintenance and up-gradation of steel bridges and mental 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 2024-25

| S.# | Financial year | Production (Tons) | Production value (Rs. In million) |
|-----|----------------|-------------------|-----------------------------------|
| 1 | 2024-25 | 149.96 | 51.59 |

11.2 CURRENT ACTIVITIES: -

1. To manufacturing crossing acute 100-RE 1:12 with fitting = 25 Nos for SSKP/TSD/RND.
2. To manufacturing Sighting Distance Boards = 20 Nos and Whistle Boards = 50 Nos to PWI/GKN.
3. To Repair/Parts of Motor Trolley complete to AEN/JMR Rawalpindi Division.
4. To manufacturing and supply of: -
 - i. Shaft Bracket required for 75' Turntable for Chaman Railway Station in Quetta Division = 03 Nos.
 - ii. Bolts with Nuts of length 18" = 50 Nos/Bolts with Nuts of length 10" = 50 Nos.
 - iii. Cover Plates of Wedge Block for 75' Turn Table.
 - iv. Wedge Block for Turntable (85' dia) at loco sheds Rohri = 04 Nos.
 - v. Wedge pocket and wedge cover plate = 04 Nos.
 - vi. Lever Rod = 03 Nos.
 - vii. Lever Rods = 03 Nos.
 - viii. Top Cover plates of wheel = 03 Nos.

11.4 HISTORY OF BRIDGE WORKSHOP JHELUM

An eminent Railway Bridge Engineer, Mr. W.T. Everall In 1914, set up bridge Workshop Jhelum. Initially, it was located on the right bank of River Jhelum for Military Engineering Services and Civil Public works department and was known as Down Bridge Workshop. In 1922 it was shifted to present site, on North East of Jhelum Railway Station.

- i. Year of track-Layout between LHR-LLM-RWP section = 1876
- ii. Year of establishment of Bridge Workshop Jhelum = 1914
- iii. Founder of Bridge Workshop Jhelum **ENGINEER W.T EVARALL** Bridge Workshop Jhelum
- iv. Relocation at present site Year, 1922

TOTAL LAND

| | |
|----------------------------|---|
| (a) Area of main Shop. | 675000 SFT (15.50 Acre) |
| (b) Area of SSKP Yard. | 273000 SFT (5.90 Acre) |
| (c) Area of Concrete yard. | 256782 SFT (6.26 Acre) |
| Total: - | <u>12,04,782 SFT (27.66 ACRES)</u> |

SUMMARY OF LAND ASSETS OF BRIDGE WORKSHOP JHELUM

| S# | Description | Covered Area (Sft) | Non-Covered Area (Sft) | | Total Area (Sft) | Total Area Marla (Acre) | Cost (Rs. in Million @ Rs.0.855 M/Marla) |
|--------------|------------------------------|----------------------------------|------------------------|---------------------|------------------|-------------------------|--|
| | | | Utilized by BWJ | Not utilized by BWJ | | | |
| 1 | Area of Main Structural Shop | 147,225 (Detail at Table-A1) | 131,944 | 395,381 | 675,000 | 2479.34 (15.50) | 2,119.83 |
| 2 | Area of Concrete Yard | 131,242 (Detail at Table-A-2) | 60,885 | 182,655 | 256,782 | 943.18 (5.90) | 806.42 |
| 3 | Area of SSKP | 6,224 (Detail at Table-A3) | 66,694 | 200,082 | 273,000 | 1002.75 (6.26) | 857.36 |
| Total | | 166,691 | 259,523 | 778,568 | 1,204,782 | 4425.28 (27.66) | 3784 million |

BALANCE SHEET FOR THE FINANCIAL YEAR 2024-2025

| Year | Progress in Tons | Expenditure (Py & Allowances/TA/ Utility Bills etc) | Cost of Fabrication | Profit | Loss |
|----------|------------------|---|---------------------|----------|----------|
| Jul/2024 | 12.02 | 5250486 | 4288121 | | 962365 |
| Aug/2024 | 24.80 | 5250486 | 3135926 | | 2114560 |
| Sep/2024 | 58.12 | 5250486 | 15536882 | 10286396 | |
| Oct/2024 | 15.54 | 5333491 | 8641273 | 3307782 | |
| Nov/2024 | 1.80 | 5355995 | 2012822 | | 3343173 |
| Dec/2024 | 2.52 | 5234244 | 1736364 | | 3493880 |
| Jan/2025 | 8.95 | 5497174 | 5515153 | 17979 | |
| Feb/2025 | 5.51 | 5522748 | 1858663 | | 3664085 |
| Mar/2025 | 6.50 | 5305473 | 1764279 | | 3541194 |
| Apr/2025 | 6.75 | 5506502 | 2453534 | | 3052968 |
| May/2025 | 7.11 | 5286746 | 4136159 | | 1150587 |
| Jun/2025 | 0.34 | 5276468 | 513968 | | 4762500 |
| Total: - | 149.96 | 64070299 | 51593144 | | 12477155 |

11.5 MAJOR ACHIEVEMENTS MADE DURING 2024-2025

- Fabrication of shallow type service span (1x47'-0") required for temporary arrangement and reconstruction of Bridge to IFX/LHR (26 Tons).

- To manufacture and supply of H.S Tanks 8'x8'x8' = 4 Nos for Washing Line and Sick line at KYC Yard to IFX/KC (12 Tons).
- To modification/strengthened (2x45'-4" OA and 2x44'-0" OA height 4'-6") Deck type release girder Skew span 4 Nos for Bridge No.259-Q on Sibi-QTA section to IFX/QTA (61.18 Tons).
- To modification/strengthened (4'x44'-0") 3 Nos release deck type girder spans for Bridge No.4 SDR-SLL Section to IFX/LHR (47 Tons).
- To Manufacture Crossing acute 100 RE 1:12 with fitting = 7 Nos.



CEO Railways Amir Ali Baloch Inaugurates of Sialkot Express, 16.06.2025

B. MECHANICAL ENGINEERING DEPARTMENT

1. MECHANICAL DEPARTMENT

DATA FOR THE YEAR BOOK 2024-2025

| S.No. | Description | Goods Stock |
|--------------|--|--------------------|
| 1 | Covered wagons | 2149 |
| 2 | Open Wagons | 3714 |
| 3 | For Container | 1516 |
| 4 | Trank Wagon | 1707 |
| 5 | Special Type wagons | 433 |
| 6 | Miltary Stock | 575 |
| 7 | Departmental wagons | 577 |
| 8 | Brake vans | 344 |
| 9 | Four Wheeled wagons | 3830 |
| 10 | Eight Wheeled wagons | 7185 |
| 11 | Freight wagons in number | 11015 |
| 12 | Goods wagons in terms of 4-wheeled | 18200 |
| 13 | Carrying capacity of freight wagons in tones | 453934.4 |

ACHIEVEMENTS

- i. Average ineffective of Goods Rolling Stock during the financial year 2024-2025 is 38.2%.

CONVERSION OF 328 MBFRS

- i. Conversion of Braking System of 328 Nos. MBFRs from Vacuum Brake to Dual Brake System. Out of 328 MBFRs, 113 MBFRs have been converted from vacuum brake to dual brake system up to 30th of June-2025.
- ii. Complete imported material for air brakes of 328 MBFRs has been received and will be completed up to November 2025.

PROCUREMENT / MANUFACTURE OF 820 HIGH-CAPACITY BOGIE WAGONS & 230 PASASANGER CARRIAGES

- i. 820 High-Capacity Wagons project 200 CBU wagons were procured, 230 SKD Wagons and 53 CKD wagons manufactured up to 30th of June-2025.

1. MECHANICAL ENGINEERING DEPARTMENT (C&W)

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

- i. Chief Mechanical Engineer / Loco
- ii. Chief Mechanical Engineer / Carriages & Wagons
- iii. Chief Electrical engineer



FMR Hanif Abbasi and Federal Minister Awais Leghari Inaugurates Shuttle Train between D.G Khan and Multan 16.04.2025

POPULATION OF PASSENGER COACHES

| S.No. | Description | No. of Coaches |
|--------------|-----------------------------|----------------|
| 1 | Air-Conditioned Coaches | 440 |
| 2 | Non-Air-Conditioned Coaches | 1159 |
| 3 | Power Van | 97 |
| TOTAL | | 1696 |

ACHIEVEMENTS:

1. High speed bogie of 160 KM/h manufactured in CEI under Transfer of Technology from China against PSDF project of 230 passenger coaches. CKD manufacturing of 184 coaches starts and 64 coaches will manufacture in the year 2025-26.
2. The following trains have been restored with refurbished coaches during the year:
 - a. Zikriya Express (25up / 26dn)
 - b. Karakoram Express (41up / 42dn)
 - c. DG Khan Shuttle (3up / 4dn)
 - d. Khushhal Khan Khattak (19up / 20dn).

2. MECHANICAL ENGINEER/LOCO

Special Repair of 100 Nos. D.E. Locomotives Project (On-going)

ACHIEVEMENTS

100 Nos. D.E. Locomotives have to be repaired under this project out of which the following 85 Nos. D.E. Locomotives were turned out during FY: 2024-25 upto 30.06.2025, date is mentioned against each for operational services.

CHIEF MECHANICAL ENGINEER/LOCO

| S. # | D.E. Loco Class & No | Base Shed | Date Turned out | S. # | D.E. Loco Class & No | Base Shed | Date Turned out |
|------|----------------------|-----------|-----------------|------|----------------------|-----------|-----------------|
| 1 | GMCU-15 (4911) | KDA | 30.05.2022 | 44 | GMU-15(4806) | ROH | 29.12.2023 |
| 2 | RGE-24 (5211) | ROH | 13.06.2022 | 45 | GMCU-15 (4905) | KDA | 31.12.2023 |
| 3 | GMU-30 (4714) | KC | 30.03.2022 | 46 | GMU-30 (4726) | KC | 18.01.2024 |
| 4 | GMU-30 (4715) | KC | 11.06.2022 | 47 | GMU-30 (4721) | KC | 30.01.2024 |
| 5 | RGE-24 (5207) | ROH | 25.07.2022 | 48 | HBU-20 (8069) | KDA | 31.01.2024 |
| 6 | PHA-20 (8317) | RWP | 26.07.2022 | 49 | RGE-20 (5103) | LHR | 31.01.2024 |

| | | | | | | | |
|----|----------------|-----|------------|-----|----------------|-----|------------|
| 7 | PHA-20 (8322) | RWP | 05.08.2022 | 50 | HBU-20 (8034) | RWP | 10.02.2024 |
| 8 | RGE-24 (5221) | ROH | 24.08.2022 | 51 | RGE-20 (5113) | QTA | 10.02.2024 |
| 9 | PHA-20 (8302) | RWP | 02.09.2022 | 52 | PHA-20 (8320) | RWP | 28.02.2024 |
| 10 | RGE-20 (5107) | QTA | 06.09.2022 | 53 | PHA-20 (8310) | RWP | 28.02.2024 |
| 11 | HBU-20 (8079) | KDA | 24.09.2022 | 54 | RGE-20 (5121) | QTA | 08.03.2024 |
| 12 | GMU-30 (4719) | KC | 24.09.2022 | 55 | GMCU-15 (4910) | KDA | 20.03.2024 |
| 13 | GMU-15 (4804) | ROH | 29.11.2022 | 56 | GMU-30 (4702) | KC | 22.03.2024 |
| 14 | HBU-20 (8039) | RWP | 29.11.2022 | 57 | HBU-20 (8043) | KDA | 27.03.2024 |
| 15 | GMCU-15 (4904) | KDA | 09.12.2022 | 58 | HBU-20 (8045) | KDA | 29.03.2024 |
| 16 | GMU-15 (4815) | ROH | 24.12.2022 | 59 | RGE-20 (5124) | LHR | 29.03.2024 |
| 17 | RGE-24 (5216) | ROH | 30.12.2022 | 60 | GMU-15(4803) | ROH | 31.03.2024 |
| 18 | GMU-15 (4811) | ROH | 12.01.2023 | 61 | PHA-20 (8313) | RWP | 20.04.2024 |
| 19 | HBU-20 (8040) | KDA | 31.01.2023 | 62 | PHA-20 (8304) | RWP | 27.04.2024 |
| 20 | HBU-20 (8053) | KDA | 10.02.2023 | 63 | GMCU-15 (4902) | KDA | 29.04.2024 |
| 21 | PHA-20 (8303) | RWP | 07.03.2023 | 64 | HBU-20 (8049) | RWP | 30.04.2024 |
| 22 | HBU-20 (8030) | KDA | 13.03.2023 | 65 | HBU-20 (8071) | KDA | 30.04.2024 |
| 23 | RGE-20 (5106) | LHR | 10.05.2023 | 66 | GMU-30 (4704) | KC | 30.04.2024 |
| 24 | PHA-20 (8309) | RWP | 15.05.2023 | 67 | HBU-20 (8054) | RWP | 31.05.2024 |
| 25 | RGE-20 (5108) | QTA | 03.06.2023 | 68 | GMCU-15 (4909) | KDA | 31.05.2024 |
| 26 | HBU-20 (8059) | RWP | 20.06.2023 | 69 | RGE-24 (5203) | ROH | 31.05.2024 |
| 27 | GMCU-15 (4901) | KDA | 26.06.2023 | 70 | RGE-24 (5220) | ROH | 31.05.2024 |
| 28 | PHA-20 (8314) | RWP | 27.06.2023 | 71 | GMU-30 (4706) | KC | 31.05.2024 |
| 29 | RGE-20 (5114) | QTA | 27.06.2023 | 72 | GMU-30 (4711) | KC | 30.06.2024 |
| 30 | HBU-20 (8068) | KDA | 27.07.2023 | 73 | GMU-15 (4801) | ROH | 30.06.2024 |
| 31 | GMU-30 (4712) | KC | 08.07.2023 | 74 | HBU-20 (8046) | RWP | 30.06.2024 |
| 32 | GMU-30 (4729) | KC | 19.07.2023 | 75 | HBU-20 (8060) | KDA | 30.06.2024 |
| 33 | GMU-15 (4812) | ROH | 12.08.2023 | 76 | GMCU-15 (4912) | KDA | 27.07.2024 |
| 34 | HBU-20 (8078) | KDA | 22.08.2023 | 77 | HBU-20 (8062) | KDA | 31.07.2024 |
| 35 | GMU-30 (4731) | KC | 10.08.2023 | 78 | GMU-30 (4718) | KC | 31.07.2024 |
| 36 | HBU-20 (8038) | RWP | 30.09.2023 | 79 | GMU-30 (4717) | KC | 31.08.2024 |
| 37 | PHA-20 (8308) | RWP | 30.09.2023 | 80 | PHA-20 (8307) | RWP | 31.08.2024 |
| 38 | RGE-20 (5104) | RWP | 25.10.2023 | 81. | GMU-15(4809) | ROH | 21.09.2024 |
| 39 | RGE-20 (5111) | RWP | 28.10.2023 | 82. | HBU-20(8047) | KDA | 29.10.2024 |
| 40 | GMU-15(4807) | ROH | 11.11.2023 | 83. | GMU-30 (4722) | KC | 23.04.2025 |
| 41 | GMCU-15(4903) | KDA | 28.11.2023 | 84. | GMU-30 (4736) | KC | 29.04.2025 |
| 42 | HBU-20(8050) | KDA | 30.11.2023 | 85. | GMU-30 (4713) | KC | 03.05.2025 |
| 43 | GMU-30 (4733) | KC | 09.12.2023 | - | - | - | - |



Newly Manufactured Flat Wagons 23.05.2025

STATEMENT OF STAFF:

Total No. of Staff (BS-1 to BS-17)

| SS | OR | VAC |
|-----------|-----------|------------|
| 09 | 08 | 01 |

Re-commissioning of 05 Accidental D.E. Locomotives Project (On-going)

ACHIEVEMENTS

05 Nos. Accidental D.E. Locomotives have to be re-commissioned under this project out of which the 03 Nos. HGMU-30 D.E. Locomotives were turned out during FY: 2024-25 dates are mentioned against each for operational services:

| # | 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 |

STATEMENT OF STAFF

Total No. of Staff (BS-1 to BS-17)

| SS | OR | VAC |
|-----------|-----------|------------|
| 11 | 08 | 03 |

3. CHIEF CONTROLLER OF STORES DEPARTMENT

CURRENT ACTIVITIES AND ACHIEVEMENTS

STOCKING DEPOTS

A total of 31,395 regular stock Items, covering Mechanical, Civil, Electrical, Signal & Telecommunication Departments as well as various other consumer needs, are stored across 16 Stocking Depots strategically located in Lahore, Karachi, Hyderabad, Sukkur, Quetta, Jhelum, and Rawalpindi. These depots play a role in guaranteeing an uninterrupted supply of materials to End-users.

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 of the Railway System. These materials undergo inspection by Survey Committees to assess their potential for reutilization within the system. Once deemed un-utilizable, the materials are categorized as scrap and subsequently disposed through sale.

Notably, in the fiscal year 2024-25, scrap materials with a cumulative value Rs. 2,129.591 million have been successfully sold.

SAP – MM Module

Currently, SAP software is replacing internally developed Material Accounting System (MAS). In the SAP MM Module, activities such as the creation of material master data, purchase requisitions, and purchase orders will continue to be executed. Additionally, transactions like material issuances and material receipts will be managed at the depot level.

Moreover, the data related to the sale of scrap will now be maintained in the SAP Sales & Distribution Module. This entails the management of master data for surveyed scrap, batch creation, balance transfers within batches through the MIGO function, the creation of business partners, and ultimately, the generation of sales orders. Subsequent to the sales order generation, gate passes and material requisitions will also be generated through the Sales & Distribution (S&D) module. This integrated system streamlines our material management processes, enhancing efficiency and accuracy throughout our operations.

PRINTING PRESS

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

Notably, the Printing Press plays a pivotal role in the creation of essential materials such as Pakistan Railways' Summer and Winter Time Tables for Passengers and Freight Trains (for official use only), as well as the Annual Audit Report. These products exemplify the diverse range of materials produced by this facility to support the seamless functioning of Pakistan Railways.

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.

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.

During the fiscal year 2024-25, consignments with a total value of Rs. 11999 million were successfully cleared and Pakistan Railways diligently deposited Rs. 4612.407 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.

4. CHIEF CONTROLLER OF PURCHASE DEPARTMENT

Material supply system is the lifeline of any organization. The branch is headed and managed by officers having engineering background with specialized departmental training and subsequently time to time refresher courses, putting them in unique position to assess, analyze and control the procurement action based on consumer requirements, engineering fundamentals, market analysis, supplier capabilities as well as Public Procurement (PPRA) and state of the art Supply Chain Management tools & techniques.

The objective of Purchase department is to arrange maintenance supplies of Store & Spares for efficient and smooth train operations. There are about **31395** regular buy-out 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 the Branches with necessary material, while controlling the procurements, the department also maintains and ensures a healthy relationship with suppliers.

BOARD ANALYSIS OF REVENUE PURCHASE MADE DURING THE YEAR 2024-25

Rupees in Million

| | | |
|---------------|----------------------------------|----------------|
| 1. | Imports (FOB) | 2152.304 |
| 2. | Custom Duty & Sales Tax | 873.789 |
| 3. | Sea Freight | 43.820 |
| 4. | Indigenous Purchase (FOR) | |
| 4.1 | CCP | 4661.039 |
| 4.2 | Steel Shop / MGPR | 13.404 |
| 5. | Other than CCP Office | 117.124 |
| Total. | | 7862.48 |

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 Loco and Special Repair of 600 Coaches & 1200 Bogie Wagons and 328 MBFR braking system.

iii. MODE OF PROCUREMENT

All the purchases are made through tendering system according to, fundamental as well as advanced Supply Chain Management principles, and PPRA rules through Advertised Tenders. Tender Notices are displayed on Pakistan Railways Website www.pakrail.gov.pk PPRA 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. **BOTTLENECKS**

1. There is extreme shortage of staff in Purchase Branch. Against the sanctioned strength of **97** only **26** employees from BSP-1 to 16 are available i.e. **73%** shortage. Similarly, only **08** officers remained posted against the **15** sanctioned seats (BSP-17 to 19) reflecting more than **50%** shortage during Financial Year 2024-25.
2. The available staff is not well conversant with latest technology to switch over to e-Procurement.
3. Meager allocation of funds against annual consumer requirements resulted in emergency like situation to prioritize items to be procured.
4. Historically, CCP office deals with Revenue of extra staff and infrastructure, resulted in overloading the existing staff and infrastructure.

vii **NOTABLE ACHIEVEMENTS**

1. Despite the above-mentioned constraints, CCP office managed uninterrupted / smooth disposal of cases in an expeditious manner.
2. Despite abnormal inflation rate during the said time period, 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 the departmental requirements budget allocation and supply constraints.
3. An amount of more than **Rs.4586.401** million was deposited in national exchequer against CD&ST for revenue and PSDP.
4. More than 71 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.

viii. **FUTURE PLAN**

Purchase Branch has shifted to e-Procurement system namely ePADS and world-renowned SAP MM module. In future, CCP office is preparing to implement completely paperless environment.

5. COMMERCIAL AND TRAFFIC DEPARTMENT

COMMERCIAL BRANCH

ORGANIZATION OF PASSENGER WING.

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 travelling public including the Transportation of Parcel Traffic. The Passenger Wing of Commercial Department is headed by the Chief Commercial Manager who is assisted by the following Officers: -

| | | |
|------------------------------------|---|---|
| i. Deputy Chief Commercial Manager | = | 3 |
| ii. Senior Commercial Manager | = | 1 |
| iii. Assistant Commercial Managers | = | 8 |

MISCELLANEOUS INFORMATION.

- Pakistan Railways has earned financial year 2024-2025 Rs: 47532.536/-million under the passenger head against the budgetary target of Rs: 55000/- million and against the earning of Rs: 48277.746/- million during the corresponding period of the previous year. Further an amount of Rs: 3209.638/- million have been earned financial year 2024-2025 under the head of other coaching earning against the budgetary target of Rs: 3000/ million and against the revenue of Rs: 2843.716/- 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: 2191.222/- million during the financial year 2024-25, against the budgetary target of Rs. 2500/- million and against the revenue of Rs: 1669.817/- million earned during the corresponding period of the previous year.
- 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 2024-2025, an amount of Rs. 1591.554/- million has been realized.
- Pakistan Railways earned Rs. 72.600/- million (provisional) from special trains i.e. Eid specials, RND specials, Sikh specials, etc during the financial year 2024-2025.

| TICKETLESS CHECKING EARNING FROM JULY 2024 TO JUNE 2025 OVER THE SYSTEM | | | | |
|--|----------------|-------------------|------------------|-------------------|
| Months | Cases | Fares | Penalty | Total |
| Jul-24 | 89088 | 99364140 | 1169385 | 111057990 |
| Aug-24 | 88875 | 97631595 | 10884495 | 108516090 |
| Sep-24 | 87074 | 96541805 | 9807695 | 106349500 |
| Oct-24 | 100458 | 108872460 | 11188555 | 120061015 |
| Nov-24 | 115083 | 125163370 | 13586195 | 138749565 |
| Dec-24 | 101208 | 108216185 | 12277915 | 12049410 |
| Jan-25 | 99210 | 103856205 | 11811785 | 115667990 |
| Feb-25 | 131520 | 123885455 | 13249500 | 137134955 |
| Mar-25 | 88511 | 111092190 | 11721278 | 122813468 |
| Apr-25 | 135377 | 157315800 | 16646208 | 173962008 |
| May-25 | 113678 | 128561090 | 13709710 | 142270800 |
| Jun-25 | 155014 | 174532744 | 19943711 | 194476455 |
| G. Total | 1305077 | 1435033039 | 145996432 | 1591553936 |

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

| S.# | DIVISION | STATION | HALTS | TOTAL |
|------------|-----------------|----------------|--------------|--------------|
| 1 | Peshawar | 44 | 5 | 49 |
| 2 | Rawalpindi | 62 | 11 | 73 |
| 3 | Lahore | 99 | - | 99 |
| 4 | Multan | 92 | 1 | 93 |
| 5 | Sukkur | 71 | - | 71 |
| 6 | Karachi | 46 | - | 46 |
| 7 | Quetta | 39 | 2 | 41 |
| | Total | 453 | 19 | 472 |

| | |
|--|-----------|
| Railway Reservation & information offices managed by PRACS | 16 |
|--|-----------|

Claim and accident cases from July, 2024 to June, 2025 is shown as under: -

Claim cases opened = 03
 Claim paid Cases = 01
 Claim Filed Cases. = 14
 Outstanding Filed Cases = 11
 Paper transfer Cases. = 01

Accident Verified Cases. 162 (Deceased 31 + Injured 131)
 Accident Compensated Cases. 06 (Deceased 05 + Injured 01)

| SPECIAL TRAINS FY-(2024-25) | | | | | |
|------------------------------------|--------------|--------------------------|----------------|--------------|-----------|
| S. # | MONTH | TRAIN | FROM-TO | TOTAL | |
| | | | | UP | DN |
| 1 | Jul-24 | Dawat-e-Islami Special | LHR-KC | - | 1 |
| 2 | Aug-24 | Nil | - | - | - |
| 3 | Sep-24 | Dawat-e-Islami Special | LHR-KC | - | 1 |
| 4 | Oct-24 | Dawat-e-Islami Special | LHR-KC | - | 1 |
| 5 | | Dawat-e-Islami Special | LHR-KC | - | 1 |
| 6 | | Dawat-e-Islami Special | LHR-KC | - | 1 |
| 7 | Nov-24 | TLP Special | KYC-LHR | 1 | - |
| 8 | | SIKH Special | KC-NNS-KC | 1 | 1 |
| 9 | | RND Special | KYC-RND-KYC | 1 | 1 |
| 10 | Dec-24 | Shah Nawaz Bhuto Special | LHR-SNBT-LHR | 1 | 1 |
| 11 | | Dawat-e-Islami Special | LHR-PSC | 1 | - |
| 12 | | Dawat-e-Islami Special | LHR-HVN | 1 | - |
| 13 | | CSA Special | LRC-MGLA | 1 | - |
| 14 | Jan-25 | Nil | - | - | - |
| 15 | Feb-25 | SWN Special Train | FSLD-SWN-FSLD | 1 | 1 |
| 16 | | SWN Special Train | LHR-SWN-LHR | 1 | 1 |
| 17 | | Dawat-e-Islami Special | LHR-KC | - | 1 |
| 18 | Mar-25 | EID-UL-FITR Specials | KC-LHR | 1 | - |
| 19 | | | QTA-PSC | 1 | - |
| 20 | | | LHR-KC | - | 1 |
| 21 | | | KYC-RWP | 1 | - |
| 22 | | | KC-LHR | 1 | - |
| 23 | Apr-25 | Nil | - | - | - |
| 24 | May-25 | Nil | - | - | - |
| 25 | Jun-25 | EID-UL-AZHA Specials | KC-LHR | 1 | - |
| 26 | | | QTA-PSC | 1 | - |

| | | | | | |
|-----------------------------|--|--|---------|-----------|-----------|
| 27 | | | LHR-KC | - | 1 |
| 28 | | | KYC-RWP | 1 | - |
| 29 | | | KC-LHR | 1 | - |
| Total Special Trains | | | | 17 | 13 |

| EXTRA COACHES FY- (2024-25) | | | | |
|------------------------------------|--------------|------------|-------------|--------------|
| S. # | MONTH | UP | DOWN | TOTAL |
| 1 | Jul-24 | 29 | 34 | 63 |
| 2 | Aug-24 | 8 | 6 | 14 |
| 3 | Sep-24 | 5 | 1 | 06 |
| 4 | Oct-24 | 4 | 6 | 10 |
| 5 | Nov-24 | 11 | 10 | 21 |
| 6 | Dec-24 | 33 | 28 | 61 |
| 7 | Jan-25 | 14 | 12 | 26 |
| 8 | Feb-25 | - | - | - |
| 9 | Mar-25 | 3 | 3 | 6 |
| 10 | Apr-25 | 7 | 2 | 9 |
| 11 | May-25 | 7 | 11 | 18 |
| 12 | Jun-25 | 9 | 3 | 12 |
| Total | | 130 | 116 | 246 |

5. TRAFFIC BRANCH

PUNCTUALITY % OF TRAINS FOR THE YEAR 2024-2025

| MONTH | 2024-2025 | | |
|--------------|------------------|------------------|----------------|
| | MAIL/EXP. | INTERCITY | OVERALL |
| JUL | 46 | 95 | 76 |
| AUG | 35 | 94 | 71 |
| SEP | 42 | 95 | 74 |
| OCT | 43 | 95 | 73 |
| NOV | 30 | 91 | 66 |
| DEC | 38 | 95 | 70 |
| JAN | 30 | 91 | 66 |
| FEB | 44 | 96 | 74 |
| MAR | 57 | 98 | 80 |
| APR | 43 | 95 | 73 |
| MAY | 72 | 97 | 86 |
| JUN | 56 | 95 | 79 |
| AVG % | 45 % | 95 % | 74 % |

FREIGHT LOADING:

During the year 2024-25, 284695 wagons were loaded on the entire system against 289748 wagons during the corresponding period registering decrease of 5053 wagons (-2%)

Comparative loading of all divisions remained as under: -

| Division | 2024-25 | 2023-24 | Variation |
|-------------------|----------------|----------------|------------------|
| Karachi | 191831 | 181399 | 10432 |
| Sukkur | 4242 | 10834 | -6592 |
| Multan | 19401 | 20059 | -658 |
| Lahore | 63602 | 63136 | 466 |
| Rawalpindi | 2698 | 5116 | -2418 |
| Peshawar | 1536 | 7430 | -5894 |
| Quetta | 1385 | 1774 | -389 |
| Total | 284695 | 289748 | -5053 |

6. MARKETING DEPARTMENT

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.
- Signing of Agreement with JPCL is under process for the transportation of indigenous coal from Thar to Jamshoro Power Plant.
- 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.
- 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-capacity freight wagons, 200 received by Pakistan Railways and 167 wagons manufactured in Pakistan. The remaining 513 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.
- Out sourcing of Freight Trains is under process and also on line booking of freight wagons software is being developed.
- 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 & Sulphur 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. The party interested to sign MOU with Pakistan Railways for long term basis.

PASSENGER SECTOR

- 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 Ijtima 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 Faiz |
| Subak Kharam Express | Ravi Passenger | Mianwali Express |
| Moenjo Daru Passenger | Mehar Express | Chenab Express |

Out of 230 new state of art passenger coaches 46 received by Pakistan Railways and 8 are manufactured in Pakistan. The remaining 176 coaches will be manufactured in Pakistan in the current passenger fleet for providing reliable, safe and comfortable journey to the people of Pakistan.

- RABTA app for on-line booking of tickets has been installed over the system for the facilitation of passengers.
- 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 desks are being introduced at stations for the guidance and facilitation and Wi-Fi devices are also installed in trains for traveling passengers.
- Complimentary services for providing breakfast, lunch and dinner in green line train has been introduced and will be extended in other trains also.

COMPARISON OF PASSENGER AND FREIGHT EARNING (2024-25)

Rs. In million

| Description | Passenger | Freight |
|-------------|-----------|-----------|
| Earning | 47541.527 | 31624.250 |
| Target | 55000.000 | 35000.000 |
| Variation | -7458.473 | -3375.750 |

Earning of all Dry Ports for the Financial Year, 2024-25

| EARNING OF ALL DRY PORTS FOR THE FINANCIAL YEAR 2024-2025 | | | | | | | | | | | | | | | | | | | |
|--|------------|--------------|--------------|-----------------|--------------|---------------|------------|----------|----------|----------|-------------|---------------|----------|-----------|------------|----------|-----------------------|-----------------|-------------------------------|
| Dry Ports | Import | | | | | | | | Export | | | | | | | | Total TEUs/ Tonnes | | Earning (Rs in million) |
| | By Rail | | | | By Road | | | | By Rail | | | | By Road | | | | | | |
| | Bonded | | Non Bonded | | Bonded | | Non Bonded | | Bonded | | Non Bonded | | Bonded | | Non Bonded | | Import & Export | | |
| | TEUs | Tonnes | TEUs | Tonnes | TEUs | Tonnes | TEUs | Tonnes | TEUs | Tonnes | TEUs | Tonnes | TEUs | Tonnes | TEUs | Tonnes | TEUs | Tonnes | |
| Azakhel | 570 | 79837 | NIL | NIL | 20179 | 332154 | Nil | NIL | NIL | NIL | Nil | Nil | 7 | 54 | Nil | Nil | 20756 | 412045 | 554.691 |
| Islamabad | NIL | NIL | NIL | NIL | 5008 | 74262 | NIL | NIL | NIL | NIL | NIL | NIL | 2 | 11 | NIL | NIL | 5010 | 74273 | 169.460 |
| Lahore | NIL | NIL | 8306 | 191635 | 12013 | 157875 | NIL | NIL | NIL | NIL | 6455 | 199044 | NIL | NIL | NIL | NIL | 26774 | 548554 | 547.412 |
| Karachi | NIL | NIL | 55533 | 16,659,990 | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | 55,533 | 16,659,990 | 5900.742 |
| Prem Nagar | Royalty | | | | | | | | | | | | | | | | | | 156.007 |
| Total | 570 | 79837 | 63839 | 16851625 | 37200 | 564291 | 0 | 0 | 0 | 0 | 6455 | 199044 | 9 | 65 | 0 | 0 | 108073 | 17694862 | 7328.312 |

7. DIRECTORATE OF INFORMATION TECHNOLOGY

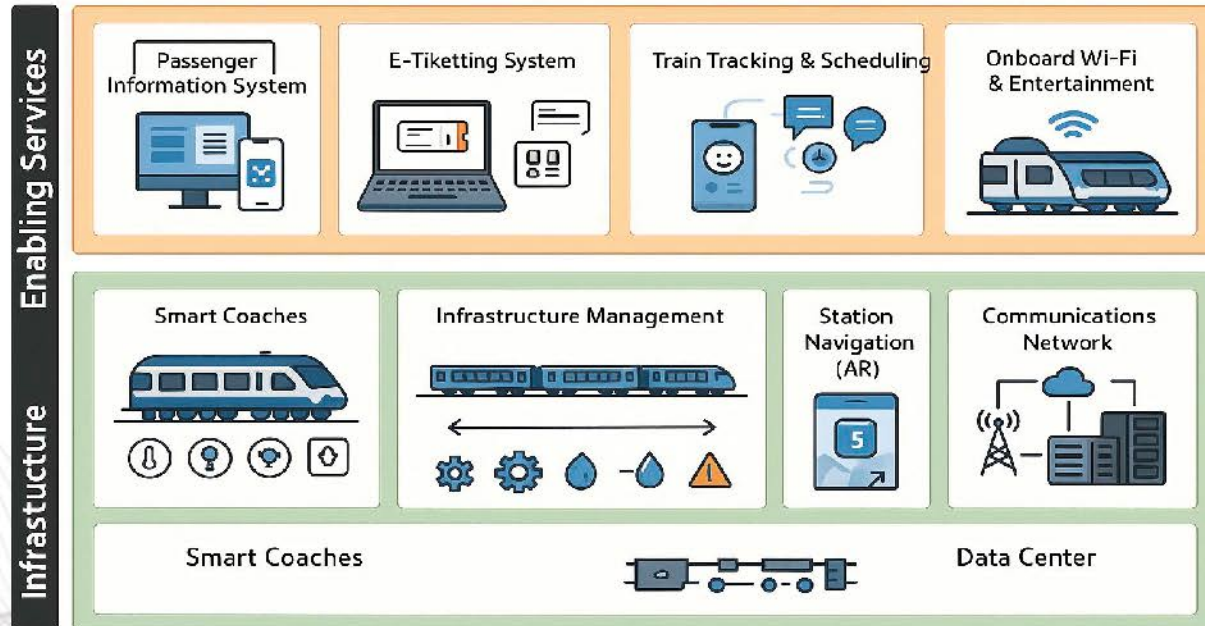
INTRODUCTION

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 76 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 public and internal stakeholders.

This information aims to highlight the current progress of the digitalization initiatives, explore the challenges faced, and propose a way forward to achieve full digital transformation.

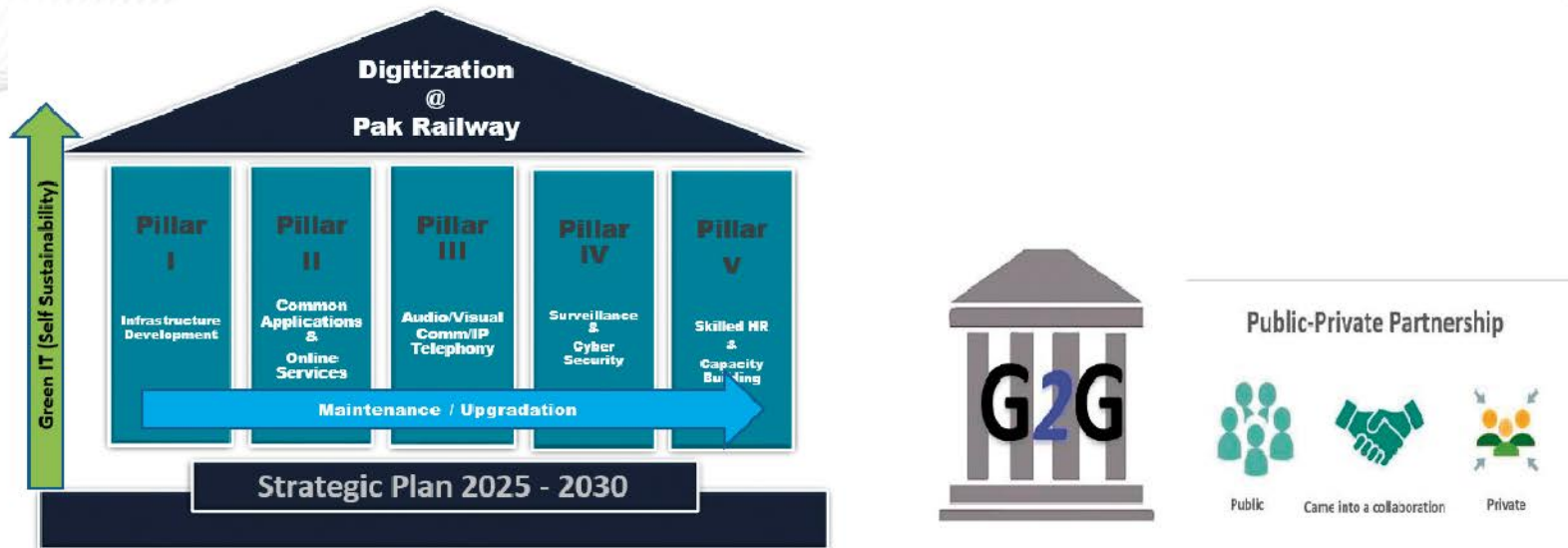
DIGITIZATION STRATEGY

Pakistan Railways IT Directorate has formulated a digitization strategy for Pakistan Railways in terms of infrastructure enhancement and support services keeping in mind the current and future needs of Railways.



DIGITIZATION ROADMAP

Under the vision and leadership of the Minister for Railways and kind guidance of Secretary /Chairman Railways, Directorate of IT has formulated a 5-year Road map for digitization of Pakistan Railways. The competent authority has approved the roadmap as digitization drive for next five years under G2G and Public Private Partnership.



PROGRESS ON DIGITALIZATION INITIATIVES

- ATTENDANCE MANAGEMENT SYSTEM

Attendance Management system (AMS) has been carried out to improve the overall governance of Pakistan railways. The system is used for attendance marking, leave management, calendars management and integration with SAP. The system is designed to mark attendance online through a mobile application while identifying the location of the employees.

- E-INSPECTION MANAGEMENT SYSTEM

E-Inspection Management System is another key initiative of Pakistan Railways under digitization drive in which all the inspection scheduled and unscheduled will be performed by the officers with an online mobile application for data driven decision making and immediate resolution of problematic areas.

- **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, plan your Journey, Tenders, Gallery, Year Book and public notices.

- **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.

- **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.

- **RAILWAY AUTOMATED BOOKING & 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 providing 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.

- **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.

- **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.

- **LEGAL COURT CASES MANAGEMENT SYSTEM**

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

- **SUMMARY:**

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.

8. PERSONNEL DEPARTMENT

The Personnel Branch of Pakistan Railways was establishment as 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, level rules, and more. 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 indispensable.

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 staffing adjustment. 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.

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 rightsizing and rationalization process within Pakistan Railways, which has led to the abolition of **21457** redundant posts, in all departments of Pakistan Railways including accounts but except Railway Police. This process is aligned with updating recruitment rules and Job description to meet future needs. The Personnel Branch's efforts are critical in supporting executive officers, safeguarding staff welfare, and maintaining the integrity of Pakistan Railways operations.

- **ORGANIZATION**

Pakistan Railways is a Federal Government Department under the Ministry of Railways, with the Secretary of the Ministry serving as the Ex- Officio Chairman of the Railway Board. The organization is structured into three functional units: the Operations Unit, the Manufacturing and Services (M&S) Unit, and the Welfare & Special Initiative Unit. The Chief Executive Officer / Senior General Manager (BS-22) are the overall in – charge of these units. Ensuring the seamless operation and management of the railway network across the country.

The Operations Unit, located in the historic North Western Railways Headquarters Office building in Lahore, is directly headed by the Chief Executive Officer / Senior General Manger. This unit oversees all train operations and their related functions, making it the heart of Pakistan Railways Day to day activities. Within the Operations Unit, three Additional General Managers of Infrastructure, Traffic, and Mechanical departments along with various specialized heads of departments who assist them in the smooth functioning of the railways.

Pakistan Railways operates through seven territorial divisions – Peshawar, Rawalpindi, Lahore, Multan, Sukkur, Karachi and Quetta along with a Workshop Division at Moghalpura, Lahore, and an Administrative Division at the Headquarters in Lahore. Each division is headed by a Divisional Superintendent, supported by a team of Divisional and Assistant Officers from various departments, ensuring comprehensive management and efficient operations.

The Manufacturing and Services Unit is responsible for the management of Pakistan Railways industrial assets, including Concrete Sleeper Factories, Locomotive and Carriage Factories. The Welfare and Special Initiative Unit oversees Railway-owned schools, hospitals, sports activities while also monitoring the execution of specially assigned projects.

Additionally, Pakistan Railway has its own Railway Police, Accounts, Audit, IT, Personnel Branch, and Stores / Purchase Departments, all reporting directly to the CEO/Sr. General Manager Pakistan Railways.

9. BENEVOLENT FUND SCHEME

Under the Benevolent Fund scheme, following benefits are admissible to the different categories of Railway Servants and their families.

- **BENEVOLENT FUND & WELFARE FUND ORGANIZATION.**

This organization was established during 1969. Primary aim of this organization is to provide financial assistance to the families of deceased Railways Servants as well as to those Railway employees who are involved during service. This organization is administering following two Funds established through Ordinance # V of 1969 and Ordinance # XIV of 1969.

- **BENEVOLENT FUND**

Monthly grant out of Benevolent Fund ranging from 4,000/- (Min) to Rs.10,100/- (Max) admissible to the families of an employee who die during service or in case of post-retirement death emerged upto the age of 70- years. This monthly grant is also admissible to those employees who are invalidated during service. During the financial year, 24-25, B.F grants amounting to Rs.302.246 million have been disbursed to 31553 of beneficiaries.

- i. **MARRIAGE GRANT**

Marriage grants out of Benevolent Fund @ Rs.50,000/- admissible on marriage of one child son / daughter to the serving retired and deceased employees. During the financial year, 2024-25 an amount of Rs.49700 million has been disbursed to 994 No. of claimants.

- ii. **FAREWELL GRANT**

Farewell Grant equal to one-month basic pay is admissible to all regular employees at the event of retirement on or after 01-01-2006. During financial year, 2024-25, this organization disbursed Rs.50.833 million to 429 No. of claimants.

- iii. **LUMP SUM GRANT**

Lump Sum grant ranging from Rs.150,000/- to Rs.390,000/- is admissible to the invalid employees one time according to the basis pay scale. During financial year, 2024-25 an amount of Rs.14.384 million has been disbursed to 96 No. of claimants.

- iv. **BURIAL CHARGES**

Burial Charges @ Rs.20,000/- are admissible to the families of deceased employees. During 2024,25 an amount of Rs.3.660 million has been disbursed to 183 claimants.

- v. **WELFARE FUND / GROUP TERM INSURANCE SCHEME**

This scheme is meant for providing Insurance cover to all the regular Railway Servants in BS-01 to BS-22 who die during service. Death claim is admissible to the families of deceased employees @ Rs.350,000 (Min to Rs.10,000,000/- (Max) according to pay slab of has been disbursed to 105 No. of claimants.

vi. **P. R EMPLOYEES' CO-OPERATIVE CREDIT SOCIETY LIMITED**

During the financial year July 2024 to June 2025 (12 months) the Pakistan Railways Employees' Cooperative Credit Society Ltd Lahore entertained 4199 applications for loan and advanced a sum of Rs. 432.291 million to the Railway Employees, while in the corresponding period payment of loan to Railway Employees was made amounting to Rs. 365.37 million, thus attaining a Increased of Rs. 66.921 (M) in the Fiscal Year 2024-25.

STATEMENT SHOWING THE AMOUNT OF LOAN ADVANCED
DURING THE YEAR 01-07-2024 TO 30-6-2025.

| S. # | Month & Year | No. of Loan Payments | Amount Advanced in Rs. |
|------|--------------|----------------------|------------------------|
| 1 | Jul-24 | 256 | 27215985 |
| 2 | Aug-24 | 429 | 45359578 |
| 3 | Sep-24 | 4 | 404296 |
| 4 | Oct-24 | 567 | 60484331 |
| 5 | Nov-24 | 58 | 6673819 |
| 6 | Dec-24 | 730 | 77416644 |
| 7 | Jan-25 | 494 | 51447455 |
| 8 | Feb-25 | 350 | 36771780 |
| 9 | Mar-25 | 366 | 38567967 |
| 10 | Apr-25 | 335 | 32539045 |
| 11 | May-25 | 340 | 28770375 |
| 12 | Jun-25 | 270 | 26639996 |
| | Total | 4199 | 432291271 |

10. INTRODUCTION OF PAKISTAN RAILWAY POLICE

The Pakistan Railway Police is a Federal Law Enforcement Agency, functioning under the administrative control of the Inspector General as Head of department with its Central Police Office at Lahore as well as Sr. General Manager, Pakistan Railways Lahore as Chief Executive. The IGP is being assisted further by two DIGs, is 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. The description of the staff/officers and nature of the Job being performed by them is indicated below: -

- **ADMINISTRATIVE CONTROL**

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

| S # | Name of Division | | |
|-----|-------------------------|----|------------------|
| | North Zone | S# | South Zone |
| 1. | Peshawar Division | 1. | Multan Division |
| 2. | Rawalpindi Division | 2. | Sukkur Division |
| 3. | Lahore Division | 3. | Karachi Division |
| 4. | [W] Mughalpura Division | 4. | Quetta Division |

- **DIVISIONAL HEADS**

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.

- **DUTY**

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

- **CRIME FIGURE.**

The Crime figures of financial Year – 2024-2025 i.e (01.07.2024 to 30.06.2025) under various heads are as under: -

ALL OVER CRIME.

| Cases Reported | Cases Challenged | Acquitted | Convicted | % of Conviction | Accused Arrested | Stolen Property [in RS] | Recovered Property [in Rs] | % of Recovery |
|----------------|------------------|-----------|-----------|-----------------|------------------|-------------------------|----------------------------|---------------|
| 3371 | 3295 | 123 | 2449 | 95.22% | 3863 | RS.29185872/ | RS.21095516/- | 72.28 % |

RECOVERY OF STOLEN RAILWAY MATERIAL.

| Cases Reported | Cases Challenged | Acquitted | Convicted | % of Conviction | Accused Arrested | Stolen Property [in RS] | Recovered Property [in Rs] | % of Recovery |
|----------------|------------------|-----------|-----------|-----------------|------------------|-------------------------|----------------------------|---------------|
| 706 | 683 | 27 | 491 | 94.79% | 904 | RS.233348 07/ | RS.210955 16/- | 72.28% |

RECOVERY OF ILLICIT ARMS & AMMUNITIONS.

| Cases Reported | Acquitted | Convicted | % of Conviction | Bullets/ Cartridges | K.K | Rifle/ Guns | Revolover / Pistol/ Mouse/ etc | Magazine | Dagger / Knife etc. |
|----------------|-----------|-----------|-----------------|---------------------|-----|-------------|--------------------------------|----------|---------------------|
| 75 | 02 | 45 | 95.74% | 3056 | 01 | 06 | 88 | 84 | 05 |

RECOVERY OF NARCOTICS.

| Cases Reported | Acquitted | Convicted | % of Conviction | Opium [In KGs & Gms] | Charas [IN Kgs & Gms] | Heroin [IN Kgs & Gms] | Bhang [In KGs & Gms] | Liquor [In Bottles] | Ice Crystal [In KGs & Gms] |
|----------------|-----------|-----------|-----------------|----------------------|-----------------------|-----------------------|-----------------------|----------------------|----------------------------|
| 259 | 14 | 168 | 92.31% | 1.320 | 134.651 | 5.074 | 134.300 | 235 | 1.024 |

RESULTS OF ACTION TAKEN AGAINST UNAUTHORIZED HAWKERS / VENDORS.

| No of Unauthorized Hawkers / Vendors Detected | Amount of Fine / Fare [In Rs] |
|---|--------------------------------|
| 119 | Rs.24850 |

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 | Girl | Women | | | |
| 202 | 145 | 495 | 294 | 49 | 3979 | Rs.43481074/- | 27645 |

ENCROACHMENT ON RAILWAYS LAND.

| Cases Reported | Acquitted | Convicted | % of Conviction | Accused Arrested | Category of Accused | | |
|----------------|-----------|-----------|-----------------|------------------|---------------------|-------------|----------------|
| | | | | | PRP Employee | PR Employee | General Public |
| 992 | 19 | 818 | 97.73 | 1080 | - | 09 | 1073 |

PROCLAIMED OFFENDERS / COURT ABSCONDERS.

| Opening Balance | | Arrested | | Stuck - Off | | Died | |
|-----------------|-----|----------|----|-------------|----|------|----|
| PO | CA | PO | CA | PO | CA | PO | CA |
| 37 | 602 | 03 | 81 | 04 | 18 | - | 02 |

VACANCY POSITION OF PRP (AS ON 30.06.2025)

| Designation | BPS | TOTAL | | | Remarks |
|---|-----|---------------------|------------------|------------------|---------|
| | | Sanctioned Strength | On Roll Strength | Vacancy Position | |
| Inspector General | 22 | 1 | 1 | 0 | |
| Deputy Inspector General | 20 | 2 | 2 | 0 | |
| AIG/ Superintendent of Police (PSP Cadre) | 18 | 5 | 1 | 4 | |
| AIG/ Superintendent of Police (Non PSP Cadre) | 18 | 4 | 4 | 0 | |
| Deputy Superintendent/ Legal | 17 | 1 | 1 | 0 | |
| Deputy Superintendent | 17 | 14 | 8 | 6 | |
| Inspector / Legal | 16 | 10 | 9 | 1 | |
| Inspector (Promote) | 16 | 30 | 24 | 6 | |
| Inspector (Direct) | 16 | 20 | 9 | 11 | |
| Sub-Inspector/Legal | 14 | 11 | 6 | 5 | |
| Sub-Inspector | 14 | 158 | 136 | 22 | |
| A.S.I (Promotee) | 9 | 218 | 201 | 17 | |

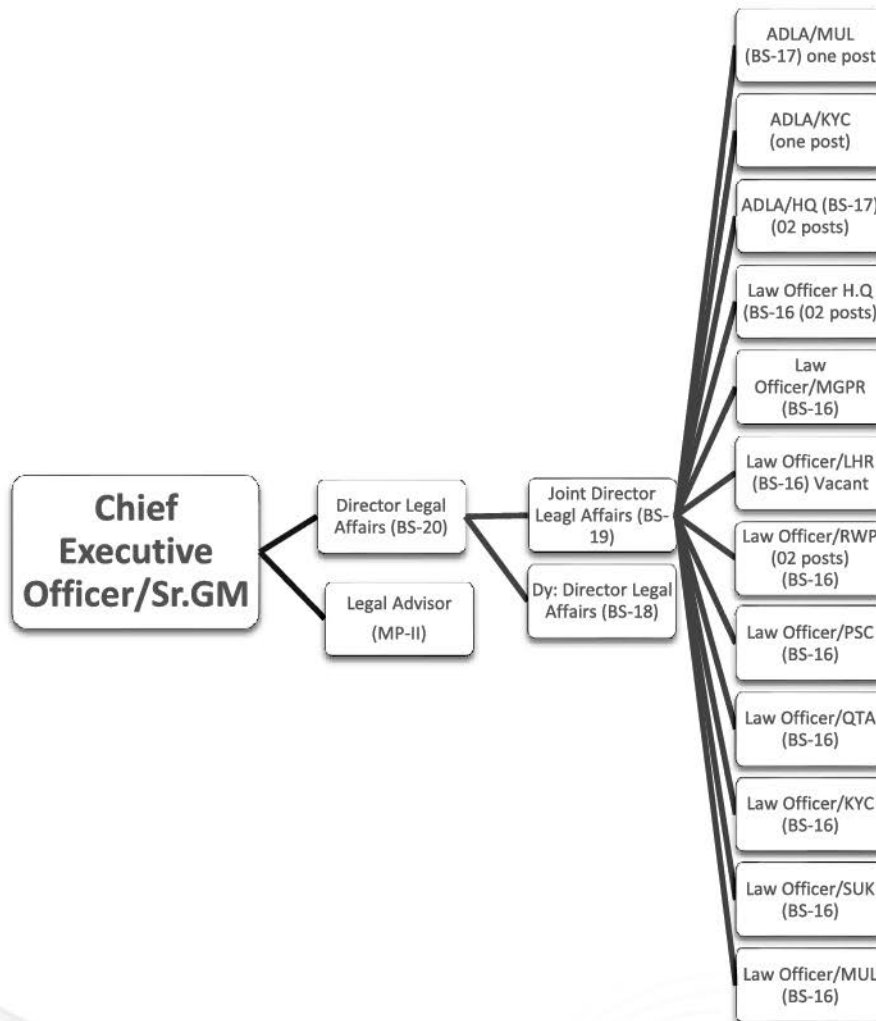
| | | | | | | |
|----------------------------|---------------------------------|----|-------------|-------------|-------------|--|
| | A.S.I (Direct) | 9 | 118 | 37 | 81 | |
| | Head Constable | 7 | 880 | 795 | 85 | |
| | Constable | 5 | 5510 | 3070 | 2440 | |
| | Driver Cum Constable | 5 | 61 | 35 | 26 | |
| | Total | | 7043 | 4339 | 2704 | |
| Bomb Disposal Staff | Bomb Disposal Officer | 17 | 1 | 0 | 1 | |
| | Platoon Commander | 12 | 8 | 4 | 4 | |
| | Junior Section Commander | 9 | 6 | 2 | 4 | |
| | Bomb Disposal Technician | 7 | 7 | 5 | 2 | |
| | Bomb Disposal Worker | 5 | 2 | 1 | 1 | |
| | Total | | 24 | 12 | 12 | |
| Ministerial Staff | Private Secretary | 17 | 1 | 1 | 0 | |
| | Register | 16 | 1 | 0 | 1 | |
| | APS | 16 | 2 | 0 | 2 | |
| | Officer Superintendent | 16 | 8 | 7 | 1 | |
| | Head Clerk | 15 | 8 | 8 | 0 | |
| | Assistant | 15 | 1 | 1 | 0 | |
| | Steno Typist | 14 | 4 | 4 | 0 | |
| | Upper Division Clerk (Promotee) | 13 | 22 | 26 | -4 | |
| | Upper Division Clerk (Direct) | 13 | 0 | 1 | -1 | |
| | Lower Division Clerk | 11 | 21 | 25 | -4 | |
| | Daftly | 3 | 1 | 1 | 0 | |
| | Qasid | 3 | 9 | 8 | 1 | |
| | Naib Qasid | 1 | 18 | 12 | 6 | |
| | Total | | 96 | 94 | 2 | |
| Menial Staff | SS Trimmer | 3 | 1 | 0 | 1 | |
| | SS Carpanter | 3 | 2 | 2 | 0 | |
| | SS Fitter | 3 | 1 | 0 | 1 | |
| | SS Painter | 3 | 1 | 1 | 0 | |
| | Mail | 1 | 13 | 10 | 3 | |
| | Water Man | 1 | 1 | 1 | 0 | |
| | Sweeper | 1 | 23 | 16 | 7 | |
| | Langri | 1 | 20 | 15 | 5 | |
| | Total | | 62 | 45 | 17 | |
| GRAND TOTAL | | | 7225 | 4490 | 2735 | |

11. DIRECTOR LEGAL AFFAIRS

In 1999 an independent directorate of legal affairs has been established headed by a Director (BPS-20) keeping in view the extended scope and improve the follow up of legal 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.

At present, the directorate is functioning with following hierarchy.



The Directorate has been entrusted with vital responsibility of assisting executive departments in providing 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 Divisions through automation of court cases system made available relevant information on a Link all the time. The overall performance of Directorate can be adjudged from the following data.

TABLE SHOWING DISPOSAL OF CASES FOR THE PERIOD 2024-25

| NO OF TOTAL DECIDED CASES 2024-25 | | |
|-----------------------------------|---------|-------|
| IN FAVOUR | AGAINST | TOTAL |
| 1064 | 189 | 1253 |

Success percentage: 85%.

TABLE SHOWING NO. OF PENDING ADJUDICATION CASES 2024-25

| Pendency of cases as on 01-07-2024 over the system | Total new cases instituted From 01-07-2024 to 30.06.2025 | Total No. of cases decided during 2024-2025 | Total pending cases on 30.06.2025 over the system |
|--|--|---|---|
| 2741 | 1073 | 1253 | 2561 |

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 are contributing efficiently 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.

12. DIRECTOR PUBLIC RELATIONS

The Directorate of Public Relations is responsible for image building, and the promotion of Pakistan Railways. It manages interactions with print, electronic, and social media, ensuring that the organization's policies, initiatives, and services are effectively communicated to the public. Historically, the Directorate operated from scattered offices within the Headquarters, which created accessibility challenges for journalists, visitors, and staff. In 2013, the Directorate was consolidated into a single location, which significantly improved coordination, media monitoring, and accessibility.

LOCATION

The Directorate of Public Relations is located on the First Floor of the Height Block Building at Pakistan Railways Headquarters, Lahore.

ORGANIZATION

The Directorate operates under the supervision of the Director General Public Relations. It manages all matters related to print media, electronic media, and social media. The workload is handled collaboratively by the officers and staff who maintain round the clock coordination with media organizations and public offices, ensuring timely dissemination of information and effective media engagement.

KEY FUNCTIONS AND SERVICES

1. CENTRAL ADVERTISEMENT

The Directorate promotes Pakistan Railways services and products through advertisements in print and electronic media. These advertisements highlight passenger services, new initiatives, promotional campaigns, and public service messages.

2. PUBLICITY

The Directorate is responsible for issuing press releases, clarification articles, columns, letters to editors, and rebuttals in response to media reports related to Pakistan Railways.

a) ELECTRONIC MEDIA

A modern media monitoring system tracks major television news channels and relevant programs. This enables the Directorate to monitor developments concerning Pakistan Railways and respond promptly through appropriate communication channels.

b) PRINT MEDIA

Press releases regarding important events and developments are prepared and circulated to media organizations through email and WhatsApp. Clarifications are also communicated telephonically when required. Officers visit media houses when necessary to maintain effective communication and coordination.

c) **SOCIAL MEDIA**

Daily activities on social media platforms are monitored, and the official Twitter (X) and Facebook accounts of Pakistan Railways are managed to provide timely updates, announcements, and public information.

3. **MEDIA MONITORING**

The Directorate prepares a Daily Press Summary, which provides an overview of media coverage related to Pakistan Railways. This summary is submitted to the Federal Minister for Railways and the Chief Executive Officer / Senior General Manager for review and decision-making.

4. **ISSUANCE OF JOURNALIST CONCESSION CARDS**

The Directorate Issues Journalist Concession Cards annually. These cards provide journalists with up to 50% fare concessions, enabling them to travel conveniently for professional assignments. The Directorate also maintains records of tickets utilized under this concession and provides reports regarding their financial impact. During the period **1st July 2024 to 30th June 2025**, Pakistan Railways sold **8,933** concessional tickets to journalists and their families, amounting to Rs. **7,962,080.00** with an actual fare value of Rs. **32,339,548.00** resulting in a concession impact of Rs. **24,377,468.00**

| ADVANCE RESERVATION REPORT OF JOURNALISTS AND THEIR FAMILIES AND ITS IMPACT ON EARNINGS DURING FINANCIAL YEAR 2024-2025 | | | | | |
|--|--------------------|---------------------|---------------------|----------------------|----------------------|
| Year | Ticket Code | Booked Seats | Net Amount | Actual Fare | Impact |
| 2024 | JC | 1885 | 1,259,450.00 | 6,300,200.00 | 5,040,750.00 |
| 2024 | JCS | 826 | 251,210.00 | 1,223,950.00 | 972,740.00 |
| 2024 | JF | 325 | 581,400.00 | 1,179,400.00 | 598,000.00 |
| 2024 | JFS | 208 | 140,030.00 | 277,150.00 | 137,120.00 |
| 2025 | JC | 4143 | 3,694,730.00 | 18,641,600.00 | 14,946,870.00 |
| 2025 | JCS | 607 | 201,270.00 | 987,998.00 | 786,728.00 |
| 2025 | JF | 789 | 1,713,790.00 | 3,493,700.00 | 1,779,910.00 |
| 2025 | JFS | 150 | 120,200.00 | 235,550.00 | 115,350.00 |
| | Total | 8933 | 7,962,080.00 | 32,339,548.00 | 24,377,468.00 |

These cards are issued on annual basis.

5. VIDEOGRAPHY AT RAILWAY PREMISES

The Directorate facilitates and grants permission for filming dramas, movies, documentaries, and advertisements at railway premises.

As per policy Cost-free permission is granted to:

- Student Project (Recognized Institutions, Non-Commercial)
- Government Departments (e.g., ISPR, PTV) for official purposes
- News Channels (for reporting purposes only)
- Non-Commercial Entities promoting Pakistan Railways initiatives

Commercial projects are permitted on a fee basis, depending on the nature and scale of the production.

6. ARTICLES AND REBUTTALS

Officials of the Directorate contribute informative articles, columns, and opinion pieces in newspapers and media outlets to highlight the achievements, policies, and developments of Pakistan Railways. Rebuttals and clarification letters are also issued to address misinformation when necessary.

7. PRESS CONFERENCES AND MEDIA INTERACTIONS

The Directorate organizes press conferences, media briefings, and media interactions at the Headquarters. These events provide a platform for the Federal Minister for Railways and the CEO to share updates, announcements, and policy decisions with the media.

8. PUBLICITY CAMPAIGNS

The Directorate plans and executes publicity campaigns for major initiatives such as:

- Launch or restoration of train services
- Special trains for Eid and other occasions
- Train operations for Tableeghi Ijtemas
- Facilitation of Sikh Yatrees
- Promotion of E-ticketing services
- Passenger safety awareness campaigns
- National and cultural events

9. PUBLICITY MATERIAL

The Directorate publishes leaflets, brochures, reports, and informational material to create public awareness regarding Pakistan Railways' services, achievements, and development initiatives.

10. LIAISON WITH DIVISIONAL OFFICES

The Directorate maintains coordination with divisional offices across the railway network to ensure consistent branding, communication, and passenger information, as well as to highlight improvements in passenger facilities and safety measures.

11. MEDIA REPRESENTATION

The Directorate acts as the official spokesperson body of Pakistan Railways. It facilitates media briefings, interviews, and official statements to effectively communicate the organization's policies, initiatives, and viewpoints.

12. CARTOON ILLUSTRATIONS

Cartoon illustrations are developed and published to communicate policies and public messages in a creative and engaging format, helping simplify important information for wider audiences.

13. IMAGE BUILDING COMMUNICATION STRATEGY

The Directorate develops and implements communication strategies aimed at enhancing the image and reputation of Pakistan Railways. These strategies focus on highlighting achievements, modernization efforts, and service improvements.

14. CEO'S E-KACHEHRI

The Directorate organizes CEO's E-Kachehri, an online interactive session where the Chief Executive Officer addresses public queries and concerns. This initiative promotes transparency, accountability, and direct public engagement.

15. STRATEGIC INFLUENCER OUTREACH

Influencer outreach is used as part of the Directorate's digital communication strategy. By collaborating with social media influencers, Pakistan Railways expands its outreach and connects with wider and younger audiences.

16. VIDEO DOCUMENTARIES

The Directorate also facilitates and produces video documentaries highlighting the initiatives, development projects, heritage, modernization efforts, and passenger services of Pakistan Railways. These documentaries are used for public awareness, promotional campaigns, and digital media dissemination to showcase the organization's progress and future vision.

13. PAKISTAN RAILWAY ACADEMY WALTON

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.

- **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.

- **OBJECTIVES**

- i. 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.
- ii. 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.
- iii. 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.
- iv. 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.
- v. 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.

- **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.

- **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.

- **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.

- **HEALTH CARE**

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

- **RECREATION**

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

- **COURSES CONDUCTED**

- 1010 trainees participated in 114 courses (Recruitment, Promotion and Refresher) during the year under review (July, 2023 to June, 2024) compared with 1404 participants in 97 courses in the previous year (July-2022 to June-2023).
- Since 1954, total of 1929 Foreigner/Pakistani Officers Participants from more than 57 countries (including Pakistan) have benefited from Advance Railway Course up to January 2025.
- Boot camps for MCMC, SMC and NMC Courses.
- Mid-Career Management Course (Domain Specific) for 4 Weeks.
- Mandatory training courses for P.R Officers.

- **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.

- **PLANS TO IMPROVE THE ACADEMY**

- 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.

STATEMENT SHOWING NUMBER OF STAFF FOR THE YEAR 2023-24
[PAKISTAN RAILWAY ACADEMY WALTON]
AS ON 23-04-2025

| Department | | ON ROLL STRENGTH | | | | | SANCTIONED STRENGTH | | |
|------------|----------------------------------|------------------|------------|------------|-------------|------------|---------------------|-------------|------------|
| | | CLASS-IV | CLASS-III | TOTAL | CLASS-1 | G TOTAL | STAFF | CLASS-1 | TOTAL |
| | | BS-1 to 4 | BS-5 to 16 | BS-1 to 16 | BS-17 to 21 | BS-1 to 21 | BS-1 to 16 | BS-17 to 21 | BS-1 to 21 |
| 1 | Headquarters Office | | | | | | | | |
| 2 | Accounts | | | | | | | | |
| 3 | Engineering Signal & Telecom | | | | | | | | |
| 4 | Development | | | | | | | | |
| 5 | Transportation | | | | | | | | |
| 6 | Commercial | | | | | | | | |
| 7 | Mechanical | | | | | | | | |
| 8 | Electrical | | | | | | | | |
| 9 | Electric Traction | | | | | | | | |
| 10 | Store & Purchase | | | | | | | | |
| 11 | Medical | | | | | | | | |
| 12 | Pak. Rly Police | | | | | | | | |
| 13 | All other Deptt. | | | | | | | | |
| a. | Education (PRA-Walton) | 44 | 49 | 93 | 08 | 101 | 137 | 13 | 150 |
| b. | Civil Defense | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| c. | Total (a to c) | 44 | 49 | 93 | 08 | 101 | 137 | 13 | 150 |

14. CHIEF PROJECT & PLANNING OFFICER

- **PROJECT & PLANNING OFFICE**

The Chief Project & Planning Officer (CPPO) Pakistan Railways, Headquarters Office, Lahore is associated with Planning Directorate of Ministry of Railways, Islamabad. CPPO office coordinates with Project Directors of Public Sector Development projects and Ministry of Railways for upgradation of project related Information. Through regular updates and consultations, the CPPO office keeps the Ministry of progress and any evolving challenges.

- **PERFORMANCE DURING FINANCIAL YEAR 2024-25**

The total number of Projects of Pakistan Railways under PSDP Financial Year 2024-25 were 38 (Ongoing=28 + New=10) out of which 06 projects were closed in Financial Year 2024-25. 01 new Project related to Regional Connectivity has been included in the Portfolio of Pakistan Railways Financial Year 2025-26.

The Project & Planning Office also manages and coordinates Improvement & Welfare Funds with Chief Engineer (Open Line), Pakistan Railways Headquarters Office, and Lahore.

Chief Project & Planning Office has been also nominated as Focal Person as incharge of PAC Cell of Headquarters Office, Lahore.

- **FUTURE PLANS**

Close coordination with the Ministry of Railways is essential for maintaining alignment or policy directives. Funding requirements, and regulatory compliance. This goal is intended to be achieved through PS module of SAP system which is currently under customization according to the requirement.

CHAPTER – II

OPERATING UNIT CIVIL ENGINEERING

1. CARRIAGE FACTORY/ISLAMABAD

• CURRENT ACTIVITIES

- Special repair of 10 Nos. German Design Coaches
- A-4 Maintenance of 40 Nos. Chinese Coaches.
- Maintenance of new CKD coaches under 230 Chinese Coaches project = 59.

• FACTS & FIGURES.

| | |
|-------------------------------------|--|
| 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) |
| Residential Area | 83 Acres (335,890 Sq. Mtr) |
| Production Capacity | 120 Passenger Coaches per annum. |
| Sanctioned Strength | 1236 Employees |
| On Roll (BS-01 to 20) | 1375 including 276 TLA as on 30-06-2025 |
| Production History as on 30-06-2025 | <ul style="list-style-type: none">• New Manufacturing = 2185 Nos.• Rehabilitation / Special Repair = 2609 Nos.• Nominated Repairs = 296 Nos.Total. = 5090 Nos. |

• FUTURE PLAN AND PROJECT

- Manufacturing of 184 new design passenger coaches under PSDP project for procurement / manufacturing of 230 passenger coaches at SFI.
- Special repair / up-gradation of old German coaches and A-4 Maintenance of Chinese Coaches.

• ADVERTISEMENT DURING FINANCIAL YEAR, 2024-25

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

- **SCALE & DEPARTMENT WISE STAFF STATEMENT, AS ON 30-06-2025 FOR THE YEAR 2024-25 ON PAKISTAN RAILWAYS CARRIAGE FACTORY ISLAMABAD.**

| S# | Department | Sanctioned Strength | | | | On Roll | | | Total |
|----|------------------------|---------------------|------------|-----------|-------------|------------|------------|-----------|-------------|
| | | BS | BS | BS | BS | BS | BS | BS | |
| | | 1 to 10 | 11 to 16 | 17 to 20 | Total | 1 to 10 | 11 to 16 | 17 to 20 | BS-1 to 20 |
| 1. | General Administration | 11 | 62 | 1 | 74 | 23 | 55 | 1 | 79 |
| 2. | Stores & Purchase | 18 | 3 | 5 | 26 | 10 | 3 | 4 | 17 |
| 3. | Medical | 20 | 0 | 1 | 21 | 21 | 0 | 1 | 22 |
| 4. | Electrical | 81 | 7 | 3 | 91 | 91 | 9 | 3 | 103 |
| 5. | Civil Engineering | 14 | 2 | 1 | 17 | 14 | 2 | 0 | 16 |
| 6. | Mechanical | 940 | 56 | 11 | 1007 | 822 | 35 | 5 | 762 |
| | Total. | 1084 | 130 | 22 | 1236 | 981 | 104 | 14 | 1099 |

2. CONCRETE SLEEPER FACTORY(CSF)

- **INTRODUCTION**

Pakistan Railways owns three Concrete Sleeper Factories, located at Sukkur, Khanewal & Kohat Cantt. The factory at Sukkur was established in 1967 and other three were installed in 1981. At present, 202 Nos. staff is on Roll against the revised sanctioned of 340 Nos. of CSF/Organization.

- **d. ACHIEVEMENT DURING THE YEAR**

| Factory | Rated Capacity | Production during the year 2024-25 | Cumulative production since of installation of factories | Remarks |
|---------------|----------------|------------------------------------|--|-----------------|
| Kohat Cantt. | 100,000 | 10,130 | 2739170 | Upto 30-06-2025 |
| Khanewal | 112,500 | 54,353 | 3877549 | Upto 30-06-2025 |
| Sukkur | 100,000 | 48,345 | 3991826 | Upto 30-06-2025 |
| Total. | 312,500 | 112,828 | 10608545 | |

3. LOCOMOTIVE REHABILITATION DIRECTORATE, P.R. MOGHALPURA

- **ACHIEVEMENT DURING F.Y 2024-25**

44 Nos. Diesel Electric Locomotives attended during 2024-25 including accidental repairs, nominated repairs and modifications.

- **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 different classes for nominated accidental repairs.
- Attending all repairs of Locomotives GMU-30 Class which is under PSDP Project of SR-100 (New).

- **FUTURE PLAN**

- Any project assigned by H.Q. office for the repair or rehabilitation of locomotives.

- **STATEMENT OF NO. OF STAFF.**

| Total Sanctioned Strength | On Roll | Vacancies |
|----------------------------------|----------------|------------------|
| 136 | 54 | 82 |

4. PAKISTAN LOCOMOTIVE FACTORY, RISALPUR

To meet with the growing transportation demand of the country, Pakistan Railways Locomotive Factory has been planned on modern lines to facilitate smooth workflow for manufacturing and indigenization of its parts / assemblies with the **Vision** to manufacture diesel electric / electric locomotives indigenously by maximizing local manufacturing of major assemblies and vital spare parts to meet the transportation demands of Pakistan Railways and to reduce dependency on imports.

The factory has a designed capability of manufacturing 25 Diesel Electric Locomotives / Electric Locomotives per annum on a single shift basis and can easily double its production by introducing a second shift.

The technology for manufacturing of locomotives has been acquired from Hitachi of Japan, WABTEC of USA, AD-Tianz of Germany, DLRW of China and CSR Ziyang Co. Ltd. of China. The factory has successfully achieved the design capacity of producing 02 locomotives per month whenever requirement was placed by Pakistan Railways.

So far, the factory has manufactured 102 locomotives in the range of 2000-3000 H.P for main line passenger and freight services. In addition, 26 overage locomotives of 2000 / 2400 H.P have also been rehabilitated in this factory. All these locomotives are currently operating on important main line services of Pakistan Railways and providing satisfactory performance at par with the quality of CBU locomotives. The factory is certified for both its Quality Management System (ISO-9001:2015) and Environmental Management System (ISO-1400:2015).

- **PROJECTS / WORKS COMPLETED**

Due to limited requirement of Pakistan Railways for new and rehabilitated locomotives, the factory has engaged itself in manufacturing of other rolling stock for Pakistan Railways. this includes: -

- i. Conversion of 40 Power Van shells into Brake Vans under PSDP project during 2015-17.
- ii. Manufacturing of 440 Hopper Wagons under PSDP projects during 2017-18 @ 02 wagons per day.
- iii. Rehabilitation of 36 German design passenger coaches during 2022-24.
- iv. Manufacturing of 115 Open Top (ZBKC) high-capacity wagons under a PSDP project during 2024-25.
- v. Rehabilitation of 200 Nos. BG-64 Prototype German Bogies completed in first phase.
- vi. Successful manufacturing of **First** economy class passenger coach body structure for Carriage Factory, Islamabad.
- vii. Manufactured stock and non-stock spare parts / assemblies amount to **Rs.245 million** for Pakistan Railways and developed some new components on Trial basis.

- **CURRENT PROJECT / WORKS**

Pakistan Railways has finalized various projects under PSDP as mentioned below for which is currently in hand:-

- i. Manufacturing of 115 Open Top (ZBKC) high-capacity wagons to be completed during 2025-26.
- ii. Special repair of 15 AGE-30 diesel locomotives (WABTEC, USA) including up-gradation of control of system and brake rigging to completed in 2026-27.
- iii. Rehabilitation of major accidental 02 DE Locomotives.
- iv. Manufacturing of stock and non-stock spare parts / assemblies is being carried out on regular basis for various units of Pakistan Railways.
- v. Rehabilitation of shells alongwith Bogie of 36 Nos. German coaches is being carried out.
- vi. Rehabilitation of 500 Nos. BG-64 Prototype German bogies will be initiated in second phase.
- vii. Nominated repair of accidental 04 DE Locomotives 4559 (GEU-20), 6354 (ZCU-30) & 6420 (ZCU-20).

CHAPTER-III

WELFARE & SPECIAL INITIATIVE UNIT

The main objective of medical departments 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), 120-Senior Medical Officers (BS-18), 26-Medical Officers (BS-17), 20-Staff Nurses (BS-16) and 58-Dispensers (BS-09)

- Arrangements for cleanliness and disinfection spray at Railway stations, Workshops, Offices and residential Colonies,
- SOP's for prevention of communicable disease by Health Education to Railway employees and public. Disinfectant spray was carried out at Railway Platforms and cleanliness was maintained.
- Emergency services were available round the clock in Railway Hospitals to attend the patients.
- First aid posts were established at main Railway Stations.
- Laparoscopic and general Surgeries in Railway Cairns Hospital, Lahore.
- Major gynae surgeries (C-Section and hysterectomy) in Railway Cairns Hospitals, Lahore.
- Doppler's ultra-sound and digital X-Ray facility at Railway Cairns Hospital, Lahore.
- Dengue ward for serious patient & OPD in Railway Cairns Hospital, Lahore.
- Ophthalmology department has been activated in Pakistan Railway Cairns Hospital, Lahore for OPD consultation and surgeries.
- Psychotherapy department was started in Cairns Hospital in the financial year 2024-2025.
- Psychology and Psychiatric department were also made more functional.
- Insourcing of Railway Hospitals was also activated in the financial year 2024-2025.
- The anti-polio, child immunization against communicable disease 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 Pakistan 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.

Statement showing number of all staff in Medical Department scale wise as on 30-06-2025 is also enclosed.

1. PAKISTAN RAILWAY MEDICAL DEPARTMENT

STAFF POSITION OF FOR THE PERIOD ENDING 30-06-2025

| Scale | Sanction Strength | On Roll | Vacancy |
|---------------|--------------------------|----------------|----------------|
| 20 | 1 | 1 | 0 |
| 19 | 13 | 6 | 7 |
| 18 | 76 | 33 | 43 |
| 17 | 98 | 32 | 66 |
| 16 | 40 | 28 | 12 |
| 14 | 5 | 3 | 2 |
| 13 | 13 | 10 | 3 |
| 12 | 1 | 0 | 1 |
| 11 | 19 | 15 | 4 |
| 9 | 62 | 60 | 2 |
| 8 | 4 | 0 | 4 |
| 7 | 27 | 14 | 13 |
| 6 | 54 | 35 | 19 |
| 5 | 23 | 23 | 0 |
| 4 | 19 | 19 | 0 |
| 3 | 18 | 11 | 7 |
| 1 | 848 | 770 | 78 |
| Total= | 1321 | 1060 | 261 |

**FACTS & FIGURES OF PAKISTAN RAILWAYS HOSPITAL FOR THE PERIOD OF FINANCIAL
YEAR JULY -2024 TO JUNE AS UNDER: -
FOR PREPARATION OF YEAR BOOK 2024-2025**

| S. NO | Hospitals | OPD/ Emergency | Indoor Patients | Emergency | Lab: investigation | X-Ray | ECG | G/Surgeries | Physio therapy | Ultra Sound | Eye Surgeries | Dental/Major / Minor | Gynae Surgeries Psycnotherap y consultancy/ | Total | |
|---------------|--------------------|-------------------|--------------------|--------------|-----------------------|--------------|-------------|-------------|-------------------|--------------|---------------|-------------------------|---|-------------|---------------|
| 1 | Rawalpindi | 130000 | 4000 | 0 | 85000 | 10000 | 2500 | 1000 | 20500 | 9000 | 350 | 6000 | 725 | 2800 | 271875 |
| 2 | Cairns/ LHR | 30000 | 10000 | 74000 | 71000 | 6000 | 3200 | 0 | 0 | 2200 | 0 | 0 | 0 | 0 | 196400 |
| 3 | Mughal Pura LHR | 25000 | 250 | 0 | 5000 | 500 | 750 | 0 | 0 | 850 | 0 | 450 | 0 | 0 | 32800 |
| 4 | Multan | 20000 | 300 | 0 | 5000 | 125 | 500 | 0 | 87 | 0 | 0 | 2500 | 0 | 0 | 28512 |
| 5 | Karachi | 15000 | 3700 | 0 | 81000 | 115 | 0 | 30 | 0 | 200 | 0 | 0 | 26 | 900 | 100971 |
| 6 | Peshawar | 16000 | 20 | 0 | 5500 | 10 | 100 | 0 | 0 | 50 | 0 | 0 | 0 | 280 | 21960 |
| 7 | Sukkur | 8500 | 200 | 0 | 3100 | 0 | 1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12800 |
| 8 | Quetta | 16000 | 800 | 0 | 2200 | 0 | 0 | 450 | 0 | 0 | 0 | 0 | 0 | 0 | 19450 |
| Total= | | 260500 | 19270 | 74000 | 257800 | 16750 | 8050 | 1480 | 20587 | 12300 | 350 | 8950 | 751 | 3980 | 684768 |

2. EDUCATION DEPARTMENT

The performance of Directorate of Education, Pakistan Railways for the year 2024-25 is as under

- Construction of new science and physics labs at PR. Axis College G.T Road, Lahore.
- Introduction of new computer lab with latest version of computer at Axis College G.T Road, Lahore.
- Plantation drive in Railway schools.
- Monthly test system had been introduced for all Classes.
- Parent and Teacher meetings 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 96.13% and 75 students secured A+ and 79 students secured A Grade in matric exam annual 2025.

STEPS TAKEN FOR REVIVAL OF P.R EDUCATION DEPARTMENT

- Renovation of Headmaster Office at P.R Boys High School, Mughalpura, Lahore.
- White boards / benches / chairs / computers were provided in all Lahore based five schools.
- Screening of fund teaching staff for better performance.
- Teacher training Workshop for students, assessment, feedback, notebook checking, parent's teacher meetings were arranged.
- Teacher training Workshop was arranged at PR St. Andrew's Girls High School, Lahore in collaboration with Ms. Ghazala Kazim of SASA.
- Take over the charges P.R Boys / Girls high school Kala Pull Karachi.

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. Boys / Girls High School, Samasatta, Bahawalpur.
- PR. Girls High School, Sukkur.
- PR. Boys High School, Sukkur.
- PR. Girls High School, Rohri.
- PR. Boys / Girls High School, Kala Pull, Karachi.

INDUSTRIAL SCHOOL

- PR. Zubaida Industrial School Loco shed Colony, Lahore.
- P.R Industrial School, Shah Jahan, Mughalpura, Lahore.

SUMMARY OF MATRIC RESULTS OF RAILWAYS MANAGED SCHOOLS – 2025

| S. No. | Schools | 1 st . | 2 nd . | 3 rd . |
|--------|---|---|-----------------------------------|-------------------------------------|
| 1. | PR. St. Andrew's Girls High School, Lahore | Aroosha Asif 1150/A+ | Hasfa Gull 1146/A+ | Zunaira Nawaz 1137/A+ |
| 2. | PR. Boys High School, Engine Shed, Lahore | Ahmed Ikram 1079/A+ | Zubair Bashir 1072/A+ | Muhammad Abdullah 1040/A+ |
| 3. | PR. Lady Griffin Girls High School, Lahore. | Isra Hashim 1001/A+ | Munezra Durab 995/A+ | Zainab Jillani 989/A+ |
| 4. | PR. Girls High School, Mughalpura, Lahore. | Mahnoor Younas 1141/A+ | Zimal Fatima 1123/A+ | Maryam Tahir 1114/A+ |
| 5. | PR. Boys High School, Mughalpura, Lahore. | Fahad Hussain 1138/A+ | Atlas Alyas 1128/A+ | Usman Haider 1125/A+ |
| 6. | PR. Boys High School, Samasatta | Muhammad Ahmed Malik 1055/A+ | Muhammad Tanveer 858/A+ | Muhammad Faisal 840/A+ |

| S. No. | Schools | Grade A+ | Grade A | Grade B | Grade C | Grade D | Total Percentage |
|---------------|---|-----------|-----------|-----------|-----------|-----------|------------------|
| 1. | PR. St. Andrew's Girls High Schools, Lahore | 31 | 19 | 15 | 14 | 02 | 98% |
| 2. | PR. Boys High School, Engine Shed, Lahore. | 06 | 07 | 06 | 06 | 03 | 96% |
| 3. | PR. Lady Griffin Girls High School, Lahore. | 04 | 05 | 11 | 04 | - | 96% |
| 4. | PR. Girls High School, Mughalpura, Lahore. | 17 | 12 | 27 | 16 | 05 | 95% |
| 5. | PR. Boys High School, Mughalpura, Lahore. | 14 | 12 | 09 | 08 | 01 | 100% |
| 6. | PR. Boys High School, Samasatta. | 01 | 02 | 04 | 04 | - | 84% |
| 7. | PR Boys High School, Sukkur. | - | 01 | 02 | 02 | - | 100% |
| 8. | PR Girls High School, Sukkur. | 02 | 21 | 01 | - | - | 100% |
| Total. | | 75 | 79 | 75 | 54 | 11 | 96.13% |

- ❖ Total students Appeared: **304**
- ❖ Total students Failed: **10**
- ❖ Total students Passed: **294**
- ❖ Students Obtained More than 1100 Marks: **22**



PAKISTAN RAILWAYS SPORTS BOARD



1. PAKISTAN RAILWAYS SPOERTS BOARD

Pakistan Railways sports Board is the sole Institution of the country which encourages, promotes, controls and arrange coaching, training and complications in various disciplines of sports in the entire Pakistan Railways.

It is headed by the Chairman Railways as Patron, General Manager/W&SI, Gm as President. Honorary Vice President, Honorary Secretary General and Sports Officer PR Sports Board as Supervisory Officers as well as Sr. Inspector, Inspector Sports, Asstt. Inspector Sports, UDC/Sports and Office Staff.

PR Sports Board organizes, its PR Inter Divisional Tournaments regularly and systematically during the whole year which helps in producing tal4ented sports persons who participate in National International and other High-Ranking Tournaments and bring good name, laurels to the country as well as to the department.

During last year (Sports Session 2024-25 “from July, 2024 to June 2025” our sports persons, participated in different discipline of sports and produced good.

FUTURE PLANS

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

GAMES IN WHICH RAILWAY TEAMS PARTICIPATED AT NATIONAL LEVEL

MEN

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

WOMEN

1. Athletics
2. Badminton
3. Basket Ball
4. Cycling
5. Hockey
6. Judo
7. Karate
8. Rowing
9. Rugby
10. Taekwondo

RESULTS PAKISTAN RAILWAYS INTER DIVISIONAL CHAMPIONSHIPS, 2024-2025

| S.NO. | NAME OF DIVISION | ATHLETICS | BADMINTON | BASKET BALL | BODY BUILDING | BOXING | CRICKET | CYCLING | FOOT BALL | GOLF | GYMNASTIC | HAND BALL | HOCKEY | JUDO | KABADDI | KARATE | SQUASH | TABLE TENNIS | TAEKWONDO | TUG OF WAR | VOLLEY BALL | WEIGHT LIFTING | WRESTLING | TOTAL POINTS | OVER ALL POSITION |
|-------|------------------|-----------|-----------|-------------|---------------|--------|---------|---------|-----------|------|-----------|-----------|--------|------|---------|--------|--------|--------------|-----------|------------|-------------|----------------|-----------|--------------|-------------------|
| 1 | Workshops | 105 | 100 | 70 | 68 | N | 100 | 100 | 70 | 70 | 70 | 70 | N | 81 | 70 | N | N | N | N | 100 | N | 74 | 63 | 1211 | 1st |
| 2 | LAHORE | 162 | N.P | 100 | 68 | o | P | 20 | 130 | 10 | 40 | 40 | o | 81 | 100 | o | o | o | o | 70 | o | 53 | 63 | 937 | 2nd |
| 3 | KARACHI | 48 | N.P | N.P | N.P | t | P | 70 | P | N.P | 20 | 10 | t | N.P | N.P | t | t | t | t | N.P | t | N.P | N.P | 148 | 5th |
| 4 | MULTAN | 141 | 70 | 40 | N.P | --- | P | 20 | 100 | 40 | N.P | N.P | --- | 58 | 40 | --- | --- | --- | --- | N.P | --- | 23 | 69 | 601 | 3rd |
| 5 | PESHAWAR | 16 | 40 | N.P | N.P | H | 130 | N.P | N.P | N.P | N.P | N.P | H | N.P | N.P | H | H | H | H | N.P | H | N.P | N.P | 186 | 4th |
| 6 | QUETTA | 19 | N.P | N.P | N.P | e | 70 | N.P | P | N.P | N.P | N.P | e | 40 | N.P | e | e | e | e | N.P | e | N.P | N.P | 129 | 6th |
| 7 | RAWALPINDI | N.P | N.P | N.P | N.P | I | N.P | N.P | N.P | N.P | N.P | N.P | I | N.P | N.P | I | I | I | I | N.P | I | N.P | N.P | 0 | 8th |
| 8 | SUKKUR | 16 | N.P | N.P | N.P | d | N.P | N.P | N.P | N.P | N.P | N.P | d | N.P | N.P | d | d | d | d | N.P | d | N.P | N.P | 16 | 7th |
| 9 | P.R.POLICE | 0 | N.P | N.P | N.P | --- | N.P | N.P | N.P | N.P | N.P | N.P | --- | N.P | N.P | --- | --- | --- | --- | N.P | --- | N.P | N.P | 0 | 9th |

P= PARTICIPATE

N.P= NOT PARTICIPATE

NATIONAL ACHIEVEMENTS:

| <i>RESULTS OF NATIONAL CHAMPIONSHIPS (From JULY 2024 TO JUNE 2025)</i> | | | | | |
|---|---|--------|--------|--------|--|
| S.# | EVENTS. | MEDALS | | | TEAM |
| | | GOLD | SILVER | BRONZE | POSITION |
| 1 | 4th Inter Department National Elite Men/Women Boxing Championship 2024 From 25-31 August-2024 at Abbottabad | 0 | 0 | 2 | 6 th |
| 2 | National Women Gymnastics Championship & Under-16 Boys Gymnastics Championship 2024, Karachi From 05-06 October-2024 at Karachi | 0 | 0 | 1 | 3 rd |
| 3 | Inter-Department (Men & Women) National Karate Championship 2024. From 07-09 October-2024 at Lahore | 0 | 2 | 15 | M-5 th W-4 th |
| 4 | 66th National Men & 6th National Women Weightlifting Championships 2024. From 08-12 October-2024 at Lahore | 0 | 2 | 6 | W-3 rd |
| 5 | COMBAXX Presents 17th Korean Ambassador Cadet & Senior National Taekwondo Championships. From 25-29 October 2024 at Islamabad | 0 | 1 | 8 | 7 th |
| 6 | 61st National Badminton Championship 2024. From 01 st to 07 th October, 2024 at Lahore. | 0 | 0 | 0 | ---- |
| 7 | 67TH Senior National Wrestling Championship 2024. From 06-08 December 2024 Gujranwala | 0 | 1 | 0 | 7 th |
| 8 | 63rd National Men & Women Track Cycling Championship 2025 From 03 rd to 05 th January 2025 at Lahore | 0 | 0 | 1 | 3 RD |
| 9 | 72nd Mr & Junior Mr. Pakistan Bodybuilding Competition, & Men's Physique & Master Championship, 2025 From 14 th to 16 th February 2025 at Peshawar | 0 | 1 | 0 | ----- |
| 10 | 6th Men Inter-Departments National Judo Championship 2025 From 22 nd to 24 th February 2025 at Islamabad. | 0 | 1 | 2 | 5 th |
| 11 | 15th Men and 2nd women National tug of war championship 2025 From 23 rd to 25 th February 2025 at Lahore | 0 | 1 | 0 | 2 nd |
| 12 | President's Trophy Garde II Cricket Tournament 2024-25 From 15 th -Apr-2025 to 21 st -May-2025 Lahore and Rawalpindi. | ---- | ---- | ---- | Lost in Q.F |
| | TOTAL= | | 9 | 35 | |

INTERNATIONAL ACHIEVEMENTS

1. **Mr. Qayyum Changazi Taekwondo Players of Pakistan Railways** represented Pakistan as coach Pakistan Taekwondo team in **World university Taekwondo Festival 2024** from 04th - 08th July, **Chuncheon Korea Open International Taekwondo Championship** from 10-14 July 2024 **at Korea.**
2. **Mr. Muhammad Adil Rowing player of Pakistan Railways** represented Pakistan in **Asian Rowing Indoor Championship at Penang Malaysia** which was scheduled to be held from 10th-11th August, 2024 in Penang Malaysia and Secure **Silver Medal.**
3. **Mr. Yasir Abbas, and Mr. Akbar Ali Awan Tug of War Players** represented Pakistan in **World Nomad Games Tug Of War Championship 2024** which was scheduled to be held from 08th -15th September 2024, at **Astana, Kazakhstan** and overall secure **3rd Position.**
4. **Mr. Qayyum Changazi Taekwondo Players of Pakistan Railways** represented Pakistan as **player** Pakistan Taekwondo team in 7th Asian Open Taekwondo Championship from 14th - 20th Feb 2025 **at Islamabad** and Secure **Bronze Medal.**

SANCTIONED STRENGTH ON ROLL AND VACANCY POSITION.

The information regarding Sanctioned Strength on Roll and Vacancy Position of Pakistan Railways Sports Board up to 30.06.2025 is as under: -

| S.# | Name of Category | Sanctioned Strength | On Roll | BSP | Remarks |
|-----|-------------------------|---------------------|----------|-----|-----------------|
| 1 | Sports officer | 1 | 1 | 17 | ----- |
| 2 | Asst Account Officer | 1 | 1 | 17 | ----- |
| 3 | Senior Inspector sports | 1 | 0 | 14 | Vacant |
| 4 | Inspector Sports | 2 | 0 | 12 | Vacant |
| 5 | Asst Inspector sports | 1 | 0 | 8 | Vacant |
| 6 | UDC | 1 | 0 | 9 | Vacant |
| 7 | LDC | 1 | 0 | 7 | Vacant |
| 8 | STAFF CAR DRIVER | 1 | 0 | 9 | Vacant |
| 9 | Naib Qasid | 1 | 0 | 1 | Vacant |
| | TOTAL = | 10 | 2 | | 8 vacant |

ORGANIZATION

PATRON

(SECRY/CHAIRMAN RAILWAY)
(HONARARY)

PRESIDENT
(GENERAL MANAGER/W&SI)
(HONARARY)

VICE PRISEDENT
(HONARARY)

SECRETARY GENERAL
(HONARARY)

SPORTS OFFICER
(BS-17)

AAO
(BS-17)

Senior Inspector
Sports
(BS-14)

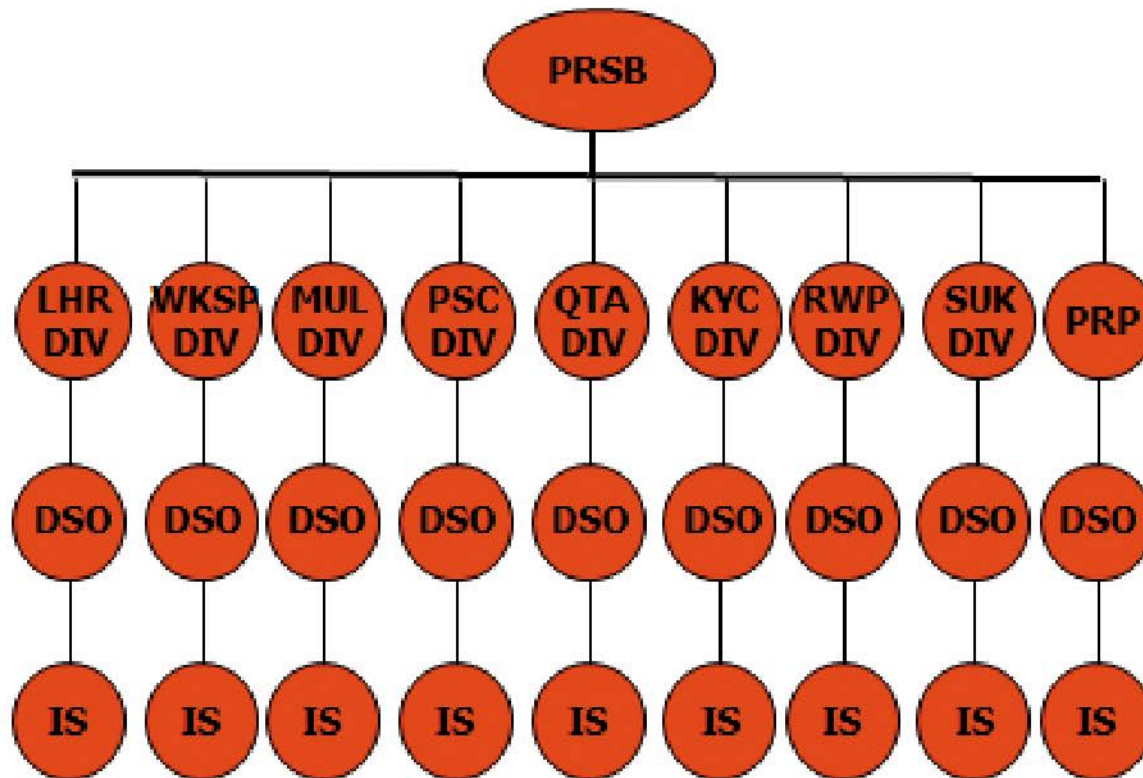
Inspector Sports
(BS-12)

(TWO)

Assistant Inspector
Sports
(BS-8)

LDC&UDC
(BS-9 & BS-11)

CONTROLLING AUTHORITIES
ON DIVISIONAL LEVEL



DSO = DIVISIONAL SPORTS OFFICER

IS = INCHARGE SPORTS

2. FEDERAL GOVERNMENT INSPECTOR OF RAILWAYS

BRIEF HISTORY

Uptill 1908, control over Railways was exercised by Government through consulting Engineers, 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 30.3.1974, it is working under MOR. The Federal Government Inspector of Railways as generally recognized has technical advisory and quasi-judicial functions. 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.

APPOINTMENT OF F.G.I.R.

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

MAJOR RESPONSIBILITY

The duties and functions of the Federal Government Inspector of Railways as laid down in the Railway Act, focus mainly on the safety aspect of railway constructions, maintenance and operation, while inspecting track structures, rolling stock signaling and interlocking installation, while examining station records operation staff, repair facilities etc. While holding enquires into accidents, the safety aspect is always borne in mind and the reports and recommendations are based on this aspect. The FGIR office renders valuable service by pointing out defects and shorts – 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 Railways, 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.

ACHIEVEMENT DURING THE FINANCIAL YEAR 2024-25

| S. No. | Services Delivery | Indicators (Units of Measurement) | Target achieved FY 2024-2025 |
|---------------|--|---|---|
| 1. | Inspection of seven operating Divisions of Pakistan Railways | By Annual Inspection *2552 track Kms. General Inspection **2128 track Kms. | Annual Inspection 1030 track Kms. General Inspection of 168 track Kms. |
| 2. | Approval of all type of plans of Pakistan Railways | As and when demanded | 87 |

| | | | |
|----|---|---|----|
| 3. | Approval of Working Rules | As and when demanded | 13 |
| 4. | Approval of Temporary Working Instructions | As and when demanded | 11 |
| 5. | Conducting Accident Enquiries (if any) | As and when required under the Law | - |
| 6. | Approval of Technical Sanctions | As and when demanded | 01 |
| 7. | Other Enquiries of Malpractice/Irregularities | By the Orders of Secretary/ Chairman as & when required | - |

3. CHIEF INTERNAL AUDIT

ESTABLISHMENT OF THE CHIEF INTERNAL AUDITOR OFFICE

The Internal Audit function was established in Pakistan Railways in 1981 under the administrative control of FA & CAO (Modernization) to examine periodically the accounts/ records maintained by the Executive offices, 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 the need for improving the quality and effectiveness of controls. Resultantly, the office of the Chief Internal Auditor was reorganized in the year 2000, to be headed by a BPS-20 officer from Pakistan Audit and Accounts Service (PAAS) and appointed by the Auditor General of Pakistan, who is the cadre administrator of PAAS officers.

MANDATE OF CIA OFFICE

The Internal Audit draws its mandate from various decisions taken by Member Finance, Public Accounts Committee and the Ministry of Railways from time to time. However, it does not yet have a Charter as required under the Global Internal Audit Standards (GIAS) issued by the Institute of Internal Auditors.

The Chief Internal Auditor also regulates its functions under Inspection Manual Chapter-7 of the Accounts Code Volume-I. The Internal Audit Manual was prepared and sent to the Railways Ministry in 2015, which still awaits approval. The office of the CIA also coordinates PAC and DAC meetings and prepares the Statement of Replies by coordinating with DG Audit Railways and Principal Officers through the Focal Person appointed by the Chief Executive Officer.

ROLES AND RESPONSIBILITIES

- Conducting internal audit of various formations of Pakistan Railways across the system as per Annual Plan and their follow-up.
- Issuance of Annual Internal Audit Report and its follow-up.
- Interface with Executive and 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 DG Audit Railways with regards to DAC, Pre-PAC, PAC meetings and compliance thereof.

PERSONNEL STRENGTH OF CIA OFFICE

Staff Position of Chief Internal Auditor office as on 30-06-2025 is as under: -

| S# | Designation | BPS | Sanctioned Strength | On Roll | Shortage | Remarks |
|-----|------------------|-----|---------------------|-----------|-----------|----------------|
| 1. | C.I.A | 20 | 1 | 1 | 0 | |
| 2. | DY: C.I.A. | 19 | 1 | 0 | 1 | |
| 3. | S.I.A.O. | 18 | 3 | 0 | 03 | |
| 4. | I.A.O. | 18 | 13 | 1 | 12 | |
| 5. | A.I.A.O. | 17 | 15 | 14 | 1 | |
| 6. | C.P.I. | 17 | 2 | 0 | 2 | |
| 7. | Senior Auditor | 16 | 20 | 12 | 8 | |
| 8. | Junior Auditor | 11 | 10 | 2 | 8 | *02 J.A on TLA |
| 9. | F.P.I | 8 | 4 | 0 | 4 | |
| 10. | Stenographer/APS | 16 | 1 | 1 | 0 | |
| 11. | Steno Typist | 14 | 2 | 1 | 1 | |
| 12. | Staff Car Driver | 8 | 1 | 0 | 1 | |
| 13. | Qasid | 4 | 1 | 0 | 1 | |
| 14. | Daftary | 3 | 1 | 0 | 1 | |
| 15. | Naib Qasid | 1 | 6 | 6 | 0 | *01 N.Q on TLA |
| | Total | | 79 | 38 | 43 | |

ANNUAL INTERNAL AUDIT REPORTS

The C.I.A office prepared and issued 26 Internal Audit Reports from the year 1999-2000 to 2023-2024. These reports were issued to senior management and the Board with the objective of supporting Pakistan Railways management in adding value to its operations, enhancing risk management practices, and strengthening internal controls and governance processes. The audit report for the year 2023-24 has been issued to the Secretary Railway Board and the senior management for placement before the Board as currently there is no Audit Committee constituted. The audit report 2023-24 highlights significant governance and control issues which had never been highlighted before since the inception of internal audit function. The report provides minimal assurance on the controls, risk management and governance of Pakistan Railways as horizontal and vertical audit work required to issue reasonable assurance was not conducted due to constraints in the provision of human and material resources. The preparation of the Annual Internal Audit Report for the audit year 2024-25 is currently in progress.

RISK BASED AUDIT

Since 2012, the CIA office has started to endeavor to conduct risk -based audit/issue-based audit, keeping in view the objectives of the organization, risk assessment and performance targets. However, due to a critical shortage of human and material resources and other operational issues, such an audit approach is practically very limited. Risk factors and materiality concepts are considered during the preparation of the Annual Audit Plan of different departments incurring expenditure and collecting revenue to the extent of information available and provided to the office of the CIA. Critical/high risk processes involving procurement, recoveries, theft, losses, misappropriation, deficiencies in rolling stocks, unnecessary blockage/retention of material, consumption of HSD Oil, non-realization of railway charges i.e. Demurrage & wharfage, liquidity, electrical etc., encroachment of Railways land, lease and rental charges should be included in Annual Internal Audit plans but as the human and material resources provided to Internal Audit are extremely limited Internal Audit wing of Railways remains constrained in its functions. The Internal Audit Plan for the year 2025-26 has not been executed due to a lack of approval from the competent forum (the Board) at the time of writing this content.

COORDINATION WITH EXECUTIVE AND STATUTORY AUDIT/ PAC:

The office of the Chief Internal Auditor compiled/consolidated replies to Draft Paras, Audit Paras, and MFDAC Paras, prepared SORs for meetings, and examined replies to PAC/DAC directives. During the year 2024-25, 28 Pre-DAC and 28 DAC meetings were held on Draft Paras, and 18 Pre-DAC and 20 DAC meetings were held, in addition to 02 PAC meetings on Audit Reports.

The Chief Internal Auditor's office, according to a conservative estimate, spends 20 per cent of its human resources on PAC/DAC Work.

4. PAKISTAN RAILWAYS ADVISORY & CONSULTANCY SERVICE LIMITED (PRACS)

PROJECTS DURING 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 Faiz Ahmed Faiz Train (Lahore-Narowal-Lahore Section) and generated earning of Rs.58.62 million during the year 2024-25.
- Feasibility Study for up-grading of Pakistan Railways existing main line ML-1 and establishing of Havelian Dry Port (Project worth Rs.393 million).
- Province Wise Pupation of Pakistan Railways Map Exhibiting Main Lines, Branches Lines, Closed Sections and Future Tracks Including Updates River Course (Project worth is 0.305 million).
- Vetting of 1x113'-0" (skew) railway span flyover bridge No.179-a over the railway track at KM 73/1-2 in replacement of Level crossing No.45 between Kot Adu-Daira Dinpanah stations on SSH-KDA section (General Layout Plan) (Project worth is 0.483 million).
- Construction of Over Head Bridge (98'-0") over the Railway track at KM No.261/4-5 on Gujranwala to Kot Sarwar and shifting of Class-I L-Xing No.156 between Kaleke-Hafizabad stations on Shorkot-Wazirabad section (Project worth is 0.490 million).
- Construction of Flyover in replacement of L-xing No.16 at KM 33/14-15 between Landhi and Jumma Goth stations on Karachi-Kotri section (Project worth is 0.495 million).
- Construction for proposed Flyover Bridge span (115'-0") in lieu of Level Crossing No.13 at KM 1379/9-10 between Choa Kariala-Kharian stations on Lalamusa-Rawalpindi section (Project worth is 0.315 million).

- Vetting of design in connection with issuing of NOC for construction of 1x13.69' Railway span Flyover bridge No.189/A (Rd 186+540) over the railway track at KM 154/6-7 in replace of L. Xing No.99 between Shwa-Ron stations on ADK-KZLC section (Project worth is 0.410 million).
- Construction of (1x51 ft. clear span) Road Over Bridge in connection with dualization of Port Qasim Main access Road at KM No.9/9-11 between Bin Qasim-Port Muhammad Bin Qasim railway siding (Project worth is 0.493 million).
- Construction of (1x137.30 Ft. clear span) Road Over Bridge in connection with dualization of Port Qasim Main access road at KM No.38/11-12 between Jumma Goth-Bin Qasim stations on Karachi Kotri section (Project worth is 0.487 million).
- Detail feasibility of Spur Track from NOKUNDI to REKO DIQ Mines (Project worth is 46 million).
- Indigenous Development of Mobile Loading Ramps (for tracked vehicles) Prototypes. (Project worth is 18.96 million).
- Topographic Survey of Land from Nickelson Chowk to Sarai-e-Kharbuza (Project worth is 1.557 million).
- Topographic Survey of land from EME College to Saarai-e-Kharbuza (Project worth is 1.557 million).
- Demarcation Survey of land from Nicklson Chowk to Sarai-e-Kharbuza (Project worth is 1.557 million).
- Demarcation Survey of land from EME College to Sarai-e-Kharbuza (Project worth is 1.557 million).
- Topographic Survey of 37 Acre land in Islamabad Sports Clubs. (Project worth is 0.187 million).
- Topographic Survey of land in connection with establishment of Olympics Village in D-12 Sector Islamabad (Project worth is 0.642 million).

EMPLOYMENT

PRACS is providing 180 job opportunities to the general public.

HERITAGE CELL (GOLRA MUSEUM)

Heritage department of PRACS is working on different projects stop preserve and promote the Railways Heritage. Heritage Team is also entrusted with preparation of brochures, booklets and other related material to highlight history and heritage of Railways. Golra Museum has tremendous potential of attracting public and tourists, interested in the study of its history, colonial background and variety of artifacts history of Railway. Hall No.1 was established in 2003

while Hall No.11 was inaugurated in 21st. April, 2018. All items in both halls of the museum are properly displayed and photographed. 385 foreigners & 1758 locals were visited till 31st. December, 2024.

RAILWAY RESERVATION & INFORMATION OFFICES MANAGED BY PRACS

| S. No. | City and Address | Phone # |
|---------------|---|-------------------|
| 1 | GPO Office Building Melody Market, G-6, Islamabad. | 051-9207474 |
| 2 | G-9 Markaz, Paragon Center, Karachi Company, Islamabad | 051-9262250 |
| 3 | Shop No.1-184/L, Al Kareem Plaza, Murree Road, Rawalpindi. | 051-5542221 |
| 4 | Current Reservation Office, Railway Station, Rawalpindi | 051-9270395 |
| 5 | Current and Advance Reservation Office, Railway station, Lahore. | 042-99203552 |
| 6 | PRACS Sub. Office, Opposite UET Gate No.3, GT Road, Lahore | 042-36856940 |
| 7 | 18-A Umer Center, Akbar Chowk, Township, Lahore. | 042-35141087 |
| 8 | Rajpoot Market, Near Tablighi Markaz, Raiwind. | 042-35394419 |
| 9 | Outside Daulat Gate, Circular Road, Multan. | 061-4502022 |
| 10 | Jinnah Terminal, Quaid-e-Azam International Airport, Karachi | 021-99071106 |
| 11 | Shop No.18, Haroon Center, Abu Ispahani Road, Gulshan-e-Iqbal, Karachi. | 0300-2141089 |
| 12 | GK-03, Ground Floor, E.O.B.I, Office, Awami Markaz, Shakra-e-Faisal, Karachi. | 0300-3554819 |
| 13 | Plot No.1, Habib Bank Chorangi S.I.T.E. Karachi | 021-32570111 |
| 14 | Cantonment Area, Malir Cantt. Karachi | 0300-2224820 |
| 15 | Pakistan Bazar, Pakistan Steel Town, Karachi. | 021-99254111/3232 |
| 16 | Shop No.1 Plot RS-5 Sector 11, Shafi Paradise, North Karachi | 021-36974490 |
| 17 | Shop No.1, Al Syed Center, Opp: Agha Khan Laboratory, Quaid Abad, Karachi. | 0335-2435941 |
| 18 | Shop No.3 & 4, Sector E-32, Nasir Colony, Korangi, Karachi. | 0321-3866457 |
| 19 | Ittefaz Plaza Shop No.10, Khalil-ur-Rehman Road, Quetta. | 081-2841975 |
| 20 | Plot No.950, Shop No.12/24, Chaudhry Corner, Sanghar | 0345-3673635 |

| | |
|---|--------------|
| Mr. Muhammad Amjad Iqbal, Managing Director, PRACS, Rawalpindi | 051-9270918 |
| Mr. Asjad Rashid Mirza, Secretary, PRACS, Rawalpindi | 051-9270919 |
| Mr. Muhammad Khalid Bashir, Director/A&C, PRACS, Sub. Office, Lahore. | 042-99205261 |
| Mr. Aamer Latif, Deputy Director Admn, PRACS, Rawalpindi. | 051-9273586 |

UPGRADATION OF ML-1 PROJECT

The up-gradation of Karachi-Peshawar Main Line (ML-1) 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 / CEPEC 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 up-gradation of 1,726 km railway line for a speed of 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 million 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 inflammation.

The current financial condition of the country and its further economic outlook made it 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 / up-gradation criteria, to be upgraded in two phases.

The project involves up-gradation of existing railway lines, bridge, 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 and 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 country. It is also envisaged to improve regional connectivity and facilitate trade, specially between China and Pakistan and Central Asian States through Afghanistan.

RATIONALIZATION UP-GRADATION OF ML-1

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

- i) 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).

- ii) Hyderabad-Multan-Lahore-Lala Musa section is designed for 160 KM/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 160 KM/h will be achievable after complete grade separation, provision of complete fencing and enhancing maintenance facilities etc.
- iii) Lala Musa-Peshawar section is designed as double line for 120 KM/h with 25-ton axle load, whereas Lala Musa-Kluwal and Pindora-Jahangira sections are designed as double line for 100 KM/h and operating speed will be 100 KM/h (except where speed limits due to severe metric conditions).
Section wise details are tabulated below: -

PHASES OF RATIONALIZED UP-GRADATION OF ML-1

Phase-I: Sub-Sections

1. Karachi (Kemari) – Hyderabad (182 KM)
2. Hyderabad-Nawabshah (115 KM)
3. Nawabshah-Rohri (183 KM)
4. Rohri-Khanpur (212 KM)
5. Khanpur-Multan (237 KM)
6. Walton Academy

PHASE-II: SUB-SECTIONS

7. Multan-Lahore (334 KM)
8. Lahore-Lalamusa (132 KM)
9. Khanewal-Pindora (52 KM)
10. Rawalpindi-Peshawar (174 KM)
11. Dry Port Hevellian

It was initially envisaged that up-gradation of Karachi-Hyderabad (182 KM) section, would be commenced initially as test section as had been consented by the Chinese side subject to finalization of financial terms during 2024-25. However, the financing terms with Chinese side could not be finalized.

Recent development in the country have sensitized government's interest in Railway sector being only feasible source for mass government of goods particularly mineral resources specially on Karachi-Rohri section of ML-1. Government of Pakistan is actively pursuing the development of Thar Coal resources and Reko Diq Copper and Gold mines. Theses

natural resources can only be efficiently extracted and transported through rail network. In this background the project of rail link with Thar Coal already been kick started and expected to complete in 2026. Whereas the up-gradation of ML-3 from, Rohri to Naukundi is being taken in hand under the bridge financing loan from Reko Diq Mining company (RDMC). Thar Coal will be transported to upcountry for local use in power plants, cement factories and Misc, use and will also be exported / imported through Port Qasim. About 16 trains are expected to added on this part on Karachi-Rohri section. Another Agreement with Rekodiq Mining Company (RDMC) is being signed for transporting mining are through Rail from Naukundi to Port area for export. About 6 to 8 trains are expected to be added on Karachi-Rophri section of ML-1, for Reko Diq. In addition, more traffic is expected from other multiple resources.

On the other hand, existing capacity of ML-1 particularly Karachi-Rohri section is insufficient to cater such future traffic. Realizing the importance of robust and reliable railway network, government has taken the initiative to upgrade the backbone of Pakistan Railway network i.e. ML-1. In the given scenario, importance of Karachi-Rohri section of ML-1 has become prominent. Federal Government is looking for the financing of Karachi-Rohri (480 KM) as priority section of ML-1 through Chine's loan, Asian Development Bank (ADB) and Asian Infrastructure Investment Bank (AIIB).

A practical, feasible and sustained financing and implementation plan, including by considering third-party participation, is being pursued for the upgrade of ML-1 to ensure high-quality development of CPEC connectivity.

5. PAKISTAN RAILWAY FREIGHT TRANSPORTATION COMPANY (PRFTC)

INTRODUCTION

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.

DECISION-MAKING MECHANISMS

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 7 members, including 3 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.

BOARD OF DIRECTORS

| Name | Designation |
|--------------------------|--|
| Mr.Shabir Hussain Hashmi | Independent Director, Chairman of the Board |
| Mr.Amjad Latif | Independent Director |
| Mr.Aqeel Ahmed Nasir | Independent Director |
| Ms.Samina Afsar | Independent Director |
| Ms.Alia Shahid | Ex-officio, Director, DG Ports & Shipping |
| Ms Fouzia Basharat Samo | Ex-officio, Director, CEO/Executive Director, sPRFTC |
| Mr.Kamran Waseem | Ex-officio, Director, DG Planning, MOR |

ACHIEVEMENTS

YOUSAFWALA POWER PROJECT

- The company recorded its highest-ever profit of Rs. 175 million for the year ending June 2025 by successfully transporting coal from Port Qasim to the Yousufwala Power Plant, while maintaining a strong professional relationship with the Chinese company on behalf of Pakistan Railways through prompt and efficient corporate services.
- PRFTC generated and transferred Rs. 10.9 billion in revenue to Pakistan Railways during FY 2024–25. Since incorporation, cumulative cash generation has reached Rs. 78.4 billion.
- Secured recovery of Rs. 45 million in tax refunds from FBR through proactive follow-up.
- Successfully transported 200,000 tons of coal to the Jamshoro Coal Power Plant, generating an additional Rs. 25 million in revenue.

- Constituted mandatory governance committees including the Audit & Risk Committee and the Human Resource Committee, ensuring compliance with the SOE Act, 2023.
- Through strategic financial oversight, the Board ensured timely tax management of Rs. 15 million for FY 2024–25 by implementing effective planning and optimizing cash flows.
- Maintained financial autonomy by continuing operations without recurring financial support from the Parent Division (Pakistan Railways), fully relying on self-generated revenue.

FREIGHT REVENUE TABLE

| Period | Invoice No. | No of Wagons Loaded | Weight charged (Tonnes) | Total Freight Paid (Rs) |
|------------------------------|-------------|---------------------|-------------------------|-------------------------|
| 2016-17 | 1620 | 10111 = 20222 | 609788.196 | 1,983,915,105 |
| 2017-18 | 6127 | 46439 = 92878 | 2790462.710 | 9,558,181,425 |
| 2018-19 | 6327 | 48806 = 97612 | 2931244.141 | 10,678,733,425 |
| 2019-20 | 6185 | 44968 = 89936 | 2698524.241 | 10,400,133,005 |
| 2020-21 | 5955 | 43722 = 87444 | 2623688.350 | 10,503,340,610 |
| 2021-22 | 6552 | 44469 = 88938 | 2668504.355 | 11,943,744,808 |
| 2022-23 | 3633 | 22789 = 45578 | 1367718.382 | 6,526,925,495 |
| 2023-24 | 2338 | 15050 = 30100 | 905061.383 | 5,855,742,205 |
| 2024-25 | 3090 | 26454 = 52908 | 1,596,872.432 | 10,979,457,543 |
| Total Freight Revenue | | | | 78,430,173,621 |

JAMSHORO POWE 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.

| Period | Invoice No. | No of Wagons Loaded | Weight charged (Tonnes) | Total Freight Paid (Rs) |
|------------------------------|-------------|---------------------|-------------------------|-------------------------|
| 2023-24 | 134 | 2585 = 5170 | 153262.320 | 25,9535,422 |
| 2024-25 | 6127 | 4546 = 9092 | 238829.158 | 455,432,130 |
| Total Freight Revenue | | | | 714,967,552 |

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 off 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 takers/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.

STAFF STATEMENT

The total staff strength as of June 2025 is 54.

FUTURE PROJECTS

Pursuant to the voluntary winding-up directions issued by the Ministry of Railways, Government of Pakistan, vide Letter No. 12/7/2025-(PANDO.O) dated June 30, 2025, the Company is presently focused on orderly settlement of its affairs, optimization and realization of assets, settlement of liabilities, and fulfillment of all statutory and contractual obligations in accordance with applicable laws and regulatory requirements. Management is also ensuring continuity of essential coordination activities with Pakistan Railways and relevant stakeholders during the transition period to safeguard public interest and facilitate smooth closure of operations.



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ROUTE KILOMETERS

At the end of year **2024-25**, 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 1950-2025

| 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 |
| 2024-2025 | 7779.00 | 312.00 | - | 7791.00 |

TRACK KILOMETERS

Pakistan Railways had a total of 11,881.00 track-kilometers (including double line track, yards and sidings) at the end of **2024-25**. This consisted of 11,492.00 kilometers of broad-gauge.

Track Kilometers 1950-2025

| 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 |
| 2024-2025 | 11,492.00 | 389.00 | - | 11881.00 |

DOUBLE LINE TRACK

Double line track 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, 2025, Pakistan Railways had 5 steam locomotives and 440 Diesel locomotives on entire system.

| Year-Wise, figures are as follows: - Year | Broad Gauge | | | Metre-Gauge | Narrow-Gauge | Total (No.) |
|--|----------------|-----------------|-------------------|----------------|----------------|----------------|
| | Steam (No.) | Diesel (No.) | Electric (No.) | Steam (No.) | Steam (No.) | |
| 1950-55 Average | 751.00 | 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 |
| 2024-2025 | 5.00 | 440 | NIL | NIL | NIL | 445 |

COACHING VEHICLES OWNED

Total number of coaching owned by Pakistan Railway at the end of the year **2024-25** was 1,696. This includes 1,290 vehicles meant for the conveyance of passengers and 254 vehicles for the conveyance of luggage, parcel, mails, automobiles, horses, etc., as well as departmental vehicles and does not include 152 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 |
| 2024-2025 | 1,290.00 | 254.00 | - | - | - | NIL | 1,290 | 254 |

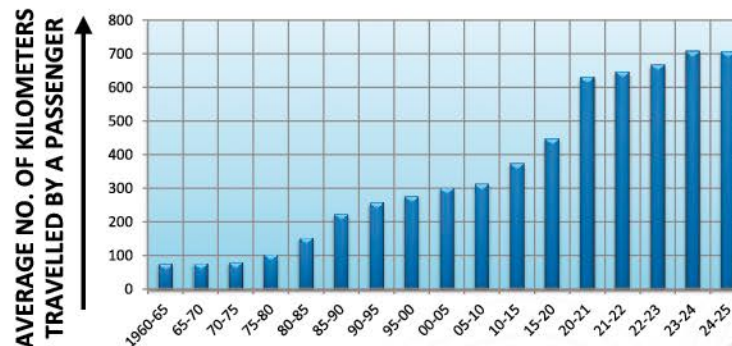
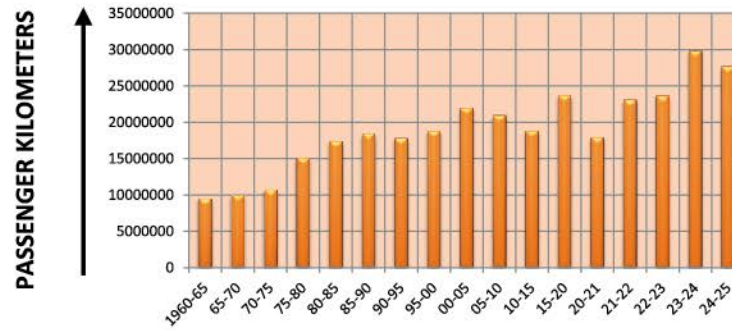
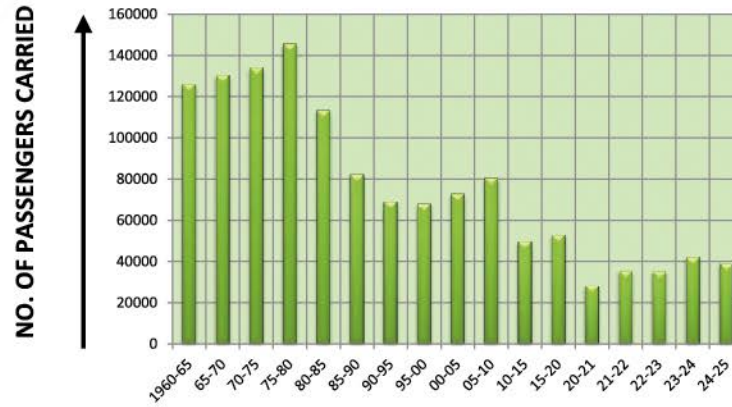
FREIGHT WAGONS OWNED

The number of freight wagons owned by the Pakistan Railways at the end of the year **2024-25** was 11,015 comprising 2,149 covered wagons, 3,714 open wagons, 433 special type wagons (for carriage of liquids, explosives, machinery, live-stock, timber, rails, etc.), 577 departmental wagons, 1,516 containers, 1,707 tank wagons and 344 brake-vans. Out of these 3,830 wagons are 4-wheelers and 7,185 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 |
| 2024-2025 | 11,015.00 | - | - | 11,015.00 |

PAKISTAN RAILWAYS

PASSENGER CARRIED



PASSENGERS CARRIED AND KILOMETRES

During the year **2024-25**, the Pakistan Railways carried 39,173,576 passengers making a total of 27,716,034,518 passenger-kilometers, averaging 707.5 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 |
| 2024-2025 | 39,173 | 27,716,034 | 707.5 | 1249.3 | 176.6 |

PERCENTAGE OF PASSENGERS CARRIED CLASS WISE

Out of 3,91,73,576 passengers carried during 2024-25 100370 (0.26%) travelled in air-conditioned sleeper, 1,19,430 (0.30%) in air-conditioned sitter, 0 (0.0%) in First class sleeper, 1,474898 (3.77%) in air conditioned (standard) class, 36,237,281 (92.50%) in Economy class and 12,41,597 (3.17%) 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 No. |
|-----------------|-----------------------|------|--------|------|-------------|------|--------|------|--------------|-------|-----------|
| | Sleeper | | Sitter | | Sleeper | | Sitter | | No. | % | |
| | 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 | | | | Sitter | | Air-Conditioned Lower | | Economy Class | | Second Class | | Total 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 | | | | | | | | | | | | | | | |
| Avg. | 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 | | | | | | | | | | | | | | | |
| Avg. | 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 | | | | | | | | | | | | | | | |
| Avg. | 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 Lower Business | | Standard Class | | Economy Class | | Second Class | | Total No. |
|--------------|-----------------------|------|--------|------|-------------|------|--------------------------------|-------|----------------|------|---------------|-------|--------------|------|---------------|
| | Sleeper | | Sitter | | Sleeper | | Business | | Class | | Class | | Class | | |
| | 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 | - | - | 35,404 |
| 2023-24 | 108 | 0.26 | 130.00 | 0.31 | 0.00 | 0.00 | 1339 | 3.18 | 1599 | 3.80 | 38,953 | 92.46 | - | - | 42,130 |
| 2024-25 | 100 | 0.26 | 119.00 | 0.30 | 0.00 | 0.00 | 1242 | 3.17 | 1475 | 3.77 | 36,237 | 92.50 | - | - | 39,173 |

CLASS WISE & ZONE-WISE**No. of Passengers Carried**

| Class | No. of Zone | 2019-2020 | 2020-2021 | 2021-2022 | 2022-2023 | 2023-2024 | 2024-2025 |
|---------------------------|--------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| A-C.C. Sleeper | 1-40 Kms | - | - | - | - | - | - |
| | 41-100 Kms | - | - | - | - | - | - |
| | 101-250 Kms | 35,922 | 10,320 | 10,032 | 9,512 | 25,900 | 23100 |
| | 251-500 Kms | 43,817 | 7,660 | 8,825 | 9,110 | 32,815 | 30950 |
| | 501 & above | 86,544 | 58,622 | 59,816 | 59,268 | 49,940 | 46320 |
| | Total | | 166,283 | 76,602 | 78,673 | 77,890 | 108,655 |
| A-C.C. Sitter | 1-40 Kms | 4,918 | 18 | - | - | - | - |
| | 41-100 Kms | 7,542 | 2,057 | 762 | 762 | 4,850 | 4720 |
| | 101-250 Kms | 45,382 | 45,273 | 72,214 | 72,212 | 18,065 | 16290 |
| | 251-500 Kms | 57,194 | 30,869 | 30,724 | 30,724 | 96,523 | 86650 |
| | 501 & above | 5,183 | 4,098 | 6,058 | 3,310 | 10,905 | 11770 |
| | Total | | 120,219 | 82,315 | 109,758 | 107,008 | 130,343 |
| A-C.C. (Standard) | 1-40 Kms | - | 112 | 250 | 170 | 280 | 258 |
| | 41-100 Kms | 152,554 | 21,143 | 27,388 | 22,387 | 89,554 | 91902 |
| | 101-250 Kms | 801,485 | 133,812 | 144,149 | 112,740 | 38,7955 | 378504 |
| | 251-500 Kms | 478,494 | 100,287 | 132,524 | 130,650 | 432,700 | 414580 |
| | 501 & above | 792,471 | 679,892 | 1,143,567 | 935,940 | 688,571 | 589654 |
| | Total | | 2,225,004 | 935,246 | 1,447,878 | 1201,887 | 1,599,060 |
| First Class Sleeper | 1-40 Kms | - | - | - | - | - | - |
| | 41-100 Kms | - | - | - | - | - | - |
| | 101-250 Kms | - | 10 | - | - | - | - |
| | 251-500 Kms | - | - | - | - | - | - |
| | 501 & above | - | - | - | - | - | - |
| | Total | | - | 10 | - | - | - |

PASSENGERS CARRIED & EARNINGS**Passenger Earnings. (Rs.)**

| 2020-2021 | 2021-2022 | 2022-2023 | 2023-2024 | 2024-2025 |
|----------------------|----------------------|----------------------|----------------------|----------------------|
| - | - | - | - | - |
| - | - | - | - | - |
| 7,852,550 | 22,063,025 | 22,163,115 | 43,786,520 | 41,886,120 |
| 17,451,220 | 30,888,325 | 30,991,245 | 80,570,233 | 78,430,444 |
| 238,187,706 | 388,309,245 | 392,140,250 | 255,407,456 | 241,375,664 |
| 263,491,476 | 441,260,595 | 445,294,610 | 379,764,209 | 361,692,228 |
| 2,640 | - | - | - | - |
| 713,780 | 495,000 | 499,120 | 852,950 | 863,080 |
| 30,024,217 | 49,499,965 | 50,501,040 | 29,638,565 | 28,223,865 |
| 26,812,562 | 45,549,969 | 44,558,710 | 63,806,224 | 61,510,334 |
| 10,105,307 | 4,454,997 | 101,113,440 | 35,285,512 | 37,495,310 |
| 67,658,506 | 99,999,931 | 196,672,310 | 102,883,251 | 128,092,589 |
| 30,685 | 273,884 | 310,185 | 450,175 | 449,500 |
| 3,098,513 | 13,694,195 | 3,312,410 | 9,012,510 | 8,920,906 |
| 67,842,680 | 136,941,946 | 68,120,185 | 82,058,320 | 83,608,610 |
| 130,607,197 | 20,541,299 | 110,440,130 | 367,418,290 | 384,923,396 |
| 1,477,758,874 | 2,382,515,981 | 1,792,620,842 | 2,238,115,360 | 2,060,731,976 |
| 1,679,337,949 | 2,553,967,305 | 1,974,803,752 | 2,697,054,655 | 2,538,634,388 |
| - | - | - | - | - |
| - | - | - | - | - |
| 7,221 | - | - | - | - |
| - | - | - | - | - |
| - | - | - | - | - |
| 7,221 | - | - | - | - |

* Provisional

CLASS WISE & ZONE-WISE NUMBER OF PASSENGERS CARRIED

| Class | No. of Zone | 2020-2021 | 2021-2022 | 2022-2023 | 2023-2024 | 2024-2025 |
|---------------------------------------|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| ECONOMY CLASS. | 1-40 Kms | 1,322,582 | 821,107 | 820,120 | 4,274,570 | 3,289,450 |
| | 41-100 Kms | 1,083,873 | 1,045,045 | 5,272,298 | 6,022,254 | 5,497,874 |
| | 101-250 Kms | 6,612,909 | 5,225,224 | 1,045,045 | 9,243,968 | 8,528,392 |
| | 251-500 Kms | 3,306,455 | 3,831,831 | 3,732,850 | 7,931,011 | 7,313,413 |
| | 501 & above | 14,125,818 | 21,997,530 | 22,032,276 | 11,481,121 | 11,608,152 |
| | Total | 26,451,637 | 32,920,737 | 32,902,589 | 38,952,924 | 36,237,281 |
| 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 | 190,539 | 227,873 | 224,080 | 181,481 | 161,588 |
| | 251-500 Kms | 11,768 | 149,153 | 147,100 | 326,115 | 383,134 |
| | 501 & above | 675,847 | 746,333 | 744,066 | 831,502 | 696,875 |
| | Total | 878,154 | 1,123,359 | 1,115,246 | 1,339,098 | 1,241,597 |
| ZONE WISE Total of all Classes | 1-40 Kms | 1,322,712 | 821,357 | 820,290 | 4,274,580 | 3,289,708 |
| | 41-100 Kms | 1,107,073 | 1,073,195 | 5,295,447 | 6,116,658 | 5,594,496 |
| | 101-250 Kms | 6,992,863 | 5,679,492 | 1,463,589 | 9,857,369 | 9,107,874 |
| | 251-500 Kms | 3,457,039 | 4,153,057 | 4,050,434 | 8,819,164 | 8,228,727 |
| | 501 & above | 15,544,277 | 23,953,304 | 23,774,860 | 13,062,039 | 12,952,771 |
| | Total | 28,423,964 | 35,680,405 | 35,404,620 | 42,130,080 | 39,173,576 |

* Provisional

PASSENGERS CARRIED & EARNINGS

Passenger Earnings. (Rs.)

| 2020-2021 | 2021-2022 | 2022-2023 | 2023-2024 | 2024-2025 |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 54,225,862 | 57,477,467 | 60,145,374 | 328,832,572 | 305,512,628 |
| 107,303,427 | 114,954,933 | 115,120,147 | 839,978,261 | 798,821,360 |
| 1,587,098,160 | 1,149,549,331 | 1,345,185,320 | 5,048,853,417 | 4,663,161,175 |
| 1,487,904,750 | 1,724,323,996 | 1,512,020,475 | 5,484,286,310 | 5,050,583,036 |
| 14,494,953,988 | 19,944,680,890 | 25,036,693,318 | 29,669,045,849 | 30,480,252,760 |
| 17,731,486,187 | 22,990,986,617 | 28,069,164,634 | 41,370,996,409 | 41,298,330,959 |
| - | - | - | - | - |
| - | - | - | - | - |
| - | - | - | - | - |
| - | - | - | - | - |
| - | - | - | - | - |
| - | - | - | - | - |
| - | - | - | - | - |
| 114,513,939 | 410,172,021 | 226,005,080 | 197502078 | 188520896 |
| 14,933,592 | 410,172,021 | 664,025,115 | 892612418 | 878858480 |
| 2,352,454,208 | 3,281,376,170 | 3,180,180,155 | 3913461880 | 3544413650 |
| 2,481,901,739 | 4,101,720,212 | 4,070,210,350 | 5,003,576,376 | 4,611,793,026 |
| 54,259,187 | 57,751,351 | 60,455,559 | 329,282,747 | 305,962,128 |
| 111,115,720 | 129,144,128 | 118,931,677 | 849,843,721 | 808,605,346 |
| 1,807,338,767 | 1,768,226,288 | 1,711,974,740 | 5,375,138,900 | 5,005,400,666 |
| 1,677,709,321 | 2,231,475,610 | 2,362,035,675 | 6,888,693,475 | 6,454,305,690 |
| 18,573,460,083 | 26,001,337,283 | 30,502,748,005 | 36,111,316,057 | 36,364,269,360 |
| 22,223,883,078 | 30,187,934,660 | 34,756,145,656 | 49,554,274,900 | 48,938,543,190 |

* Provisional

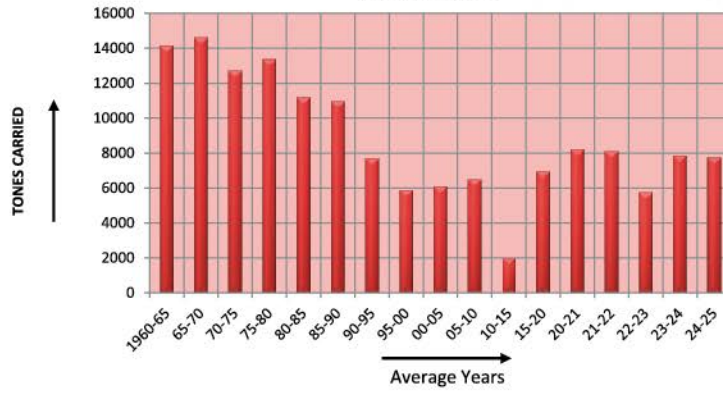
FREIGHT WAGONS LOADED

284,695 freight wagons were loaded during **2024-25** on the entire system. These figures also included wagons received from foreign Railways. Year-wise figures are given below: -

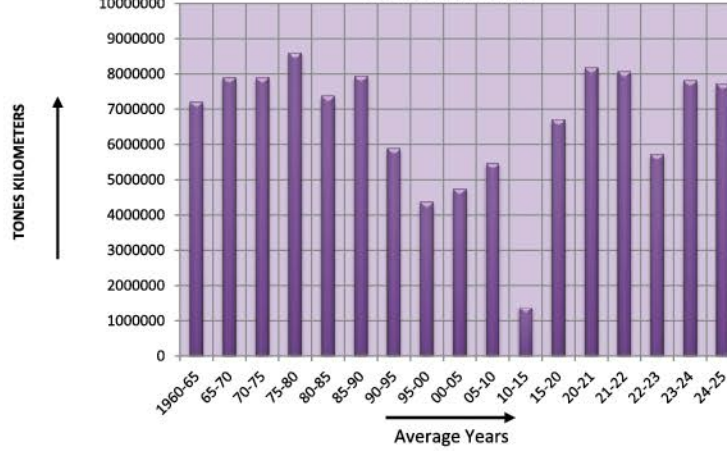
| Year | Broad-Gauge (No.) | Metre-Gauge (No.) | Narrow-Gauge (No.) | Total (No.) |
|-------------------|------------------------------|------------------------------|-------------------------------|------------------------|
| 1950-55 Average | 806,919 | 54,944 | 20,402 | 882,265.00 |
| 1955-60 Average | 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 |
| 2023-2024 | 289,748 | Nil | Nil | 289,748 |
| 2024-2025 | 284,695 | Nil | Nil | 284,695 |

PAKISTAN RAILWAYS

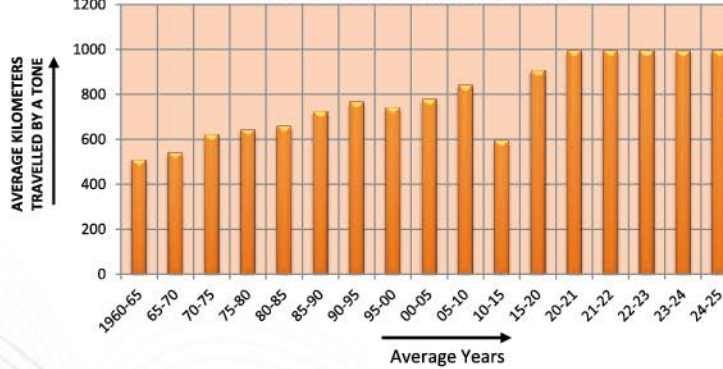
TONNES CARRIED



TONNES KILOMETERS



AVERAGE KILOMETERS TRAVELLED BY A TONE



FREIGHT

7,752,996 freight tones were carried by Pakistan Railways during **2024-25** and 7,723,607,730 ton-kilometers were earned averaging 996.21 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 |
| 2024-2025 | 7,228 | 524 | 7,752 |

* 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 | 1,0100,71 |
| 7,814,953 | 994.91 | 3.60 | 3,579.8 | 1,704,667 |
| 7,723,607 | 996.21 | 4.00 | 6695.9 | 1,920,856 |

* Provisional

COMMODITY-WISE (TONNES) FREIGHT CARRIED

(Figures in Thousand)

| S.No. | Name of Commodities | 2020-2021 | 2021-2022 | 2022-2023 | 2023-2024 | 2024-2025 |
|-------|--|-----------|-----------|-----------|-----------|-----------|
| 1 | Ballast and Stone | - | - | - | - | - |
| 2 | Cement | 4 | 17 | 22 | 43 | 3 |
| 3 | Chemical manures (Fertilizers) | - | 11 | 33 | 184 | 162 |
| 4 | Coal and Coke for the Public | 3,699 | 3,329 | 1,785 | 2,392 | 2603 |
| 5 | Departmental Commodities | | | | | |
| | Coal, Coke and Patent fuel for Railways (including | | | | | |
| 5a | H.S.D and furnace oil) | 320 | 241 | 170 | 143 | 168 |
| 5b | Railway Material and Stores | 514 | 417 | 403 | 398 | 355 |
| 6 | Cotton Raw, unpressed and full pressed | - | - | - | - | - |
| 7 | Fire wood | - | - | - | 3 | - |
| 8 | Fruits and Vegetable Fresh | 1 | 2 | 2 | 2 | - |
| 9 | Gross Dry | - | - | - | - | - |
| 10 | Gypsum | - | - | - | - | - |
| 11 | Hides, Skin or pelts common | - | - | 13 | 13 | - |
| | Iron and Steel Division "A" includes angle, axels, | | | | | |
| 12 | 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 | - | - | - | - | - |
| | Oil Division "D" includes Vacuum refined edible | | | | | |
| 21 | oils | - | - | - | - | - |
| 22 | Oil Seeds | 7 | 1 | - | 4 | - |
| 23 | Ores, Common | - | - | - | - | 1 |
| 24 | Othe Grans and pules | - | - | - | - | - |
| 25 | Paddy and Rice | 3 | 27 | 5 | 1 | 3 |
| | Petroleum and other hydrocarbon oils non-dangerous | | | | | |
| 26 | i.e. having flashing point at above 76 Fahr. | - | - | - | - | - |
| | (a) Division "B" includes Diesel Oil | - | - | - | - | - |
| | (b) Division "C" includes Furnace Oil | - | - | - | - | - |

| | | | | | | |
|----|--|--------------|--------------|--------------|--------------|-------------|
| | Petroleum and having other hydro-carbon oils dangerous i.e. having a flashing point below 76 Fahr. | | | | | |
| 27 | Includes Petrol Oil. | - | - | - | - | - |
| | Petroleum and other hydro-carbon oils non-dangerous i.e. having a flashing point below 76 Fahr. | | | | | |
| 28 | 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 | 1,432 | 1,778 | 1,569 | 1,956 | 2217 |
| 38 | Contained Traffic | 2,167 | 2,275 | 1,729 | 2,726 | 2240 |
| | Total | 8,213 | 8,098 | 5,748 | 7,854 | 7752 |

COMMODITY-WISE TOONES KILOMETERS

(Figures in Thousand)

| S.No. | Name of Commodities | 2020-2021 | 2021-2022 | 2022-2023 | 2023-2024 | 2024-2025 |
|-------|---|-----------|-----------|-----------|-----------|-----------|
| 1 | Ballast and Stone | - | - | - | - | - |
| 2 | Cement | 4,622 | 10,882 | 16,593 | 34023 | 1805 |
| 3 | Chemical manures (Fertilizers) | - | 83,02 | 30,677 | 181375 | 151707 |
| 4 | Coal and Coke for the Public | 3,785,775 | 3,406,098 | 1,818,482 | 2460202 | 2672612 |
| 5 | Departmental Commodities | | | | | |
| | Coal, Coke and Patent fuel for Railways | | | | | |
| 5a | (including H.S.D and furnace oil) | 89,857 | 160,175 | 90,631 | 74780 | 93446 |
| 5b | Railway Material and Stores | 211,302 | 197,491 | 217,782 | 222847 | 181717 |
| 6 | Cotton Raw, unpressed and full pressed | - | 225,869 | - | - | - |
| 7 | Fire wood | 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 | - | - | - | - | - |
| | Iron and Steel Division "A" includes angle, | | | | | |
| 12 | 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 | - | - | - | - | - |
| | Oil Division "D" includes Vacuum refined | | | | | |
| 21 | edible oils | - | - | - | - | - |
| 22 | Oil Seeds | 3,650 | 627 | - | 6898 | 213 |
| 23 | Ores, Common | - | - | - | - | - |
| 24 | Othe Grans and pules | - | - | - | - | - |
| 25 | Paddy and Rice | 1,771 | 19,616 | 2,947 | 1065 | 1459 |
| | Petroleum and other hydrocarbon oils non- | | | | | |
| | dangerous i.e. having flashing point at above | | | | | |
| 26 | 76 Fahr. | - | - | - | - | - |
| | (a) Division "B" includes Diesel Oil | - | - | - | - | - |

| | | | | | | |
|----|---|------------------|------------------|------------------|------------------|------------------|
| | (b) Division "C" includes Furnace Oil | - | - | - | - | - |
| | Petroleum and having other hydro-carbon oils | | | | | |
| | dangerous i.e. having a flashing point below 76 | | | | | |
| 27 | Fahr. Includes Petrol Oil. | - | - | - | - | - |
| | Petroleum and other hydro-carbon oils non- | | | | | |
| | dangerous i.e. having a flashing point below 76 | | | | | |
| | Fahr. For Division "A" includes Kerosene Oil | | | | | |
| 28 | etc. | - | - | - | - | - |
| | Piece-goods, cotton, woolen or artificial silk | | | | | |
| 29 | etc. | - | - | - | - | - |
| 30 | Salt | - | - | - | - | - |
| 31 | Sugar | - | - | - | - | - |
| 32 | Sugarcane | - | - | - | - | - |
| 33 | Timber | - | - | - | - | - |
| 34 | Tobacco manufactured | - | - | - | - | - |
| 35 | Wheat | 65,325 | - | 12,020 | 4346 | - |
| 36 | Wool | - | - | - | - | - |
| 37 | Miscellaneous | 156,919 | 1,600,827 | 1,535,772 | 1,656,556 | 1758594 |
| 38 | Container Traffic | 2,446,573 | 2,598,938 | 1,989,436 | 3,171,737 | 2862054 |
| | Total | 8,179,832 | 8,070,161 | 5,723,154 | 7,814,953 | 7,723,607 |

PASSENGER TRAINS RUN

During the year 2024-25 **27,276** passenger trains and **(Nil)** mixed trains which carry passenger vehicles and a limited number of freight wagons worked by diesel locomotives covering 20,124,941 kilometers.

| Year | <u>Passenger</u> | | | | <u>Mixed</u> | | | | NUMBER OF |
|-------------------|------------------|---------|----------|---|--------------|--------|----------|---|-----------|
| | 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 | - | |
| 2024-2025 | Nil | 27,276 | Nil | 27,276 | 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 NUMBER OF KILOMETERS COVERED BY
PASSENGER AND MIXED TRAINS (THOUSAND)**

| Total No. of Trains | 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 | - | - |
| 23,782 | Nil | 20,124 | Nil | 20,124 | - | - |

FREIGHT TRAINS RUN ON

During the year **2024-25**, 61,47 freight trains worked by diesel locomotives on Pakistan Railways Network covering a total of 71,52 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 |
| 2023-2024 | Nil | 5,531 | Nil | 5,531 | Nil | 6,237 | Nil | 6,237 |
| 2024-2025 | Nil | 6,147 | Nil | 6,147 | Nil | 7,152 | Nil | 7,152 |

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 |
| - | 58.06 | - | 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 |
| - | 53.37 | - | 51.03 | - | 76,465 | - | 76,465 |

LOCOMOTIVE

During the year **2024-25**, on the average kilometers travelled by a broad-gauge diesel-electric locomotives on the Railways Network was 230.02 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 243.0 kilometers per day.

Engine-kilometers per day per engine on line All Engines

Engine-kilometers per day per day per engine in use All Engines Goods Engines

| Year | All Engines | | | | All Engines | | | | Goods Engines | | | |
|----------------|-------------|--------|----------|--|-------------|--------|----------|---|---------------|--------|----------|---|
| | Steam | Diesel | Electric | Steam, Diesel & Electric Combined | Steam | Diesel | Electric | Steam Diesel & Electric Combined | Steam | Diesel | Electric | Steam Diesel & Electric Combined |
| 1950-55 Avg. | Nil | Nil | Nil | 134.0 | Nil | Nil | Nil | 188.0 | Nil | Nil | Nil | 159.0 |
| 1955-60 Avg. | 134.0 | 323.0 | Nil | 161.0 | 177.0 | 178.0 | Nil | 209.0 | 140.0 | 296.0 | Nil | 171.0 |
| 1960-65 Avg. | 122.0 | 283.0 | Nil | 167.0 | 156.0 | 325.0 | Nil | 206.0 | 117.0 | 246.0 | Nil | 161.0 |
| 1965-70 Avg. | 111.0 | 270.0 | Nil | 166.0 | 137.0 | 304.0 | Nil | 200.0 | 97.0 | 208.0 | Nil | 146.0 |
| 1970-75 Avg. | 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 Avg. | 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 Avg. | 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 Avg. | 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 Avg. | 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 Avg. | 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 Avg. | Nil | 259.0 | 122.0 | 255.0 | Nil | 354.0 | 149.0 | 345.0 | 64.0 | 232.0 | 73.0 | 124.0 |
| 2005-2010 Avg. | Nil | 370.0 | 106.0 | 264.0 | Nil | 354.0 | 65.0 | 339.0 | 53.0 | 256.0 | 68.0 | 276.0 |
| 2010-2015 Avg. | Nil | 189.0 | Nil | 189.0 | Nil | 393.0 | Nil | 393.0 | Nil | 263.0 | Nil | 263.0 |
| 2015-2020 Avg. | 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 |
| 2023-2024 | Nil | 205.05 | Nil | 205.05 | Nil | 225.0 | Nil | 225.0 | Nil | 169.01 | Nil | 169.01 |
| 2024-2025 | Nil | 230.02 | Nil | 230.02 | Nil | 243.0 | Nil | 204.3 | Nil | 227.00 | Nil | 227.00 |

USAGE OF BROAD GAUGE (B.G.)

The percentage of unserviceable locomotives to total was 19.6 in case of diesel-electric. On an average each diesel locomotive worked 11.85 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 |
| - | 19.6 | - | 19.6 | Nil | 11.85 | Nil | 11.85 |

FREIGHT TRAIN

During the year **2024-25** the average speed of freight trains worked by diesel electric on the broad-gauge of the Pakistan Railways Network was 19.02 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)

| Year | Through Goods Trains | | | | All Goods Train | | | |
|-------------------|-----------------------------|---------------|-----------------|---|------------------------|---------------|-----------------|---|
| | Steam | Diesel | Electric | Steam Diesel & Electric Combined | Steam | Diesel | Electric | Steam Diesel & Electric Combined |
| 1950-55 Average | - | - | - | 20.9 | - | - | - | 16.4 |
| 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 |
| 2024-2025 | - | 19.02 | - | 19.02 | - | 19.02 | - | 19.02 |

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 1365 tonnes. Combining the factors of speed & load, the average number of tonnes, transported one kilometer by a freight train in one hour was 681. Figures year by year are given below: -

| Total | | | | Loaded | | | Net load | Net Tonne | |
|--------------|---------------|-----------------|---|---------------|---------------|-----------------|------------------------------|--|--------|
| Steam | Diesel | Electric | Steam Diesel & Electric Combined | Steam | Diesel | Electric | per Train (Tones) | 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 |
| - | 48.57 | - | 48.57 | - | 30.9 | - | 40.08 | 1365 | 681 |

COACHING VEHICLE USAGE (BROAD-GAUGE)

During **2024-25** the average daily kilometers travelled by a broad-gauge passenger carriage and other coaching vehicle on Railway Network was 85 and 2 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 22.63 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 of 4-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 |
| 2024-2025 | 85 | 2 | 22.63 | 22.63 |

FREIGHT WAGON USAGE (BROAD-GAUGE)

During the year 2024-25, the average daily kilometers travelled by a broad-gauge freight wagon on the Pakistan Railways was 28.76. 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 20.93 of the total number of wagons on line. The average turn round of a wagon in days was 11.54 and the average load carried in a freight wagon, including full wagon loads as well as smalls, was 21.25 tones. Thus, each freight wagon on line of the Pakistan Railways transported an average of 996.47 tones 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 (Tones) | Net Tone 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 |
| 2024-2025 | 28.76 | 20.93 | 21.25 | 996.47 | 11.54 |

During the year **2024-25**, 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 tone-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 Tone Kilometers | Engine Kilometers | Train Kilometers | Gross Tone 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 |
| 2024-2025 | 100.0 | 100.0 | 100.0 | Nil | Nil | Nil |

FUEL CONSUMPTION

During the year **2024-25** Railways Network consumed Nil tons of coal **45.283** M. T of furnace oil and **138,673** (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. **124.864** per M.T for the furnace oil and Rs. **259.512** 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: -

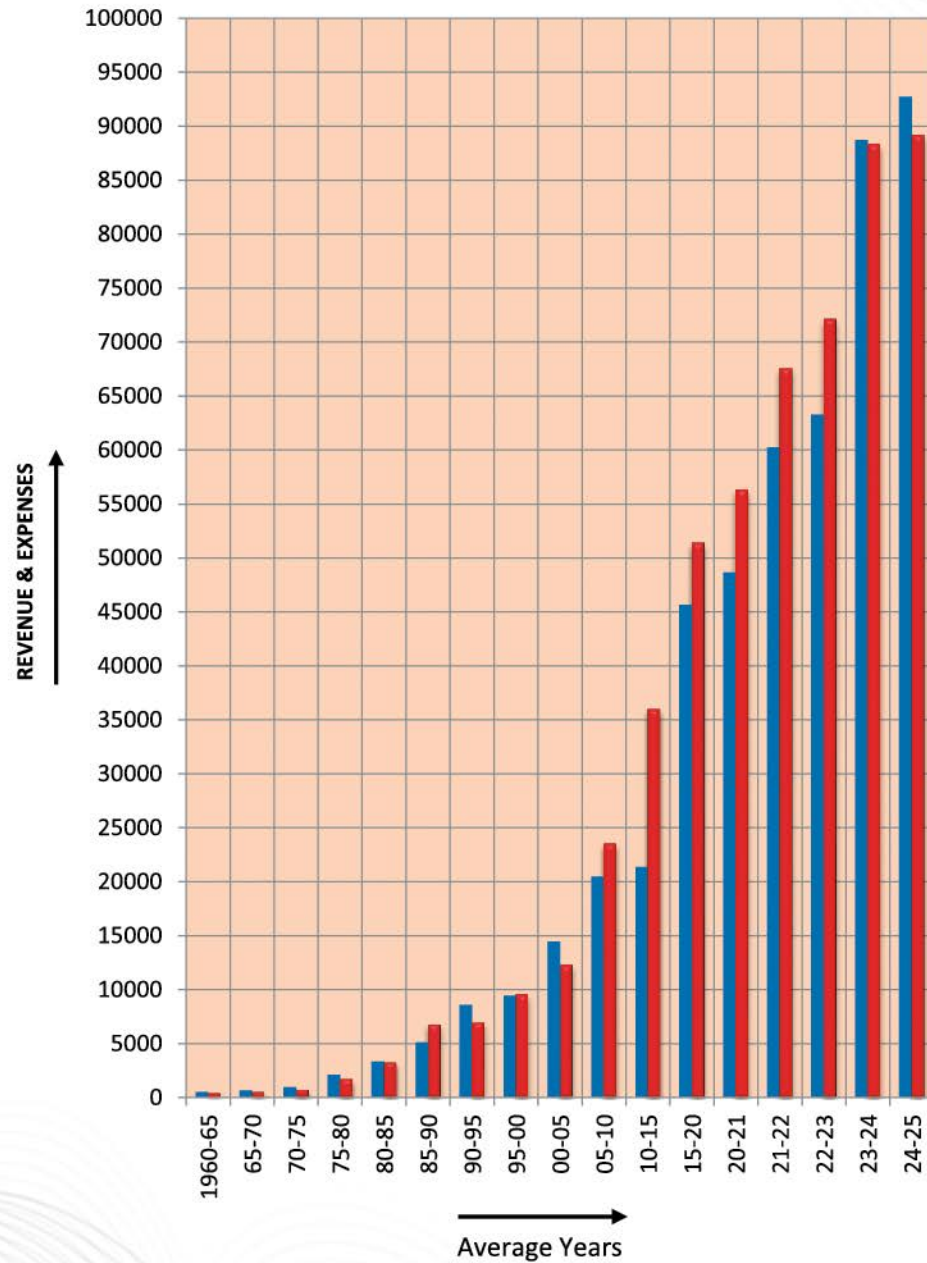
| Year | Coal (Tones) | | Furnace Oil (M. Tones) | | H.S.D Oil (Liters Thousand) | | Electric Energy |
|-------------------|-----------------------------|--------------------------------------|---------------------------|--------------------------------------|--------------------------------|--------------------------------------|--|
| | 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 | 130,988 | 1,599 | Nil |
| 2024-2025 | Nil | Nil | 1.360 | 43.923 | 137,096 | 1,577 | Nil |

OPERATING REVENUE

During the Financial Year 2024-25 total earnings of the Pakistan Railways amounted to Rs. 92,727,574,574 consisting of Rs. 48,938,543,190 (52.84%) from passengers Rs. 3,279,867,340 (5.04%) from luggage, parcels, mails etc., Rs. 31,913,835,357 (34.43%) from freight, and Rs. 8,595,328,687 (9.68%) from Sundry and other earnings. Figures year by year are given below: -

| Year | Passenger Earnings | | Luggage, Parcels, Mails, etc. Earnings | | Freights Earnings | | Miscellaneous Earnings | | Total |
|-------------------|--------------------|-------|--|------|-------------------|-------|------------------------|-------|------------|
| | 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 | 49,557,274 | 55.53 | 2,885.402 | 3.25 | 28,119.024 | 31.69 | 8,456.207 | 9.53 | 88,792.473 |
| 2024-2025 | 48,938,543 | 52.84 | 3,279,867 | 5.04 | 31,913,835 | 34.43 | 8,595,328 | 9.68 | 92,727,574 |

PAKISTAN RAILWAYS



OPERATING

During the year **2024-25**, the total ordinary working expenses of the Pakistan Railways amounted to Rs. 89,180,539,984 consisting of Rs. 24,998,185,835 (26.96%) on repairs and maintenance of track, buildings, rolling stock etc.

| Year | Repair and Maintenance | | Operation Fuel | | The breakdown of the figures for Operation Staff | |
|-------------------|------------------------|-------|----------------|-------|--|-------|
| | 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 |
| 2024-2025 | 24,998,185 | 26.96 | 35,616,824 | 38.41 | 11,460,403 | 12.36 |

EXPENSES

Rs.24,998,185,835 (26.96%) on operation fuel, Rs. 11,460,403,360 (12.36%) on staff Rs. 2,960,755,428 (3.19%) on operation other than staff and fuel Rs. 14,011,990,180 (15.11%) on administration and RS. 132,380,762 (0.14%) on miscellaneous expenses. Various years is as follows: -

| Operation other than Staff and fuel | | Administration | | Miscellaneous Expenses | | (Rs. In Million) |
|--|----------|-----------------------|----------|-------------------------------|----------|-------------------------|
| 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 |
| 2,960,755 | 3.19 | 1,401,990 | 15.11 | 132,380 | 0.14 | 89,180,539 |

PERCENTAGE OF EXPENDITURE TO GROSS EARNINGS

During the year 2024-25, Ordinary Operating Expenses of the Railways are 96.17% to total earnings. The expenditure on repairs and maintenance of track, buildings, rolling-stock, etc. was 26.96%, operation fuel 38.41%, operation staff 12.36%, operation other than staff and fuel 3.19% administration 15.11% and miscellaneous expenditure 0.14% 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 |
| 2024-2025 | 26.96 | 38.41 | 12.36 | 3.19 | 15.11 | 0.14 | 96.17 |

**COMPUTER COMPARATIVE
STATISTICS
2021-22 THROUGH 2024-25**

COMPARATIVE STATEMENTS

| S. No. | Particulars | 2020-2021 |
|--------------------------------------|---|--------------------|
| 1 | Capital-at-charge | Rs. 200,814,965 |
| 2 | Stores Fund (Thousand) | Rs. 20,472,717 |
| 3 | Route-kilometers | 7,791 |
| 4 | Track-kilometers including sidings | 11,881 |
| 5 | Capital outlay (Per Route-kilometer) | Rs. 25,775,249 |
| 6 | Gross Earnings (Thousand) | Rs. 48,648,812 |
| 7 | Operating Expenses | Rs. 56,332,727 |
| 8 | Appropriation to Depreciation Reserve Fund (Thousand) | Rs. |
| 9 | Net Earnings (Thousand) | Rs. (-) 46,680,285 |
| 10 | Interest Charges (Thousand) | Rs. 418,563 |
| 11 | Gain (+) Loss (-) (Thousand) | Rs. (-) 47,706,838 |
| 12 | Operating Ratio | % 115.79 |
| Per Route-Kilometer Worked: - | | |
| 13 | Gross Earnings | Rs. 6,244,232 |
| 14 | Operating Expenses | Rs. 7,230,487 |
| 15 | Depreciation Reserve Fund (D.R.F.) | Rs. |
| 16 | Interest | Rs. 53,724 |
| 17 | Operating Expenses Plus D.R.F. & Interest | Rs. 7,284,211 |
| 18 | Gain (+) Loss (-) | Rs. (-) 6,123,227 |
| 19 | Total train-kilometers (Thousand) | Kms. 26,012 |
| 20 | Railcar and Trailer Coach kilometer (Thousand) | Kms. Nil |
| Per Train-Kilometers: - | | |
| 21 | Gross Earnings | Rs. 1,870.3 |
| 22 | Operating Expenses | Rs. 2,165.7 |
| 23 | Depreciation Reserve Fund (D.R.F.) | Rs. - |
| 24 | Interest | Rs. 16.1 |

FOR THE LAST FIVE YEARS

| 2021-2022 | 2022-2023 | 2023-2024 | 2024-2025 |
|------------------|------------------|------------------|------------------|
| 210,658,274 | 227,500,621 | 253,990,839 | 292,766,966 |
| 25,631,860 | 30,123,220 | 41,536,508 | 44,901,564 |
| 7,479 | 7,791 | 7,791 | 7,791 |
| 11,495 | 11,881 | 11,881 | 11,881 |
| 270,387 | 292,004 | 326,005 | 375,776 |
| 60,091,721 | 63,286,296 | 88,728,423 | 93,601,081 |
| 67,562,291 | 72,115,704 | 88,307,702 | 89,180,539 |
| (-) 47,456,051 | (-) 48,396,678 | (-) 50,072,136 | (-) 60,136,221 |
| 442,887 | - | - | - |
| (-) 48,489,591 | (-) 47,767,056 | (-) 53,315,663 | (-) 62,419,408 |
| 112.11 | 113.95 | 99.52 | 96.17 |
| 7,712,966 | 8,123,000 | 11,388,579 | 12,014,000 |
| 9,033,599 | 9,256,283 | 11,334,578 | 11,446,610 |
| 59,217 | - | - | - |
| 9,092,816 | 9,256,283 | 11,334,578 | 11,446,610 |
| (-) 6,131,055 | 6,223,795 | 6,843,237 | 8,011,732 |
| 29,742 | 25,498 | 33,122 | 27,277 |
| Nil | Nil | Nil | Nil |
| 2,020.4 | 2,482.0 | 2678.7 | 3855.5 |
| 2,271.6 | 2,828.29 | 2666.0 | 3673.5 |
| - | - | - | - |
| 14.9 | Nil | Nil | Nil |

COMPARATIVE STATEMENTS

| S. No. | Particulars | 2020-2021 |
|--------|--|----------------|
| 25 | Operating Expenses plus D.R.F. & Interest | Rs. 2,181.8 |
| 26 | Gain (+) Loss (-) | Rs. (-)1,834.1 |
| 27 | Passenger Carried (Thousand) | 28,424 |
| 28 | Passenger-kilometers (Thousand) | 17,969,246 |
| | <u>Tones Carried: -</u> | |
| 29 | (i) Public Goods (Excl. Live-stock) (Thousand) | 7,378 |
| 30 | (ii) Departmental (Thousand) | 835 |
| 31 | (iii) Live-stock (Thousand) | - |
| 32 | Total Goods (i+ii+iii) (Thousand) | 8,213 |
| 33 | Tone-kilometers (Thousand) | 8,179,832 |
| 34 | Average kilometers a Tone of Goods was Carried | 995.94 |
| 35 | Coaching Earnings (Thousand) | Rs. 23,728,696 |
| 36 | Goods Earnings (Thousand) | Rs. 20,579,022 |
| 37 | Average rate charged per tone per kilometer | Paisa. 2.51 |
| 38 | Miscellaneous / Sundry Earnings (Thousands) | Rs. 4,341,093 |
| 39 | Earnings Under Suspense (Thousand) | (610,847) |
| | <u>Rolling-Stock Owned on 30th June</u> | |
| 40 | Locomotives | 467 |
| 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 | 62,990 |

FOR THE LAST FIVE YEARS

| 2021-2022 | 2022-2023 | 2023-2024 | 2024-2025 |
|------------------|------------------|------------------|------------------|
| 2,286.5 | 2828.03 | 2,666.1 | 3673.5 |
| (-)1,624.8 | 1836.4 | 1,609.6 | 2571.1 |
| 3,5681 | 35,404 | 42,130 | 39,173 |
| 231,0991 | 23,684,221 | 29,864,878 | 27,716,034 |
| 7,437 | 5,174 | 7,312 | 72228 |
| 661 | 574 | 542 | 524 |
| - | - | - | - |
| 8,098 | 5,748 | 7854 | 7752 |
| 8,070,161 | 5,723,154 | 7,814,953 | 7723607 |
| 996.52 | 995.65 | 994.91 | 996.21 |
| 32,023,270 | 36,471,695 | 52,439,676 | 52,218,410 |
| 23,122,851 | 17,595,788 | 28,119,024,028 | 51,913,835,357 |
| 2.86 | 3.07 | 3.60 | 4.00 |
| 5,110,600 | 9,218,814 | 8,233,772 | 8,595,328 |
| (1,035,275) | 628,029 | (3,252,034) | (2,365,863) |
| 466 | 460 | 446 | 445 |
| 1,645 | 1,667 | 1,389 | 1,696 |
| 429 | 433 | 392 | 344 |
| 20,938 | 20,317 | 18,842 | 18,200 |
| 452,072 | 452,190 | 435,240 | 453,934 |
| 60,643 | 59,140 | 58,680 | 48,494 |

PERSONS EMPLOYED BY

On 30th June, 2025, the Pakistan Railways had 48,494 persons on its payroll, chargeable to revenue account. Out of this number 18,827 (38.82%) were employed in the civil Engineering Department which maintains track and building, 15,411 (31.8%) in the Mechanical Department which repairs and maintains the rolling stock, 5,833 (12.0%) in the Transportation department which controls Guards, Station Masters, Yard Staff etc. 1376 (2.8%) in the Commercial Department which controls Passenger Ticket Officers, Freight Depots, Luggage

| Year | Civil Engineering Department | | Mechanical Engineering Department | | Transportation Department | | Commercial Department | | Stores Department | | Medical Department | |
|-------------------|------------------------------|-------|-----------------------------------|-------|---------------------------|--------|-----------------------|------|-------------------|------|--------------------|------|
| | No. | % | No. | % | No. | % | No. | % | No. | % | No. | % |
| 1950-55 Average | 30,356 | 30.10 | 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 |
| 2024-2025 | 18,827 | 38.82 | 15,411 | 31.8 | 5,833 | 12.0 | 1,376 | 2.8 | 196 | 0.4 | 1638 | 3.4 |

PAKISTAN RAILWAYS

and Parcel, Officers etc. 196 (0.4%) in Stores Department, 1,638 (3.4%), in Medical Department 2,791 (5.8%) in Electrical Department 0 (0.0%), in the Railways Police Department 90 (0.20%) in the Account Department, 1,463 (3.01%) in the Headquarters Office and 979 (2.10%) in all other departments. The total cost of all these employees during 2024-2025 was Rs.).

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

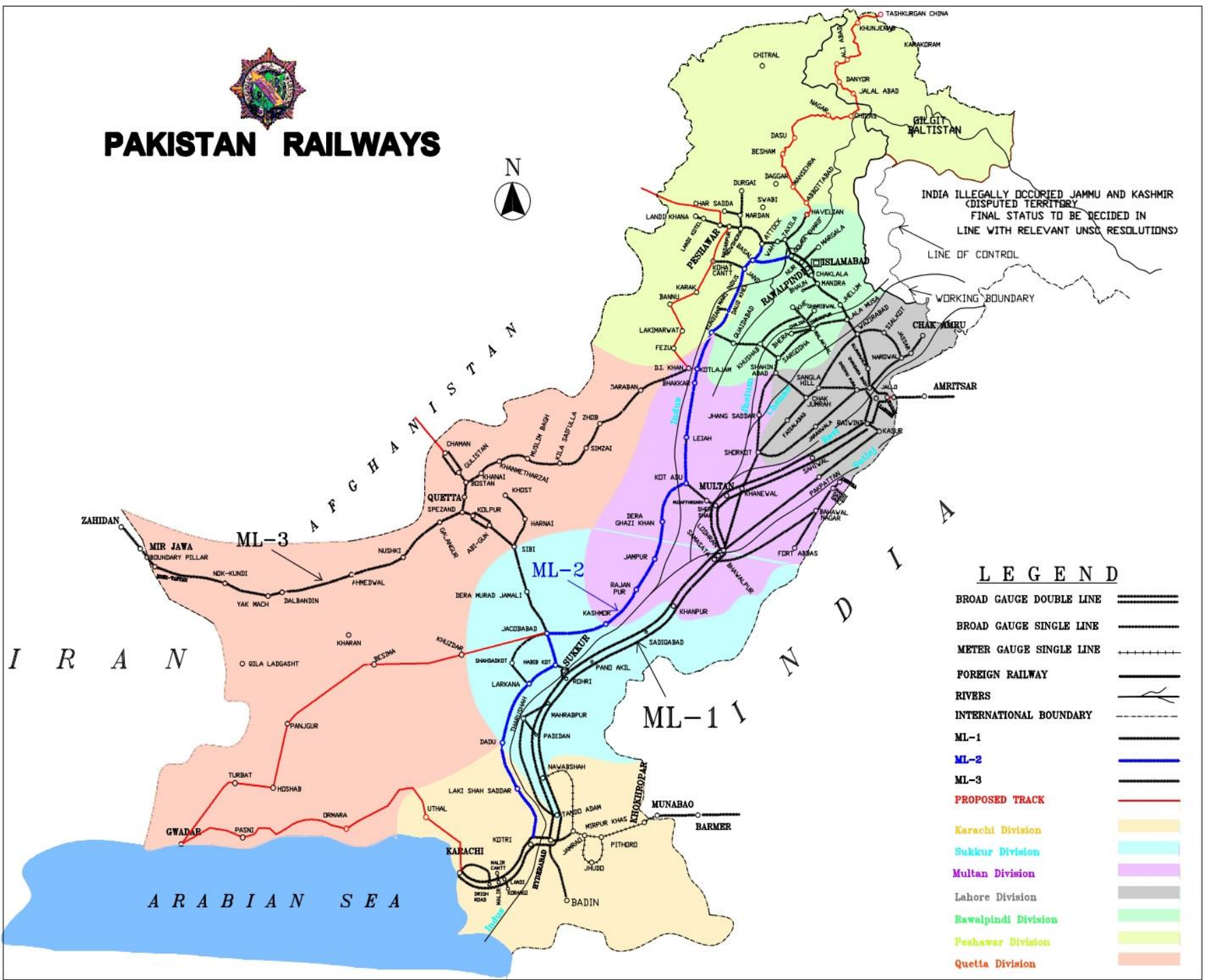
| | Electrical Department | | Railway Police Department | | Accounts Department | | Headquarters / G. Admin | | All other Departments | | Total No. of Employees | Total Cost of Employees (Thousand) Rs. |
|-------------------|-----------------------|--------|---------------------------|------|---------------------|------|-------------------------|------|-----------------------|------|------------------------|--|
| | No. | % | No. | % | No. | % | No. | % | No. | % | No. | |
| 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 |
| 2024-2025 | 2,791 | 5.8 | 0 | 0.0 | 90 | 0.2 | 1463 | 3.0 | 979 | 2.00 | 48,494 | 45,074,967 |

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



INDIA ILLEGALLY OCCUPIED JAMMU AND KASHMIR (DISPUTED TERRITORY) FINAL STATUS TO BE DECIDED IN LINE WITH RELEVANT UNSC RESOLUTIONS

LINE OF CONTROL

WORKING BOUNDARY

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