



1st Meeting of Railway Working Group

24-26 November, 2015

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Ministry of Railways, Islamabad PAKISTAN

SEQUENCE

- Vision
- Overview of Pakistan Railways
- Railway Planning Framework
 - China – Pak Economic Corridor
 - Partnership Possibilities
- Conclusion

Vision

- Achieve national cohesion and regional integration through development of sustainable infrastructure and communication for socio-economic uplift of the country by providing enabling environment to facilitate movement of people goods in minimum time and cost

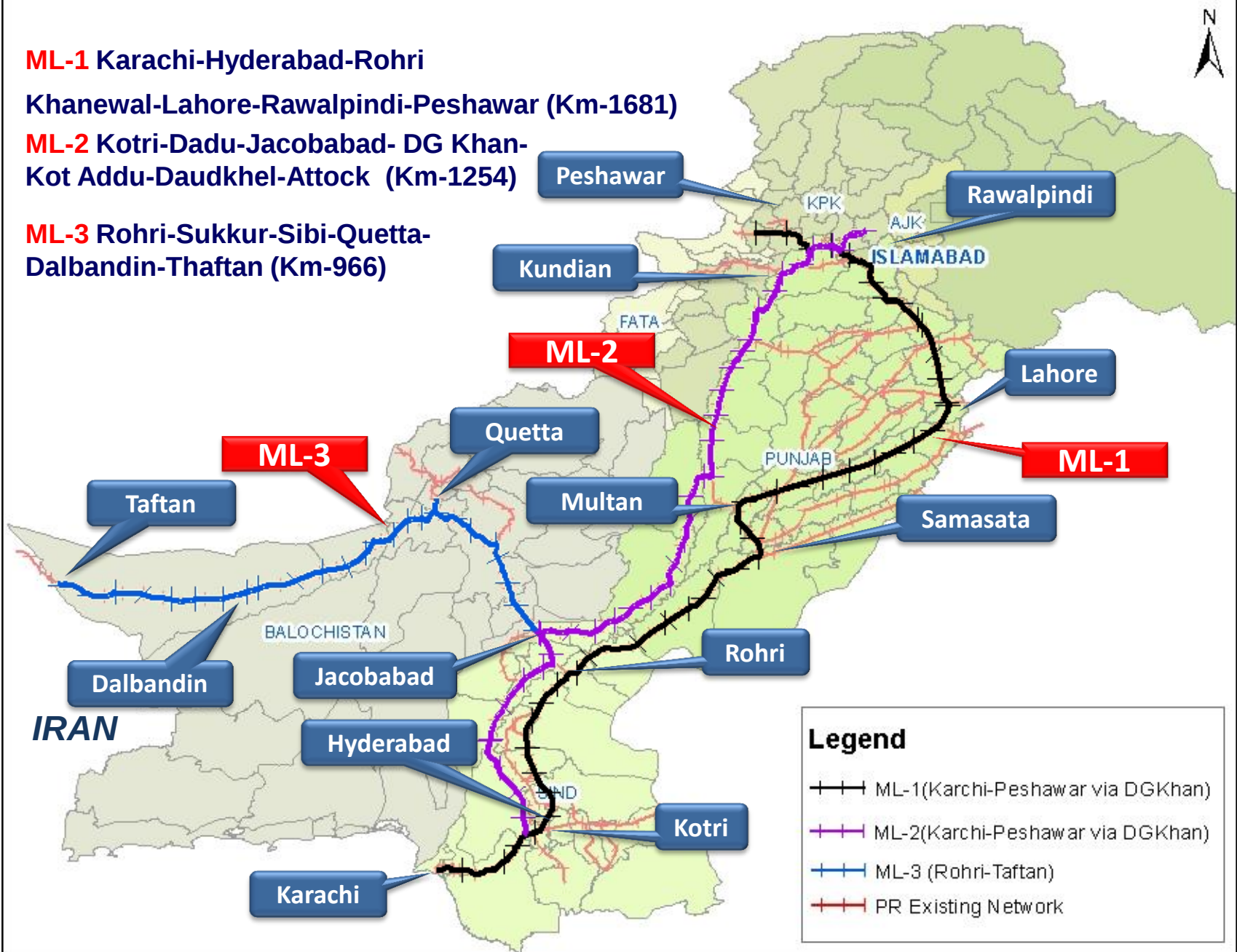
Pakistan Railways Existing Network

ML-1 Karachi-Hyderabad-Rohri

Khanewal-Lahore-Rawalpindi-Peshawar (Km-1681)

ML-2 Kotri-Dadu-Jacobabad- DG Khan-
Kot Addu-Daudkhel-Attock (Km-1254)

ML-3 Rohri-Sukkur-Sibi-Quetta-
Dalbandin-Taftan (Km-966)



ORGANIZATIONAL OVERVIEW

Description	Current Status
Route Kilometers	7791
Track Kilometers	11881
Double Track	1403
Railway Stations	527
Railway Halt Stations	68
Locomotives	452 (only 281 functional)
Passenger Coaches	1715
Goods Wagon	15216
Factories (Loco, Carriage, Sleeper)	6
Dry Ports	6

Contd... 5

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Description	Current Status
Railway Schools & Colleges	19+5
Major Hospitals	8
Minor Hospitals / Dispensaries	30+23
No. of Employees on roll	80054
Sanctioned Strength	96765
No. of Pensioners	125000

CONDITION OF ASSETS

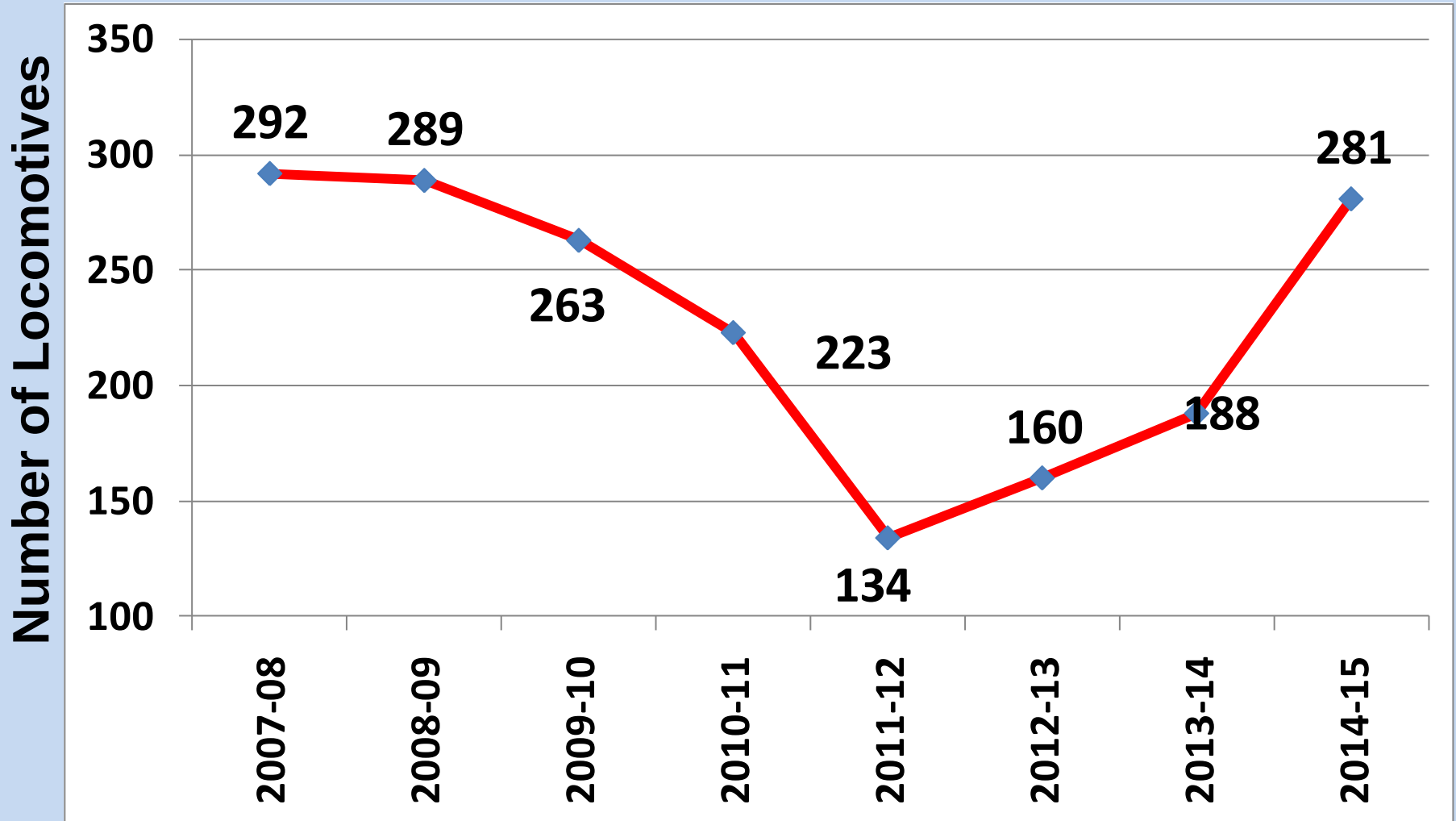
Description	Total	Overage	Designed Life (Years)
Track (KMs)	11,778	67%	30
Non Functional Track	729	--	--
Bridges	13,871	86% (high Maintenance)	100
Locomotives	452	58% (Avg. age = 33)	20
Passenger coaches	1715	74% (Avg. age = 40)	35
Freight wagons • Four wheelers • Eight wheelers • High capacity	9882 3454 1880	66% (Avg. age = 55) 57% (Avg. age = 50) 0%	45
Telecom & Signaling	90% obsolete		

PERFORMANCE STATISTICS

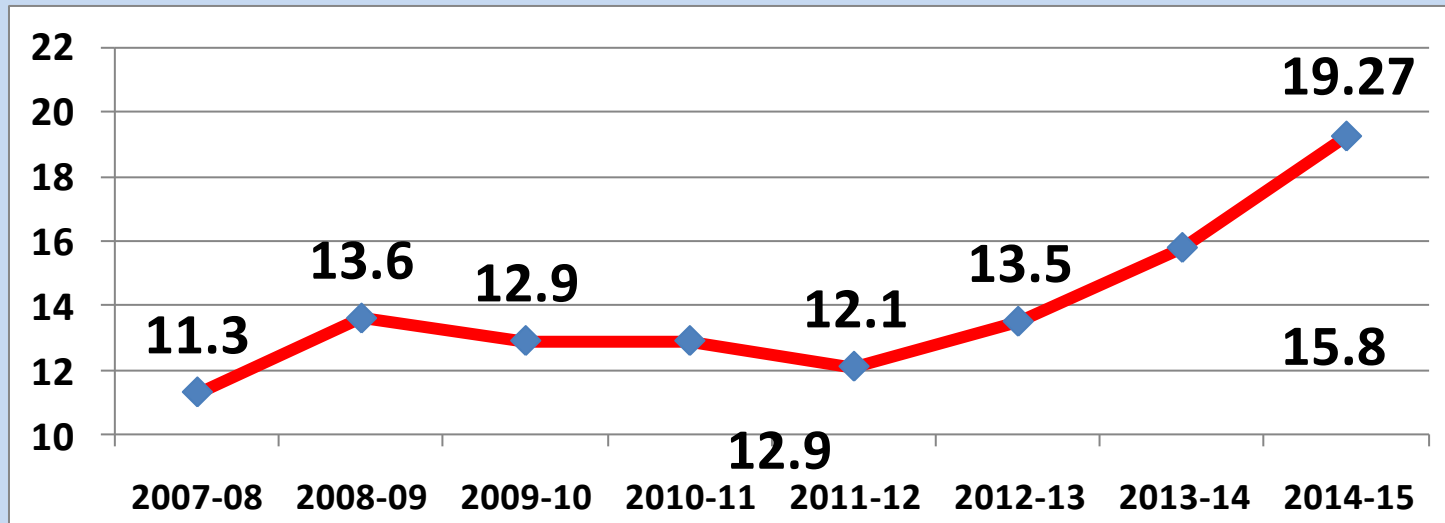
Description	2012-13	2013-14	2014-15
Track Kilometers	11717	11778	11881
Passenger Trains Per day	92	104	106
Goods Trains per day	9	20	45
Locomotives (Functional)	160	188	281 *

* New Locomotives- 63, Rehabilitated – 12, Repaired – 46

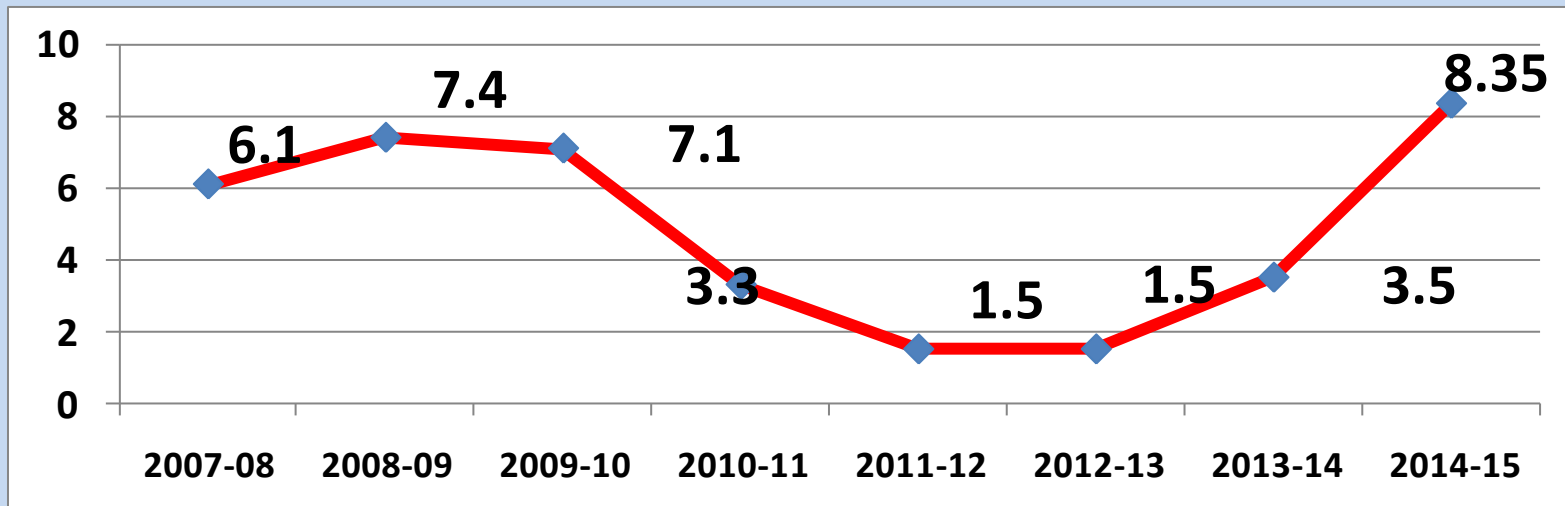
AVAILABILITY OF LOCOMOTIVES



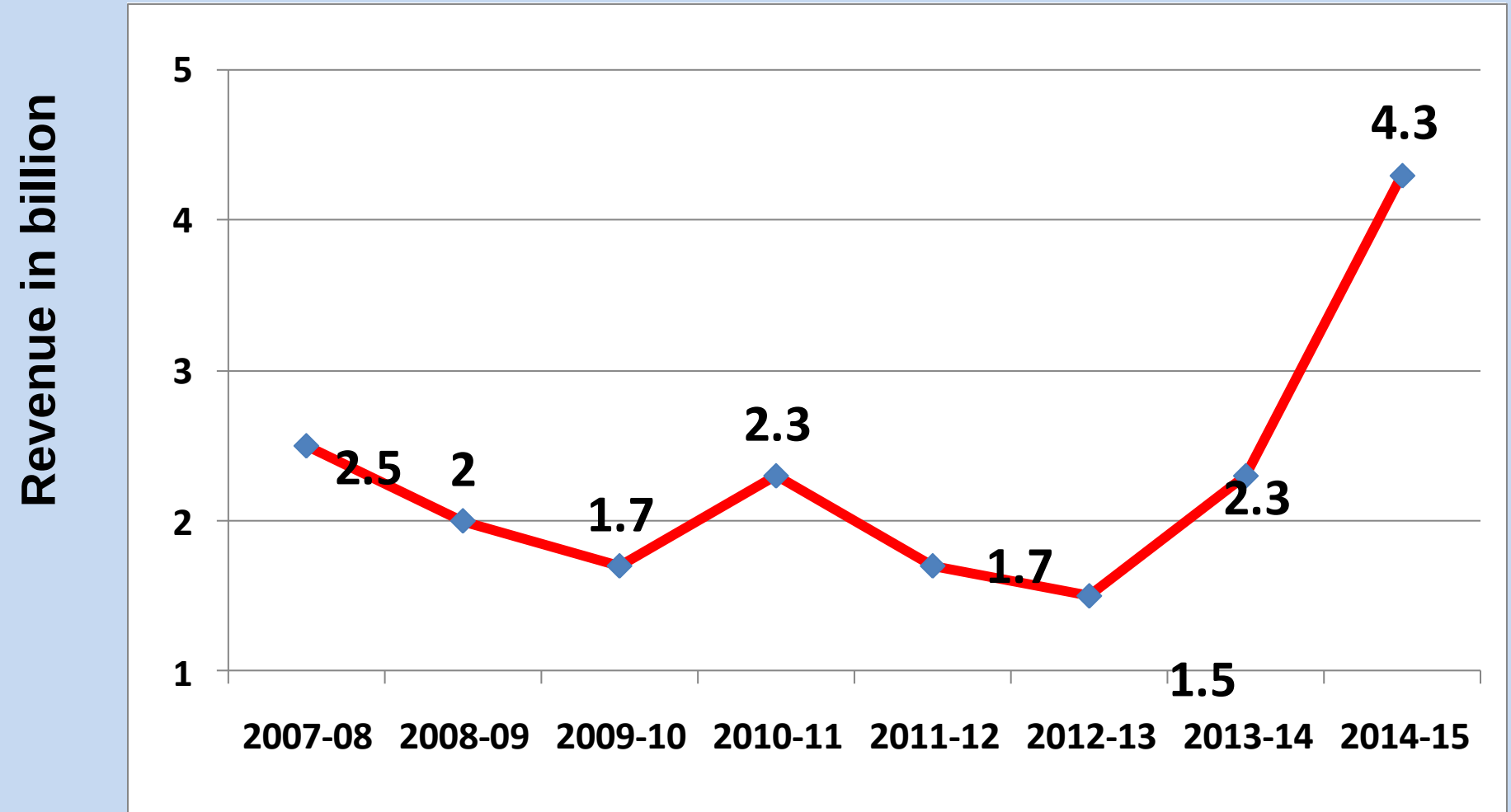
PASSENGER REVENUE



FREIGHT REVENUE



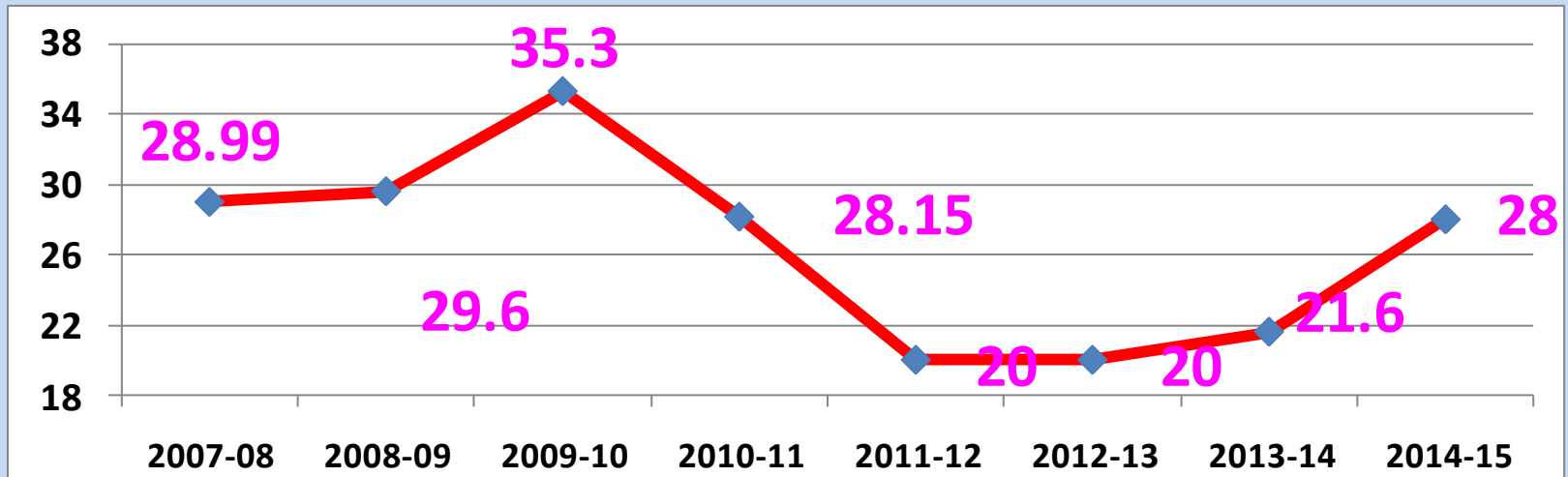
MISCELLANEOUS (SUNDRY) REVENUE



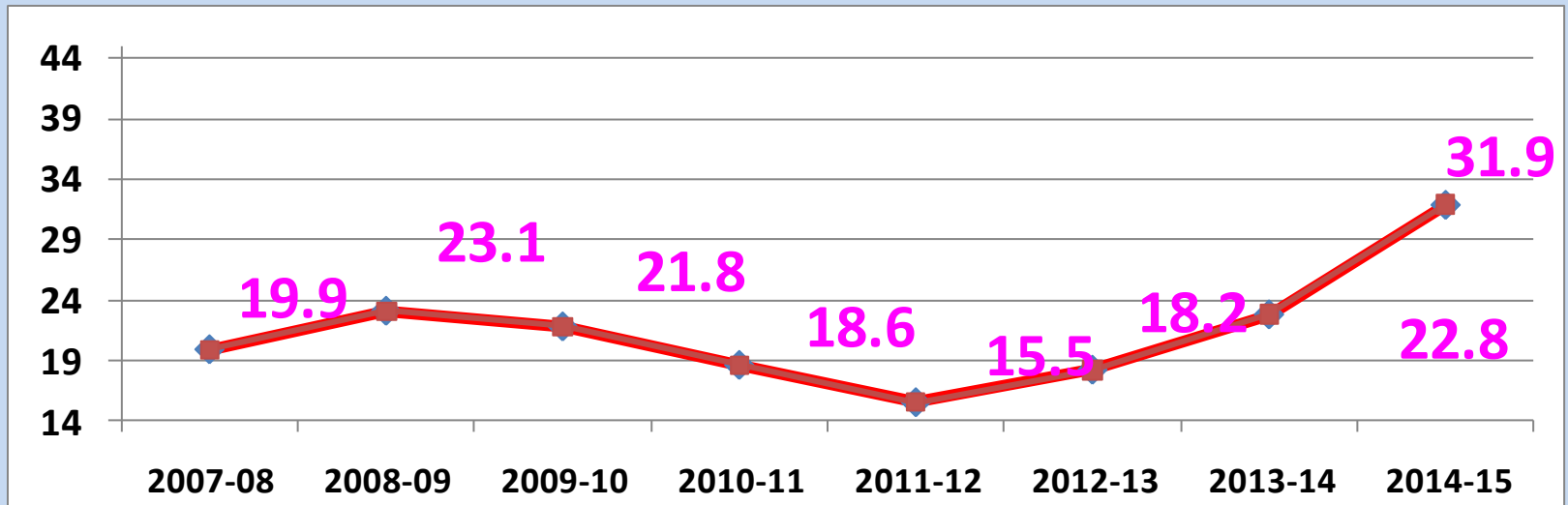
Sundry components

1. Marketing
2. Property & Land
3. Commercial Department
4. Stores

GoP TARGETS



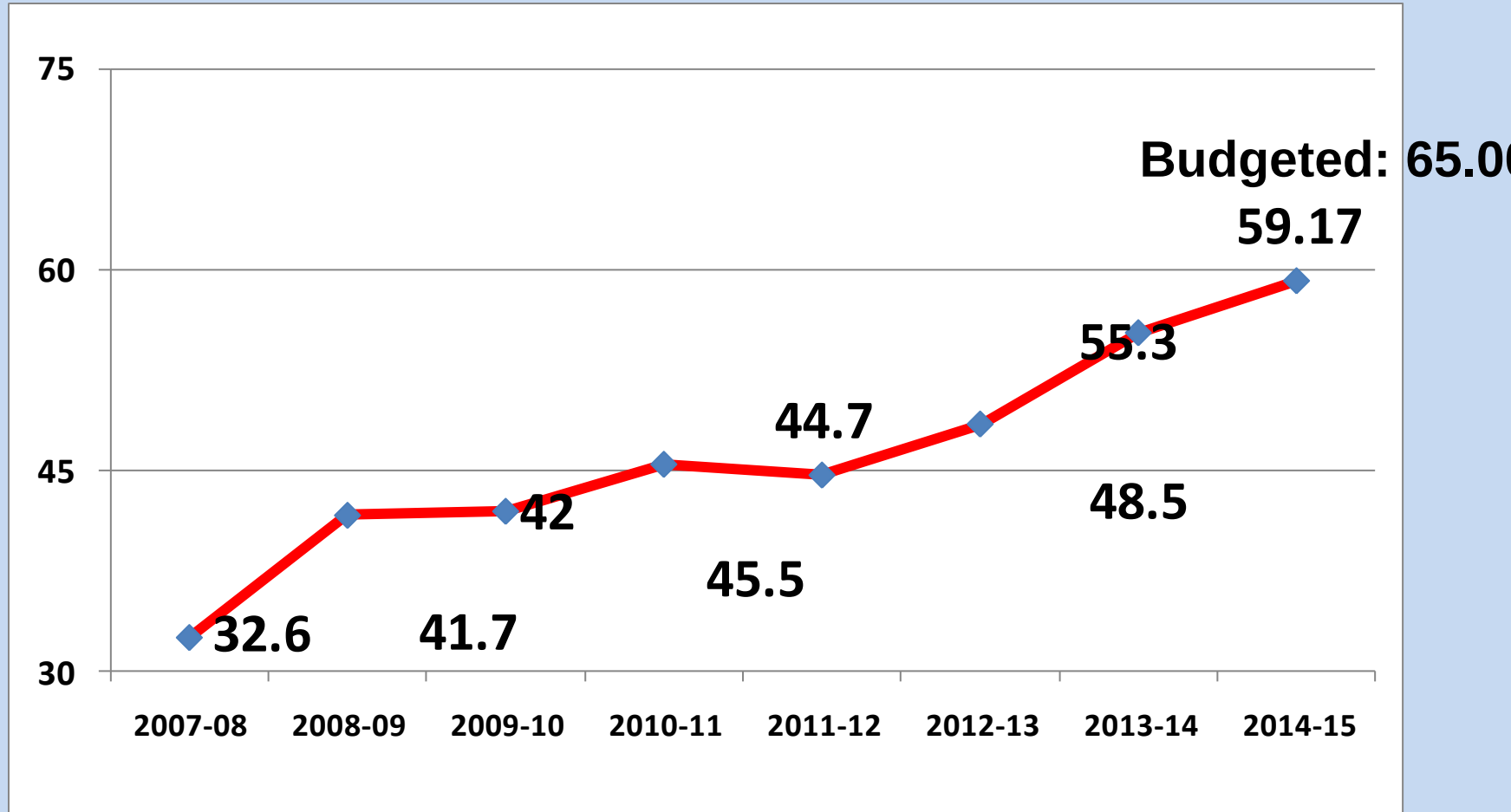
OVERALL REVENUE



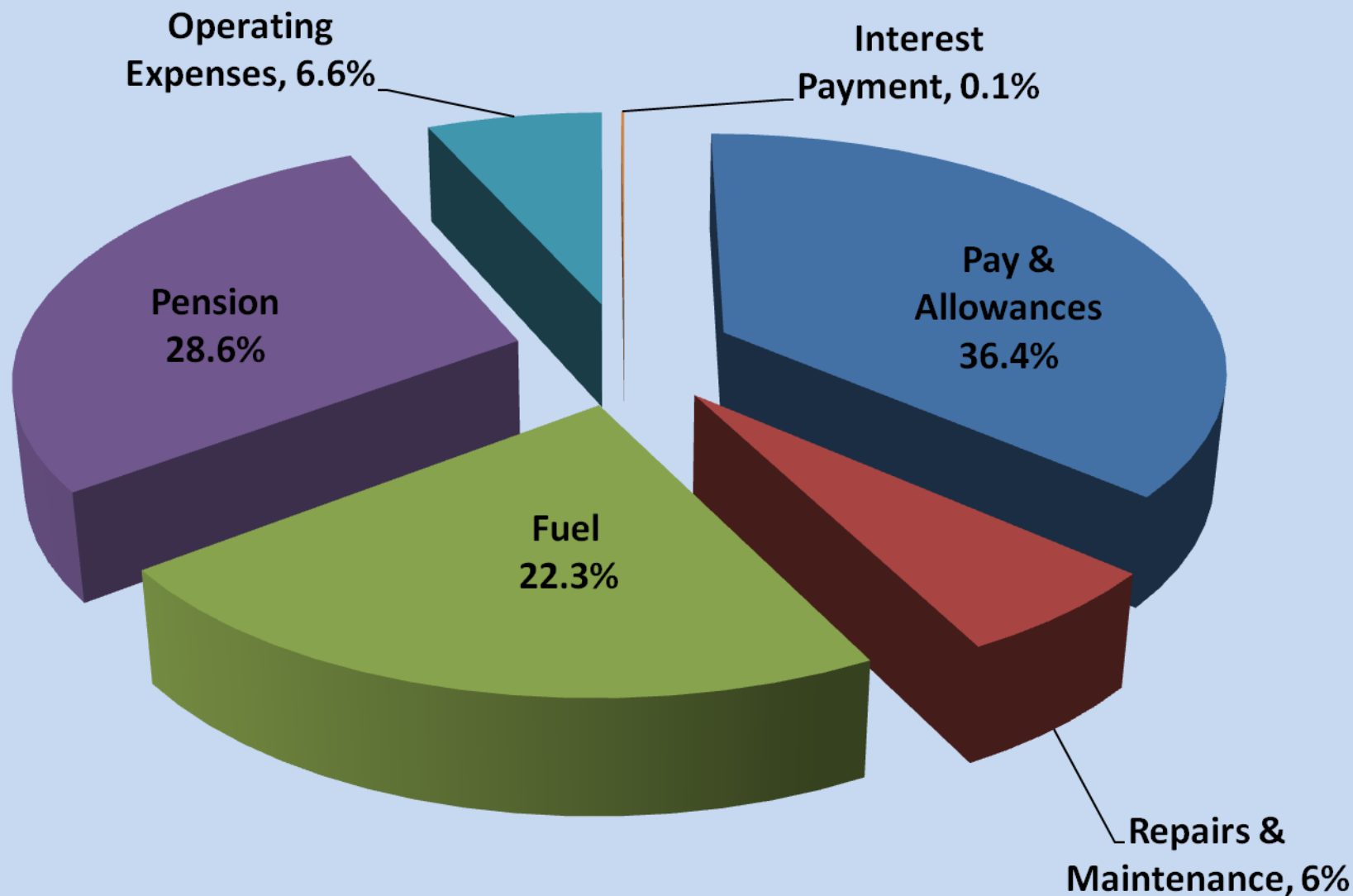
Earned revenue of Rs.5.2 Billion during July & August 2015

OVERALL EXPENSES

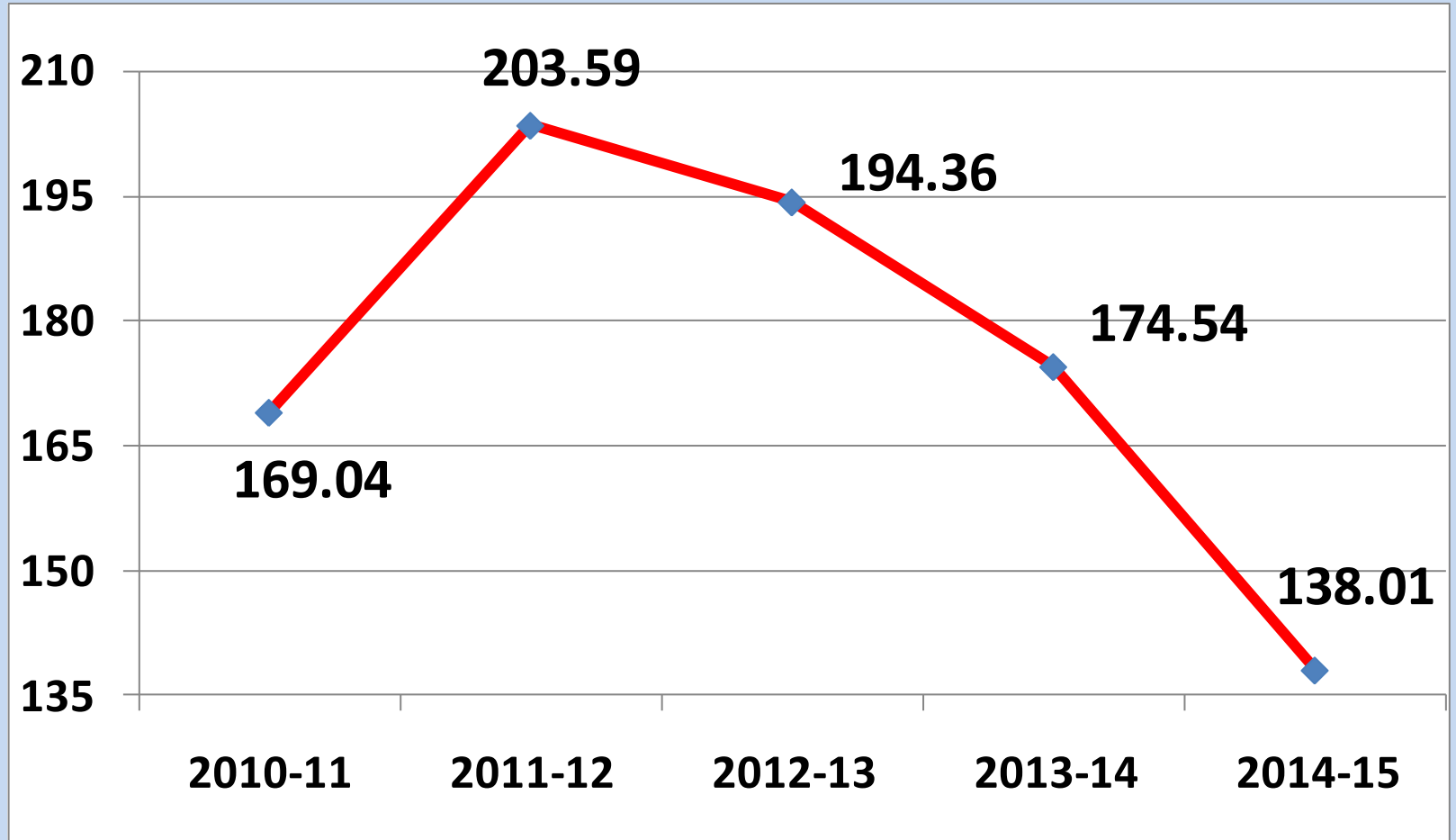
Rs. in billion



EXPENSE STRUCTURE

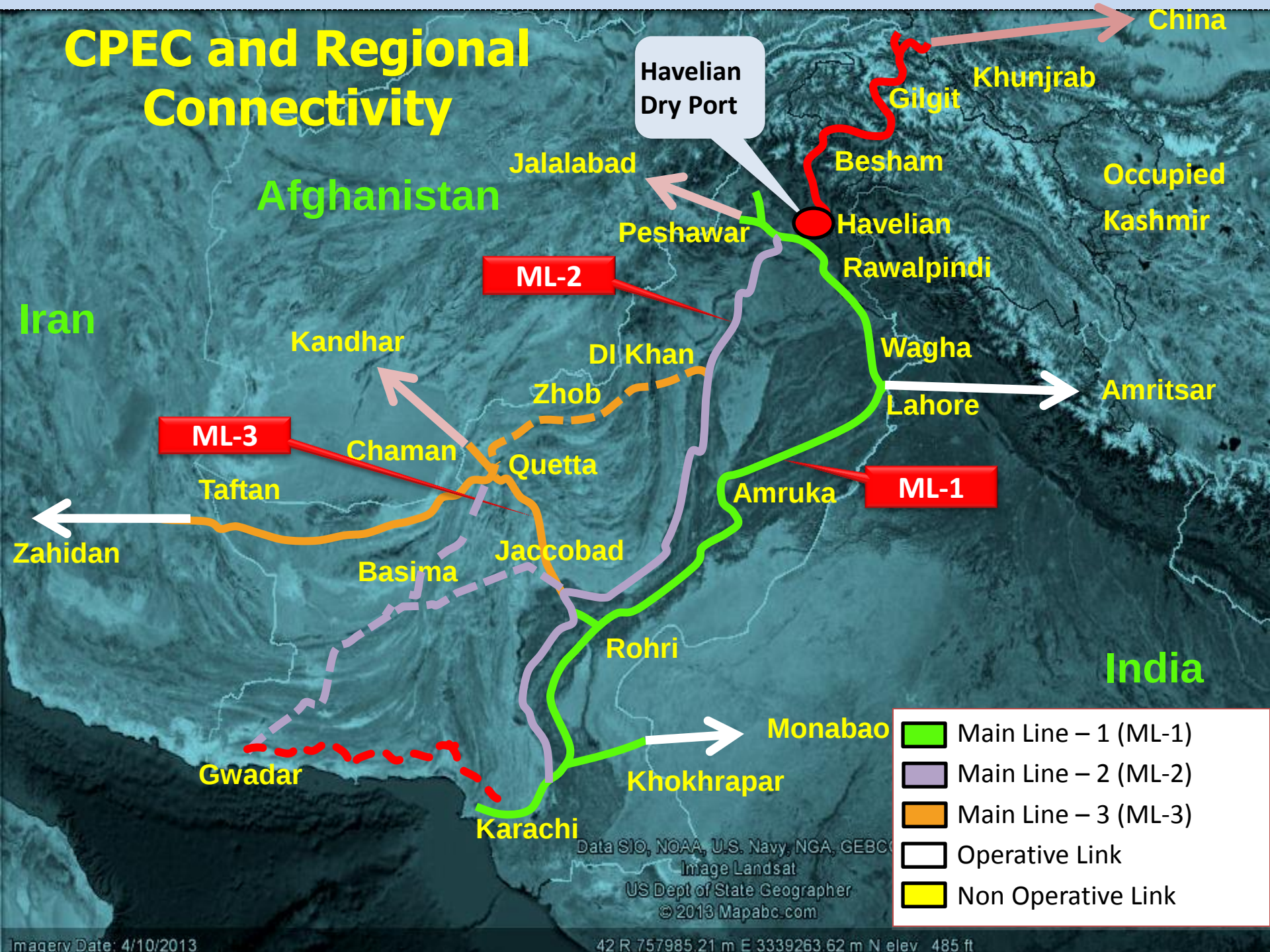


OPERATING RATIO



China Pakistan Economic Corridor (CPEC) and Regional Connectivity

CPEC and Regional Connectivity



China – Pakistan Economic Corridor

① Phase – I (Early Harvest Projects)

- i. Upgradation of ML-1 (Karachi-Peshawar and Taxila to Havelian)
- ii. New Dryport at Havelian (Buldher)

② Phase – III (Long Term)

- i. Havelian-Khunjrab-Kashghar

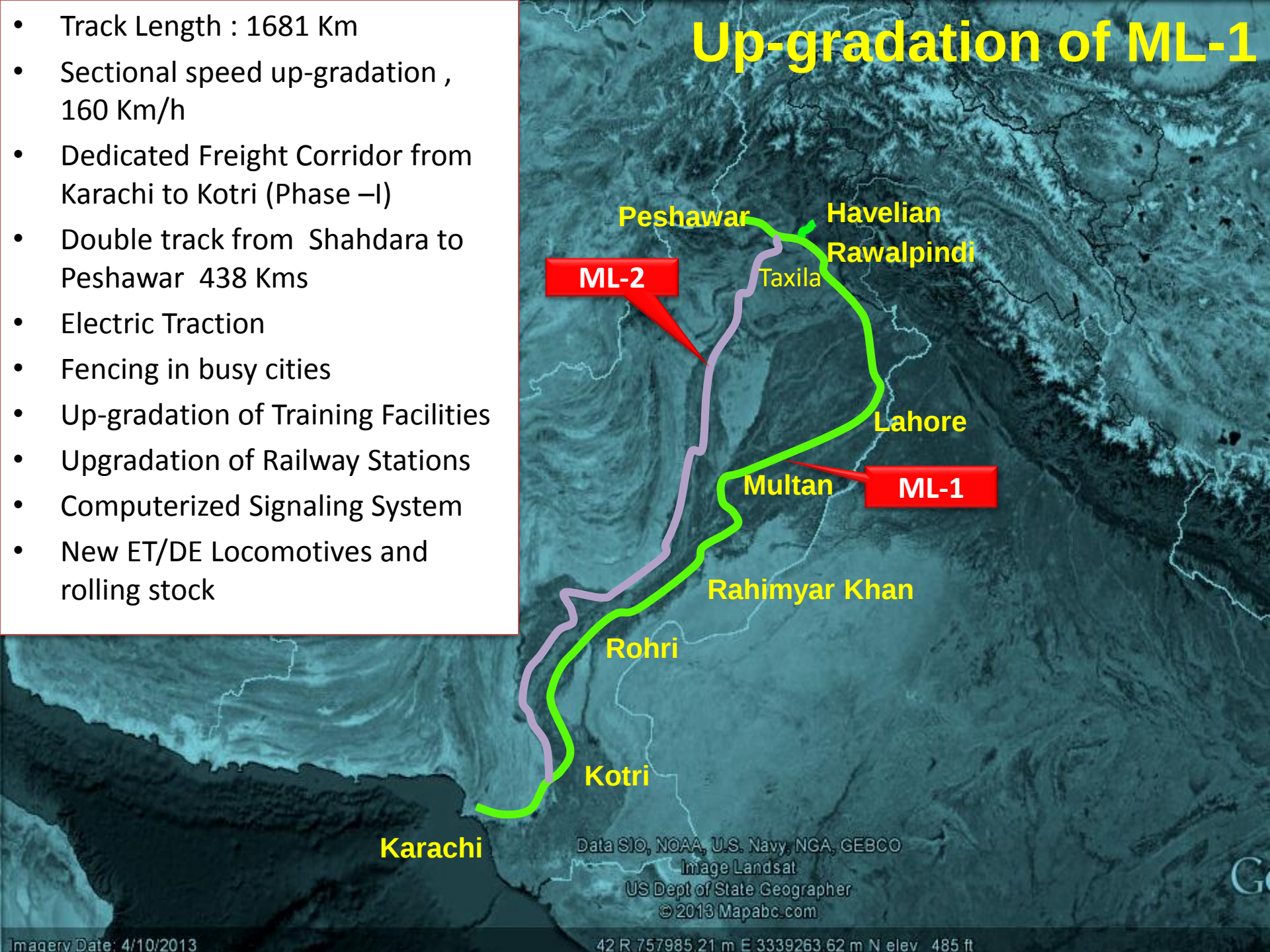
③ Phase – II (Medium Term/Investment opportunities)

- i. Upgradation of ML-2
- ii. Extension of ML-2 (Gwadar to Jacobabad via Basima)

CPEC – Short Term (Early Harvest)

Up-gradation of ML-1

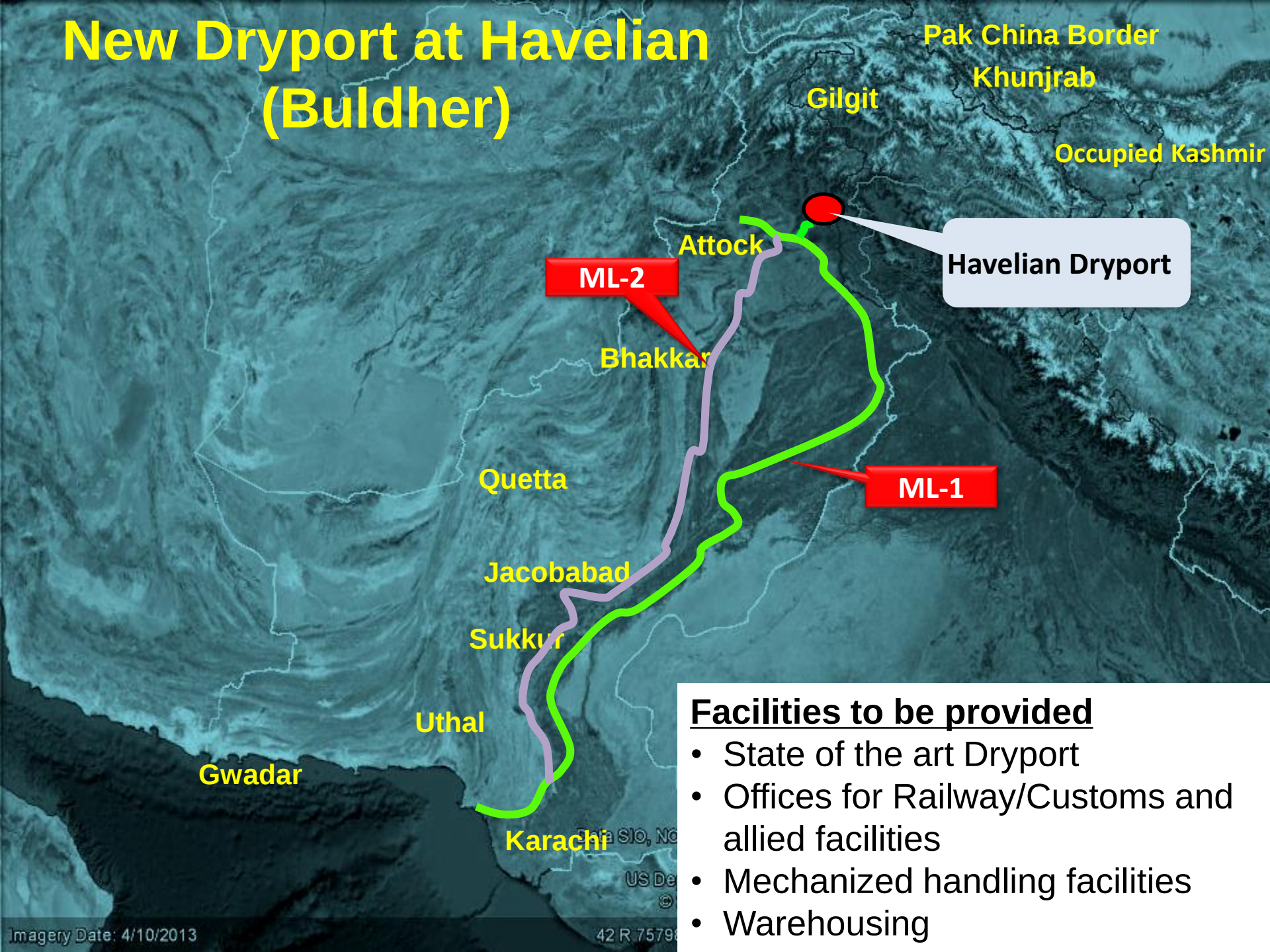
- Track Length : 1681 Km
- Sectional speed up-gradation , 160 Km/h
- Dedicated Freight Corridor from Karachi to Kotri (Phase –I)
- Double track from Shahdara to Peshawar 438 Kms
- Electric Traction
- Fencing in busy cities
- Up-gradation of Training Facilities
- Upgradation of Railway Stations
- Computerized Signaling System
- New ET/DE Locomotives and rolling stock



Strategic Importance of ML-1

- ① Connecting major population centers
- ② 70% of existing Railway operations
- ③ Connecting three provinces
- ④ Main commercial corridor
- ⑤ Double track from Karachi – Lahore

New Dryport at Havelian (Buldher)



Pak China Border

Khunjrab

Gilgit

Occupied Kashmir

Havelian Dryport

ML-2

Attock

Bhakkar

ML-1

Quetta

Jacobabad

Sukkur

Uthal

Gwadar

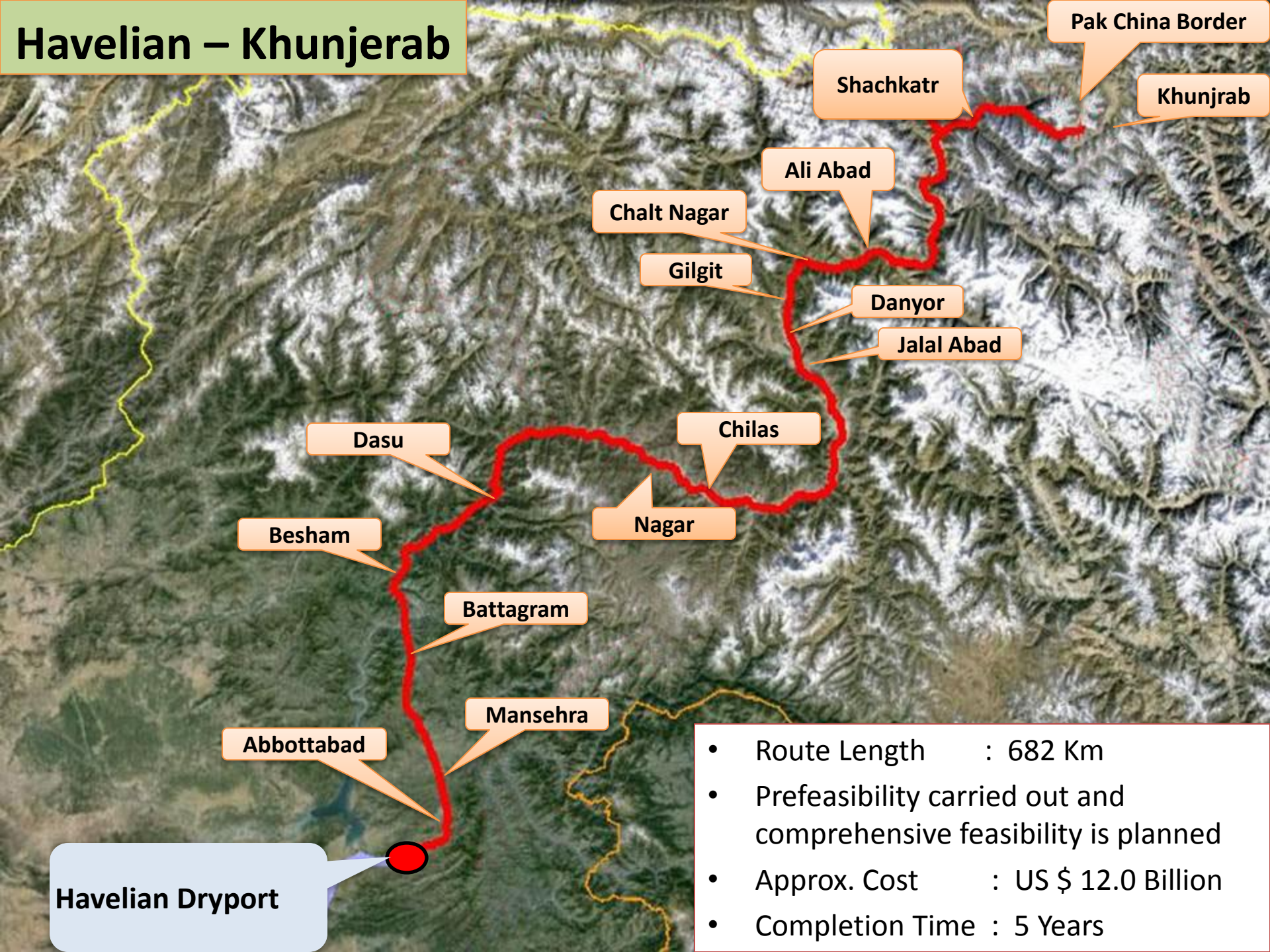
Karachi

Facilities to be provided

- State of the art Dryport
- Offices for Railway/Customs and allied facilities
- Mechanized handling facilities
- Warehousing

CPEC – Long Term

Havelian – Khunjerab



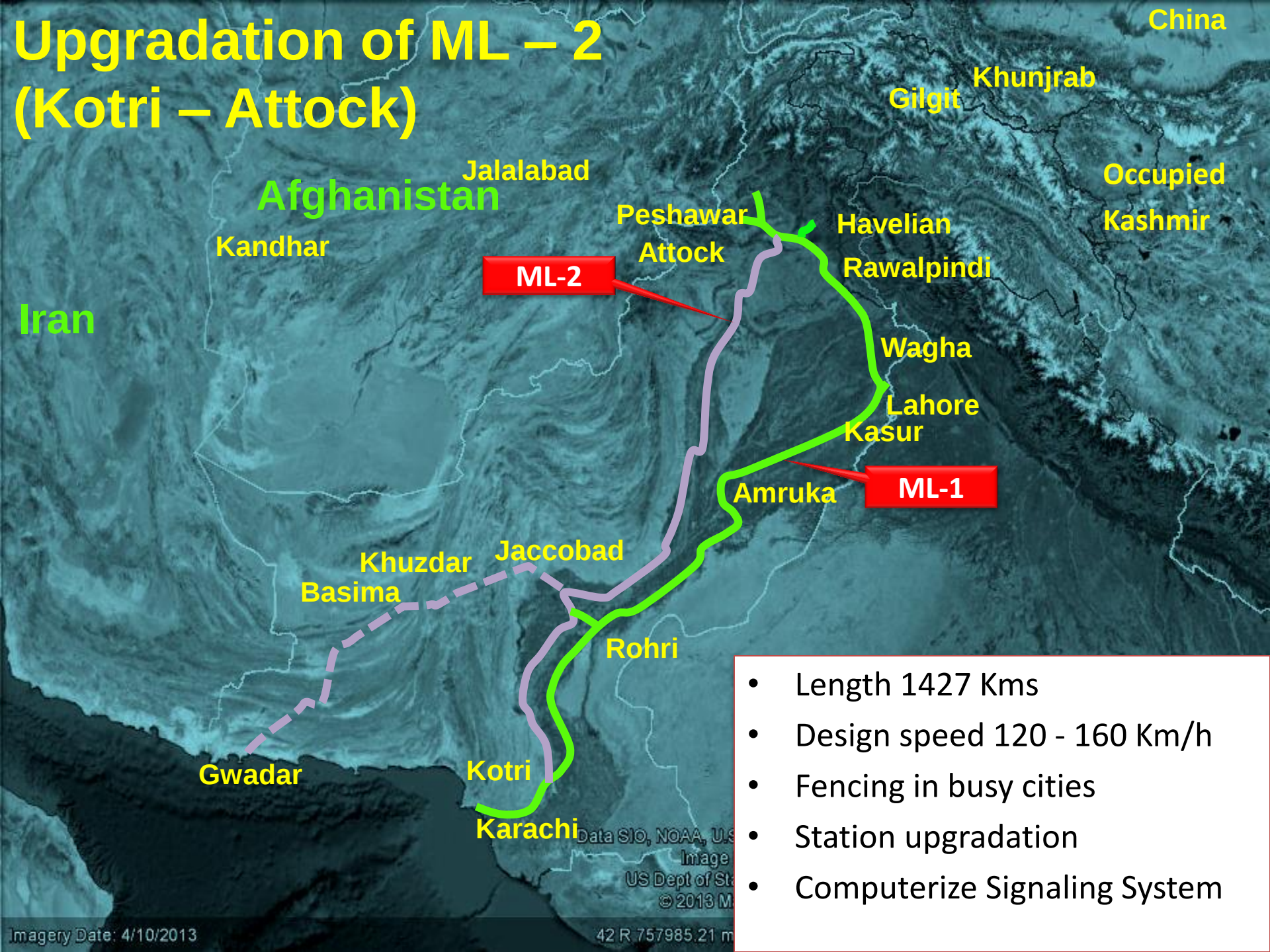
- Route Length : 682 Km
- Prefeasibility carried out and comprehensive feasibility is planned
- Approx. Cost : US \$ 12.0 Billion
- Completion Time : 5 Years

Partnership Possibilities

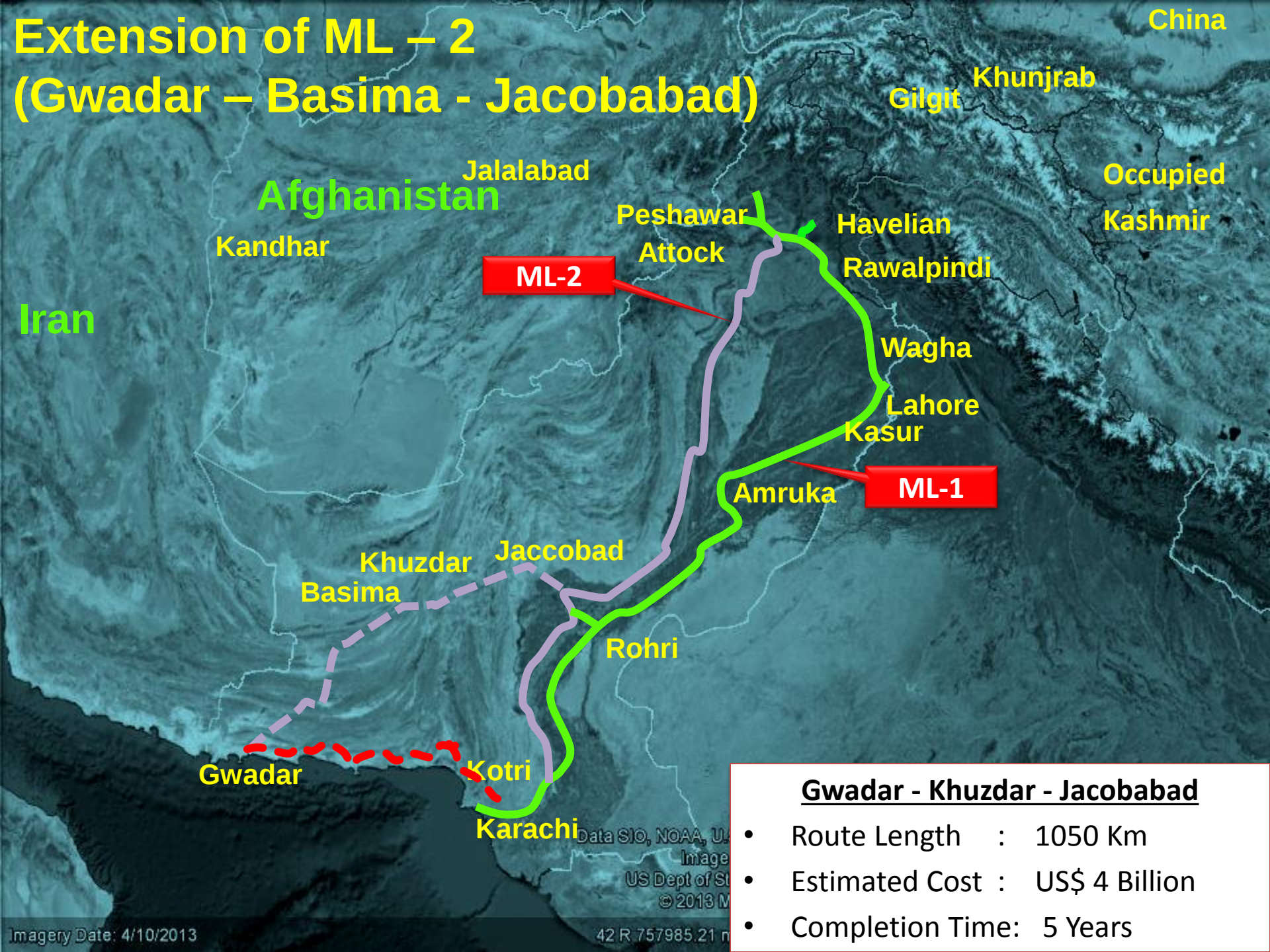
Partnership Possibilities

1. Upgradation and extension of ML2
 - Rehabilitation of Kotri – Attock section via Kundia
2. Upgradation and extension of ML – 3
 - Rehabilitation of Jacobabad – Quetta section
 - Complete renewal of Quetta – Taftan section
 - Extension/Connecting Quetta with Peshawar (Bostan – Zohb – DI Khan – Kotlajam – Jand – Attock)
3. Participation in production facilities through JVs etc

Upgradation of ML – 2 (Kotri – Attock)



- Length 1427 Kms
- Design speed 120 - 160 Km/h
- Fencing in busy cities
- Station upgradation
- Computerize Signaling System

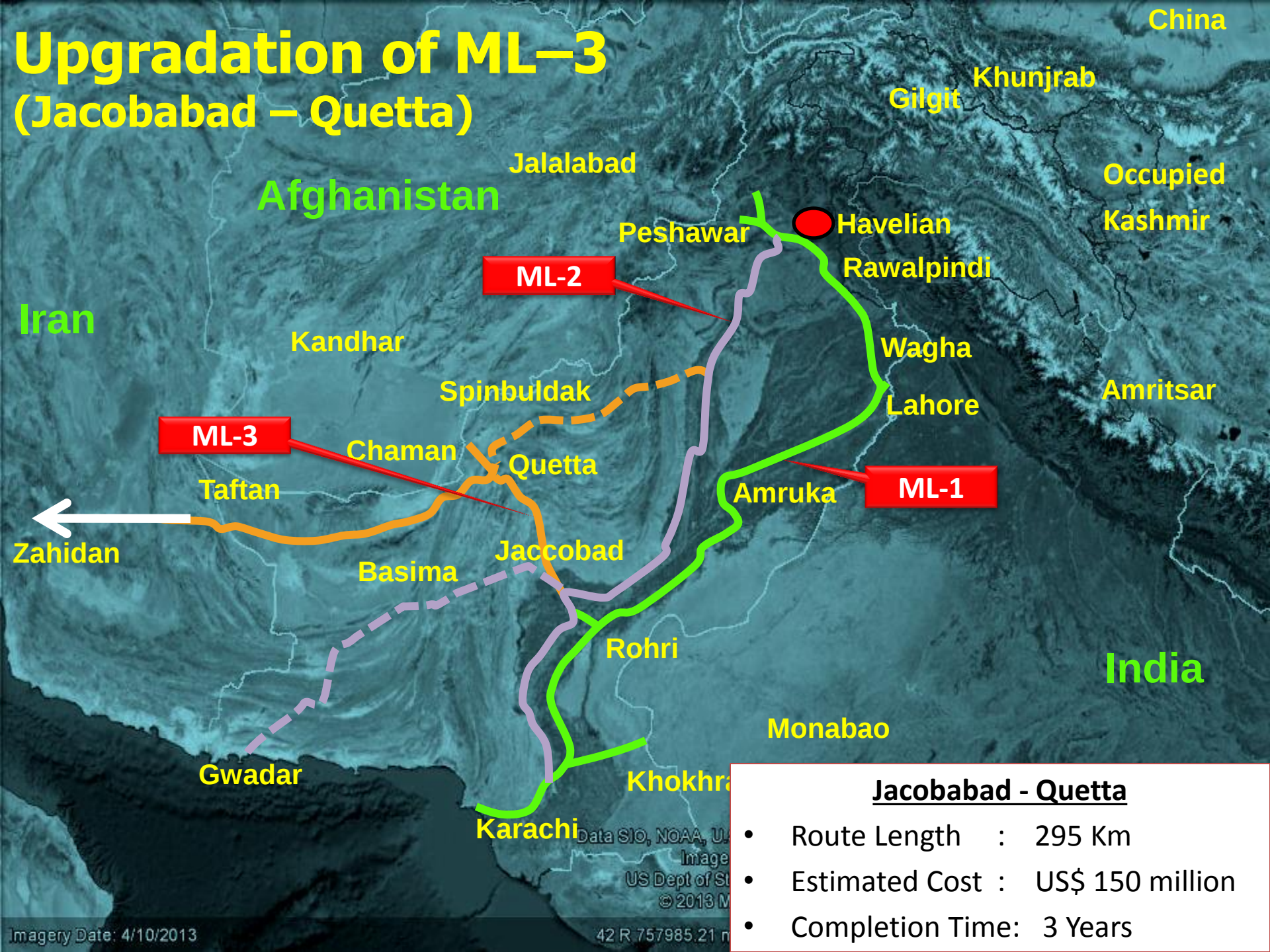


Extension of ML – 2 (Gwadar – Basima - Jacobabad)

Gwadar - Khuzdar - Jacobabad

- Route Length : 1050 Km
- Estimated Cost : US\$ 4 Billion
- Completion Time: 5 Years

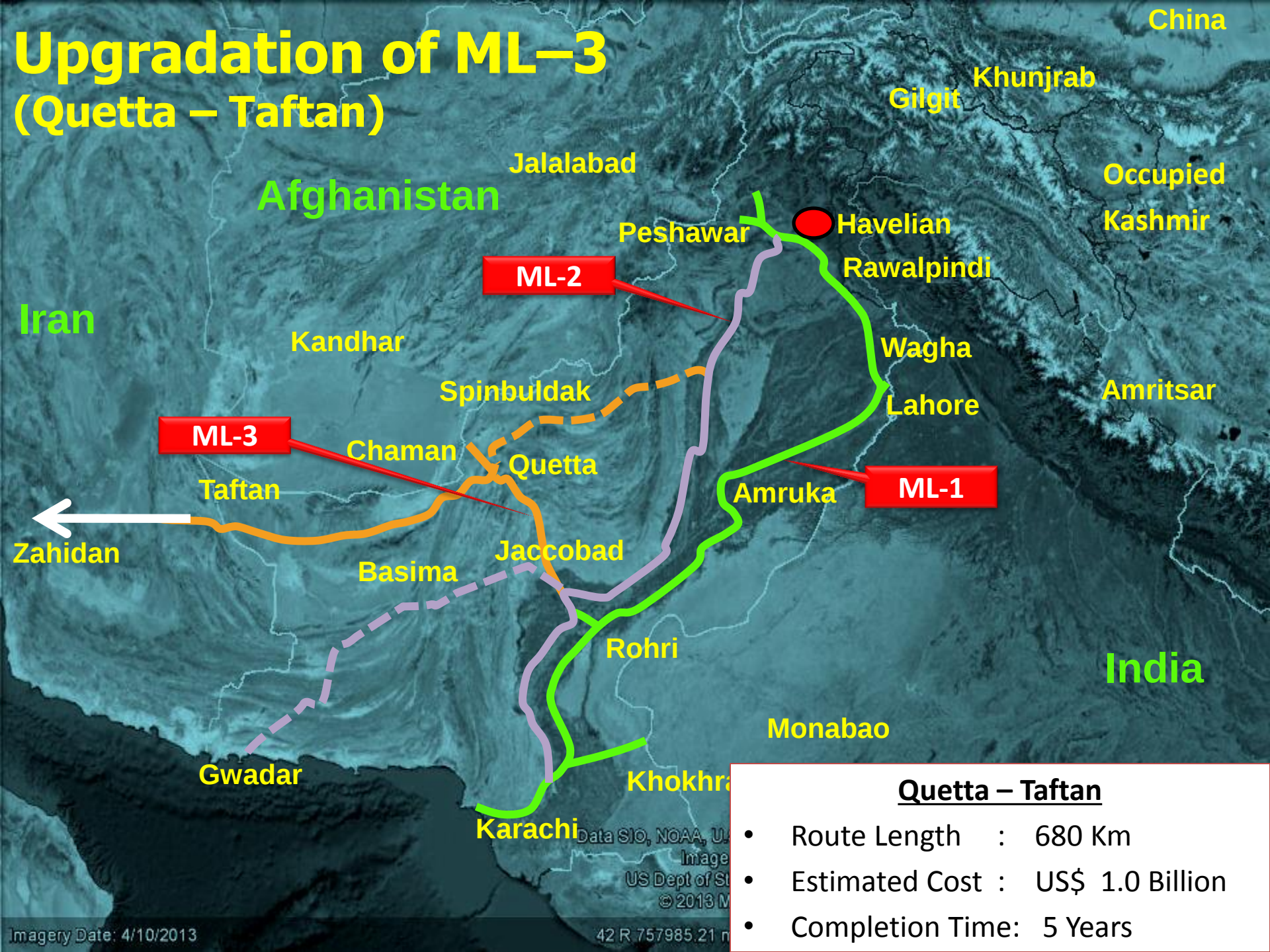
Upgradation of ML-3 (Jacobabad – Quetta)



Jacobabad - Quetta

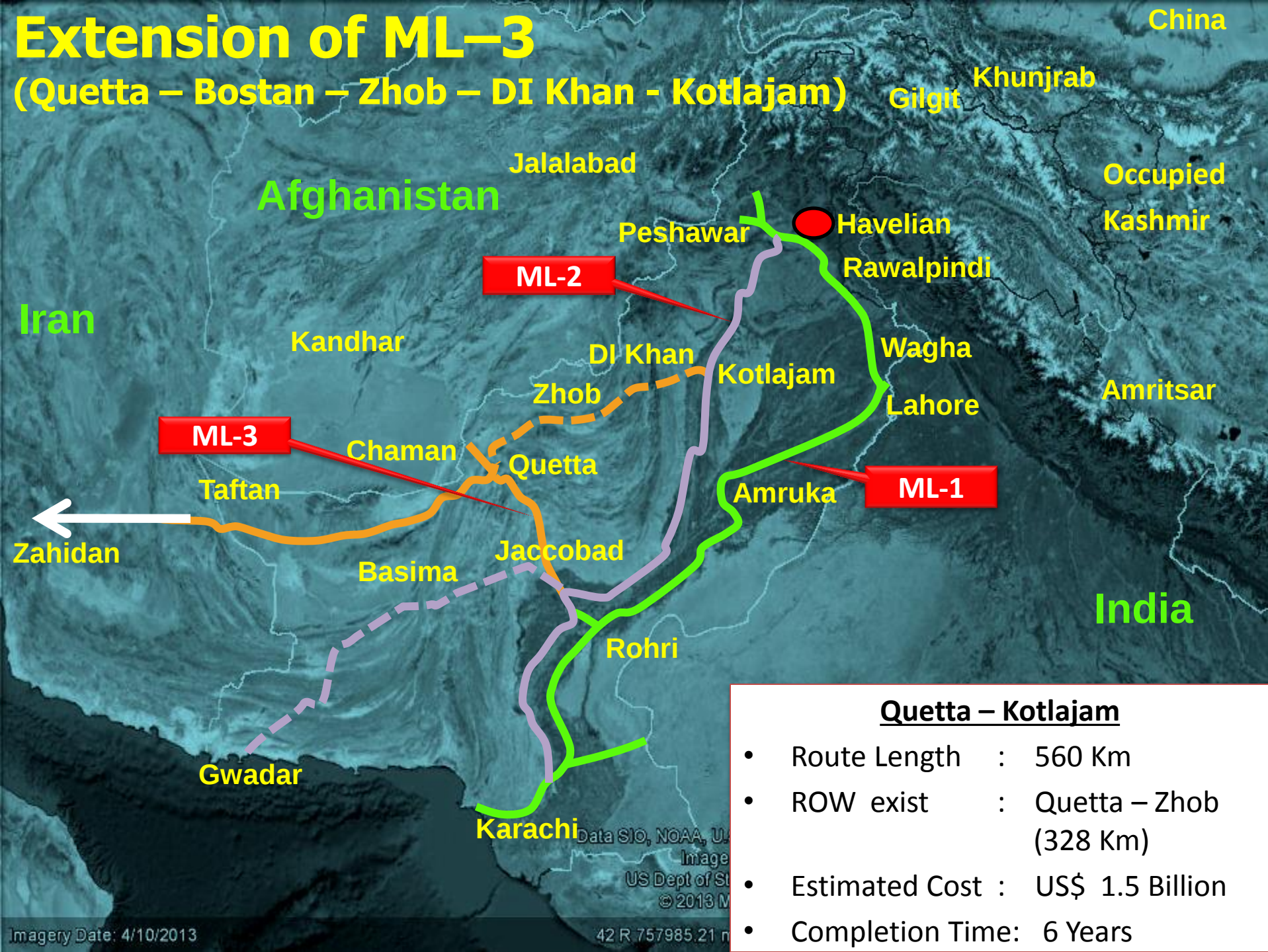
- Route Length : 295 Km
- Estimated Cost : US\$ 150 million
- Completion Time: 3 Years

Upgradation of ML-3 (Quetta – Taftan)

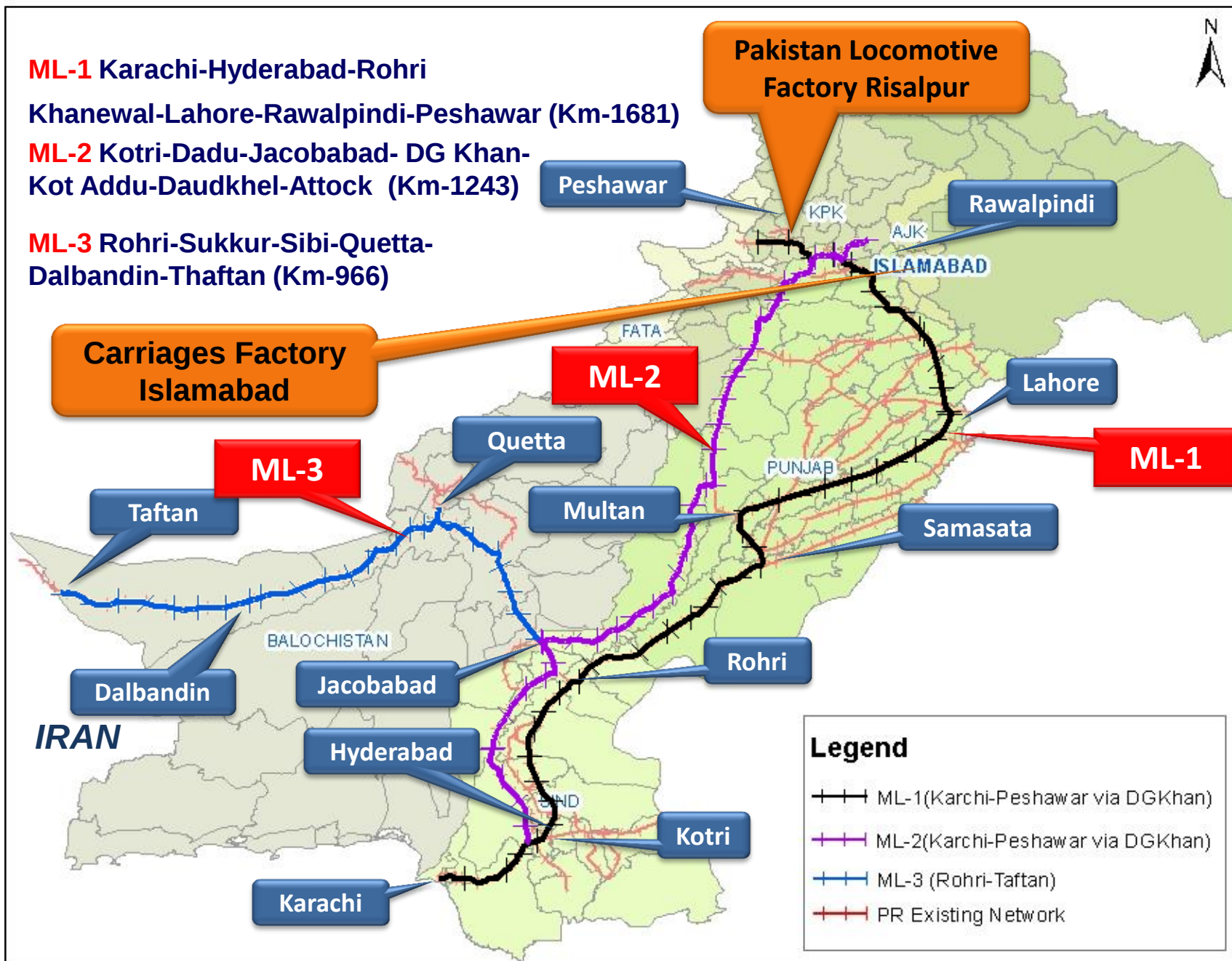


Quetta – Taftan

- Route Length : 680 Km
- Estimated Cost : US\$ 1.0 Billion
- Completion Time: 5 Years



Production Facilities - JVs



Pakistan Locomotive Factory Risalpur, Pakistan Railways

- Established 1993
- Total area 257 acres
- Production capacity 25 locomotive/annum
- Partnership possibilities
 - Joint venture
 - Profit sharing model
 - Any other



Carriages Factory Islamabad (CFI)

- Established 1970
- Total area 141 acres
- Production capacity 150 carriages/annum
- Partnership possibilities
 - Joint venture
 - Profit sharing model
 - Any other



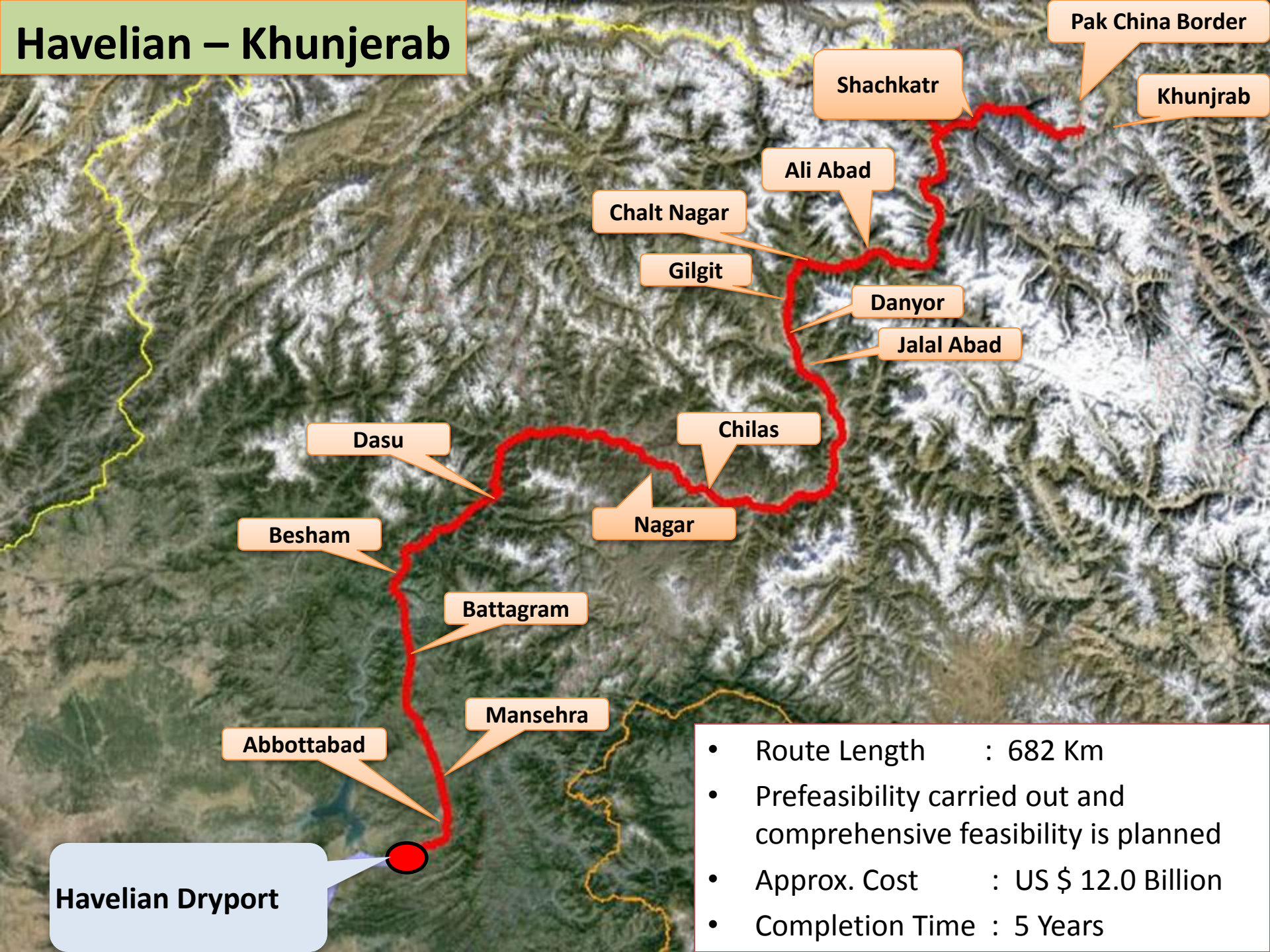
1212

پاکستان ریلوے

AIR CONDITIONED LOWER

Regional connectivity (CAREC Countries)

Havelian – Khunjerab



- Route Length : 682 Km
- Prefeasibility carried out and comprehensive feasibility is planned
- Approx. Cost : US \$ 12.0 Billion
- Completion Time : 5 Years

Havelian Dryport

New Rail Link Chaman (Pakistan) – Spinbuldak (Afghanistan) & Kandhar

Ka ndhar

Spin Buldak

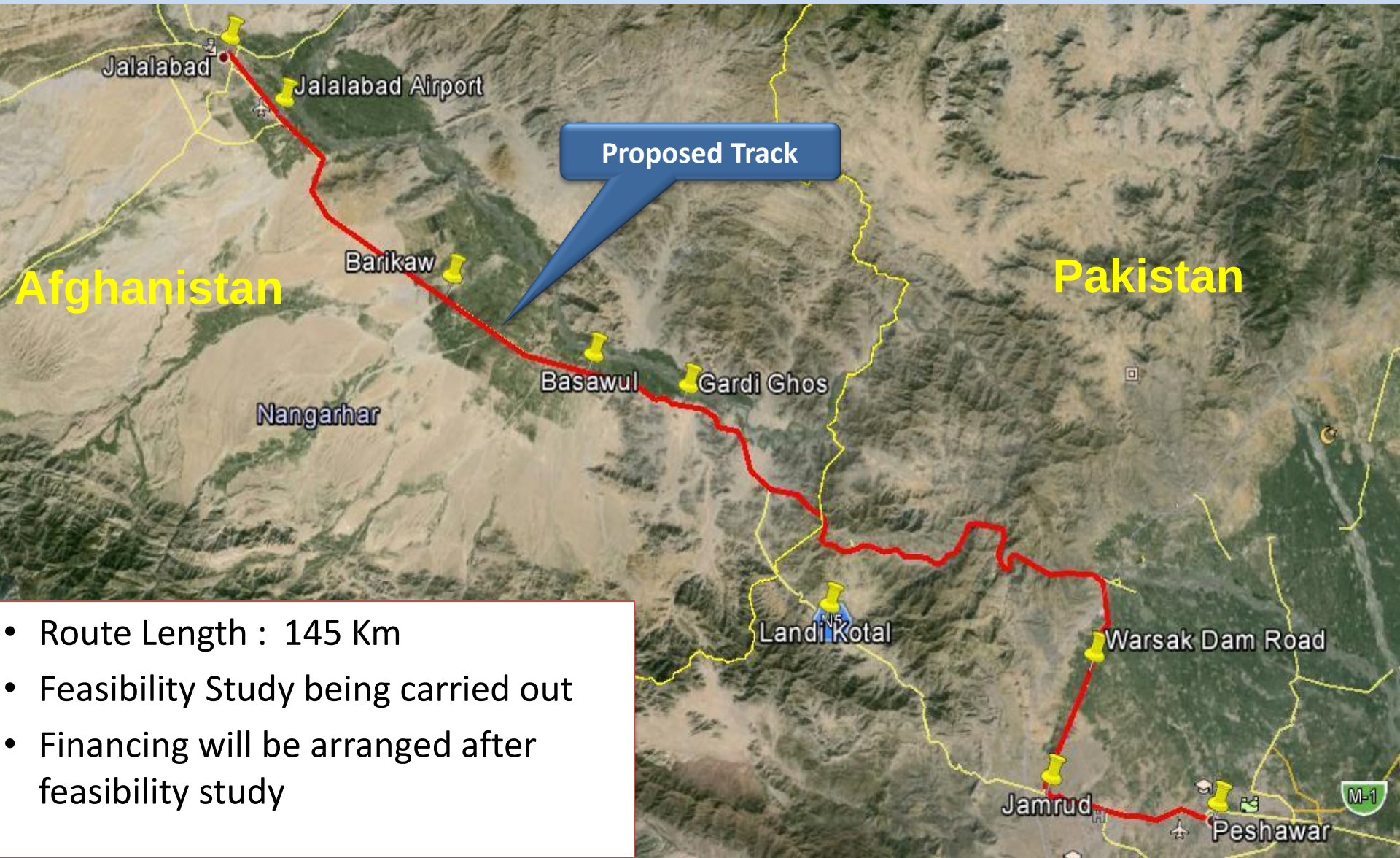
Chaman

Landsat

Google

- **Length**
Chaman – Spinbuldak – 11.5 Kms
Spinbuldak – Kandhar - 95 Kms
Estimated cost Rs. 1263 million

NEW RAIL LINK PESHAWAR – JALALABAD (AFGHANISTAN) VIA LOI SHALMAN VALLEY



- Route Length : 145 Km
- Feasibility Study being carried out
- Financing will be arranged after feasibility study

Conclusions

- **Pakistan Railways is well placed to facilitate international transit**
- **Regional connectivity has the potential of bringing economic, social and political dividends to the people**
- **There is considerable progress with China and Afghanistan on establishing rail links**
- **Integration of transportation network is pre-requisite for progress on economic integration of the region**

Thank You