

EXPLANATORY REMARKS

1. The Financial year is the period from 1st July of the previous year to 30th June of the current year.
2. Tonnage figures are all in Metric tons.
1 Metric ton = 2204. 62 lbs.
3. Exchange rates :
1 Bangladesh Taka = 100 paisa
1 US\$ = Tk. 78.40
Pound Sterling = 123.62
1 Taka = 0.01276 U.S. Dollar
1 Taka = 0.008089 Pound Sterling
4. Lak. = 100,000
5. The abbreviations `BG' and `MG' indicate Broad Gauge (5'-6" or 1676 mm) and Meter Gauge (3'-3-3/8" or 1000 mm) respectively.
6. The abbreviation `DG' indicates Dual Gauge (Broad Gauge and Meter Gauge combined)
7. No Broad Gauge System exists in the East Zone.
8. The Zone-wise Statistics have been introduced from the financial year 1982-83.
9. All Statistics have been expressed in Metric Units.

CONVERSION COEFFICIENTS

LENGTH

| | |
|-------------------|------------------------------|
| One mile | = 1.609344 kilometers |
| One kilometer | = 0.621371 mile |
| One meter | = 39.369996 inches |
| | = 3.280833 feet |
| | = 1.093611 yards |
| One inch | = 0.0254 meter |
| One feet | = 0.3048 meter |
| One yard | = 0.9144 meter |
| One long ton-mile | = 1.635169 tone- kilometers. |

WEIGHT

| | |
|-----------------------|--------------------------------|
| One long ton | = 1.016047 metric tons (Tones) |
| | = 1016.05 kilograms |
| One metric ton (Tone) | = 0.984206 long ton |
| | = 26.7923 maunds |
| | = 1000 kilograms |
| One maund | = 37.3242 kilograms |
| One seer | = 0.93310 kilogram |
| One kilogram | = 1.071691 seers |
| | = 2.204622 pounds |
| One gallon | = 4.54596 liters |
| One liter | = 0.21997 gallon |

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INFORMATION BOOK 2015

BANGLADESH RAILWAY

BRIEF HISTORY

BANGLADESH RAILWAY, covering a length of 2877.10 route kilometers managed by 27,620 regular staff, is Government -owned and Government managed transportation agency of the country.

Some Historical Events :

- 15 Nov.1862 : Construction of 53.11 Km. of Broad Gauge line between Darsana and Jagati of Kushtia district by Eastern Bengal Railway.
- 1 Jan.1871 : Extension of Darsana - Jagati Railway line upto Goalanda by Eastern Bengal Railway.
- 1874-1879 : Construction of Metre Gauge railway line from Sara (near Paksey) to Chilahati, Parbatipur to Dinajpur and Parbatipur to Kaunia and construction of Broad Gauge Railway line from Damukdia (Opposite to Sara) to Poradaha.
- 1882-84 : Bengal Central Railway Company constructed Benapole-Khulna Broad Gauge railway line.
- 1 Jul.1884 : Government took over the management of Eastern Bengal Railway.
- 4 Jan.1885 : Railway Metre Gauge connection between Dhaka and Narayanganj, a distance of 14.98 km. by Dhaka State Railway, which was later on merged with Eastern Bengal State Railway.
- 1885 : Construction of Dhaka - Mymensingh Railway section by Dhaka State Railway.
- 1 Apr.1887 : Eastern Bengal Railway was merged with Northern Bengal State Railway.
- 1891 : Construction of the Assam - Bengal Railway taken up with British Government assistance but was later on taken over by Assam-Bengal Railway Company.
- 1 Jul.1895 : Opening of 149.89 km. Metre Gauge lines between Chittagong and Comilla and 50.89 km. Metre Gauge lines between Laksam and Chandpur by Assam Bengal Railway.
- 3 Nov.1895 : Chittagong to Chittagong port line was constructed.
- 1896 : Construction of Metre Gauge Railway line from Comilla to Akhaura and Akhaura to Karimgonj.
- 1897 : Single line section between Darsana and Poradaha converted into double line section.
- 1898-99 : Mymensingh - Jagannathgonj Metre Gauge Railway constructed.
- 1899-1900 : Metre Gauge Railway line constructed between SantaharJn. to Fulchhari by Brahmaputra-Sultanpur Railway Company.
- 1903 : Laksam - Noakhali section constructed by Noakhali (Bengal) Railway Company.
- 1 April.1904 : Bengal Central Railway Company and Brahmaputra-Sultanpur Railway Company taken over by Govt. managed Eastern Bengal Railway.
- 1905 : Opening of Kaunia-Bonarpara Metre Gauge section.
: Govt. purchased the Noakhali (Bengal) Railway Company.
- 1 Jan. 1906 : Noakhali (Bengal) Railway Company merged with Assam Bengal Railway.
- 1909 : Poradaha-Bhairamara single line converted into double line.
- 1910-1914 : Akhaura -Tongi section opened. Conversion of Shakole to Santahar Metre Gauge section into Broad Gauge.
- 1912-1915 : Kulaura - Sylhet section opened.
- 1 Jan.1915 : Hardinge Railway Bridge was opened over the river Padma at Paksey.
- 1915-1916 : Sara - Sirajganj line constructed by Sara - Sirajganj Railway Company.
- 1916 : Bhairamara-Raita Broad Gauge section opened.
- 1912-1918 : Gouripur - Mymensingh - Netrokona and Shamgonj-Jharia-janjail sections constructed by Mymensingh - Bhairab Bazar Railway Company.
- 1915-1932 : Bhairamara - Ishurdi - Abdulpur single line section converted into double line.
- 10 Jun.1918 : Rupsha - Bagerhat Narrow Gauge section constructed by a Branch line Company.
- Jul.1924 : Conversion of Santahar - Parbatipur Metre Gauge section into Broad Gauge.
- Sep.1926 : Conversion of Parbatipur - Chilahati Metre Gauge section into Broad Gauge.
- 1928 : Opening of Shaistagonj-Habigonj section.
- 1928-29 : Tista - Kurigram Narrow Gauge section converted into Broad Gauge.
- 1929 : Shaistagonj-Balla and Chittagong-Hathazari sections opened.

- 1930 : Hathajari - Nazirhat Metre Gauge and Abdulpur - Amnura Broad Gauge sections opened.
- 1931 : Sholashahar-Dohazari section opened.
- 6 Dec.1937 : Opening of king VI George Bridge connecting Bhairab Bazar and Ashugonj over the river Meghna.
- 1941 : Jamalpur-Bahadurabad Metre Gauge section opened.
- 1 Jan.1942 : Assam - Bengal Railway taken over by Government and amalgamated with the Eastern Bengal Railway under the name "Bengal and Assam Railway".
- 1 Oct.1944 : Government took over Sara-Sirajganj Railway Company.
- 1947 : Bengal and Assam Railway was split up and the portion within the boundary of erstwhile East Pakistan was named as "Eastern Bengal Railway", the control remaining with Central Government of Pakistan.
- 1948-1949 : Government takes over Mymensingh-Bhairab Bazar Railway company and Rupsa-Bagerhat Branch Line Company.
- 21 Apr.1951 : Jessore-Darsana Railway line opened to traffic.
- Oct.1954 : Sylhet to Chatak Bazar Railway line opened to traffic.
- 1 Feb.1961 : Eastern Bengal Railway renamed as Pakistan Eastern Railway.
- 1962 : A Railway Board was formed & management of Railway was placed under the Provincial Government.
- 1972 : Pakistan Eastern Railway was renamed as Bangladesh Railway after emergence of Bangladesh as sovereign state and continued to function under a Railway Board.
- 3 Jun.1982 : The Railway Board was abolished and its function as placed under the control of Railway Division of Ministry of Communications with the Secretary of the Division being Director General. For administrative convenience and operational reasons, BR was bifurcated into two zones, East and West zone, headed by two General Managers.
- 12 Aug-1995 : Bangladesh Railway Authority (BRA) was formed comprising 9 members with Hon'ble Minister for Ministry of Communications as Chairman, for giving policy guidance of Bangladesh Railway.
- 23 June-1998 : East-West Railway connectivity over the mighty river Jumana was established from the day one, the day of formal opening of Jamuna Multipurpose Bridge, after completion of construction of Broad Gauge track from Jamtoil to Ibrahimabad.
- 14 Aug-2003: Direct BG Train Communication between Dhaka (Joydebpur) and Rajshahi over Jamuna Multipurpose Bridge was established by introducing first Intercity passenger Train after completion of construction of new Dual Gauge track from Ibrahimabad to Joydebpur.
- 7 March-2004: Direct MG train communication between Dhaka and Lalmonirhat was established.
- 9 Nov-2007 : Bangladesh has signed the intergovernmental agreement on the Trans Asian Railways(TAR) network as 20th signatory.
- 14 April-2008: Direct Communication between Dhaka & Kolkata was established by introducing "Maitree Express" Train.
- 4 March-2010: Introduction of ticket selling through mobile phone.
- 4 Dec.2011 Ministry of Railways formed by the Honorable Prime Minister vide SRO-361-Rules of Business 1996 Rule- 3.

Railway Recovery and Reform Programme

Bangladesh Railway has undergone several recovery and reform programmes since its independence in 1971, all aiming towards improving the performance of institutional capacity and commercial orientation of BR. Some of the important time lines when major changes occurred are listed below :-

- After creation of Bangladesh as an independent nation in 1971, it inherited a Railway Board which was responsible for the functioning of the Railway network on behalf of the Government.
- In 1973 this structure was abolished and its functions were merged with the Ministry of Communications (MOC) and the executive functioning of the network was placed under a General Manager.
- In 1976, on the advice of the Asian Development Bank, the Government (GOB) agreed to re-establish the Railway Board to conduct the management functions with MOC exercising policy control.
- The Railway Board was again abolished with effect from June 2, 1982 and a Railway Division was created under the MOC with the Railway Division being vested with the functions being discharged by the erstwhile Railway Board. Secretary, Railway Division under the MOC was made to head BR and to discharge the functions of DG/BR. The Railway was bifurcated into East and West Zones, each placed under a General Manager with supporting administrative structure.
- The Railway Recovery Programme(RRP)launched in 1991: The RRP was launched to improve the performance of Bangladesh Railway through (i) Reduction in manpower, (ii)

Introduction of Public Service Obligation (PSO) concept. (iii)Withdrawal of concessions in tariff, (iv) Introduction of Welfare Grant and,

- (v)Closure of unnecessary functions. As a result, the work force was reduced from 58,000 to 35,000 through voluntary separation and natural attrition. Apart from this, a number of revenue losing branch lines, sheds, depots etc, were closed and some of the non- profitable passenger train services were withdrawn.
- The Organization Reform Programme (phase-I) launched in 1994 had the key recommendations: (i) To separate Railway Organization from Ministry of Communication, (ii) Formation of Bangladesh Railway Authority (BRA), (iii) Allocation of Authority and Power among Bangladesh Government, BRA and BR Management and (iv) Restructuring of BR. The Phase-II & Phase-III of Organizational Reform with the same objective followed subsequently.

* With a view to transform BR into a more market oriented, commercialized and autonomous entity with full public accountability and to improve the operational and financial performance of the network on a sustainable basis, ADB under its Railway Recovery Programme, recommended creation of a Bangladesh Railway Authority (BRA) through a legislative process. However, on grounds of expediting implementation, the GOB created this new structure through a Cabinet Resolution dated August 12,1995 and delineated the authority matrix between GOB, BRA and BR through another Govt.Resolution dated March -9 1996. BRA was constituted for providing policy guidance to BR in railway matters with the Minister of Communications chairing this multi disciplinary body consisting of 8 members drawn from Govt.(MOC, Ministry of Finance and Planning Commission). BR (DG/BR and two functional ADGs) and the private sector (Two number). BRA and BR were placed under the administrative control of the Roads and Railway Division of MOC with the instruction of not exercising the role of a director/controller over the railway management. At the same time, DG/BR was appointed from the organized Railway cadre without ex-officio status as Secretary to GOB. The ex-officio status of the other railway functionaries under DG/BR was also withdrawn. GOB was assigned the role of formulating national transport policy, set safety standards for BR operations, approving and arranging funding of BR's long -term investments and determining the financial implications of public service obligation (PSO) services. BRA was charged with the responsibility to determine policies relating to railway operation in the context of National Transport Policy, ensure accountability of BR management and determine long term investment plan and strategy of BR. BR, headed by a DG, was assigned responsibility for the day-to-day operations of the Railway. A new Marketing and Corporate Planning Department and a full fledged Personnel Department were also created in the DG's office to focus on the marketing and Human Resource Development (HRD) functions. DG/BR was made an ex-officio member of BRA along with two ADGs of BR as non-voting members.

Bangladesh Railway Reform programme launched in 2006:Bangladesh Railway has embarked upon a comprehensive reform programme to achieve the guidelines of the National Land Transport Policy designed to integrate all aspects covered under earlier programme with more focus on Restructuring BR into Lines of Business(LOB)structure, improvement of financial management & accounting system, preparation of asset registry for all LOBs, improvement of HR management structures etc. The programme, like the earlier ones, is funded by Asian Development Bank (ADB). An International Consulting firm has been engaged for achieving the above tasks.

Under this reform programme, it is proposed that BR will be restructured in 8 (eight) Lines of Business (LOB) i.e. Passenger, Freight, Infrastructure, Rolling Stock, Finance, Corporate Services, Project and Estate LOBs. There will be a Railway Advisory Board vested with the policy making authority on behalf of the Government. A separate Railway Executive Board under the Chairmanship of Director General, Bangladesh Railway will be formed. Passenger, Freight, Infrastructure, Rolling Stock, Finance & Corporate Services LOB heads will be the member of the Railway Executive Board. The proposed Railway Advisory Board and Railway Executive Board are under process of approval by GOB.

An independent Ministry named ``Ministry of Railway" established for Bangladesh Railway on 4 December, 2011 for rapid development and service improvement of Railway in a dynamic operational environment.

PRIVATE SECTOR ASSOCIATION

- BR started private sector association of its commercial and other activities from 1997. As on June, 2015, ' Commercial Activities' of 98 nos. Mail, Express & Local trains and ' On Board ' services of 16 nos. of Intercity trains were licensed out.

Commercial Activities :

| Train Number | Section | Date of Licensing |
|--------------|---------------------------------|-------------------|
| 7/8 | Santahar-Panchagarh | 24.08.20 |
| 15/16 & 585 | Khulna-Chapai Nawabgonj-RNP | 31.05.18 |
| 19/20 | Santahar-Lalmonirhat | 20.04.20 |
| 21/22 | Santahar--Lalmonirhat- Santahar | 04.08.17 |
| 23/24 | Khulna-Parbatipur | 31.05.18 |
| 25/26 | Khulna-Goalanda Ghat | 31.05.17 |
| 27/28 | Parbatipur-Chilahati | 31.05.18 |
| 29/30 | Chittagong to CDR | 14.02.19 |
| 31/32 | Rajsahi-Parbatipur | 16.02.19 |

| | | |
|-----------------|-------------------------------|----------|
| 3/4 | Dhaka-Chittagong | 21.04.22 |
| 43/44 | Dhaka-Mohangong | 20.04.22 |
| 47/48 | Dhaka-Dewangong Bazar | 14.04.20 |
| 51/52 | Dewangonj Bazar-Dhaka | 22.10.19 |
| 211/222&226/238 | Dhaka-Narayangonj-Dhaka | 21.06.19 |
| 551/5 & 6/554 | Ishurdi-Dhaka-Chapainwabgonj | 31.05.17 |
| 455/456 | Burimari-Lalmonirhat | 11.02.20 |
| 461/462 | Lalmonirhat-Parbatipur | 11.02.20 |
| 505/506/508 | Poradaha-Goalondoghat | 15.03.16 |
| 507/513 | Poradaha-Rajbari-Goalondoghat | 15.03.16 |
| 51/542 | Jamalpur-Dhaka | 22.10.19 |
| 33/36& 34/35 | Dhaka-Akhaura-Dhaka | 07.01.19 |
| 49/50 | Dhaka-Mymensingh | 07.12.19 |

On Board Services

| | | |
|---------|-----------------------|----------|
| 703/742 | Dhaka-Chittagong | 20.01.19 |
| 709/710 | Dhaka-Sylhet | 31.10.17 |
| 737/738 | Dhaka-Kishorgonj | 17.12.18 |
| 749/750 | Dhaka-Kishorgonj | 17.12.18 |
| 773/774 | Dhaka-Sylhet | 31.08.18 |
| 777/778 | Dhaka-Mohangong | 12.11.19 |
| 785/786 | Chittagong-Mymensingh | 05-03-19 |

- "Computerized Seat Reservation and Ticketing System" has been introduced since December, 1994 on Built, Operate & Transfer(BOT) basis.
- The extra capacity of BR " Fibre Optic Telecom System" has been leased out to Grameen Phone, a private cell phone operator.
- Private enterprises have also been associated in the fields of repair of passenger coaches, cleaning of Locomotives & passenger carriages.

Development Plan Outlays

Major objectives of Railway development plans for different plan periods with allocation are given below.

| Plan Period | Major Objectives | Allocation in Million Tk. | |
|---|---|---------------------------|------------------|
| | | Bangladesh Railway | Transport Sector |
| First Five Year Plan (1973-78) | Rehabilitation and reconstruction of damaged Railway system. | 1261.30 | 5276.10 |
| First Two Year Plan (1978-80) | Completion of the work of rehabilitation and reconstruction | 1230.80 | 4500.00 |
| Second Five Year Plan (1980-85) | Achievement of a reasonable level of efficiency in assets utilization. The bulk of the investment was for replacement, renewal and rehabilitation of track rolling stock and signaling equipment. | 4133.90 | 12864.80 |
| Third Five Year Plan (1985-90) | Similar to Second Five Year Plan, with greater emphasis on modernization of signaling and telecommunication system, fabrication of carriages and training of officers and staffs. | 8360.00 | 30023.00 |
| Fourth Five Year Plan (1990-95) | Improvement of operational efficiency, reduction of financial loss, development of repair and maintenance facilities, rehabilitation of track and bridges on a selective basis and introduction of pre-stressed concrete sleepers on core lines | 8350.00 | 63730.00 |
| Second Two Year Plan (1995-97) | Completion of spilled over projects of fourth Five Year Plan period. | 3986.70 | 45479.00 |
| Fifth Five Year Plan (1997-2002) | Establishment of a direct railway link between East and West Zone through Cross Jamuna rail connection, feasibility study on Dohazari -Cox's Bazar rail line, improvement of line capacity and opening up avenues for private sector participation in BR activities. | 24000.00 | 18000.00 |
| Three Year Rolling Investment Programme (2004-2007) | Establishment of direct railway connection between the capital city Dhaka and the West Zone by converting Dhaka-Joydebpur MG section to Dual Gauge (DG). Rehabilitation of branch lines. Construction of rail link from western side of Jamuna Bridge to Bogra and eastern side of Jamuna Bridge to Tarakandi. Modernization of signalling & interlocking systems of different stations. Procurement of new carriages and locomotive for improvement of passenger services. | 75573.10 | |
| Three Year Rolling Investment Programme (2007-2010) | Implementation of NLTP: <ul style="list-style-type: none"> • Reform of BR. • Doubling of Dhaka-Chittagong corridor to increase line capacity. • Eradicate poverty & easing of mass communication. • Maintain Railway tracks, rolling stocks & signalling system. | 29685.50 | |
| Sixth Five Year plan (2011-2015) | Construction of Dhaka-Mawa-Janjira-Bhanga BG rail line including feasibility study, Single track MG Rail way line from Dohazari-Ramu-Cox's Bazar and Ramu-Gundum & Double Tracking of Fouzderhat to Chittagong Port. | 435098.10 | |
| Sixth Five Year plan (2011-2015) | * Construction of Dhaka-Mawa-Janjira-Bhanga BG rail line including feasibility study, Single track MG Railway line from Dohazari-Ramu-Cox's Bazar and Ramu-Gundum & Double Tracking of Fouzderhat to | 435098.10 | |

| | | | |
|------------------------------------|---|------------|--|
| | Chittagong Port. * Rehabilitation of Dhaka-Narayangong Section. * Conversion of Meter Gauge track into DG on Parbatipur-Kanchan-Panchagar & Kanchan-Birol section and MG Track into BG on Birol station-Birol Border section of Bangladesh Railway. | | |
| Seventh Five year Plan (2016-2020) | * Under take Construction of 856 Kilometre of new railway track. * Under take dual gauge double tracking of 1110 kilometre. * Under take rehabilitation of 725 kilometre of existing rail track. * Construction of bridges and other infrastructure for operational improvement * Procure new locomotives to improve service quality. * Procure new coaches for passenger comfort. * Upgrade railway workshops and maintenance. * Improve speed and safety of train running. * Improve efficiency of railway * Increase railway revenue | 663377.10 | |
| Railway Master Plan (2010-2030) | * The 20 years Railway Master Plane was approved on 30.6.2013. * The Master Plan includes 235 development projects in 4 phases. *The Plan is expected to guide the overall development of Bangladesh Railway in the foreseeable future. * The potential of the railway in bangladesh needs to be unlocked through investment in track, signaling rolling stock, maintenance and human resource. * A prospective lines and compatibility of standards with neighboring countries and Trains Asian Railway Network. * For the unification of Gauge system MG railway network should be gradually converted into BG network over the plan period. | 2339440.00 | |

TRACK, BRIDGES AND STATIONS

Bangladesh Railway has a total of 2,877.10 route kilometers at the end of the year 2014-2015. East Zone has 1,113.57 route kilometers of MG and 194.70 route kilometers of DG track only, and West Zone has 534.67 route kilometers of MG 659.33 route kilometers of BG and 374.83 route kilometers of DG track. The total length of running track on double line, in the yards and sidings is 4,093.15 kilometers. A comparison on the Railway network at the end of 2014-2015 with those of earlier years is shown in Table No. 3 & 5.

Route Length by Civil Districts :

Bangladesh Railway is not connected with all the Civil Districts of the country. At the end of 2014-2015 only 44 Civil Districts of the country could be connected by Railway. The District-wise Railway stations and Route kilometers are shown in Table No. 4

Track Maintenance :

Mechanized track maintenance methods are under active consideration of the Railway Administration to replace conventional methods. Mechanical track lifting, slewing, tamping and laying machines have been introduced on Dhaka-Chittagong main line for track maintenance. A track recording trolley car is in use.

Bridges :

At the end of 2014-2015, there were a total of 3,367 bridges, of which 2,629 are minor and 738 are major ones. Foot over-bridges are provided in important cities and district towns.

Level Crossings :

At the end of 2014-2015, there were 1,546 level crossings of which 207 level crossings having heavy road and rail traffic are manned round the clock and 1,339 with light traffic are casually manned. Busy level crossings are being gradually provided with quick operating lifting barriers. Safety devices are being provided at very busy level crossings.

Stations

Bangladesh Railway had a total of 460 stations at the end of the year 2014-2015. These include one block hut, thirteen train halts and four goods booking points.

SIGNALLING & TELECOMMUNICATION

Signalling :

The importance of rail line between Dhaka and Chittagong increased immediately after the partition of India in 1947 as this connects the capital city of Dhaka and the principal port city of Chittagong. To meet the needs for the speed and density of the traffic, signaling on the section were modernized in phases starting from the early sixties. The entire section between Tongi -Chittagong is existing with colour light signalling & relay interlocking with tokenless block working except Akhaura. Double wire upper quadrant mechanical signalling is provided in sections Joydebpur- Mymensingh, Bhairab Bazar-Gouripur Mymensingh, Santahar-Bonarpara & Khulna-Darsana, Relay interlocking system also exists at 10(ten) stations in Mymensingh-Jamalpur and Mymensingh-Gouripur Mymensingh section in East Zone and at 2(two) junction stations in West Zone. viz. Parbatipur & Ishurdi. Computer based signalling and interlocking system was introduced at 7 (seven) stations from Joydebpur to Bongabandhu Bridge west and at another 7(seven) stations from Jamtail to Muladuli Computer based signalling and Interlocking system has also been introduced at 23 stations in Akhaura - Sylhat section and at 6 (six) stations in Dhaka-joydebpur section and 4 stations in West Zone such as Santahar, Abdulpur, Azimnagar & Ishardi by pass. Moreover modernization of signaling and interlock system of 13(thirteen) stations from Bawl Gagipur to Mymensingh is under construction and that of 11 stations from Paksey to Darsana Junctions and another 11 stations from Chittagong Junction cabin to Chinky Astana is under pipe line.

Most important and busy level crossing gates are also provided with interlocking system including approach warning and road signal.

Non intelocked colour light signal has been introduced in Dhaka - Narayanganj, Jamalpur-Tarakandi,Laksam-Noakhali, Sholashar-Fatehabad, Abdulpur-Chapainababgonj-Rohanpur and Lalmonirhat-Burimari branch line sections instead of Mechanical Semaphore arm signal.

TELECOMMUNICATION

Till late eighties Bangladesh Railway's most of the Telecommunication facilities used to be taken on lease from Bangladesh Telegraph and Telephone Board (BTTB). These facilities were land line based, prone to interference and unreliable. In 1984, BR went for the modernization of its Telecommunication Facilities. BR has an optical fibre based digital tele-communication network. The tele-communication network spans approximately over 2009 kms. and connects about 300 Railway stations. The system also serves about 1300 users through ten telephone exchanges. In addition to 1300 dial up type digital telephones, BR's Telecommunication system provides about 260 Train Control Telephones and 503 number of station to station telephone connection. Copper conductors are used for Block Instruments and the Block telephones. Computerized Seat Reservation and Ticketing System (CSRTS) and Computerized Wagon Control System (CWCS) have been installed using this network.

ROLLING STOCK

Locomotives :

Bangladesh Railway now owns basically two types of locomotives viz Diesel Electric (DE) & Diesel Hydraulic (DH). The total fleet as on 30th June 2015 is 282 out of which 274 Diesel Electric (94 BG & 180 MG) and 8 Diesel Hydraulic(3 BG & 6 M.G.) locomotives. The active holding is 282 out of which to 274 Diesel Electric(94 BG & 180 MG) and 8 Diesel Hydraulic(2 BG & 6 MG) Locomotives (Excluding off schedule). The type-wise breakdown of the locomotives during the past years is shown in table No.6.

Pahartali and Dhaka Diesel Workshops undertake repairs of MG Diesel Locomotives while Parbatipur Diesel Workshop undertakes repairs of both BG & MG Diesel Locomotives. Heavy repairs and overhauls of diesel locomotives are done at Central Locomotive Workshop, Parbatipur. The existing main line locos are all DE type manufactured by ALCO (USA), MLW/ Bombardier Inc. (Canada) & Hitachi (Japan) for BG and General Motors (USA/Canada), MLW (Canada), Hitachi (Japan), ABB Henschel (Germany), DLW (India) and Hyundai(S. Korea) for MG.

ELECTRICAL

To ensure easy and comfortable traveling of passengers, Electrical department is to provide light, fan and air conditioning facilities in the running trains. In the past power supply for the operation of light, fan and air conditioning system of trains were activated by Axle driven Alter motor Dynamo only. To improve the service with adequate reliability and cheaper cost,the Conventional System is being replaced by Mid on Generation (MOG)/End on Generation(EOG) system gradually. Out of 125 numbers Passenger Trains, 76 Nos. run as MOG & 49 Nos. runs as conventional in West Zone and out of 193 Nos. Passenger trains, 62 Nos runs as MOG/EOG & 131 Nos. runs as Conventional in East Zone. There are, 45 Nos Power Car & 24 Nos air condition coaches in West Zone and 53 Nos. Power Car & 63 Nos. air condition coaches in East Zone.

Bangladesh Railway has two major General Electric Repair (GER) Shop at Pahartali and Saidpur. Besides this, Electrical Department is to maintain

Electric supply with self owned 49 numbers electric sub-station in East zone and 38 numbers in West Zone to provide electricity at Railway Stations, Workshop, Sheds, Hospital, Deep well Turbine and submersible water pumps, Service and residential building through overhead and underground cable network system. Moreover, there are two 33/11KV substation to feed SDP Workshop & CLW/PBT which is maintained by electrical department.

Coaching Vehicles :

At the end of the year 2014-2015, BR had a total of 1,507 coaching vehicles out of which 1,474 are for conveyance of passengers and 33 are for conveyance of Tourist, motor vans etc. as well as for departmental use. The gauge-wise breakdown of passenger carriages and other coaching vehicles owned by BR over the past years is furnished in Table No. 7.

Freight Wagons :

At the end of the year 2014-2015, BR had a total of 9,179 wagons comprising 5,847 covered, 975 open and 2,357 special type wagons. The gauge-wise breakdown of the wagons owned by BR over the past years is given in Table No.12.

Containers :

Bangladesh Railway has entered into a new era in transportation of freight traffic in containers from Chittagong to Dhaka. Special type Flat Wagons required for container movement were initially arranged by converting some existing wagons. Subsequently 130 bogie container flats were procured from China and another 100 bogie container flats were procured from India. An Inland Container Depot has been opened at Dhaka with custom and port facilities for clearance of container traffic. Exclusive container train was introduced on 5th August,1991. Since then, volume of container traffic gained momentum.

Mechanical Workshops :

Bangladesh Railway has sheds, depots and workshops for maintenance of Rolling Stock. Locomotives are maintained in 3(Three) places viz shed shop & CLW, Carriage & Wagons are maintained in two places i.e. in C&W Depot & workshop.

A. LOCOMOTIVES ARE MAINTAINED IN FOLLOWING WORKSHOPS :

1. Central Locomotive Workshop at Parbatipur, Dinajpur(CLW)
2. Diesel Workshop at Pahartali, Chittagong.
3. Diesel Workshop in Dhaka.
4. Diesel Workshop at Parbatipur,Dinajpur.

B. CARRIAGE & WAGONS ARE MAINTAINED IN FOLLOWING WORKSHOPS.

1. C & W Shop at Saidpur, Nilphamari.

2. C&W shop at Pahartali, Chittagong.

Railway Ferry Services :

There were 19 marine vessels under Mechanical Department at the end of 2014-2015. The fleet of the marine vessels consists of no Passenger vessels, 3 Tugs, 2 Wagon Ferry Barges, 2 Pontoon ramps, 3 Flats and 2 Berthing Pontoon and 7 other Crafts.

STORES

Railway Material Management Department, known as the Stores Department of Bangladesh Railway carries out the responsibilities of assessing, purchasing, inspecting, stocking, preservation and supplying of the materials as required and demanded by different using departments. Apart from the non-recurring items, about 35,000 items are stocked in the main depots at Pahartali and Saidpur and also at Diesel Sub Depots at Parbatipur, Dhaka and Pahartali for diesel spares.

This department also owns a modern offset printing press where Intercity tickets, Printed Card tickets and all sorts of money value forms are printed and supplied against the demand received from the user departments. The statistics of supply of Intercity tickets, Printed Card tickets, Money value forms and General forms are given below :

| Year | Intercity tickets (nos) | Printed Card ticket (nos) | Money Value form (Book) | General Form | |
|-----------|-------------------------|---------------------------|-------------------------|--------------|----------|
| | | | | books | sheets |
| 2006-2007 | 95,57,500 | 75,46,000 | 49,375 | 22,511 | 44,535 |
| 2007-2008 | 1,30,18,200 | 77,95,250 | 38,245 | 6,208 | 2,27,378 |
| 2008-2009 | 37,90,200 | 91,97,300 | 32,978 | 10,523 | 5,43,000 |
| 2009-2010 | 41,47,400 | 91,83,200 | 39,625 | 6,600 | 1,52,177 |
| 2010-2011 | 55,86,000 | 132,42,700 | 38,205 | 17,371 | 56,470 |
| 2011-2012 | 63,62,600 | 127,11,000 | 34,800 | 3,151 | 3,30,800 |
| 2012-2013 | 80,76,000 | 112,18,300 | 27,500 | 21,188 | -- |
| 2013-2014 | 83,39,000 | 95,32,500 | 34,895 | -- | -- |
| 2014-2015 | 69,30,500 | 92,63,900 | -- | 25,254 | 4,500 |

PASSENGER AND FREIGHT TRAFFIC

Passenger Traffic :

Bangladesh Railway is the principal mode of transportation in the country. With the development of road transport facilities there has been a shift in the trend of passenger traffic with short distance passengers preferring road transport, because of their frequent and point to point services. During 2014-2015, about 67 million passengers were transported by Bangladesh Railway against about 65 million during 2013-2014. In order to render better services to the passengers, Bangladesh Railway introduced Intercity Train services in 1985. At present there are 88 nos of Intercity Trains running. Around 40.9% of the total passengers of Bangladesh Railway are being carried by the Intercity trains which contribute approximately 83.6 % of the total earning of passenger traffic. Details are shown in Table No.24 & 25.

Freight Traffic :

The railway has been facing tough competition with other modes of transport for the high rated traffic, which pay more revenue. On the other hand, the railway is called upon to carry traditional low rated essentials. As a national carrier, BR has obligation to carry essential commodities like food grains, fertilizer, jute, cement, coal, iron and steel, stone & boulders, petroleum products, salt, sugar etc. to the remote corners of the country at a cheaper rate. The freight traffic during 2014-2015 was 2,555 thousand Metric Tons against 2,524 Thousand Metric Tons during 2013-2014.

OPERATIONAL PROBLEMS

The Railway system comprises three gauges, Broad , Meter and Dual which involves transshipments of traffic at the break of gauge points. Bangladesh Railway is bisected by the river Jamuna which resulted in much setback in efficient operation of train services which may be enumerated as under :-

(1). Break of gauge. (2). Riverine points (3) Transshipment problem (4) Directional flow of traffic (5) Frequent change of ghat due to soil erosion. (6) Old tottering rail line (7) Shortage of Rolling stock i.e Locomotives, Coaches and wagons (8) Frequent suspension of ferry crossing during both dry and rainy seasons. (9) Shortage of essential staff i.e Station master, Guard, Locomotive Master (10) Longer block section and absence of third line in Ishwardi- Joydebpur Section and (11) Speed restriction on Banga bandhu Bridge.

The railway link over the Bangabandhu Bridge connecting the East and West zones through the construction of 99 km new dual gauge line and rehabilitation and conversion of 245 km Broad Gauge line from Jamtoil to Parbatipur to Dual Gauge has eased out these operational problems considerably. Improvement will be achieved after completion of the following on going/ proposed work, viz.(a) railway link between western side of Jamuna Bridge to Bogra.(b) Track doubling between Tongi-Bhairab Bazar and Laksham-Chinkiaстана of Dhaka-Chittagong corridor. Further improvement will be achieved after implementation of 6th five year plan which commenced from 2011.

OFFICERS & STAFF WELFARE

Numbers :

As on date 30th June, 2015, there are 463 officers & 27,157 staff of different categories. The staff are graded/classified as Class-III and Class-IV staff. The ratio of officers and staff is about 1.59.

Training :

Bangladesh Railway has got a built-in system of imparting training to Railway Officials including BCS cadre officers and all categories of non-gazette staff to enable them to improve their skills & ability. For safe and efficient operation of the railway a well equipped & modern Railway Training Academy has been established in 1984 which is now located at Halishahar, Chittagong. Four workshop Training units at Pahartali, Dhaka, Parbatipur and Ishurdi have been transferred under the control of Rector/Railway Training Academy, Halishahar, Chittagong w.e.f. 03-01-04 for imparting Training in Locomotive maintenance and operation staff of Mechanical department. In the year 2014-2015 total 571 persons of different categories were trained including 33 nos BCS Cadre Officers.

Festival Allowance :

The system of giving festival allowance to the employees was introduced in the year 1984. This is not linked with productivity/profit. The festival allowance is given twice in a year. Each allowance is equal to the one month's basic salary of the employee concerned.

Medicare & family welfare :

Well equipped network of hospital and dispensaries have been working in the system to provide proper medical care to the employees & their dependents. There are around 10 well equipped hospitals with a total of 440 beds, one Modern Chest Disease Hospital at Chittagong with 50 beds, and 30 dispensaries with qualified doctors. BR has also family welfare programme. At present there are 12 maternity & child welfare centers in the system to look after the health of the expectant mothers, postnatal cases, toddlers and infants.

Housing Facilities :

Nearly 70% of the staff are provided with residential accommodation. The government has been pleased to approve a housing scheme under the caption " Bangladesh Railway Employees Co-operative Housing Society Limited" at Chittagong for the employees for enabling them to become owners of houses.

Kallyan Trust :

The Trust is doing various welfare activities for railway employees. An amount of Tk. 12.51 million from the Railway revenue was contributed to the Trust during the year under review. The main activities of the Trust are to provide grant to employees undergoing medical treatment, donation to the staff on distress and monthly educational allowance & monetary assistance to the children of low paid employees for education.

Benevolent Fund :

This fund is providing financial assistance to the families of deceased employees. About 5,068 such families were given grant to the extent of Tk. 36.87 million out of this fund during the year.

Group Insurance :

Group Insurance Scheme was introduced on 1st October,1970 in order to ensure the lives of the Railway employees. Premium for non-gazette staff are borne by the Railway. 193 nos. of claim for death amounting to Tk.21.98 million has been finalized during the year.

Sports & Recreation :

42 Institutes & Recreation Clubs provided with requisite facilities for outdoor & indoor games exist at different centers of BR. Under the supervision of Bangladesh Railway Sports Control Board, there are eight zonal sports club at different centers. Railway is also playing an important role in the National Scouting.

Education :

Adequate facilities are provided by the Railway Administration for education of the children of Railway employees. Ten High Schools are run by Railway at important centers and a sum of Tk.51.81 million was spent on management of these Schools during the year 2014-2015. Besides, 138 privately managed Schools, Colleges & Madrashes are functioning in Railway premises.

Trade Union :

There are eight registered trade unions in BR to maintain a healthy relation between the employees and administration to pave the way for congenial working atmosphere on the system.

SOCIAL COST

BR is one of the largest Govt. enterprises in the country, playing a vital role in the socio-economic development & industrialization of the country. BR is expected to serve both as a commercial enterprise and as a public utility service. As a commercial enterprise, BR has an obligation to generate sufficient revenue to meet its cost and as a public utility service it has a special responsibility to provide transport facilities to large number of passengers and movement of essential commodities for mass consumption. BR is also required to provide transport facilities in emergent situations like flood, cyclone, draught etc. In addition, the Railway has to bear some costs in the matter of education and medical care of railway employees and their wards, deployment of police forces in railway premises, etc. In discharging all these social obligations, BR has to bear certain cost burdens namely ' Social Cost'. Some important items of social cost are noted below. Carrying essential commodities and rendering transport facilities to passengers at lower prices than cost of services.

Operation of un-economic branch lines ;

Carrying Relief Materials at concessional rates ;

Carrying military traffic at less than normal tariff.

Compensation for Social Cost :

BR is compensated under "Public Service Obligation (PSO)" system for operating specific services which are not commercially viable but socially necessary. This concept has been accepted by the Govt. which are being reflected in the Revenue Budget since 1993-94. This replaced the open-ended subsidy and BR has been able to cover its operating expenses.

SECURITY

The Government Railway Police:-

Prevention and detection of crime committed against passengers traveling by train and their properties and also maintenance of law and order in the Railway premises are the direct responsibilities of the Railway Police working under the control of National police Head quarters as well as Ministry of Home Affairs.

The general duties of the staff and jurisdiction of Railway Police have been enumerated in the Police Regulation of Bengal 1943. The duties are as under :-

1. Control of passenger traffic inside the station premises more particularly on the platforms, in the booking office, waiting halls at the entrance and exit gates and wherever specially required on emergency by the station officials.
2. The control of vehicular and other traffic in the station compound.
3. The maintenance of law and order at stations and in standing passenger trains, prevention of over crowding.
4. Watching loaded passenger trains when standing in the station.
5. The arrest of those found committing nuisances or suffering from infectious disease and keeping the station premises clear of idlers and beggars.
6. The examination of all empty carriages on arrival at terminal station for property left behind by passengers and to see that carriage fittings have not been tampered with:
7. The removal of bodies and persons dying in the train and on station premises and the conveyance to hospital of the sick people.
8. Investigation into cognizable offences committed with railway limits and prevention of the same.
9. The arrest offenders in cognizable cases and detention of them in custody as well as persons arrested by Railway Officers and made over to the police, and their production before the Magistrate.
10. The reporting of non-cognizable case or infringement of bye-laws of the line to proper authorities as also all instances of oppression or fraud on the part of Railway sub-ordinates or others.
11. The prosecution of cognizable case as well as non-cognizable cases under Railway act, 1890 on behalf of the management.

The Railway Nirapatta Bahini:

Railway Nirapatta Bahini is guided by RNB Ordinance-1976 under the railway administration. The responsibility of providing security to the Railway men, Railway properties and the properties entrusted to it for carrying falls under the duties of Railway Nirapatta Bahini(RNB)

Railway Nirapatta Bahini is responsible for:-

1. Prevention and detection of crime on the Railway.
2. Protection and safeguarding the Railway properties.
3. Removing any obstruction in the movement of Railway, its properties and the properties entrusted to it for carriage.
4. Escorting of cash movement and protecting pay officers of the railway.
5. Providing security to the goods trains and luggage & Parcel vans of passenger trains.
6. Assisting during Block Check and mobile Court.
7. Eviction of unauthorized occupants in the railway premises, under command of Railway Estate officer/Magistrate.

FINANCIAL SUMMERY

The total operating revenue without considering the effect of Public Service Obligation (PSO) and Welfare Grant of Bangladesh Railway for the year 2014-2015 amounted to Tk.9,354.60 million. After meeting the total operating expenses of Tk. 18,082.98 million, the net operating income for the year came to (-) Tk 8728.38 million.

On the other hand, Government paid an amount of Tk. 860.00 million and Tk. 393.57 million as PSO compensation and Welfare Grant respectively. As a result, the total operating revenue duly considering the effect of PSO and Welfare Grant for the year 2014-2015 amounted to Tk 10,608.15 million. So, after meeting the total operating expenses of Tk. 18,082.98 million, the net operating income for the year came to (-) Tk 7,474.83 million.

The interest and installments on foreign loans taken on replacement account amounted to Tk. 181.00 million and Tk. 630.00 million respectively.

During 2014-2015 there was increase in average revenue per passenger as always passenger-kilometer as compared to those of 2013-2014. Revenue per passenger increased to Tk. 77.62 from Tk. 75.14 and revenue per passenger-kilometer increased to 57.92 paisa from 57.84 paisa i.e. 0.14%. Average Distance travelled by passenger was from 125.2 kilometers in 2013-2014 to 129.4 kilometers in 2014-2015.

In goods traffic, there was increase in average revenue per tone as well as revenue per tone-kilometer. Average revenue per tone increased by 20.48% from Tk. 565.00 in 2013-2014 to Tk. 680.74 in 2014-2015 and revenue per tone-kilometer increased by 17.68% i.e. from 202.5 paisa in 2013-2014 to 238.3 paisa in 2014-2015. The average haul of freight traffic increased from 268.4 kilometers in 2013-2014 to 271.6 kilometers in 2014-2015.

The total operating revenue without considering PSO and welfare grant for the year 2014-2015 amounted to Tk.9,355.58 million as compared to Tk. 8,001.80 million in 2013-2014, representing an increase of 16.91% . Passenger earnings in 2014-2015 amounted to Tk. 5,226.84 million, showing an increase of 7.10% as compared to the earning of 2013-2014 amounting to Tk.4,880.17 million. Other coaching (Parcel and Luggage) earnings in 2014-2015 was Tk. 184.84 million as compared to Tk 225.71 million in 2013-2014 representing an decrease of Tk. 18.11 %. Miscellaneous earnings showed an increase of 50.03% from Tk.1,466.60 million in 2013-2014 to Tk. 2,200.03 million in 2014-2015.

The total operating expenses for the year 2014-2015 amounting to Tk. 18,082.98 million, exhibits an increase of 12.90% as compared to the working expenses of 2013-2014 amounting to Tk.16,016.96.million. The operating ratio decreased

over the previous year from 200.2% in 2013-2014 to 193.3% in 2014-2015 without considering the effect of PSO and Welfare Grant. The Operating Ratio becomes 170.5% in the year 2014-2015 if the effect of PSO and Welfare Grant is considered.

Information Mirror 2014

| | |
|---|--------------|
| Route Kilometres | 2,877.10 |
| Track Kilometres | 4,093.15 |
| Number of Stations | 458 |
| Passengers carried (million) | 67.34 |
| Passenger-Kilometres(million) | 8,711.31 |
| Average lead of a passenger (Kilometres) | 129.4 |
| Tonnes Carried (million) | 2.55 |
| Tonne-Kilometres (million) | 693.84 |
| Average lead of a tonne of freight (kilometres) | 271.6 |
| Number of passenger trains daily | 341 |
| Number of freight trains daily | 37 |
| Total operating revenue (million Tk.) (Without considering PSO & Welfare grant) | 9,354.58 |
| Total operating revenue (million Tk.) (Considering PSO & welfare grant) | 10,608.15 |
| Total operating expenses (million Tk.) | 18,082.98 |
| Net operating income (million Tk.) (Without considering PSO & Welfare grant) | (-) 8,728.40 |
| Net operating income (million Tk.) (Considering PSO & Welfare grant) | (-) 7,474.83 |
| Operating Ratio (%) (Without considering PSO & Welfare grant) | 193.3 |
| Operating Ratio (%) (Considering PSO & Welfare grant) | 170.5 |
| Revenue per passenger (Tk.) | 77.6 |
| Revenue per passenger-kilometer (Paisa) | 57.9 |
| Revenue per tone (Tk.) | 680.7 |
| Revenue per tone-kilometer (Paisa) | 238.3 |
| Number of employees(June 2014) | 27,620.00 |
| Cost of employees (million Tk.) | 5,694.00 |

Printed by : Bangladesh Railway Printing Press.

STATISTICAL HIGHLIGHT

| Item | 1969-70 | 2013-14 | 2014-15 | Percentage of Increase or decreases in 2014-2015 as compared to 2013-2014 | |
|---|----------|----------|----------|--|----------|
| PLANT : | | | | | |
| Route kilometers | 2,858.23 | 2,877.10 | 2,877.10 | -- | |
| Track kilometers | 4,448.02 | 3,976.08 | 4,093.15 | (+) 2.94 | |
| Locomotives | | | | | |
| Steam | 343 | -- | -- | -- | |
| Diesel | 143 | 293 | 282 | (-) 3.75 | |
| Coaching vehicles (in units) | | | | | |
| Passenger carriages | 1,165 | 1,476 | 1,474 | (-) 0.14 | |
| Other coaching vehicles (including departmental vehicles) | 478 | 33 | 33 | -- | |
| Freight wagons (including departmental wagons) | | | | | |
| In terms of four-wheelers | 16,823 | 9,701 | 9,179 | (-) 5.38 | |
| | 19,616 | 12,924 | 12,602 | (-) 2.49 | |
| Service (Figures in millions) | | | | | |
| Passenger carried | 72.9 | 65.00 | 67.00 | (+) 3.08 | |
| Passenger-kilometers | 3,317 | 81.35 | 87.11 | (+) 7.08 | |
| Tones carried | 4.88 | 2.52 | 2.55 | (+) 1.19 | |
| Tone-kilometers | 1,265 | 6.77 | 6.94 | (+) 2.51 | |
| Operations : | | | | | |
| Vehicle-kilometers per-vehicle day on line | | | | | |
| Passenger | BG | 243 | 423 | 448 | (+) 5.91 |

| | | | | | |
|----------------|----|-----|-----|-----|-----------|
| Carriages | MG | 211 | 261 | 257 | (-) 15.33 |
| Other coaching | BG | 145 | 190 | 186 | (-) 2.11 |
| Vehicles | MG | 79 | 71 | 87 | (+) 22.54 |

STATISTICAL HIGHLIGHTS Contd.

| Item | | 1969-70 | 2013-14 | 2014-15 | Percentage of Increase/decreases in 2014-2015 as compared to 2013-2014 | |
|--|----|---------|---------|---------|--|-------|
| Operations-Contd. | | | | | | |
| Average number of passengers per 4-wheeled vehicle | BG | 16 | 28 | 34 | (+) | 21.43 |
| | MG | 19 | 28 | 28 | (-) | - |
| Average number of passengers per train | BG | 220 | 434 | 545 | (+) | 25.58 |
| | MG | 315 | 501 | 524 | (+) | 4.59 |
| Wagon-kilometers per wagon day on line | BG | 24.5 | 54.0 | 60.3 | (+) | 11.67 |
| | MG | 29.3 | 9.87 | 10.4 | (+) | 5.37 |
| Average wagon load during the run(in tones) | BG | 13.7 | 19.7 | 19.8 | (+) | 0.51 |
| | MG | 9.30 | 78.60 | 7.69 | (-) | 10.58 |
| Wagons per train | BG | 41.9 | 47.7 | 49.6 | (+) | 3.98 |
| | MG | 50.1 | 48.6 | 48.2 | (-) | 0.82 |
| Net load per train (in tones) | BG | 338 | 658 | 588 | (-) | 10.64 |
| | MG | 320 | 333 | 298 | (-) | 10.51 |
| Net tone-kilometers per wagon day | BG | 229 | 642 | 714 | (+) | 11.21 |
| | MG | 190 | 68 | 64 | (-) | 5.88 |
| Net tone-kilometers Per train hour | BG | 7,898 | 7118 | 8478 | (+) | 19.10 |
| | MG | 3,550 | 4115 | 3882 | (-) | 5.66 |
| Engine kilometers per day per engine on line | BG | 130 | 197 | 176 | (-) | 10.66 |
| | MG | 137 | 171 | 173 | (+) | 1.17 |
| Engine kilometers per day per engine in use | BG | 230 | 287 | 282 | (+) | 0.35 |
| | MG | 206 | 243 | 242 | (-) | 0.41 |
| Engine kilometers per day per goods engine in use | BG | 155 | 173 | 175 | (+) | 1.16 |
| | MG | 143 | 174 | 174 | (+) | - |

STATISTICAL HIGHLIGHT-Contd.

| Item | 1969-70 | 2013-14 | 2014-15 | Percentage of Increase/decreases in 2014-2015 as compared to 2013-2014 | |
|---|---------|------------|------------|--|-------|
| RATES AND LEAD : | | | | | |
| Revenue per passenger(Taka) | 1.38 | 75.14 | 77.62 | (+) | 3.30 |
| Revenue per passenger-kilometers(Paisa) | 3.04 | 57.84 | 57.92 | (+) | 0.14 |
| Revenue per tone (Taka) | 3,3.54 | 565.00 | 680.74 | (+) | 20.48 |
| Revenue per tone-kilometer (Paisa) | 12.7 | 202.5 | 238.3 | (+) | 17.68 |
| Average number of kilometers a passenger travelled | 45.5 | 125.2 | 129.4 | (+) | 3.35 |
| Average number of kilometers a tone of goods carried | 259.3 | 268.4 | 271.6 | (+) | 1.19 |
| EARNINGS AND EXPENSES : | | | | | |
| (Figures in Crore Taka) | | | | | |
| Total Operating Revenue (without Considering PSO & welfare grant) | 30.30 | 800.18 | 935.46 | (+) | 16.91 |
| Total Operating Revenue (Considering PSO & welfare grant) | - | (-) 922.08 | 1060.82 | (+) | 15.05 |
| Total Operating Expenses : | 25.28 | 1601.70 | 1808.30 | (+) | 12.90 |
| Net operating income(without Considering PSO & welfare grant) | 5.03 | (-) 801.52 | (-) 872.84 | (+) | 8.90 |
| Net operating income(Considering PSO & welfare grant) | -- | (-) 679.62 | (-) 747.48 | (+) | 9.98 |
| Operating ratio(percent) (with PSO & welfare grant) | 83.4 | 200.2 | 193.3 | (-) | 3.45 |
| Operating ratio(percent) (without PSO & welfare grant) | - | 173.7 | 170.5 | (-) | 1.84 |
| EMPLOYEES: | | | | | |
| Number of employees | 55,825 | 25,646 | 27,620 | (+) | 7.70 |
| Number of employees per 1,000 train kilometers | 3.23 | 1.38 | | | |
| Cost of employees in crore (Taka) | 12.37 | 547.20 | 569.40 | (+) | 4.06 |

| | | | | |
|--|------|--------|--------|----------|
| Average cost per employee per month (Taka) | 185 | 17,781 | 17,180 | (-) 3.38 |
| Percentage of cost of employees to total operating expenses(percent) | 48.9 | 34.2 | 31.5 | (-) 7.89 |

Note : Details are given in subsequent Tables.

STATISTICAL TABLES

Table -1

| Year | BG | <u>MG</u> | | Total | <u>Total System</u> | | |
|-----------|-----|-----------|-----------|-------|---------------------|-----------|-------|
| | | East Zone | West Zone | | East Zone | West Zone | Total |
| July-June | | | | | | | |
| 1969-70 | 158 | - | - | 312 | - | - | 470 |
| 2005-06 | 134 | 239 | 81 | 320 | 239 | 215 | 454 |
| 2006-07 | 134 | 226 | 81 | 307 | 226 | 215 | 441 |
| 2007-08 | 134 | 226 | 80 | 306 | 226 | 214 | 440 |
| 2008-09 | 134 | 226 | 80 | 306 | 226 | 214 | 440 |
| 2009-10 | 134 | 226 | 80 | 306 | 226 | 214 | 440 |
| 2010-11 | 134 | 229 | 80 | 309 | 229 | 214 | 443 |
| 2011-12 | 134 | 230 | 80 | 310 | 230 | 214 | 444 |
| 2012-13 | 134 | 230 | 80 | 310 | 230 | 214 | 444 |
| 2013-14 | 146 | 230 | 80 | 310 | 230 | 226 | 456 |
| 2014-15 | 151 | 229 | 80 | 309 | 229 | 231 | 460 |

Table-2

BLOCK AND NON-BLOCK STATIONS

| Zone | Block Station | Non-Block Station | Total |
|------------------|---------------|-------------------|-------|
| Gauge | | | |
| East Zone | | | |
| M.G. | 167 | 60 | 227 |
| West Zone | | | |
| BG | 113 | 38 | 151 |
| MG | 58 | 22 | 80 |
| Total | 171 | 60 | 231 |
| Grand Total | 338* | 120 | 458 |

Note : * Out of 338 block stations, 202 stations are provided with different types of Interlocking System as given below :

| <u>Type of Block Equipment</u> | <u>Number</u> |
|--|---------------|
| Computer based Interlocking(CBI) | 37 |
| Relay-Interlocked | 71 |
| Double-Wire Mechanical | 47 |
| Single wire Mechanical Interlocked(SWMI) | 47 |
| Non-Interlocked Color Light(NICL) | 88 |
| Non-Interlocked Mechanical(NIM) | 48 |

Table 4
DISTRICT-WISE ROUTE KILOMETRES

| Sl. No. | District | Station | Kilometres | Sl. no. | District | Station | Kilometres |
|---------|-----------------|---------|------------|---------|--------------|---------|------------|
| 1. | Bagerhat | 10 | 40.53 | 23 | Rangpur | 9 | 68.33 |
| 2. | Khulna | 6 | 23.24 | 24 | Gaibandha | 14 | 85.65 |
| 3 | Jessore | 10 | 55.92 | 25 | Bogra | 15 | 85.75 |
| 4 | Jhenaidaha | 5 | 47.40 | 26 | Tangail | 7 | 95.20 |
| 5 | Chuadanga | 10 | 46.71 | 27 | Jamalpur | 18 | 109.55 |
| 6 | Faridpur | 11 | 76.81 | 28 | Netrokona | 13 | 65.00 |
| 7 | Gopalganj | 3 | 24.13 | 29 | Kishorganj | 11 | 73.75 |
| 8 | Rajbari | 15 | 88.72 | 30 | Mymensingh | 23 | 128.33 |
| 9 | Kushtia | 10 | 57.85 | 31 | Gazipur | 1 | 89.80 |
| 10 | Serajganj | 8 | 42.00 | 32 | Dhaka | 7 | 30.00 |
| 11 | Pabna | 11 | 59.00 | 33 | Narayanganj | 2 | 9.50 |
| 12 | ChapaiNawabganj | 7 | 64.01 | 34 | Narsingdhi | 12 | 38.97 |
| 13 | Rajshahi | 11 | 63.00 | 35 | Sunamganj | 3 | 13.90 |
| 14 | Natore | 11 | 37.00 | 36 | Brahmanbaria | 11 | 74.64 |
| 15 | Naogaon | 5 | 27.00 | 37 | Habiganj | 21 | 72.92 |
| 16 | Joypurhat | 7 | 54.00 | 38 | Moulvi Bazar | 14 | 125.33 |
| 17 | Thakurgaon | 6 | 43.75 | 39 | Sylhet | 8 | 50.64 |
| 18 | Panchagarh | 3 | 21.18 | 40 | Noakhali | 8 | 29.40 |
| 19 | Nilphamari | 9 | 61.79 | 41 | Chandpur | 11 | 40.66 |
| 20 | Kurigram | 8 | 42.56 | 42 | Comilla | 16 | 106.40 |
| 21 | Dinajpur | 19 | 167.96 | 43 | Feni | 5 | 51.73 |
| 22 | Lalmonirht | 15 | 113.15 | 44 | Chittagong | 45 | 178.45 |

Table-3
ROUTE KILOMETRES

Figures are in Kilometers

| Year | MG | | | BG | | | DG | | | Total System | | |
|---------|-----------|-----------|----------|-----------|-----------|--------|-----------|-----------|--------|--------------|-----------|----------|
| | East Zone | West Zone | Total | East Zone | West Zone | Total | East Zone | West Zone | Total | East Zone | West Zone | Total |
| 2001-02 | 1,276.71 | 553.03 | 1,829.74 | -- | 936.25 | 936.25 | -- | -- | -- | 1,276.71 | 1,489.28 | 2,765.99 |
| 2005-06 | 1,266.21 | 534.67 | 1,800.88 | -- | 659.33 | 659.33 | -- | 374.83 | 374.83 | 1,266.21 | 1,568.83 | 2,835.04 |
| 2006-07 | 1,266.21 | 534.67 | 1,800.88 | -- | 659.33 | 659.33 | -- | 374.83 | 374.83 | 1,266.21 | 1,568.83 | 2,835.04 |
| 2007-08 | 1,266.21 | 534.67 | 1,800.88 | -- | 659.33 | 659.33 | -- | 374.83 | 374.83 | 1,266.21 | 1,568.83 | 2,835.04 |
| 2008-09 | 1,266.21 | 534.67 | 1,800.88 | -- | 659.33 | 659.33 | -- | 374.83 | 374.83 | 1,266.21 | 1,568.83 | 2,835.04 |
| 2009-10 | 1,266.21 | 534.67 | 1,800.88 | -- | -- | 659.33 | -- | 374.83 | 374.83 | 1,266.21 | 1,568.83 | 2,835.04 |
| 2010-11 | 1,222.21 | 534.67 | 1,756.88 | -- | 659.33 | 659.33 | -- | 374.83 | 374.83 | 1,222.21 | 1,568.83 | 2,791.04 |
| 2011-12 | 1,273.38 | 534.67 | 1,808.05 | -- | 659.33 | 659.33 | 34.89 | 374.83 | 409.72 | 1,308.27 | 1,568.83 | 2,877.10 |
| 2012-13 | 1,273.38 | 534.67 | 1,808.05 | -- | 659.33 | 659.33 | 34.89 | 374.83 | 409.72 | 1,308.27 | 1,568.83 | 2,877.10 |
| 2013-14 | 1,273.38 | 534.67 | 1,808.25 | -- | 659.33 | 659.33 | 34.89 | 374.83 | 409.72 | 1,273.38 | 534.67 | 1,808.25 |
| 2014-15 | 1,113.57 | 534.67 | 1,648.24 | -- | 659.33 | 659.33 | 194.70 | 374.83 | 569.53 | 1,308.27 | 1,568.83 | 2,877.10 |

(MG= Meter Gauge, BG= Broad Gauge, DG= Dual Gauge(both broad and meter gauge mixed))

Table-5
TRACK KILOMETRES OPERATED

Figures are in Kilometers

| Year | MG | | | BG | | | DG | | | Total System | | |
|---------|-----------|-----------|----------|-----------|-----------|----------|-----------|-----------|----------|--------------|-----------|----------|
| | East Zone | West Zone | Total | East Zone | West Zone | Total | East Zone | West Zone | Total | East Zone | West Zone | Total |
| 1969-70 | -- | -- | 2,908.33 | -- | -- | 1,539.69 | -- | -- | -- | -- | -- | 4,448.02 |
| 2006-07 | 1,879.25 | 677.57 | 2,556.82 | -- | 932.62 | 932.62 | -- | 484.05 | 484.05 | 1,879.25 | 2,094.24 | 3,973.49 |
| 2007-08 | 1,879.25 | 677.57 | 2,556.82 | -- | 932.62 | 932.62 | -- | 484.05 | 484.05 | 1,879.25 | 2,094.24 | 3,973.49 |
| 2008-09 | 1,879.25 | 677.57 | 2,556.82 | -- | 932.62 | 932.62 | -- | 484.05 | 484.05 | 1,879.25 | 2,094.24 | 3,973.49 |
| 2009-10 | 1,879.25 | 677.57 | 2,556.82 | -- | 932.62 | 932.62 | -- | 484.05 | 484.05 | 1,879.25 | 2,094.24 | 3,973.49 |
| 2010-11 | 1,879.25 | 677.57 | 2,556.82 | -- | 932.62 | 932.62 | -- | 484.05 | 484.05 | 1,879.25 | 2,094.24 | 3,973.49 |
| 2011-12 | 1,766.27 | 677.57 | 2,443.83 | -- | 932.62 | 932.62 | 115.35 | 484.05 | 484.05 | 1,879.25 | 2,094.24 | 3,977.73 |
| 2012-13 | 1,766.27 | 677.57 | 2,443.83 | -- | 932.62 | 932.62 | 115.35 | 484.05 | 484.05 | 1,879.25 | 2,094.24 | 3,975.86 |
| 2013-14 | 1,766.27 | 677.57 | 2,443.83 | -- | 932.62 | 932.62 | 115.35 | 484.05 | 484.05 | 1,879.25 | 2,094.24 | 3,976.86 |
| 2014-15 | 1,173.45 | 701.78 | 1,875.23 | -- | 974.64 | 974.64 | 778.99 | 464.29 | 1,243.28 | 1,952.44 | 2,140.71 | 4,093.15 |

(MG= Meter Gauge, BG= Broad Gauge, DG= Dual Gauge(both broad and meter gauge mixed))

**Table-6
LOCOMOTIVES**

| Year | <u>BG</u> | | <u>MG</u> | | <u>Total System</u> | | Total |
|------------------|-----------|--------|-----------|--------|---------------------|--------|-------|
| | Steam | Diesel | Steam | Diesel | Steam | Diesel | |
| July-June | | | | | | | |
| 1969-70 | 121 | 18 | 222 | 125 | 343 | 143 | 486 |
| 2005-06 | -- | 78 | -- | 208 | -- | 286 | 286 |
| 2006-07 | -- | 78 | -- | 208 | -- | 286 | 286 |
| 2007-08 | -- | 78 | -- | 208 | -- | 286 | 286 |
| 2008-09 | -- | 78 | -- | 208 | -- | 286 | 286 |
| 2009-10 | -- | 78 | -- | 208 | -- | 286 | 286 |
| 2010-11 | -- | 71 | -- | 188 | -- | 259 | 259 |
| 2011-12 | -- | 78 | -- | 217 | -- | 295 | 295 |
| 2012-13 | -- | 73 | -- | 185 | -- | 258 | 258 |
| 2013-14 | -- | 97 | -- | 196 | -- | 293 | 293 |
| 2014-15 | -- | 96 | -- | 186 | -- | 282 | 282 |

N.B:- 4 nos. of locomotives awaiting for condemnation

**Table 7
COACHING VEHICLES**

| <u>BG</u> | | <u>MG</u> | | <u>Total System</u> | | |
|---------------------|-------------------------|---------------------|-------------------------|---------------------|-------------------------|-------------------------|
| Passenger Carriages | Other Coaching vehicles | Passenger Carriages | Other Coaching vehicles | Passenger Carriages | Other Coaching vehicles | Total Coaching vehicles |

| Year | <u>BG</u> | | <u>MG</u> | | <u>Total System</u> | | Total |
|------------------|---------------------|-------------------------|---------------------|-------------------------|---------------------|-------------------------|-------|
| July-June | Passenger Carriages | Other Coaching vehicles | Passenger Carriages | Other Coaching vehicles | Passenger Carriages | Other Coaching vehicles | |
| 1969-70 | 275 | 143 | 890 | 335 | 1,165 | 478 | 1,643 |
| 2005-06 | 260 | 14 | 1,081 | 48 | 1,341 | 62 | 1,403 |
| 2006-07 | 310 | 14 | 1,075 | 17 | 1,385 | 31 | 1,416 |
| 2007-08 | 312 | 14 | 1,123 | 21 | 1,435 | 35 | 1,470 |
| 2008-09 | 312 | 14 | 1,139 | 21 | 1,451 | 35 | 1,486 |
| 2009-10 | 322 | 04 | 1150 | 33 | 1,472 | 37 | 1,509 |
| 2010-11 | 312 | 12 | 930 | 17 | 1,242 | 29 | 1,271 |
| 2011-12 | 312 | 12 | 1144 | 21 | 1,456 | 33 | 1,489 |
| 2012-13 | 312 | 12 | 1,160 | 21 | 1,472 | 33 | 1,505 |
| 2013-14 | 312 | 12 | 1164 | 21 | 1476 | 33 | 1,509 |
| 2014-15 | 312 | 12 | 1162 | 21 | 1474 | 33 | 1,507 |

**Table-8
TYPE-WISE PASSENGER COACHING VEHICLES**

| MG | Type | <u>BG</u> | |
|----|--|---------------------|-------------------------|
| | | Passenger Carriages | Other Coaching vehicles |
| | Bogie Carriages- | | |
| | 01. Fully Air-Conditioned Chair Coach (WJC, WJCC) | 18 | 39 |
| | 02. Partial Air-Conditioned (WJFC, JFC) | - | 07 |
| | 03. Shovan Air conditioned (WJEC, WJCCDR) | -- | 12 |
| | 04. Chair Car (WCC) | -- | 21 |
| | 05. First Class Shovan Coupe(WFC,WFE, FC) | 13 | 57 |
| | 06. First Class Compartment (F) | -- | -- |
| | 07. Shovan Class (WE) | 59 | 119 |
| | 08. Shovan Guard Coach (WES,WER, WECDR) | 09 | 32 |
| | 09. Shovan Chair Coach (WEC) | 35 | 124 |
| | 10. Shulov Class (WY) | - | -- |
| | 11. Second Class (S) | 70 | 414 |
| | 12. Composite First & Shulov Class(WFY,WFC,) | -- | - |
| | 13. Composite First & Second Class (FS) | 13 | 01 |
| | 14. Composite Dining Car with Shovan Class(WECD, WECDR, WECCD)WCDE | 09 | 26 |
| | 15. Composite Dining Car with Shulov Class (WCDY,CDY,WCD) | - | 08 |
| | 16. Composite Dining Car with Guard Room (WCDR) | -- | 01 |
| | 17. Composite Dining Car with Second Class(CDS) | 05 | 03 |
| | 18. Composite Shovan chair, with Luggage & Guard Room(WELR,WECLR) | 27 | 26 |
| | 19. Composite Shulov Class with Luggage & Guard Room (WYLR) | -- | -- |
| | 20. Composite Second Class with Luggage & Guard Room (SLR) | 04 | 91 |

| | | | |
|-----|--|-----|----|
| 21. | Composite Second Class with Postal Van (SPP) | -- | 08 |
| 22. | Composite Second Class with Guard Room (SR) | 11 | 06 |
| 23. | Composite Power Car with Shovan Class (WEPC, WECPCR) | 26 | 49 |
| 24. | Luggege Van (L)(VK) | -- | 57 |
| 25. | Composite Power Car with Shulov Class (WPC) | -- | 14 |
| 26. | Motor Van (V.K) | -- | 10 |
| 27. | Composite Power Car and Guard Room with Second Class (SPC,SPR)WSPC | 13 | -- |
| 28. | Rail Cars (ZSZ) | -- | 17 |
| 29. | DEMU | -- | 20 |
| | Total Passenger Carriages | 312 | |

1,162

Table 9
TYPE-WISE OTHER COACHING VEHICLES

| Type | BG | MG |
|--|-----------|-----------|
| Bogie Carriages- | | |
| Dining Cars (CD,WCD) | -- | -- |
| Tourist Cars (CT) | -- | 3 |
| Luggage Vans (L,VE) | 10 | -- |
| Motor Vans(VK) | -- | -- |
| Miscellaneous including brake-vans(CR, MV,CRCDD,PV etc.) | -- | 5 |
| Railway Service vehicles (FCH, CE, RA etc.) | 2 | 7 |
| Store Vans (RS) | -- | 6 |
| Miscellaneous including brake-vans(EVG,EVKP,EVE,ELRO,ERH,etc.) | -- | -- |
| Railway service vehicles (ERB,ERD,DRS,DRH,ERT,CE,etc.) | -- | -- |
| Total | 12 | 21 |

Table 10

ABANDONMENT OF COACHING VEHICLES

| Year | BG | | MG | | Total System | | |
|-----------|---------------------|-------------------------|---------------------|-------------------------|---------------------|-------------------------|-------------------------|
| | Passenger Carriages | Other Coaching vehicles | Passenger Carriages | Other Coaching vehicles | Passenger Carriages | Other Coaching vehicles | Total Coaching vehicles |
| July-June | | | | | | | |
| 1969-70 | 18 | 7 | 24 | 13 | 42 | 20 | 62 |
| 2005-06 | -- | -- | -- | -- | -- | -- | -- |
| 2006-07 | -- | -- | 4 | -- | 4 | -- | 4 |
| 2007-08 | -- | -- | -- | -- | -- | -- | -- |
| 2008-09 | -- | -- | -- | -- | -- | -- | -- |
| 2009-10 | -- | -- | -- | -- | -- | -- | -- |
| 2010-11 | -- | -- | -- | -- | -- | -- | -- |
| 2011-12 | -- | -- | -- | -- | -- | -- | -- |
| 2012-13 | -- | -- | -- | -- | -- | -- | -- |
| 2013-14 | -- | -- | 2 | -- | 2 | -- | 2 |
| 2014-15 | -- | -- | -- | - | -- | -- | -- |

Table 11

ADDITION OF COACHING VEHICLES

| Year | BG | | MG | | Total System | | |
|-----------|---------------------|-------------------------|---------------------|-------------------------|---------------------|-------------------------|-------------------------|
| | Passenger Carriages | Other Coaching vehicles | Passenger Carriages | Other Coaching vehicles | Passenger Carriages | Other Coaching vehicles | Total Coaching vehicles |
| July-June | | | | | | | |
| 1969-70 | 6 | -- | 20 | 16 | 26 | 16 | 42 |
| 2005-06 | -- | -- | -- | -- | -- | -- | -- |

| | | | | | | | |
|---------|----|-----|-----|----|----|----|----|
| 2006-07 | 50 | -- | -- | -- | 50 | -- | 50 |
| 2007-08 | -- | -- | 50 | 2 | 50 | 2 | 52 |
| 2008-09 | -- | -- | -- | -- | -- | -- | -- |
| 2009-10 | -- | -- | -- | -- | -- | -- | -- |
| 2010-11 | -- | -- | -- | -- | -- | -- | -- |
| 2011-12 | -- | --- | -- | -- | -- | -- | -- |
| 2012-13 | -- | -- | -- | -- | -- | -- | -- |
| 2013-14 | -- | -- | 15 | -- | 15 | -- | 15 |
| 2014-15 | -- | -- | --- | -- | -- | -- | -- |

Table 12

FREIGHT WAGON

| Year | Unit | <u>BG</u> | | <u>MG</u> | | <u>Total System</u> | |
|-----------|-------|---------------|--------|---------------|--------|---------------------|--|
| | | Four-Wheelers | Unit | Four-Wheelers | Unit | Four Wheelers | |
| July-June | | | | | | | |
| 1969-70 | 4,464 | 4,632 | 12,359 | 14,984 | 16,823 | 19,616 | |
| 2005-06 | 2,037 | 2,789 | 8,209 | 10,441 | 10,246 | 13,230 | |
| 2006-07 | 1,935 | 2,686 | 7,538 | 9,757 | 9,473 | 12,443 | |
| 2007-08 | 1,932 | 2,683 | 7,477 | 9,643 | 9,409 | 12,326 | |
| 2008-09 | 1,929 | 2,680 | 7,069 | 9,229 | 8,998 | 11,909 | |
| 2009-10 | 1,916 | 2,667 | 8,054 | 10,441 | 9,970 | 13,108 | |
| 2010-11 | 1,916 | 2,667 | 6,944 | 9,168 | 8,860 | 11,835 | |
| 2011-12 | 1,916 | 2,667 | 8,058 | 10,383 | 9,974 | 13,050 | |
| 2012-13 | 2,087 | 3,009 | 7,792 | 10,100 | 9,879 | 13,109 | |
| 2013-14 | 2,087 | 3,009 | 7,614 | 9,915 | 9,701 | 12,924 | |
| 2014-15 | 2,079 | 3,001 | 7,100 | 9,601 | 9,179 | 12,602 | |

Table 13

TYPE-WISE FREIGHT WAGONS

| Year | <u>MG</u> | | <u>BG</u> | |
|---|-----------|---------------|-----------|---------------|
| | Unit | Four-Wheelers | Unit | Four-Wheelers |
| July-June | | | | |
| Covered Wagons - | | | | |
| Four-Wheeled (C,CJ,XC,MCG) | 730 | 730 | 4,214 | |
| 4,214 | | | | |
| Bogie (BC,BSC,BCFG) | 452 | 904 | 402 | 804 |
| Bogie Covered Fertilizer (BCF,BCFR) | - | - | 49 | 98 |
| Open Wagons-High Sided- | | | | |
| Four-Wheeled (KC) | 375 | 375 | 41 | 41 |
| Bogie(BKC,SCT) | - | - | 416 | 668 |
| Open Wagons-Low Sided- | | | | |
| Four-Wheeled (KL,KM) | 26 | 26 | 72 | 72 |
| Bogie (BKL) | - | - | 45 | 90 |
| Flat Wagons- | | | | |
| Bogie (BFR,BXFT,BKU,BFU,BFW,IBT,MBFR,BFT) | 29 | 61 | 222 | 500 |
| Four-Wheeled (FCT) | - | - | 36 | 36 |
| Bogie (BFCT Container) | - | - | 476 | 952 |
| Other Wagons- | | | | |
| Petrol Tank Wagons- | | | | |
| Bogie (BTP,WD) | - | - | 94 | 188 |
| Oil Tank Wagons- | | | | |
| Bogie (BTK,BTL,BTO,BXTK,BTPR,BTPA) | 308 | 616 | 505 | |
| 1,010 | | | | |
| Molasses Tank Wagons- | | | | |
| Four-Wheeled(TM,BTM,TL) | - | - | - | - |
| Bogie (BTM) | 75 | 150 | 25 | 50 |
| Departmental Wagons- | | | | |
| Four- wheeled (KH,KN,TW,FD,BVG,ERL | 35 | 41 | 155 | 182 |
| XVH,VH,BBV) | | | | |

| | | | | |
|-----------------|-------|-------|-------|-----|
| Bogie(BKH) F.G. | 49 | 98 | 348 | 696 |
| Total | 2,079 | 3,001 | 7,100 | |
| 9,601 | | | | |

Table-14
ABANDONMENT OF FREIGHT WAGONS

| Wheelers | Unit | <u>BG</u> | | Unit | <u>MG</u> | | <u>Total System</u> | |
|------------------|------|---------------|--|------|---------------|-----|---------------------|------|
| | | Four-Wheelers | | | Four-Wheelers | | Unit | Four |
| Year | | | | | | | | |
| July-June | | | | | | | | |
| 1969-70 | 163 | 163 | | 728 | 975 | 891 | | |
| 1,138 | | | | | | | | |
| 2005-06 | 17 | 17 | | 24 | 24 | 41 | 41 | |
| 2006-07 | 102 | 102 | | 107 | 107 | 209 | 209 | |
| 2007-08 | - | - | | 176 | 176 | 176 | 176 | |
| 2008-09 | - | - | | 110 | 110 | 110 | 110 | |
| 2009-10 | 13 | 13 | | -- | -- | 13 | 13 | |
| 2010-11 | -- | -- | | -- | -- | -- | -- | |
| 2011-12 | -- | -- | | -- | -- | -- | -- | |
| 2012-13 | -- | -- | | 247 | 247 | 247 | 247 | |
| 2013-14 | -- | -- | | 178 | 178 | 178 | 178 | |
| 2014-15 | -- | -- | | 210 | 210 | 210 | 210 | |

Table-15
ADDITION OF FREIGHT WAGONS

| Wheelers | Unit | <u>BG</u> | | Unit | <u>MG</u> | | <u>Total System</u> | |
|------------------|------|---------------|--|------|---------------|-----|---------------------|------|
| | | Four-Wheelers | | | Four-Wheelers | | Unit | Four |
| Year | | | | | | | | |
| July-June | | | | | | | | |
| 1969-70 | 10 | 20 | | 84 | 164 | 94 | 184 | |
| 2005-06 | -- | -- | | 100 | 100 | 100 | 100 | |
| 2006-07 | -- | -- | | -- | -- | -- | -- | |
| 2007-08 | -- | -- | | 100 | 100 | 100 | 100 | |
| 2008-09 | -- | -- | | -- | -- | -- | -- | |
| 2009-10 | -- | -- | | -- | -- | -- | -- | |
| 2010-11 | -- | -- | | -- | -- | -- | -- | |
| 2011-12 | -- | -- | | -- | -- | -- | -- | |
| 2012-13 | -- | -- | | -- | -- | -- | -- | |
| 2013-14 | -- | -- | | -- | -- | -- | -- | |
| 2014-15 | -- | -- | | 99 | 99 | 99 | 99 | |

Table-16
SUMMARY OF ROLLING STOCK

| Stock | | BG | | MG | | Total | |
|-------------|-------------------------|-------|-------|-------|-------|-------|--------|
| Locomotives | Steam | -- | | -- | | -- | |
| | Diesel | 96 | | 186 | | 282 | |
| | Total | 96 | | 186 | | 282 | |
| Carriages | Passenger Carriages | 312 | | 1162 | | 1474 | |
| | Other Coaching Vehicles | 12 | | 21 | | 33 | |
| | Total | 324 | | 1183 | | 1507 | |
| | | Unit | 4-W | Unit | 4-W | Unit | 4-W |
| Freights | Covered Wagons | 1,182 | 1,634 | 4,665 | 5,116 | 5,847 | 6,750 |
| | Special Type Wagons | 897 | 1,367 | 2,435 | 4,485 | 3,332 | 5,852 |
| | Total | 2,079 | 3,001 | 7,100 | 9,601 | 9,179 | 12,602 |

Note : 4-W = 4- Wheelers

Table-17
AVAILABILITY OF ROLLING STOCK

| Stock Owned | Ineffective stock | Stock available for effective service | Percentage of availability to stock owned |
|-------------|-------------------|---------------------------------------|---|
| | | | |

1. Locomotives-

(a) Broad Gauge :-

| | | | | |
|--------|----|----|----|----|
| Steam | -- | -- | -- | -- |
| Diesel | 96 | -- | 96 | -- |
| Total | 96 | -- | 96 | -- |

(b) Meter Gauge :-

| | | | | |
|--------|-----|----|-----|-------|
| Steam | - | - | - | - |
| Diesel | 186 | 55 | 131 | 70.43 |
| Total | 186 | 55 | 131 | 70.43 |

2. Carriages :-

(a) Broad Gauge :-

| | | | | |
|-------------------------|-----|----|-----|-------|
| Passenger Carriages | 312 | 78 | 234 | 75.00 |
| Other Coaching Vehicles | 12 | 2 | 10 | 83.33 |
| Total | 324 | 80 | 244 | 75.31 |

(b) Meter Gauge :-

| | | | | |
|-------------------------|-------|-----|-----|-------|
| Passenger Carriages | 1,162 | 339 | 823 | 70.83 |
| Other Coaching vehicles | 21 | 7 | 14 | 66.67 |
| Total | 1,183 | 346 | 837 | 70.75 |

3. Wagons(in 4-wheelers)

(Excluding departmental wagons)

| | | | | |
|-----------------|-------|-------|-------|-------|
| (a) Broad Gauge | 2,862 | 689 | 2,173 | 75.93 |
| (b) Meter Gauge | 8,725 | 2,069 | 6,656 | 76.29 |

N.B. Ineffective stock includes stock awaiting condemnation, under or awaiting repairs in shop or lying in traffic yard and sick lines awaiting repairs and stock used as quarters, godowns etc. for Engineering Department.

Table-18

PASSENGER TRAFFIC

| Number of Passengers Carried (Thousand) | | | Passenger Kilometers (Thousand) | | | Average number of Kilometers traveled by a passenger | | |
|---|-----------|--------------|---------------------------------|-----------|--------------|--|-----------|--------------|
| East Zone | West Zone | Total System | East Zone | West Zone | Total System | East Zone | West Zone | Total System |

**Year
July-June**

| | | | | | | | | | |
|---------|--------|--------|--------|-----------|-----------|-----------|-------|-------|-------|
| 1969-70 | -- | -- | 72,885 | -- | -- | 3,316,993 | -- | -- | 45.5 |
| 2005-06 | 28,004 | 16,804 | 44,520 | 3,142,889 | 1,244,558 | 4,387,447 | 112.2 | 74.1 | 98.6 |
| 2006-07 | 28,536 | 17,520 | 45,758 | 3,250,735 | 1,335,735 | 4,586,039 | 113.9 | 76.2 | 100.2 |
| 2007-08 | 32,848 | 21,711 | 53,816 | 3,882,617 | 1,726,626 | 5,609,243 | 118.1 | 79.5 | 104.2 |
| 2008-09 | 38,863 | 26,467 | 65,029 | 4,643,753 | 2,156,980 | 6,800,733 | 119.5 | 81.5 | 104.6 |
| 2009-10 | 40,138 | 25,813 | 65,627 | 5,106,354 | 2,198,591 | 7,304,945 | 127.2 | 85.2 | 111.3 |
| 2010-11 | 41,271 | 22,538 | 63,536 | 5,714,795 | 2,337,125 | 8,051,920 | 138.5 | 103.7 | 126.7 |
| 2011-12 | 43,711 | 22,616 | 66,139 | 5,808,911 | 2,978,323 | 8,787,234 | 132.7 | 131.7 | 132.9 |
| 2012-13 | 42,105 | 20,733 | 62,597 | 5,545,230 | 2,708,190 | 8,253,420 | 131.7 | 130.6 | 131.8 |
| 2013-14 | 45,061 | 20,147 | 64,958 | 5,493,590 | 2,641,106 | 8,134,696 | 121.9 | 131.1 | 125.2 |
| 2014-15 | 45,426 | 21,916 | 67,342 | 60,72,111 | 26,39,252 | 87,11,363 | 133.7 | 119.0 | 129.4 |

Table-19

GAUGE WISE PASSENGER TRAFFIC

(Figures in Thousand)

| BG | | MG | | | |
|------------------------------|----------------------|------------------------------|--|----------------------|--|
| Number of Passenger Carriage | Passenger kilometres | Number of Passengers carried | | Passenger kilometres | |

**Year
July-June**

| | | | | | |
|-----------|-----------|--------------|-----------|-----------|--------------|
| East Zone | West Zone | Total System | East Zone | West Zone | Total System |
|-----------|-----------|--------------|-----------|-----------|--------------|

| | | | | | | | | |
|---------|--------|-----------|--------|--------|--------|-----------|---------|-----------|
| 1969-70 | 20,112 | 772,540 | -- | -- | 52,911 | -- | -- | 2,520,703 |
| 2005-06 | 10,855 | 989,903 | 28,004 | 5,789 | 33,665 | 3,142,889 | 254,655 | 3,397,544 |
| 2006-07 | 11,618 | 1,067,082 | 28,536 | 5,902 | 34,140 | 3,250,304 | 268,653 | 3,518,957 |
| 2007-08 | 13,635 | 1,370,544 | 32,484 | 8,076 | 40,306 | 3,882,617 | 356,082 | 4,238,699 |
| 2008-09 | 14,689 | 1,652,084 | 38,863 | 11,778 | 50,470 | 4,643,753 | 504,896 | 5,148,649 |
| 2009-10 | 14,939 | 1,737,993 | 40,138 | 10,874 | 50,852 | 5,106,354 | 460,598 | 5,566,952 |
| 2010-11 | 14,256 | 1,884,114 | 41,271 | 8,282 | 49,426 | 5,714,795 | 453,011 | 6,167,806 |
| 2011-12 | 14,606 | 2,301,148 | 43,771 | 8,010 | 51,672 | 5,808,911 | 677,175 | 6,486,086 |
| 2012-13 | 14,374 | 2,151,227 | 42,105 | 6,359 | 48,377 | 5,545,230 | 556,963 | 6,102,193 |
| 2013-14 | 13,444 | 2,106,224 | 45,061 | 6,703 | 51,673 | 5,493,590 | 534,882 | 6,028,472 |
| 2014-15 | 14,231 | 20,77,833 | 45,426 | 7,685 | 53,264 | 60,72,111 | 561,419 | 66,33,530 |

Table-20
PASSENGER TRAFFIC AIR-CONDITIONED AND FIRST CLASS

(Figures in Thousand)

| Number of Passengers Carried (Thousand) | | | Passenger Kilometers (Thousand) | | | Average number of Kilometers traveled by a passenger | | |
|---|-----------|--------------|---------------------------------|-----------|--------------|--|-----------|--------------|
| East Zone | West Zone | Total System | East Zone | West Zone | Total System | East Zone | West Zone | Total System |

AIR-CONDITIONED CLASS

Year
July-June

| | | | | | | | | | |
|---------|-------|------|-------|--------|--------|--------|-------|-------|-------|
| 1969-70 | -- | -- | 42 | -- | -- | 9,128 | -- | -- | 2153 |
| 2005-06 | 27.0 | 2.00 | 29 | 7,117 | 764 | 7,881 | 263.6 | 382.0 | 271.8 |
| 2006-07 | 31.0 | 2.00 | 33.0 | 8,096 | 765 | 8,861 | 261.2 | 382.5 | 268.5 |
| 2007-08 | 32.0 | 2.00 | 34.0 | 8,382 | 801 | 9,183 | 261.9 | 400.5 | 270.1 |
| 2008-09 | 52.0 | 16.0 | 68.0 | 13,393 | 6,098 | 19,491 | 257.6 | 381.1 | 286.6 |
| 2009-10 | 108.0 | 36.0 | 144.0 | 28,417 | 14,678 | 43,095 | 263.1 | 407.7 | 299.3 |
| 2010-11 | 110.0 | 37.0 | 147.0 | 29,026 | 14,921 | 43,947 | 263.9 | 203.3 | 298.9 |
| 2011-12 | 113.0 | 37.0 | 150.0 | 299.46 | 149.73 | 44,919 | 265.0 | 404.7 | 299.5 |
| 2012-13 | 111.0 | 36.0 | 147.0 | 29,296 | 14,457 | 43,753 | 263.9 | 401.6 | 297.6 |
| 2013-14 | 104.8 | 31.5 | 136.4 | 28,552 | 13,123 | 41,675 | 272.4 | 416.6 | 305.5 |
| 2014-15 | 105.9 | 33.5 | 139.9 | 29,057 | 13,680 | 42,737 | 274.4 | 408.4 | 305.5 |

FIRST CLASS

| | | | | | | | | | |
|---------|-------|------|-------|---------|--------|---------|-------|-------|-------|
| 1969-70 | -- | -- | 334 | -- | -- | 43,847 | -- | -- | 130.8 |
| 2005-06 | 420 | 16 | 435 | 113,432 | 3,679 | 117,111 | 271.1 | 229.9 | 269.2 |
| 2006-07 | 451 | 18 | 468 | 121,880 | 4,288 | 126,168 | 270.2 | 238.2 | 269.6 |
| 2007-08 | 452 | 21 | 472 | 122,315 | 5,016 | 127,331 | 270.6 | 238.9 | 269.8 |
| 2008-09 | 5.08 | 46 | 553 | 141,049 | 11,032 | 152,081 | 277.7 | 239.8 | 275.0 |
| 2009-10 | 493 | 73 | 564 | 137,121 | 24,105 | 161,226 | 278.1 | 330.2 | 285.9 |
| 2010-11 | 497 | 75 | 570 | 138,650 | 24,754 | 163,404 | 279.0 | 330.1 | 286.7 |
| 2011-12 | 503 | 77 | 578 | 141,018 | 25,363 | 166,381 | 280.4 | 329.4 | 287.8 |
| 2012-13 | 499 | 74 | 571 | 139,004 | 24,889 | 163,893 | 278.6 | 336.3 | 287.0 |
| 2013-14 | 464.1 | 69.9 | 532.3 | 136,786 | 24,254 | 161,040 | 294.7 | 347.0 | 302.5 |
| 2014-15 | 515 | 73.1 | 588 | 154,947 | 25,546 | 180,493 | 300.9 | 340.2 | 306.9 |

Table-21
PASSENGER TRAFFIC SECOND CLASS

(Figures in Thousand)

| Passengers Carried (Thousand) | | | Passenger Kilometres (Thousand) | | | Average lead of a passenger(Kilometers) | | |
|-------------------------------|-----------|--------------|---------------------------------|-----------|--------------|---|-----------|--------------|
| East Zone | West Zone | Total System | East Zone | West Zone | Total System | East Zone | West Zone | Total System |

Year
July-June

| | | | | | | | | | |
|---------|----------|----------|----------|-----------|-----------|-----------|-------|-------|-------|
| 1969-70 | -- | -- | 72,509 | -- | -- | 3,264,018 | -- | -- | 45.0 |
| 2005-06 | 27,557 | 16,786 | 44,056 | 3,022,340 | 1,240,115 | 4,262,455 | 109.7 | 73.9 | 96.8 |
| 2006-07 | 28,054 | 17,500 | 45,257 | 3,120,328 | 1,330,682 | 4,451,010 | 111.2 | 76.0 | 98.3 |
| 2007-08 | 32,000 | 21,688 | 53,310 | 3,751,920 | 1,720,809 | 5,472,729 | 117.2 | 79.3 | 102.7 |
| 2008-09 | 38,303 | 26,406 | 64,408 | 4,489,311 | 2,139,850 | 6,629,161 | 117.2 | 81.0 | 102.9 |
| 2009-10 | 39,537 | 25,704 | 64,918 | 4,940,816 | 2,159,808 | 7,100,624 | 125.0 | 84.0 | 109.4 |
| 2010-11 | 40,664 | 22,426 | 62,819 | 5,547,119 | 2,297,450 | 7,844,569 | 136.4 | 102.4 | 124.9 |
| 2011-12 | 43,155 | 22,502 | 65,411 | 5,637,947 | 2,937,987 | 8,575,934 | 130.6 | 130.6 | 131.1 |
| 2012-13 | 41,495 | 20,623 | 61,879 | 5,376,930 | 2,668,844 | 8,045,774 | 129.6 | 129.4 | 130.0 |
| 2013-14 | 44,492.1 | 20,045.6 | 64,289.3 | 5,328,252 | 2,603,729 | 7,931,981 | 119.8 | 129.9 | 123.4 |
| 2014-15 | 45,426 | 21,916 | 67,342 | 58,88,107 | 2,600,026 | 8,488,133 | 131.4 | 117.8 | 127.4 |

Table-22
CLASS-WISE PERCENTAGE OF PASSENGER TRAFFIC

(Percentage to total)

**Year
July-June**

| Air condition Class | | | First Class | | | Second Class | | |
|---------------------|-----------|--------------|-------------|-----------|--------------|--------------|-----------|--------------|
| East Zone | West Zone | Total System | East Zone | West Zone | Total System | East Zone | West Zone | Total System |

| | | | | | | | | | |
|---------|------|-------|------|------|------|------|------|------|------|
| 1969-70 | -- | -- | 0.06 | -- | -- | 0.46 | -- | -- | 99.5 |
| 2005-06 | 0.06 | 0.004 | 0.07 | 0.94 | 0.04 | 0.98 | 61.9 | 37.7 | 99.0 |
| 2006-07 | 0.07 | 0.004 | 0.07 | 0.99 | 0.04 | 1.02 | 61.3 | 38.2 | 98.9 |
| 2007-08 | 0.06 | 0.004 | 0.06 | 0.84 | 0.04 | 0.88 | 59.5 | 40.3 | 99.1 |
| 2008-09 | 0.08 | 0.002 | 0.10 | 0.78 | 0.07 | 0.85 | 59.8 | 40.1 | 99.0 |
| 2009-10 | 0.16 | 0.054 | 0.22 | 0.75 | 0.11 | 0.86 | 60.2 | 39.2 | 98.9 |
| 2010-11 | 0.17 | 0.058 | 0.23 | 0.78 | 0.12 | 0.90 | 64.0 | 35.3 | 98.9 |
| 2011-12 | 0.17 | 0.056 | 0.23 | 0.76 | 0.12 | 0.87 | 65.3 | 34.0 | 98.9 |
| 2012-13 | 65.3 | 34.0 | 98.9 | 0.80 | 0.12 | 0.91 | 66.3 | 32.9 | 98.8 |
| 2013-14 | 0.16 | 0.048 | 0.21 | 0.71 | 0.11 | 0.82 | 68.5 | 30.9 | 99.0 |
| 2014-15 | 0.16 | 0.050 | 0.21 | 0.76 | 0.11 | 0.87 | 66.1 | 32.8 | 98.9 |

Note : Third Class has been withdrawn with effect from 01-08-1989.

**Table-23
CLASS-WISE PERCENTAGE OF PASSENGER KILOMETRES**

| Air condition Class | | | First Class | | | Second Class | | |
|---------------------|-----------|--------------|-------------|-----------|--------------|--------------|-----------|--------------|
| East Zone | West Zone | Total System | East Zone | West Zone | Total System | East Zone | West Zone | Total System |

**Year
July-June**

(Percentage to total)

| | | | | | | | | | |
|---------|------|------|------|------|------|------|------|------|------|
| 1969-70 | -- | -- | 0.26 | -- | -- | 1.32 | -- | -- | 98.4 |
| 2005-06 | 0.16 | 0.02 | 0.18 | 2.59 | 0.08 | 2.67 | 68.9 | 28.3 | 97.2 |
| 2006-07 | 0.18 | 0.01 | 0.19 | 2.66 | 0.09 | 2.75 | 68.0 | 29.0 | 97.0 |
| 2007-08 | 0.15 | 0.01 | 0.16 | 2.18 | 0.09 | 2.27 | 66.9 | 30.7 | 97.6 |
| 2008-09 | 0.20 | 0.09 | 2.08 | 2.08 | 0.16 | 2.24 | 66.1 | 31.2 | 99.5 |
| 2009-10 | 0.39 | 0.20 | 0.59 | 1.88 | 0.33 | 2.21 | 67.6 | 29.6 | 97.2 |
| 2010-11 | 0.36 | 0.19 | 0.55 | 1.72 | 0.31 | 2.03 | 61.3 | 28.5 | 97.4 |
| 2011-12 | 0.34 | 0.17 | 0.51 | 1.60 | 0.29 | 1.89 | 64.2 | 33.4 | 97.6 |
| 2012-13 | 0.35 | 0.18 | 0.53 | 1.68 | 0.30 | 1.99 | 65.1 | 32.3 | 97.5 |
| 2013-14 | 0.35 | 0.16 | 0.51 | 1.68 | 0.30 | 1.98 | 65.5 | 32.0 | 97.5 |
| 2014-15 | 0.33 | 0.16 | 0.49 | 1.78 | 0.29 | 2.07 | 67.6 | 29.8 | 97.4 |

Note : Third Class has been withdrawn with effect from 01-08-1989.

**Table-24
INTERCITY PASSENGER TRAFFIC**

| Intercity | Total | Percentage of intercity to total | Intercity | Total | Percentage of intercity to total |
|-----------|-------|----------------------------------|-----------|-------|----------------------------------|
|-----------|-------|----------------------------------|-----------|-------|----------------------------------|

1. Passengers Carried
(Taka in thousand)

| Intercity | Total | Percentage of intercity to total | Intercity | Total | Percentage of intercity to total |
|-----------|-------|----------------------------------|-----------|-------|----------------------------------|
|-----------|-------|----------------------------------|-----------|-------|----------------------------------|

1. Passengers Carried
(Taka in thousand)

| | | | | | | |
|--------------|--------|--------|------|--------|--------|------|
| East Zone | 16,362 | 45,061 | 36.3 | 16,754 | 45,426 | 36.9 |
| West Zone | 9,951 | 20,147 | 49.4 | 10,826 | 21,916 | 49.2 |
| Total System | 26,230 | 65,208 | 40.4 | 27,580 | 67,342 | 40.9 |

2. Passenger Kilometres
(Taka in thousand)

| | | | | | | |
|-----------|-----------|-----------|------|-----------|-----------|------|
| East Zone | 4,027,863 | 5,493,590 | 73.3 | 4,283,695 | 6,072,111 | 70.5 |
| West Zone | 2,340,005 | 2,641,106 | 88.6 | 2,398,835 | 2,639,252 | 90.9 |
| Total | 6,367,868 | 8,134,696 | 78.3 | 6,682,530 | 8,711,363 | 76.7 |

3. Passenger Earnings
(Taka in thousand)

| | | | | | | |
|-----------|-----------|-----------|------|-----------|-----------|------|
| East Zone | 2,810,797 | 3,246,160 | 86.6 | 2,982,400 | 358,83,59 | 83.1 |
| West Zone | 1,350,671 | 1,634,590 | 82.8 | 1,384,633 | 163,84,79 | 84.5 |
| Total | 4,161,468 | 4,880,750 | 85.3 | 436,70,33 | 522,68,38 | 83.6 |

4. Average Lead of a Passenger (Kilometres)

| | | | | | | |
|-----------|-------|-------|----|-------|-------|----|
| East Zone | 246.2 | 121.9 | -- | 255.7 | 133.7 | -- |
| West Zone | 235.2 | 131.1 | -- | 219.8 | 119.0 | -- |
| Total | 242.8 | 125.2 | -- | 242.3 | 129.4 | -- |

5. Average Revenue per Passenger (Taka)

| | | | | | | |
|-----------|-------|------|----|-------|------|----|
| East Zone | 171.8 | 72.0 | -- | 178.0 | 78.9 | -- |
| West Zone | 135.7 | 81.1 | -- | 126.9 | 73.9 | -- |
| System | 158.7 | 75.1 | -- | 158.3 | 77.6 | -- |

6. Average Revenue per Passenger kilometre (Paissa)

| | | | | | | |
|-----------|------|------|----|------|------|----|
| East Zone | 66.5 | 56.7 | -- | 66.4 | 56.8 | -- |
| West Zone | 55.9 | 60.3 | -- | 56.0 | 60.5 | -- |
| System | 52.6 | 57.8 | -- | 62.7 | 57.9 | -- |

Table 25

SERVICE -WISE PASSENGER TRAFFIC

The following table shows the figures of number of Passengers carried, Passenger-Kilometers, Average lead of a passenger and Earning thereof by classes for Intercity, Mail & Express Trains and Ordinary Passenger Trains for the year 2014-15.

| Class | Passengers Carried Thousand | | | Passenger Kilometer Thousand | | | Average Lead of passenger Kilometer | | | Passenger Earning (Taka of Thousand) | | | Percentage of Earning of Total | |
|------------------------------------|--------------------------------|--------------|--------------|---------------------------------|--------------|--------------|--|--------------|--------------|---|--------------|--------------|--------------------------------------|--------------|
| | June-July | East Zone | West Zone | Total System | East Zone | West Zone | Total System | East Zone | West Zone | Total System | East Zone | West Zone | Total System | Total System |
| Intercity Train | | | | | | | | | | | | | | |
| Air Condition | 96 | 33.5 | 130 | 26,844 | 13,680 | 40,524 | 279.6 | 408.4 | 311.7 | 5,00,08 | 2,07,09 | 7,07,17 | 1.35 | |
| First Class | 490 | 73.1 | 563 | 148,838 | 25,546 | 174,384 | 303.8 | 340.2 | 309.7 | 13,57,66 | 2,59,98 | 16,17,64 | 3.09 | |
| Shovan Class | 16,168 | 10,719.4 | 26,887 | 4,108,013 | 23,59,609 | 6,467,622 | 254.1 | 218.4 | 240.5 | 279,66,26 | 133,79,26 | 413,45,52 | 79.10 | |
| Total | 16,754 | 10,826 | 27,580 | 4,283,695 | 2,398,835 | 6,682,530 | 255.7 | 219.8 | 242.3 | 298,24,00 | 138,46,33 | 436,70,33 | 83.55 | |
| Mail & Express Trains . | | | | | | | | | | | | | | |
| Air Condition | 9.9 | -- | 9.9 | 2,213 | -- | 2,213 | 223.5 | -- | 223.5 | 6,089 | -- | 60,89 | 0.12 | |
| First Class | 25.0 | -- | 25.0 | 6,109 | -- | 6,109 | 244.4 | -- | 244.4 | 1,07,10 | -- | 1,07,10 | 0.20 | |
| Shovan Class | 23,408.1 | 7,516 | 30,924.1 | 1,570,615 | 190,627 | 1761,242 | 67.1 | 25.0 | 56.9 | 52,56,26 | 21,30,14 | 73,86,40 | 14.13 | |
| Total | 23,443.0 | 7,516 | 30,959.0 | 1,578,937 | 190,627 | 1769,564 | 67.4 | 25.0 | 57.2 | 54,24,25 | 21,30,14 | 75,54,39 | 14.45 | |
| Ordinary Passenger Trains | | | | | | | | | | | | | | |
| Second Class | 5,229 | 35,74 | 8,803 | 209,479 | 49,790 | 259,269 | 40.1 | 13.6 | 29.5 | 6,35,34 | 4,08,32 | 10,43,66 | 1.99 | |
| Total | 45,426 | 2,19,16 | 67,342 | 60,72,111 | 2639,252 | 8711,363 | 133.7 | 119.0 | 129.4 | 3,588,359 | 163,84,79 | 522,68,38 | 100.0 | |

Table 26

OCCUPANCY OF INTERCITY TRAINS

| | BG | MG | Total System |
|-----------------------|-----------|-----------|--------------|
| | East Zone | West Zone | |
| Intercity trains | % | % | % |
| Air-Conditioned Class | 24.06 | 75.94 | 7.80 |
| 42.98 | | | |
| First Class | 31.46 | 98.88 | 29.71 |
| 74.66 | | | |
| Shovan Class | 89.22 | 195.71 | 77.56 |
| 134.03 | | | |
| Total | 86.24 | 187.47 | 74.90 |
| 129.67 | | | |

Table 27

FREIGHT WAGONS LOADED

| | BG | MG | Total System |
|------|-----------|-----------|--------------|
| | East Zone | West Zone | Total |
| Year | | | |

| July-June | | | | | |
|-----------|---------|---------|--------|---------|---------|
| 1969-70 | 135,281 | - | - | 369,612 | 504,893 |
| 2005-06 | 67,488 | 123,284 | 12,283 | 135,567 | 203,055 |
| 2006-07 | 65,827 | 124,572 | 9,018 | 133,590 | 199,417 |
| 2007-08 | 86,941 | 125,277 | 6,528 | 131,805 | 218,746 |
| 2008-09 | 63,547 | 142,418 | 6,491 | 148,909 | 212,456 |
| 2009-10 | 66,805 | 97,131 | 2,080 | 99,211 | 166,016 |
| 2010-11 | 58,995 | 94,205 | 3,161 | 97,366 | 156,361 |
| 2011-12 | 46,448 | 93,151 | 2,971 | 96,122 | 142,570 |
| 2012-13 | 37,302 | 90,096 | 2,458 | 92,554 | 129,856 |
| 2013-14 | 54,171 | 86,921 | 3,915 | 90,836 | 145,007 |
| 2014-15 | 51,330 | 95,526 | 2,098 | 97,624 | 148,954 |

Table 28
FREIGHT TONNES CARRIED

| Freight tones carried (Thousand) | | | Net tone Kilometers (Thousand) | | | Average kilometers a tone of goods was carried | | |
|-------------------------------------|--------------|-----------------|-----------------------------------|--------------|-----------------|---|--------------|-----------------|
| East Zone | West Zone | Total System | East Zone | West Zone | Total System | East Zone | West Zone | Total System |

Year

July-June

| | | | | | | | | | |
|---------|-------|-------|-------|---------|---------|-----------|-------|-------|-------|
| 1969-70 | -- | -- | 4,879 | -- | -- | 1,265,063 | -- | -- | 259.3 |
| 2005-06 | 1,440 | 2,212 | 3,057 | 425,642 | 394,844 | 820,486 | 295.6 | 178.5 | 268.4 |
| 2006-07 | 1,431 | 2,001 | 2,967 | 424,270 | 351,305 | 775,575 | 296.5 | 175.6 | 261.4 |
| 2007-08 | 1,348 | 2,600 | 3,282 | 403,323 | 466,268 | 869,591 | 299.2 | 179.3 | 265.0 |
| 2008-09 | 1,391 | 2,067 | 3,010 | 425,042 | 375,117 | 800,159 | 305.6 | 181.5 | 265.8 |
| 2009-10 | 1,187 | 1,969 | 2,714 | 357,584 | 352,480 | 710,064 | 301.3 | 179.0 | 261.6 |
| 2010-11 | 1,247 | 1,787 | 2,554 | 373,750 | 318,890 | 692,640 | 299.7 | 178.5 | 271.2 |
| 2011-12 | 1,223 | 1,421 | 2,192 | 326,448 | 255,659 | 582,107 | 266.9 | 279.3 | 265.6 |
| 2012-13 | 1,242 | 1,128 | 2,011 | 326,162 | 199,211 | 525,373 | 262.6 | 176.6 | 261.2 |
| 2013-14 | 1,291 | 1,812 | 2,524 | 366,915 | 310,444 | 677,359 | 284.2 | 171.3 | 268.4 |
| 2014-15 | 1,403 | 1,955 | 2,555 | 358,747 | 335,089 | 693,836 | 255.7 | 171.4 | 271.6 |

Table 29
GAUGE-WISE FREIGHT TONNES CARRIED

| BG Tone Carried kilometers | MG Tones carried | | | Figure in Kilometers Tone kilometers | | |
|-------------------------------|---------------------|--------------|-----------------|---|--------------|-----------------|
| | East Zone | West Zone | Total System | East Zone | West Zone | Total System |

Year

July-June

| | | | | | | | | |
|---------|-------|---------|-------|-----|-------|---------|--------|---------|
| 1969-70 | 1,716 | 327,170 | -- | -- | 2,553 | -- | -- | 937,893 |
| 2005-06 | 1,955 | 325,498 | 1,440 | 567 | 1,667 | 425,642 | 69,346 | 494,988 |
| 2006-07 | 1,724 | 306,075 | 1,431 | 369 | 1,586 | 424,270 | 45,230 | 469,500 |
| 2007-08 | 2,339 | 431,590 | 1,348 | 261 | 1,282 | 403,323 | 34,678 | 438,001 |
| 2008-09 | 1,881 | 342,497 | 1,390 | 186 | 1,450 | 425,042 | 32,620 | 457,662 |
| 2009-10 | 1,867 | 334,695 | 1,187 | 102 | 1,239 | 357,584 | 17,785 | 375,369 |
| 2010-11 | 1,699 | 303,600 | 1,247 | 88 | 1,292 | 373,750 | 15,290 | 389,040 |
| 2011-12 | 1,336 | 239,959 | 1,223 | 90 | 1,269 | 326,448 | 15,700 | 342,148 |
| 2012-13 | 1,068 | 189,003 | 1,242 | 60 | 1,274 | 326,162 | 10,208 | 336,370 |
| 2013-14 | 1,710 | 293,059 | 1,291 | 102 | 1,345 | 366,915 | 17,385 | 384,300 |
| 2014-15 | 1,899 | 325,590 | 1,403 | 56 | 1,431 | 358,747 | 9,499 | 368,246 |

Table 30
PRINCIPAL COMMODITIES CARRIED

| Commodities | 1969-70 | | 2013-14 | | 2014015 | |
|-----------------------------|---------|-------|---------|------|---------|------|
| | Tones | % | Tones | % | Tones | % |
| 1. Cement | 292 | 5.98 | 0.15 | -- | 0.50 | -- |
| 2. Coal | 138 | 2.83 | 0.30 | -- | 0.44 | -- |
| 3. Cotton raw | 34 | 0.67 | 0.36 | -- | 0.66 | -- |
| 4. Fire wood and other fuel | 22 | 0.46 | -- | -- | -- | -- |
| 5. Fertilizer | 213 | 437 | 204 | 8.08 | 208 | 8.14 |
| 6. Fodder | 6 | 0.10 | -- | -- | -- | -- |
| 7. Fuel for the railway | -- | -- | 4 | 0.16 | 4 | 0.16 |
| 8. Gram & pulses | 54 | 1.10 | -- | -- | -- | -- |
| 9. Iron & steel | 187 | 3.83 | 24 | 0.95 | 23 | 0.90 |
| 10. Jute raw | 664 | 13.60 | 8 | 0.32 | 7 | 0.27 |
| 11. Jute Manufactured | 47 | 0.95 | -- | -- | -- | -- |

| | | | | | | |
|--|-------|-------|-------|-------|-------|--------|
| 12. Kerosine oil | 194 | 3.96 | 214 | 8.48 | 217 | 8.49 |
| 13. Live stock | 1 | 0.02 | -- | -- | -- | -- |
| 14. Marble & Stone | 139 | 2.85 | 100 | 3.96 | 95 | 3.72 |
| 15. Military traffic | 16 | 0.33 | 5 | 0.20 | 4 | 0.16 |
| 16. Molasses | 24 | 0.50 | -- | -- | -- | -- |
| 17. Oil fuel | 155 | 3.17 | 492 | 19.49 | 496 | 19.41 |
| 18. Oil seeds | 18 | 0.37 | -- | -- | -- | -- |
| 19. Other Grains | -- | -- | 135 | 5.35 | 137 | 5.36 |
| 20. Provision | 56 | 1.15 | 0.14 | -- | 0.30 | -- |
| 21. Petrol | 19 | 0.40 | 40 | 1.58 | 38 | 1.49 |
| 22. Paddy | 72 | 1.48 | -- | -- | -- | -- |
| 23. Rice | 459 | 9.41 | 129 | 5.11 | 133 | 5.21 |
| 24. Railway Stores and materials other than fuel | 369 | 7.56 | 16 | 0.63 | 15 | 0.59 |
| 25. Salt | 101 | 2.4 | 10 | 0.40 | 10 | 0.39 |
| 26. Sugar Cane | 246 | 5.04 | 10 | 0.40 | 9 | 0.35 |
| 27. Sugar | 86 | 1.77 | 60 | 2.38 | 62 | 2.43 |
| 28. Tea | 44 | 0.88 | -- | -- | -- | -- |
| 29. Tobacco | 20 | 0.42 | 0.05 | -- | 0.10 | -- |
| 30. Vegetable Oil | 12 | 0.25 | 224 | 8.87 | 230 | 9.00 |
| 31. Wheat | 623 | 12.80 | 258 | 10.22 | 262 | 10.25 |
| 32. Wood unwrought | 56 | 1.15 | 1 | 0.04 | 1 | 0.04 |
| 33. Container | -- | -- | 568 | 22.50 | 584 | 22.86 |
| 34. All other commodities | 512 | 10.56 | 20 | 0.79 | 18 | 0.70 |
| Total | 4,878 | -- | 2,524 | 1000 | 2,555 | 100.00 |

Table 31
EARNINGS FROM PRINCIPAL COMMODITIES

The freight of principal commodities over Bangladesh Railway and the percentage that those bear to the total earnings are given below :-

Figures in Thousand

| Commodities | 1969-70 | | 2013-14 | | 2014015 | |
|--|----------|-------|-----------|--------|----------|--------|
| | Earning | % | Earning | % | Earning | % |
| 1. Cement | 81,77 | 5.00 | 91 | -- | 355 | 0.02 |
| 2. Coal | 30,60 | 1.87 | 138 | -- | 248 | 0.01 |
| 3. Cotton raw | 5,62 | 0.95 | 171 | -- | 382 | 0.02 |
| 4. Fire wood and other fuel | 5,77 | 0.35 | -- | -- | -- | -- |
| 5. Fertilizer | 82,04 | 5.01 | 8,31,32 | 5.83 | 10,63,46 | 6.11 |
| 6. Fodder | 1,30 | 0.07 | -- | -- | -- | -- |
| 7. Fuel for the railway | -- | -- | 840 | 0.05 | 1,252 | 0.07 |
| 8. Gram & pulses | 16,66 | 1.01 | -- | -- | -- | -- |
| 9. Iron & steel | 82,84 | 5.05 | 94.85 | 0.66 | 11,476 | 0.66 |
| 10. Jute raw | 3,22,14 | 19.69 | 39,08 | 0.27 | 4,632 | 0.27 |
| 11. Jute Manufactured | 22,08 | 1.34 | -- | -- | -- | -- |
| 12. Kerosene oil | 81,31 | 4.96 | 9,13,80 | 6.41 | 11,51,77 | 6.62 |
| 13. Live stock | 67 | 0.04 | -- | -- | -- | -- |
| 14. Marble & Stone | 29,33 | 1.79 | 4,61,06 | 3.23 | 53,658 | 3.09 |
| 15. Military traffic | 4,87 | 0.29 | 14,60 | 0.10 | 1,583 | 0.09 |
| 16. Molasses | 8,53 | 0.52 | -- | -- | -- | -- |
| 17. Oil fuel | 41,52 | 2.53 | 20,33,74 | 14.26 | 24,86,66 | 14.30 |
| 18. Oil seeds | 7,34 | 0.44 | -- | -- | -- | -- |
| 19. Other grains | -- | -- | 5,89,28 | 4.13 | 74,016 | 4.26 |
| 20. Provision | 44,30 | 2.74 | 107 | -- | 260 | 0.01 |
| 21. Petrol | 12,94 | 0.78 | 20,198 | 1.41 | 23,131 | 1.33 |
| 22. Paddy | 13,21 | 0.80 | -- | -- | -- | -- |
| 23. Rice | 1,55,88 | 9.54 | 5,61,80 | 3.93 | 71,723 | 4.12 |
| 24. Railway Stores and materials other than fuel | 5,23 | 0.31 | 67,05 | 0.47 | 7,842 | 0.45 |
| 25. Salt | 49,23 | 3.00 | 36,44 | 0.25 | 4,681 | 0.27 |
| 26. Sugar cane | 16,26 | 0.99 | 46,75 | 0.32 | 5,134 | 0.30 |
| 27. Sugar | 26,62 | 1.62 | 2,33,58 | 1.63 | 30,570 | 1.76 |
| 28. Tea | 25,83 | 1.59 | -- | -- | -- | -- |
| 29. Tobacco | 11,94 | 0.72 | 29 | -- | 58 | -- |
| 30. Vegetable Oil | 4,17 | 0.25 | 8,86,48 | 6.22 | 11,59,12 | 6.66 |
| 31. Wheat | 1,89,06 | 11.54 | 12,11,54 | 8.50 | 15,02,02 | 8.64 |
| 32. Wood unwrought | 20,00 | 1.22 | 495 | 0.03 | 545 | 0.03 |
| 33. Container | -- | -- | 59,21,07 | 41.52 | 70,08,20 | 40.29 |
| 34. All other commodities | 2,29,25 | 14.01 | 97.55 | 0.68 | 10,647 | 0.61 |
| Total | 16,38,31 | -- | 142,60,68 | 100.00 | 173,93,6 | 100.00 |

Table 32
FREIGHT TRAFFIC IN DESCENDING ORDER
OF TONES CARRIED DURING THE 2012-2013

The tones of principal commodities in descending order, tone kilometers and earnings derived there from are given below :-

Figures in Thousand

| Commodities | 1969-70 | | 2013-14 | | 2014015 | |
|--|---------|--------|---------|--------|---------|--------|
| | Earning | % | Earning | % | Earning | % |
| 1. Oil fuel | 496 | 19.41 | 111,539 | 16.08 | 248,666 | 14.30 |
| 2. Wheat | 262 | 10.25 | 69,681 | 10.04 | 150202 | 8.64 |
| 3. Vegetable Oil | 230 | 9.00 | 52591 | 7.58 | 115912 | 6.66 |
| 4. Kerosene Oil | 217 | 8.49 | 53,148 | 7.66 | 115177 | 6.62 |
| 5. Fertilizer | 208 | 8.14 | 48187 | 6.95 | 106346 | 6.11 |
| 6. Rice | 133 | 5.21 | 32396 | 4.67 | 71723 | 4.12 |
| 7. Other Grains | 137 | 5.36 | 34775 | 5.01 | 74016 | 4.26 |
| 8. Marble & Stone | 95 | 3.72 | 25643 | 3.70 | 53658 | 3.09 |
| 9. Sugar | 62 | 2.43 | 14458 | 2.08 | 30570 | 1.76 |
| 10. Petrol | 38 | 1.49 | 11922 | 1.72 | 23,131 | 1.33 |
| 11. Iron and Steel | 23 | 0.90 | 5128 | 0.74 | 11476 | 0.66 |
| 12. Railway Stores & materials other than fuel | 15 | 0.59 | 3443 | 0.49 | 7842 | 0.45 |
| 13. Salt | 10 | 0.39 | 1767 | 0.25 | 4681 | 0.27 |
| 14. Sugar Cane | 9 | 0.35 | 2805 | 0.40 | 5134 | 0.30 |
| 15. Jute Raw | 7 | 0.27 | 2323 | 0.33 | 4632 | 0.27 |
| 16. military Traffic | 4 | 0.16 | 607 | 0.09 | 1583 | 0.09 |
| 17. Fuel for Railway | 4 | 0.16 | 463 | 0.07 | 1252 | 0.07 |
| 18. Wood unsought | 1 | 0.04 | 253 | 0.04 | 545 | 0.03 |
| 19. Cotton Raw | 0.66 | -- | 134 | 0.02 | 382 | 0.02 |
| 20. Coal | 0.44 | -- | 323 | 0.05 | 248 | 0.01 |
| 21. Prevision | 0.30 | -- | 138 | 0.02 | 260 | 0.01 |
| 22. Cement | 0.50 | -- | 167 | 0.02 | 355 | 0.02 |
| 23. Tobacco | 0.10 | -- | 30 | -- | 58 | -- |
| 24. Fodder | -- | -- | -- | -- | -- | -- |
| 25. Grams & Pulses | -- | -- | -- | -- | -- | -- |
| 26. Fire wood & other fuel | -- | -- | -- | -- | -- | -- |
| 27. Paddy | -- | -- | -- | -- | -- | -- |
| 28. Jute mfd | -- | -- | -- | -- | -- | -- |
| 29. Molasses | -- | -- | -- | -- | -- | -- |
| 30. Oil Seeds | -- | -- | -- | -- | -- | -- |
| 31. Live Stock | -- | -- | -- | -- | -- | -- |
| 32. Tea | -- | -- | -- | -- | -- | -- |
| 33. All other commodities | 18 | 0.70 | 4425 | 0.64 | 10647 | 0.61 |
| 34. Container | 584 | 22.86 | 217490 | 31.35 | 700820 | 40.29 |
| Total | 2555 | 100.00 | 693836 | 100.00 | 1739316 | 100.00 |

**Table 33
PASSENGER TRAINS AND
TRAIN-KILOMETRES (BG)**

During the year 2014-15, a total of 21,976 passenger trains run on the Broad Gauge, (Intercity 9,946 Mail Express 6,323 and local 5,707). They covered a total of 4,838,330 train kilometers, (Intercity 2,887,040 Mail Express 1,248,300 & local 702,990). These figures do not include 1,671 train kilometers run on departmental account. The passenger proportion of local train kilometers was 631,206 and the goods proportion 71,784 kilometers. Year-wise position is indicated below:-

| Number of trains run | | | | Train kilometers (Thousand) | | | |
|----------------------|-----------------------|--------------|-------|-----------------------------|-----------------------|--------------|-------|
| Intercity trains | Mail & Express trains | Local trains | Total | Intercity trains | Mail & Express trains | Local trains | Total |

Year
July- June

| | | | | | | | | |
|---------|-------|-------|-------|--------|-------|-------|------|-------|
| 2005-06 | 5,310 | 5,051 | 7,785 | 18,146 | 1,576 | 1,095 | 642 | 3,313 |
| 2006-07 | 5,561 | 4,878 | 7,194 | 17,633 | 1,630 | 1,129 | 613 | 3,372 |
| 2007-08 | 7,378 | 5,846 | 7,464 | 20,688 | 2,118 | 1,100 | 614 | 3,832 |
| 2008-09 | 7,675 | 5,631 | 7,249 | 20,555 | 2,346 | 1,083 | 607 | 4,036 |
| 2009-10 | 8,135 | 5,595 | 7,047 | 20,777 | 2,359 | 1,094 | 607 | 4,060 |
| 2010-11 | 8,258 | 5,652 | 5,887 | 19,797 | 2,521 | 1,097 | 608 | 4,226 |
| 2011-12 | 8,236 | 5,706 | 4,832 | 18,774 | 2,790 | 1,198 | 654 | 4,642 |
| 2012-13 | 8,188 | 6,190 | 6,151 | 20,529 | 2,793 | 1,242 | 617 | 4,652 |
| 2013-14 | 9,148 | 6,228 | 5,731 | 21,107 | 2,912 | 1,249 | 79.2 | 4,953 |
| 2014-15 | 9,946 | 6,323 | 5,707 | 21,976 | 2,887 | 1,248 | 703 | 4,838 |

Note : Daily number of trains run in June/2015 was 76 including 34 Intercity trains.

**Table 34
PASSENGER TRAINS AND TRAIN-KILOMETRES
(MG East & West Zone Combined)**

| Number of trains run | | | | Train kilometers (Thousand) | | | |
|----------------------|-----------------------|--------------|-------|-----------------------------|-----------------------|--------------|-------|
| Intercity trains | Mail & Express trains | Local trains | Total | Intercity trains | Mail & Express trains | Local trains | Total |

Year

July- June

| | | | | | | | | |
|---------|--------|--------|--------|--------|-------|-------|-------|--------|
| 2005-06 | 16,867 | 16,599 | 34,142 | 67,608 | 4,195 | 3,212 | 2,783 | 10,190 |
| 2006-07 | 14,340 | 16,777 | 34,138 | 65,255 | 4,193 | 3,228 | 2,698 | 10,119 |
| 2007-08 | 18,430 | 16,687 | 34,147 | 69,264 | 4,233 | 3,304 | 2,682 | 10,219 |
| 2008-09 | 19,929 | 16,627 | 33,125 | 69,681 | 4,263 | 3,338 | 2,594 | 10,195 |
| 2009-10 | 20,332 | 17,817 | 30,755 | 68,904 | 4,259 | 3,336 | 2,650 | 10,245 |
| 2010-11 | 20,347 | 18,228 | 28,293 | 66,868 | 4,257 | 3,869 | 2,650 | 10,776 |
| 2011-12 | 21,569 | 19,217 | 28,839 | 69,625 | 4,306 | 3,980 | 2,582 | 10,868 |
| 2012-13 | 21,981 | 20,635 | 29,126 | 71,742 | 4,748 | 4,072 | 2,395 | 11,215 |
| 2013-14 | 23,061 | 25,016 | 29,009 | 77,086 | 4774 | 4715 | 2682 | 12,171 |
| 2014-15 | 24,539 | 26,462 | 27,141 | 78,142 | 4,890 | 4,648 | 2,050 | 11,588 |

Note : Daily number of trains run in June/2015 was 76 including 34 Intercity trains.

Table 35
PASSENGER TRAINS AND TRAIN-KILOMETRES
(MG East & West Zone Combined)

| Passenger train | | Mixed train | | | Total Number of trains | | | Passenger kilometers Thousand | | | |
|-----------------|-----------|-------------|-----------|-----------|------------------------|-----------|-----------|----------------------------------|-----------|-----------|-------|
| East Zone | West Zone | Total | East Zone | West Zone | Total | East Zone | West Zone | Total | East Zone | West Zone | Total |

Year

July- June

| | | | | | | | | | | | | |
|---------|--------|--------|--------|-------|-------|-------|--------|--------|--------|-------|-------|--------|
| 2005-06 | 46,277 | 14,031 | 60,308 | 3,650 | 3,650 | 7,300 | 49,927 | 17,681 | 67,608 | 7,822 | 2,368 | 10,190 |
| 2006-07 | 44,458 | 13,397 | 57,955 | 3,650 | 7,300 | 7,200 | 48,208 | 17,047 | 65,255 | 7,676 | 2,443 | 10,119 |
| 2007-08 | 48,895 | 13,457 | 62,352 | 3,660 | 3,252 | 6,912 | 52,555 | 16,709 | 69,264 | 7,756 | 2,463 | 10,219 |
| 2008-09 | 50,751 | 12,672 | 63,423 | 3,338 | 2,920 | 6,258 | 54,089 | 15,592 | 69,681 | 7,717 | 2,478 | 10,195 |
| 2009-10 | 52,437 | 11,357 | 60,874 | 2,190 | 2,920 | 5,110 | 54,627 | 14,277 | 68,904 | 7,737 | 2,508 | 10,245 |
| 2010-11 | 52,341 | 9,417 | 61,758 | 2,190 | 2,920 | 5,110 | 54,531 | 12,337 | 66,868 | 7,998 | 2,777 | 10,775 |
| 2011-12 | 55,865 | 10,100 | 65,965 | 1,464 | 2,196 | 3,660 | 57,329 | 12,296 | 69,625 | 7,940 | 2,928 | 10,868 |
| 2012-13 | 58,145 | 11,407 | 69,552 | -- | 2,190 | 2,190 | 58,145 | 13,597 | 71,742 | 8,167 | 3,048 | 11,215 |
| 2013-14 | 637.3 | 11,193 | 74,896 | -- | 2,190 | 2,190 | 63,703 | 13,383 | 77,086 | 8,847 | 3,324 | 12,171 |
| 2013-14 | 64,210 | 11,742 | 75,952 | -- | 2,190 | 2,190 | 64,210 | 13,932 | 78,142 | 8,144 | 3,444 | 11,588 |

Table 36

RUNNING OF PASSENGER TRAINS (MG Zone- wise)

During the year 2014-15, a total of 64,210 passenger trains run on the Meter Gauge in the Eastern Zone, (Intercity 20,466 Mail Express 20,247 and Local 23,497) and a total of 13,932 passenger trains were run on the Meter Gauge in the Western Zone. (Intercity 4,073 Mail & Express 6,215 and Local 3,644). Year-wise position is indicated below :-

Number of trains run

| Intercity trains | | | Mail Express trains | | | Local trains | | | Total Number of trains | | |
|------------------|-----------|-------|---------------------|-----------|-------|--------------|-----------|-------|------------------------|-----------|-------|
| East Zone | West Zone | Total | East Zone | West Zone | Total | East Zone | West Zone | Total | East Zone | West Zone | Total |

Year

July- June

| | | | | | | | | | | | | |
|---------|--------|-------|--------|--------|-------|--------|--------|--------|--------|--------|--------|--------|
| 2005-06 | 13,659 | 3,208 | 16,867 | 13,718 | 2,881 | 16,599 | 22,550 | 11,592 | 34,142 | 49,927 | 17,681 | 67,608 |
| 2006-07 | 11,285 | 3,055 | 14,340 | 14,047 | 2,730 | 16,777 | 22,876 | 11,262 | 34,138 | 48,208 | 17,047 | 65,255 |
| 2007-08 | 15,211 | 3,219 | 18,430 | 13,792 | 2,895 | 16,687 | 23,552 | 10,595 | 34,147 | 52,555 | 16,709 | 69,264 |
| 2008-09 | 16,462 | 3,467 | 19,929 | 13,391 | 3,236 | 16,627 | 24,236 | 8,889 | 33,125 | 54,089 | 15,592 | 69,681 |
| 2009-10 | 17,070 | 3,262 | 20,332 | 13,933 | 3,884 | 17,817 | 23,624 | 7,131 | 30,755 | 54,627 | 14,277 | 68,904 |
| 2010-11 | 17,009 | 3,338 | 20,347 | 14,126 | 4,102 | 18,228 | 23,396 | 4,897 | 28,293 | 54,531 | 12,337 | 66,868 |
| 2011-12 | 17,689 | 3,880 | 21,569 | 14,514 | 4,703 | 19,217 | 25,126 | 3,713 | 28,839 | 57,329 | 12,296 | 69,625 |
| 2012-13 | 18,068 | 3,913 | 21,981 | 14,892 | 5,743 | 20,635 | 25,185 | 3,941 | 29,126 | 58,145 | 13,597 | 71,742 |
| 2013-14 | 19,275 | 3,786 | 23,061 | 18,759 | 6,257 | 25,016 | 25,669 | 3,340 | 29,009 | 63,703 | 13,383 | 77,086 |
| 2014-15 | 20,466 | 4,073 | 24,539 | 20,247 | 6,215 | 26,462 | 23,497 | 3,644 | 27,141 | 64,210 | 13,932 | 78,142 |

Table-37

PASSENGER TRAIN-KILOMETRES (MG Zone- wise)

During the year 2014-15, a total of 8,143,670 train kilometers run on the Meter Gauge in the Eastern Zone, (Intercity 3,443,128 Mail Express 3,537,032 and Local 1,163,510 and a total of 3,443,884 train kilometers were run on the Meter Gauge in the Western Zone), (Intercity 1,446,604 Mail Express 1,111,060 and Local 886,220). This figures do not include 1734 & departmental train 1340 kilometers run in the Eastern & Western Zone respectively. The passenger proportion of Local train kilometers in the Eastern Zone was nil and that on the Western Zone was 141,350. Year-wise position is indicated below :-

Number of trains run

| Intercity trains | | | Mail Express trains | | | Local trains | | | Total Number of trains | | |
|------------------|-----------|-------|---------------------|-----------|-------|--------------|-----------|-------|------------------------|-----------|-------|
| East Zone | West Zone | Total | East Zone | West Zone | Total | East Zone | West Zone | Total | East Zone | West Zone | Total |

Year

June-July

| | | | | | | | | | | | | |
|---------|-------|-------|-------|-------|-----|-------|-------|-----|-------|-------|-------|--------|
| 2005-06 | 3,158 | 1,037 | 4,195 | 2,833 | 379 | 3,212 | 1,831 | 952 | 2,783 | 7,822 | 2,368 | 10,190 |
| 2006-07 | 3,108 | 1,085 | 4,193 | 2,847 | 381 | 3,228 | 1,721 | 977 | 2,698 | 7,676 | 2,443 | 10,119 |
| 2007-08 | 3,111 | 1,122 | 4,233 | 2,920 | 384 | 3,304 | 1,725 | 957 | 2,682 | 7,756 | 2,463 | 10,219 |
| 2008-09 | 3,102 | 1,161 | 4,263 | 2,949 | 389 | 3,338 | 1,666 | 928 | 2,594 | 7,717 | 2,478 | 10,195 |

| | | | | | | | | | | | | |
|---------|-------|-------|-------|-------|-------|-------|-------|-----|-------|-------|-------|--------|
| 2009-10 | 3,103 | 1,156 | 4,259 | 2,915 | 421 | 3,336 | 1,719 | 931 | 2,650 | 7,737 | 2,508 | 10,245 |
| 2010-11 | 3,102 | 1,154 | 4,256 | 3,177 | 692 | 3,869 | 1,719 | 931 | 2,650 | 7,998 | 2,777 | 10,775 |
| 2011-12 | 3,187 | 1,199 | 4,306 | 3,059 | 921 | 3,980 | 1,774 | 808 | 2,582 | 7,940 | 2,928 | 10,868 |
| 2012-13 | 3,261 | 1,486 | 4,647 | 3,126 | 946 | 4,072 | 1,780 | 615 | 2,395 | 8,167 | 3,048 | 11,215 |
| 2013-14 | 3,327 | 1,447 | 4,774 | 3,724 | 991 | 4,715 | 1,796 | 886 | 2,682 | 8,847 | 3,324 | 12,171 |
| 2014-15 | 3,443 | 1,447 | 4,890 | 3,537 | 1,111 | 4,648 | 1,164 | 886 | 2,050 | 8,144 | 3,444 | 11,588 |

Table-38

PUNCTUALITY OF PASSENGER TRAINS (BG & MG)

During the year 2014-15, The punctuality i.e. the percentage of trains not losing time to total no. of Trains run was 83.7 (BG) and 42.3(MG) percent in Intercity trains, 73.2 (BG) and 49.4 (MG) percent in Mail Express trains and 73.1 (BG) and 84.3 (MG) percent in Local trains. Year-wise position is indicated below :-

Percentage of trains not losing time to total number of trains run

| Year June-July | BG | | | MG | | |
|-------------------|-----------|--|-----------------|---------------------|-----------------------|--------|
| | Intercity | Mail Express Local trains Trains | Local trains | Intercity Trains | Mail Express Train | Trains |
| 1969-70 | -- | 90.5 | 90.1 | -- | 72.4 | 79.0 |
| 2006-07 | 81.9 | 59.5 | 47.4 | 68.9 | 50.9 | 68.4 |
| 2007-08 | 90.7 | 89.4 | 68.8 | 63.2 | 63.7 | 79.0 |
| 2008-09 | 88.3 | 83.6 | 62.3 | 61.0 | 65.5 | 83.1 |
| 2009-10 | 67.3 | 71.4 | 58.5 | 69.3 | 57.5 | 72.0 |
| 2010-11 | 69.6 | 68.4 | 59.0 | 41.9 | 42.5 | 77.6 |
| 2011-12 | 75.2 | 71.9 | 69.4 | 46.0 | 50.8 | 81.2 |
| 2012-13 | 82.2 | 77.8 | 76.1 | 51.1 | 49.7 | 82.0 |
| 2013-14 | 77.2 | 72.3 | 71.2 | 42.2 | 43.7 | 80.2 |
| 2014-15 | 83.7 | 73.2 | 73.1 | 42.3 | 49.4 | 84.3 |

Note : The figures of other passenger and Mixed trains for the year 1969-70 have been included in local trains

Table-39

PUNCTUALITY OF PASSENGER TRAINS (MG Zone-Wise)

During the year 2014-15, the punctuality i.e. the percentage of trains not losing time to total no. of Trains run was 36.7 Percent in the Eastern Zone and 70.1 percent in the Western Zone in Intercity train, 43.4 percent in the Eastern Zone and 68.9.4percent in the Western Zone in Mail Express trains and 87.8 percent in the Eastern Zone and 61.7 percent in the Western Zone in local trains. Year-wise position is indicated below :-

Percentage of trains not losing time to total number of trains run

| Year June-July | Intercity Train | | Mail & Express Train | | Local Train | |
|-------------------|-----------------|-----------|----------------------|-----------|-------------|-----------|
| | East Zone | West Zone | East Zone | West Zone | East Zone | West Zone |
| 1969-70 | -- | -- | -- | -- | -- | -- |
| 2006-07 | 69.1 | 68.3 | 44.0 | 86.4 | 67.4 | 68.4 |
| 2007-08 | 58.0 | 87.5 | 57.3 | 94.1 | 83.3 | 69.4 |
| 2008-09 | 56.5 | 82.3 | 59.7 | 89.6 | 89.5 | 65.7 |
| 2009-10 | 65.8 | 72.8 | 36.4 | 78.6 | 83.8 | 60.1 |
| 2010-11 | 36.7 | 68.5 | 35.4 | 67.0 | 83.2 | 51.0 |
| 2011-12 | 40.1 | 72.6 | 44.7 | 69.7 | 83.6 | 64.8 |
| 2012-13 | 46.5 | 72.5 | 44.1 | 64.0 | 84.7 | 64.5 |
| 2013-14 | 38.9 | 59.4 | 39.4 | 56.4 | 83.2 | 57.2 |
| 2014-15 | 36.7 | 70.1 | 43.4 | 68.9 | 87.8 | 61.7 |

Table 40

COACHING VEHICLES PER TRAIN AND COACHING VEHICLE KILOMETRES (BG)

During the year 2014-15, a total of passenger trains run on Broad Gauge with an average of 17.3 coaching vehicles, (Intercity 19.3 Mail Express 15.5 and local 12.2) and 0.90 freight wagons. The total kilometrage traveled by the coaching vehicles on passenger 83,638,722 Kilometrage (Intercity 55,719,872 Mail Express 19,348,650 & local 8,570,200). These figures do not include 32,015 coaching vehicle kilometers run on departmental account and a total of 712,620 freight wagon kilometers run on the local trains. Year-wise position is indicated below:-

(Vehicles and wagons interims of four-wheelers)
Average number of vehicles per train Vehicle kilometers
(Thousand)

| Intercity trains | Mail Express trains | Local trains | Total All | Freight wagons | Intercity trains | Mail Express trains | Local trains | Total All |
|------------------|---------------------|--------------|-----------|----------------|------------------|---------------------|--------------|-----------|
|------------------|---------------------|--------------|-----------|----------------|------------------|---------------------|--------------|-----------|

Year

June-July

| | | | | | | | | | |
|---------|------|------|------|------|------|--------|--------|-------|--------|
| 2001-02 | 18.5 | 13.2 | 9.06 | 14.6 | 1.22 | 25,256 | 13,971 | 6,145 | 45,372 |
| 2005-06 | 20.6 | 15.6 | 11.3 | 17.5 | 1.25 | 31,477 | 17,915 | 8,494 | 57,886 |
| 2006-07 | 20.6 | 15.6 | 11.3 | 17.2 | 1.80 | 33,512 | 17,622 | 6,914 | 58,048 |
| 2007-08 | 20.6 | 15.3 | 11.0 | 17.5 | 1.22 | 43,561 | 16,834 | 6,741 | 67,136 |
| 2008-09 | 20.6 | 15.5 | 11.0 | 17.8 | 0.97 | 48,268 | 16,776 | 6,674 | 71,718 |
| 2009-10 | 20.6 | 15.5 | 11.0 | 17.8 | 1.14 | 48,676 | 16,983 | 6,674 | 72,333 |
| 2010-11 | 19.6 | 15.5 | 11.0 | 17.3 | 0.98 | 49,426 | 16,983 | 6,674 | 73,083 |
| 2011-12 | 18.8 | 15.3 | 12.4 | 17.0 | 1.20 | 52,321 | 18,326 | 8,116 | 78,763 |
| 2012-13 | 18.7 | 15.4 | 12.2 | 17.0 | 1.27 | 52,332 | 19,119 | 7,531 | 78,982 |
| 2013-14 | 19.1 | 15.6 | 12.1 | 17.1 | 0.90 | 55,714 | 19,537 | 9,546 | 84,797 |
| 2014-15 | 19.3 | 15.5 | 12.2 | 17.3 | 1.14 | 55,720 | 19,349 | 8,570 | 83,639 |

Table 41

COACHING VEHICLES PER TRAIN AND COACHING VEHICLE KILOMETRES(MG)

During the year 2014-15, a total of passenger trains run on the Meter Gauge with an average of 19.9 coaching vehicles, (Intercity 25.9, Mail Express 17.2 and local 12.2) and 0.24 freight wagons. The total kilometrage traveled by the coaching vehicles on passenger 231,652,625 Kilometers (Intercity 126,745,420 Mail and Express 79,852,072 & local 25,055,133. These figures do not include 63,210 coaching vehicle kilometers run on departmental account and a total of 896,616 freight wagon kilometers run on the local trains. Year-wise position is indicated below:-

(Vehicles and wagons interims of four-wheelers)
Average number of vehicles per train Vehicle kilometers
(Thousand)

| Intercity trains | Mail Express trains | Local trains | Total All | Freight wagons | Intercity trains | Mail Express trains | Local trains | Total All |
|------------------|---------------------|--------------|-----------|----------------|------------------|---------------------|--------------|-----------|
|------------------|---------------------|--------------|-----------|----------------|------------------|---------------------|--------------|-----------|

Year

June-July

| | | | | | | | | | |
|---------|------|------|------|------|------|---------|--------|--------|---------|
| 2005-06 | 26.1 | 18.9 | 10.7 | 19.6 | 0.66 | 109,575 | 60,729 | 29,928 | 200,232 |
| 2006-07 | 26.0 | 18.8 | 11.1 | 19.8 | 0.71 | 109,172 | 60,806 | 29,945 | 199,923 |
| 2007-08 | 26.3 | 17.5 | 10.8 | 19.4 | 0.35 | 111,130 | 57,720 | 28,982 | 197,832 |
| 2008-09 | 26.2 | 17.1 | 11.1 | 19.4 | 0.31 | 111,630 | 57,186 | 28,846 | 197,662 |
| 2009-10 | 26.1 | 26.2 | 17.3 | 19.3 | 0.32 | 111,664 | 57,676 | 28,846 | 198,186 |
| 2010-11 | 26.4 | 17.2 | 10.9 | 19.3 | 0.33 | 112,185 | 66,412 | 28,912 | 207,509 |
| 2011-12 | 26.1 | 17.2 | 11.0 | 19.3 | 0.34 | 112,321 | 68,498 | 28,490 | 209,309 |
| 2012-13 | 25.9 | 17.1 | 11.6 | 19.6 | 0.24 | 123,082 | 69,544 | 27,691 | 220,217 |
| 2013-14 | 26.0 | 17.6 | 11.9 | 19.7 | 6.29 | 124,263 | 83,215 | 31,849 | 239,327 |
| 2014-15 | 25.9 | 17.2 | 12.2 | 19.9 | 0.44 | 126,746 | 79,852 | 25,055 | 231,653 |

Table 42

COACHING VEHICLES PER TRAIN AND COACHING VEHICLE KILOMETRES (MG Zone-Wise)

During the year 2014-15, a total of passenger trains run on the Meter Gauge in the Eastern Zone with an average of 21.7 coaching vehicles, (Intercity 28.7, Mail Express 18.1 and local 12.0 wagons) and a total of passenger train were run on the Meter Gauge in the Western Zone an average of 15.9 coaching vehicles, (Intercity 19.3, Mail & Express 14.3 and local 12.5 and 1.01 freight wagons. The total kilometrage traveled by the coaching vehicles on the Meter Gauge in the Eastern Zone 176,761,699 (Intercity 98,817,774 Mail Express 63,955,592 and local 13,988,333 and in the Western Zone 54,890,926 (Intercity 27,927,646 Mail & Express 15,896,480 and local 11,066,800). These figures do not include 37,614 and 25,596 coaching vehicle kilometers run on departmental account in the Eastern & Western Zone respectively. Year-wise position is indicated below:-

(Vehicles and wagons in terms of four-wheelers)

1. Average number of vehicles per train

| | Year | East Zone | West Zone | Meter gauge Combined |
|------------------------|------------------|------------------|------------------|-----------------------------|
| | June-July | | | |
| (a) Intercity train | 2013-14 | 28.9 | 19.5 | 26.0 |
| | 2014-15 | 28.7 | 19.3 | 25.9 |
| (b) Mail Express train | 2013-14 | 18.2 | 15.2 | 17.6 |
| | 2014-15 | 18.1 | 14.3 | 17.2 |
| (c) Local Train | 2013-14 | 11.5 | 12.6 | 11.9 |
| | 2014-15 | 12.0 | 12.5 | 12.2 |

| | | | | |
|---|---------|---------|--------|---------|
| Total | 2013-14 | 20.9 | 16.4 | 19.7 |
| | 2014-15 | 21.7 | 15.9 | 19.9 |
| Freight wagons | 2013-14 | -- | 0.80 | 0.27 |
| | 2014-15 | -- | 1.01 | 0.44 |
| 2. Coaching vehicle k.m. on Passenger (Thousand) | | | | |
| (a) Intercity | 2013-14 | 95,997 | 28,266 | 124,263 |
| | 2014-15 | 98,818 | 27,928 | 126,746 |
| (b) Mail & Express | 2013-14 | 68,041 | 15,174 | 83,215 |
| | 2014-15 | 63,956 | 15,896 | 79,852 |
| (c) Local | 2013-14 | 20,642 | 11,207 | 31,849 |
| | 2014-15 | 13,988 | 11,067 | 25,055 |
| Total | 2013-14 | 184,681 | 54,647 | 239,328 |
| | 2014-15 | 176,762 | 54,891 | 231,653 |

Table-43
FREIGHT TRAINS (BG)

During the year 2014-15, the number of freight trains run on the broad Gauge totaled 5,046 and they covered 472,376 kilometers. These figures exclude 252,876 train-kilometers run on departmental account. The goods proportion of the mixed train-kilometrage was 21,784 during the year under review. Freight wagon kilometers on goods as well as mixed trains were 27,512,830 and these do not include 6,307,436 wagon-kilometers on departmental account. Year-wise position is indicated below:-

| Year | Number of freight trains run | Freight Train kilometers (Thousand) | Number of loaded Wagons per train | Total Number of wagons per train | Wagon kilometers (Thousand) |
|------|------------------------------|-------------------------------------|-----------------------------------|----------------------------------|-----------------------------|
|------|------------------------------|-------------------------------------|-----------------------------------|----------------------------------|-----------------------------|

Year
June-July

| | | | | | |
|---------|-------|-----|------|------|--------|
| 1969-70 | 6,440 | 732 | 29.1 | 41.9 | 35,082 |
| 2006-07 | 4,786 | 447 | 26.6 | 46.6 | 23,917 |
| 2007-08 | 4,712 | 434 | 27.0 | 48.1 | 23,299 |
| 2008-09 | 4,517 | 413 | 29.2 | 50.4 | 22,948 |
| 2009-10 | 4,566 | 414 | 29.2 | 50.5 | 23,046 |
| 2010-11 | 4,656 | 440 | 29.5 | 50.9 | 24,580 |
| 2011-12 | 4,652 | 427 | 28.2 | 48.9 | 23,295 |
| 2012-13 | 4,654 | 434 | 29.2 | 50.5 | 24,232 |
| 2013-14 | 4800 | 445 | 28.8 | 47.7 | 24,656 |
| 2014-15 | 5046 | 472 | 29.7 | 49.6 | 27,513 |

Table-44
FREIGHT TRAINS (MG)

During the year 2014-15, the number of freight trains run on the Meter Gauge totaled 13,805 and they covered a total 1,165,419 train kilometers. These figures do not include 554,616 train-kilometers run on departmental account. The goods proportion of the mixed train-kilometrage was 69,620 during the year under review. Freight wagon kilometers on goods as well as mixed trains were 60,093,373 and these do not include 13,865,400 wagon-kilometers on departmental account. Year-wise position is indicated below:-

| Year | Number of freight trains run | Freight Train kilometers (Thousand) | Number of loaded Wagons per train | Total Number of wagons per train | Wagon kilometers (Thousand) |
|------|------------------------------|-------------------------------------|-----------------------------------|----------------------------------|-----------------------------|
|------|------------------------------|-------------------------------------|-----------------------------------|----------------------------------|-----------------------------|

Year
June-July

| | | | | | |
|---------|--------|-------|------|------|---------|
| 1969-70 | 30,517 | 2,858 | 35.1 | 50.1 | 144,028 |
| 2006-07 | 13,635 | 1,203 | 37.1 | 45.8 | 61,977 |
| 2007-08 | 13,085 | 1,073 | 37.7 | 46.8 | 54,789 |
| 2008-09 | 13,450 | 1,059 | 38.0 | 46.9 | 54,149 |
| 2009-10 | 13,063 | 1,086 | 37.0 | 46.9 | 55,485 |
| 2010-11 | 13,122 | 1,123 | 36.0 | 45.8 | 56,088 |
| 2011-12 | 13,051 | 1,089 | 38.6 | 47.9 | 54,609 |
| 2012-13 | 13,088 | 1,096 | 37.9 | 47.7 | 55,348 |
| 2013-14 | 13,536 | 1,085 | 38.7 | 48.6 | 56,155 |
| 2014-15 | 13,805 | 1,165 | 36.4 | 48.2 | 60,093 |

Table-45
FREIGHT TRAINS (MG Zone-wise)

During the year 2014-15, the number of freight trains run in the Eastern Zone on the Meter Gauge totaled 10,423 and those run in the Western Zone totaled 3,382. The former covered a totaled of 988,399 kilometers and the later 177,020 kilometers. These figures do not include 489,016 and 65,600 freight train-kilometers run on departmental account in Eastern & Western Zone respectively. The goods proportion of mixed train-kilometers were Eastern Zone and 69,620 in

the Western Zone. Freight wagon kilometers on goods as well as mixed trains were 50,795,045 and 9,298,328 in Eastern & Western Zone respectively. Year-wise position is indicated below:-

| | | Year June-July | East Zone | West Zone | Meter gauge Combined |
|----|--------------------------------------|---------------------------|----------------------|----------------------|---------------------------------|
| 1. | Number of freight train run | 2013-14 2014-15 | 10,104 10,423 | 3,432 3,382 | 13,536 13,805 |
| 2. | Freight train kilometers (Thousands) | 2013-14 2014-15 | 923 988 | 162 177 | 1,085 1,165 |
| 3. | Number of loaded wagons per train | 2013-14 2014-15 | 42.6 42.7 | 22.9 23.0 | 38.9 38.8 |
| 4. | Total number of wagons per train | 2013-14 2014-15 | 51.4 51.4 | 37.6 37.7 | 48.6 48.7 |
| 5. | Wagon kilometers (Thousands) | 2013-14 2014-15 | 47,464 50,795 | 8,691 9,298 | 56,155 60,093 |

Table-46

FREIGHT TRAINS GROSS TONNE KILOMETRES

During the year 2014-15, a total of 421,359,392 Freight trains gross tone kilometers were operated on the Broad Gauge and on the Meter Gauge System were 986,506,008 (Eastern Zone 861,883,928 and Western Zone 124,622,080 Year-wise position is indicated below:-

Freight Trains Gross tone kilometers

(Thousand)

| Year June-July | BG | | MG | | Total System |
|---------------------------|----------------------|----------------------|----------------------|--|-------------------------|
| | West Zone | East Zone | West Zone | | |
| | | | | | |
| 2005-06 | 446,925 | 929,597 | 96,209 | | 1,025,806 |
| 2006-07 | 309,161 | 910,982 | 110,937 | | 1,021,919 |
| 2007-08 | 387,198 | 795,252 | 112,846 | | 908,098 |
| 2008-09 | 367,962 | 789,743 | 107,396 | | 897,139 |
| 2009-10 | 368,855 | 792,129 | 124,497 | | 916,626 |
| 2010-11 | 392,426 | 809,755 | 136,213 | | 945,968 |
| 2011-12 | 381,328 | 789,722 | 129,030 | | 918,752 |
| 2012-13 | 386,887 | 799,739 | 125,598 | | 925,337 |
| 2013-14 | 397,151 | 805,100 | 113,575 | | 918,675 |
| 2014-15 | 421,359 | 861,884 | 124,622 | | 986,506 |

Table-47

CONTAINER SERVICES

During the year 2014-15, a total of 66,942 number of containers were handled at Chittagong Port and Dhaka ICD. A total of 584,369 tones of different commodities were transported in those containers, which contributed a total of Tk. 700,820,104 to the Railway revenue. Year-wise position is indicated below:-

| Year July- June | Chittagong Port to Dhaka ICD | | Dhaka ICD to Chittagong Port | | Total All | Chittagong Port to Dhaka ICD | Dhaka ICD to Chittagong Port | Total All | Earnings Tk.in thousands) |
|----------------------------|-------------------------------------|--------------|-------------------------------------|--------------|------------------|-------------------------------------|-------------------------------------|------------------|--------------------------------------|
| | Loaded | Empty | Loaded | Empty | | | | | |
| 2001-02 | 26,925 | 2,198 | 12,940 | 16,238 | 58,301 | 295,918 | 123,744 | 419,662 | 32,61,99 |
| 2006-07 | 36,558 | 776 | 15,325 | 23,913 | 76,572 | 405,328 | 168,575 | 573,903 | 52,34,94 |
| 2007-08 | 38,267 | 2,076 | 18,085 | 23,502 | 81,930 | 442,586 | 209,244 | 651,830 | 59,85,54 |
| 2008-09 | 35,840 | 982 | 19,560 | 17,449 | 73,471 | 399,988 | 213,454 | 613,442 | 57,61,46 |
| 2009-10 | 32,320 | 428 | 19,509 | 13,576 | 65,833 | 306,162 | 223,764 | 539,926 | 44,90,24 |
| 2010-11 | 32,366 | 80 | 18,898 | 14,057 | 65,401 | 365,080 | 213,450 | 578,538 | 49,43,80 |
| 2011-12 | 33,017 | -- | 20,544 | 13,636 | 67,197 | 360,876 | 224,310 | 585,186 | 53,18,74 |
| 2012-13 | 30,768 | 145 | 20,160 | 11,427 | 62,500 | 352,997 | 219,253 | 572,250 | 61,44,89 |
| 2013-14 | 30,567 | 2 | 20,240 | 9,597 | 60,406 | 350,494 | 217,698 | 568,192 | 592,107 |
| 2014-15 | 33,239 | -- | 21,573 | 12,130 | 66,942 | 360,722 | 223,647 | 584,369 | 700,820 |

Table-48

SPEED AND NET LOAD OF FREIGHT TRAINS (BG)

During the year 2014-15, average speed of through goods and van goods trains on the Broad Gauge were 12.3 and 10.7 kilometers per hour respectively. These figures are based on the total time taking by a freight train from its starting point to its destination and include stoppages and shunting enroute. Year-wise position is indicated below :-

| Speed of Goods trains (kilometers per hour) | | | Average wagon load (Tones) | Net load per train (Tones) | Net Tone kilometers per train hour |
|---|-----------|-----------|----------------------------|----------------------------|------------------------------------|
| Through Goods | Van goods | All goods | | | |

Year

July- June

| | | | | | | |
|---------|------|------|------|------|------|--------|
| 1969-70 | 17.2 | 6.92 | 9.14 | 13.7 | 338 | 4,006 |
| 2006-07 | 11.9 | 10.4 | 11.5 | 22.4 | 596 | 7,808 |
| 2007-08 | 12.2 | 10.4 | 11.9 | 33.0 | 892 | 11,804 |
| 2008-09 | 12.5 | 10.6 | 12.1 | 25.7 | 752 | 10,082 |
| 2009-10 | 12.3 | 10.7 | 12.0 | 25.1 | 733 | 10,328 |
| 2010-11 | 12.5 | 10.9 | 12.1 | 21.3 | 62.9 | 8,358 |
| 2011-12 | 12.3 | 10.3 | 11.9 | 17.9 | 504 | 7,499 |
| 2012-13 | 12.6 | 10.7 | 12.4 | 13.5 | 436 | 5,386 |
| 2013-14 | 12.2 | 10.5 | 11.9 | 19.7 | 658 | 7,118 |
| 2014-15 | 12.3 | 10.7 | 11.9 | 19.8 | 588 | 8,478 |

Table-49

SPEED AND NET LOAD OF FREIGHT TRAINS (MG)

During the year 2014-15, average speed of through goods and van goods trains on the Meter Gauge were 12.3 and 10.7 kilometers per hour respectively. These figures are based on the total time taking by a freight train from its starting point to its destination and include stoppages and shunting enroute. Year-wise position is indicated below :-

| Speed of Goods trains (kilometers per hour) | | | Average wagon load (Tones) | Net load per train (Tones) | Net Tone kilometers per train hour |
|---|-----------|-----------|----------------------------|----------------------------|------------------------------------|
| Through Goods | Van goods | All goods | | | |

Year

July- June

| | | | | | | |
|---------|------|------|------|------|-----|-------|
| 1969-70 | 13.6 | 6.79 | 10.5 | 9.3 | 320 | 3,550 |
| 2006-07 | 12.1 | 10.1 | 11.9 | 9.37 | 347 | 4,526 |
| 2007-08 | 12.3 | 10.6 | 12.1 | 9.91 | 374 | 4,922 |
| 2008-09 | 12.1 | 10.5 | 12.0 | 10.4 | 397 | 4,801 |
| 2009-10 | 12.2 | 10.9 | 12.1 | 8.58 | 317 | 4,088 |
| 2010-11 | 12.4 | 10.6 | 12.2 | 8.84 | 318 | 4,236 |
| 2011-12 | 12.3 | 10.5 | 12.1 | 7.78 | 300 | 4,122 |
| 2012-13 | 12.5 | 10.7 | 12.2 | 7.64 | 290 | 3,732 |
| 2013-14 | 12.3 | 10.7 | 12.1 | 8.60 | 333 | 4,115 |
| 2014-15 | 12.3 | 10.7 | 12.3 | 7.69 | 298 | 3,882 |

Table-50

SPEED AND NET LOAD OF FREIGHT TRAINS (MG Zone-wise)

During the year 2014-15, average speed of freight trains in the Eastern and Western Zone of the Meter Gauge section were 12.4 and 12.0 kilometers per hour. Year wise position in indicated below:-

| | Year July-June | East Zone | West Zone | Meter Gauge Combined |
|--|-------------------|--------------|--------------|-------------------------|
| 1. Speed of Goods trains (kilometers per hour) Through goods. | 2013-14 | 12.3 | 12.2 | 12.3 |
| | 2014-15 | 12.5 | 12.4 | 12.5 |
| Van goods | 2013-14 | 10.9 | 10.3 | 10.7 |
| | 2014-15 | 10.9 | 10.7 | 10.8 |
| All goods | 2013-14 | 12.1 | 11.7 | 12.1 |
| | 2014-15 | 12.4 | 12.0 | 12.3 |
| 2. Average wagon load (Tones) | 2013-14 | 9.32 | 3.28 | 8.60 |
| | 2014-15 | 8.50 | 1.68 | 7.69 |
| 3. Net load per train (Tones) | 2013-14 | 397 | 75 | 333 |
| | 2014-15 | 363 | 39 | 298 |
| 4. Net Tone-kilometers | 2013-14 | 4,828 | 999 | 4,115 |

per train hour

2014-15

4,485

639

3,882

Table-51**COACHING VEHICLE PERFORMANCE (BG)**

During the year 2014-15, average daily kilometrage traveled by a passenger carriage and other coaching vehicle on the Broad Gauge was 448 and 186 respectively. The unserviceable passenger carriages constituted 25.0 percent of the total number of passenger carriages on line and the unserviceable other coaching vehicles 16.1 percent of the total number of other coaching vehicles on line. Year-wise position is indicated below :-

(Vehicles in terms of four-wheelers)

| Vehicle kilometers per vehicle day on line | | Percentage of average number of vehicle under or awaiting repairs daily to average total number on line | | Average number of passenger per vehicle | Average number of passenger per train |
|--|-------------------------|---|-------------------------|---|---------------------------------------|
| Passenger carriages | Other Coaching vehicles | Passenger carriages | Other Coaching vehicles | | |

**Year
July-June**

| | | | | | | |
|---------|-----|-----|------|------|----|-----|
| 1969-70 | 243 | 145 | 12.6 | 11.0 | 16 | 220 |
| 2006-07 | 296 | 169 | 24.4 | 8.12 | 20 | 322 |
| 2007-08 | 343 | 151 | 25.5 | 8.16 | 22 | 398 |
| 2008-09 | 366 | 144 | 20.5 | 19.0 | 23 | 409 |
| 2009-10 | 368 | 145 | 22.1 | 14.3 | 39 | 434 |
| 2010-11 | 374 | 150 | 25.3 | 8.36 | 28 | 446 |
| 2011-12 | 398 | 155 | 38.9 | 10.0 | 32 | 496 |
| 2012-13 | 413 | 144 | 24.4 | 16.7 | 27 | 462 |
| 2013-14 | 423 | 190 | 24.3 | 9.52 | 28 | 434 |
| 2014-15 | 448 | 186 | 25.0 | 16.7 | 34 | 545 |

Table-52**COACHING VEHICLE PERFORMANCE
(MG East & West Zone Combined)**

During the year 2014-15, average daily kilometrage traveled by a passenger carriage and other coaching vehicles on the Meter Gauge was 257 and 87 respectively. The unserviceable passenger carriages constituted 25.1 percent of the total number of passenger carriages on line and the unserviceable other coaching vehicles 33.3 percent of the total number of other coaching vehicles on line. Year-wise position is indicated below :-

(Vehicles in terms of four-wheelers)

| Vehicle kilometers per vehicle day on line | | Percentage of average number of vehicle under or awaiting repairs daily to average total number on line | | Average number of passenger per vehicle | Average number of passenger per train |
|--|-------------------------|---|-------------------------|---|---------------------------------------|
| Passenger carriages | Other Coaching vehicles | Passenger carriages | Other Coaching vehicles | | |

**Year
July-June**

| | | | | | | |
|---------|-----|-----|------|------|----|-----|
| 1969-70 | 211 | 79 | 13.4 | 5.4 | 19 | 315 |
| 2006-07 | 254 | 90 | 18.6 | 2.40 | 24 | 353 |
| 2007-08 | 247 | 82 | 11.7 | 18.5 | 24 | 414 |
| 2008-09 | 264 | 90 | 11.3 | 15.2 | 26 | 505 |
| 2009-10 | 265 | 90 | 11.9 | 13.5 | 30 | 549 |
| 2010-11 | 249 | 73 | 8.85 | 16.0 | 34 | 572 |
| 2011-12 | 261 | 79 | 23.6 | 2.02 | 34 | 597 |
| 2012-13 | 294 | 117 | 19.4 | 9.52 | 28 | 544 |
| 2013-14 | 261 | 71 | 22.9 | 38.0 | 28 | 501 |
| 2014-15 | 257 | 87 | 25.1 | 33.3 | 28 | 524 |

Table-53**FREIGHT WAGON PERFORMANCE (BG)**

During the year 2014-15 average daily kilometrage traveled by a freight wagon was 60.3. Unserviceable wagons constituted 23.0 percent of the total number of wagons on line. Year-wise position is indicated below :-

(Wagons in terms of four-wheelers)

| Wagon kilometers per wagon day on line | Percentage of average number of wagons under or awaiting repairs daily to average total number on line | Wagon Kilometer per engine hour | Net tone Kilometers per wagon day | Average Turn Round of a wagon |
|--|--|---------------------------------|-----------------------------------|-------------------------------|
|--|--|---------------------------------|-----------------------------------|-------------------------------|

**Year
July-June**

| | | | | | | |
|---------|------|------|-----|-----|------|------|
| 1969-70 | 24.5 | 6.1 | 154 | 229 | 8.5 | 45.4 |
| 2006-07 | 73.7 | 64.5 | 207 | 946 | 10.4 | 4.78 |

Covered Open

| | | | | | | |
|---------|-------|-------|-----|-------|------|------|
| 2007-08 | 85.8 | 85.4 | 211 | 1,596 | 10.1 | 3.77 |
| 2008-09 | 136.0 | 128.5 | 220 | 2,043 | 10.5 | 5.78 |
| 2009-10 | 29.2 | 31.1 | 220 | 424 | 9.75 | -- |
| 2010-11 | 31.8 | 27.0 | 235 | 393 | 8.99 | 10.0 |
| 2011-12 | 153.3 | 76.3 | 214 | 1,580 | 9.00 | 10.6 |
| 2012-13 | 172.4 | 18.7 | 228 | 1,345 | 9.58 | 10.9 |
| 2013-14 | 54.0 | 31.3 | 217 | 642 | 9.60 | 10.7 |
| 2014-15 | 60.3 | 23.0 | 244 | 714 | 10.4 | 10.3 |

Table-54
FREIGHT WAGON PERFORMANCE
(MG East & West Zone Combined)

During the year 2014-15, average daily kilometrage traveled by a freight wagon was 10.4. Unserviceable wagons constituted 18.6 percent of the total number of wagons on line. Year-wise position is indicated below :-

(Wagons in terms of four-wheelers)

| Wagon kilometers per wagon day on line | Percentage of average number of wagons under or awaiting repairs daily to average total number on line | Wagon Kilometer per engine hour | Net tone Kilometers per wagon day | Average Turn Round of a wagon | |
|--|--|---------------------------------|-----------------------------------|-------------------------------|------|
| | | | | Covered | Open |

Year
July-June

| | | | | | | |
|---------|------|------|-----|-----|------|------|
| 1969-70 | 29.3 | 8.1 | 134 | 190 | 10.2 | 24.2 |
| 2006-07 | 12.2 | 8.76 | 237 | 93 | 11.9 | 6.32 |
| 2007-08 | 10.8 | 9.97 | 225 | 87 | 14.0 | 5.22 |
| 2008-09 | 10.7 | 5.56 | 222 | 91 | 15.7 | 5.89 |
| 2009-10 | 17.3 | 21.5 | 231 | 117 | 11.8 | 9.32 |
| 2010-11 | 11.2 | 23.7 | 235 | 79 | 12.5 | 5.98 |
| 2011-12 | 13.7 | 7.17 | 226 | 86 | 11.9 | 9.32 |
| 2012-13 | 14.0 | 15.0 | 228 | 85 | 9.78 | 11.0 |
| 2013-14 | 9.87 | 18.4 | 229 | 68 | 11.3 | 6.60 |
| 2014-15 | 10.4 | 18.6 | 236 | 64 | 12.1 | 11.7 |

It was calculated on stock available for loading divided by loading on the division as well as loads received from contiguous divisions and foreign railways.

Table-55
LOCOMOTIVE PERFORMANCE (BG)

During the year 2014-15, average distance traveled by a Broad Gauge Locomotive was 176 kilometers per day. Average kilometrage traveled by a locomotive all engine actually in use was 288 kilometers per day. Average distance covered by a goods locomotives actually in use, was 175 kilometers per day. Year-wise position is indicated below :-

| Engine kilometers per day per engine on line | Engine kilometers per day per engine in use | | Percentage of average number of engine under or awaiting repairs daily to average total number on line | Hours worked per day per engine available for use |
|--|---|--------------|--|---|
| | All Engine | Goods Engine | | |

Year
July-June

| | | | | | |
|---------|-----|-----|-----|------|------|
| 1969-70 | 130 | 230 | 154 | 8.3 | 10.3 |
| 2006-07 | 163 | 295 | 178 | 26.0 | 13.0 |
| 2007-08 | 183 | 285 | 169 | 26.2 | 16.2 |
| 2008-09 | 182 | 286 | 170 | 20.3 | 17.0 |
| 2009-10 | 199 | 282 | 162 | 21.2 | 13.2 |
| 2010-11 | 195 | 285 | 169 | 23.6 | 14.7 |
| 2011-12 | 197 | 284 | 172 | 19.7 | 14.1 |
| 2012-13 | 198 | 286 | 171 | 17.3 | 16.1 |
| 2013-14 | 197 | 287 | 173 | 14.9 | 17.1 |
| 2014-15 | 176 | 288 | 175 | 21.9 | 9.34 |

Table-56
LOCOMOTIVE PERFORMANCE
(M G - East & West Zone Combined)

During the year 2014-15, average distance travelled by a Meter Gauge Locomotive was 171 kilometers per day. Average kilometrage travelled by a locomotive all engine actually in use was 242 kilometers per day. Average distance covered by a goods locomotive actually in use, was 174 kilometers per day. Year-wise position is indicated below :-

| Engine kilometers per day per engine on line | Engine kilometers per day per engine in use | | Percentage of average number of engine under or awaiting repairs daily to average total number on line | Hours worked per day per engine available for use |
|--|---|--------------|--|---|
| | All Engine | Goods Engine | | |

Year
July-June

| | | | | | |
|---------|-----|-----|-----|------|------|
| 1969-70 | 137 | 206 | 143 | 14.2 | 13.9 |
|---------|-----|-----|-----|------|------|

| | | | | | |
|---------|-----|-----|-----|------|------|
| 2006-07 | 171 | 239 | 175 | 19.6 | 12.9 |
| 2007-08 | 171 | 236 | 172 | 20.3 | 13.0 |
| 2008-09 | 172 | 238 | 174 | 18.7 | 10.1 |
| 2009-10 | 168 | 235 | 173 | 27.4 | 13.8 |
| 2010-11 | 172 | 240 | 171 | 20.1 | 13.7 |
| 2011-12 | 173 | 242 | 174 | 28.5 | 15.0 |
| 2012-13 | 172 | 241 | 173 | 33.7 | 13.7 |
| 2013-14 | 171 | 243 | 174 | 31.6 | 17.9 |
| 2014-15 | 173 | 242 | 174 | 24.1 | 11.4 |

Table-57

**ENGINE KILOMETRES- PASSENGER,
GOODS & OTHERS (BG)**

During the year 2014-15 a total of 6,171,140 Engine kilometers run on the Broad Gauge in the Western Zone, (Passenger 4,866,876 Goods 537,044 and others 767,220. Year wise position in indicated below:-

| Year July-June | Engine Kilometers | | | |
|-------------------|-------------------|---------|---------|-----------|
| | Passenger | Goods | Others | Total |
| 2000-01 | 3,265,848 | 522,648 | 397,008 | 4,185,504 |
| 2006-07 | 3,399,967 | 501,951 | 673,959 | 4,575,877 |
| 2007-08 | 3,859,929 | 488,475 | 684,891 | 5,033,295 |
| 2008-09 | 4,074,045 | 467,505 | 645,000 | 5,186,550 |
| 2009-10 | 4,074,040 | 467,517 | 618,528 | 5,160,085 |
| 2010-11 | 4,256,197 | 498,655 | 594,371 | 5,349,223 |
| 2011-12 | 4,665,383 | 487,186 | 666,922 | 5,819,491 |
| 2012-13 | 4,676,030 | 493,368 | 688,823 | 5,858,221 |
| 2013-14 | 4,981,758 | 504,396 | 749,693 | 6,235,847 |
| 2014-15 | 4,866,876 | 537,044 | 767,220 | 6,171,140 |

Note : The Figures in column others include Departmental & Regular shunting Engine kilometers.

Table-58

**ENGINE KILOMETRES- PASSENGER,GOODS
& OTHERS (MG -East & West Zone Combined)**

During the year 2014-15 a total of 14,632,948 Engine kilometers run on the Meter Gauge in the Eastern and Western Zone, Combined (Passenger 11,747,332 Goods 1,285,256 and others 1,600,360. Year wise position in indicated below:-

| Year July-June | Engine Kilometers | | | |
|-------------------|-------------------|-----------|-----------|------------|
| | Passenger | Goods | Others | Total |
| 1998-99 | 9,586,993 | 1,189,701 | 1,661,005 | 12,437,699 |
| 2006-07 | 10,263,457 | 1,286,834 | 1,350,225 | 12,900,516 |
| 2007-08 | 10,362,270 | 1,152,593 | 1,351,094 | 12,865,957 |
| 2008-09 | 10,344,672 | 1,130,146 | 1,281,653 | 12,756,471 |
| 2009-10 | 10,344,653 | 1,158,140 | 1,288,936 | 12,791,729 |
| 2010-11 | 10,967,143 | 1,200,687 | 1,073,124 | 13,241,538 |
| 2011-12 | 11,061,023 | 1,171,384 | 1,346,457 | 13,578,864 |
| 2012-13 | 11,407,555 | 1,174,404 | 1,325,846 | 13,907,805 |
| 2013-14 | 12,333,510 | 1,177,176 | 1,489,280 | 14,999,966 |
| 2014-15 | 11,747,332 | 1,285,256 | 1,600,360 | 14,632,948 |

Table-59

FUEL CONSUMPTION

During the year 2014-15 Bangladesh Railway consumed 167 metric tons of coal, 209 metric tons of furnace oil and 36,892 metric tons of diesel oil. This quantities comprise the entire fuel consumed on the Railway, i.e. on locomotives, power house, water pumps, workshops etc. Average rate including freight rail and sea, during the year was Tk. 37,199.85 per metric ton for coal, Tk. 68,807.13 per metric ton for furnace oil and Tk.79,505.64 per metric ton for diesel oil. Year-wise quantities of fuel consumed is indicated below:-

| Year July-June | Coal(Metric Tons) | | | Furnace oil(Metric Ton) | | | Diesel oil(Metric Ton) | | |
|-------------------|-----------------------------|-------------------|---------|------------------------------|-------------------|--------|-------------------------|-------------------|--------|
| | Locomo tives purposes | Other purposes | Total | Locomo- tives purposes | Other purposes | Total | Locomotives purposes | Other purposes | Total |
| 1969-70 | 87,880 | 33,957 | 121,837 | 83,951 | 773 | 84,724 | 27,059 | 878 | 27,937 |
| 2006-07 | -- | 376 | 376 | -- | 527 | 527 | 33,437 | 837 | 34,274 |
| 2007-08 | -- | 312 | 312 | -- | 607 | 607 | 34,429 | 939 | 35,368 |
| 2008-09 | -- | 310 | 310 | -- | 737 | 737 | 34,563 | 1,092 | 35,655 |
| 2009-10 | -- | 282 | 282 | -- | 465 | 465 | 34,264 | 1,290 | 35,554 |
| 2010-11 | -- | 255 | 255 | -- | 539 | 539 | 34,098 | 1,387 | 35,485 |
| 2011-12 | -- | 233 | 233 | -- | 433 | 433 | 33,831 | 1,131 | 34,962 |
| 2012-13 | -- | 236 | 236 | -- | 197 | 197 | 33,585 | 1,452 | 35,037 |
| 2013-14 | -- | 167 | 167 | -- | 209 | 209 | 34,916 | 1,336 | 36,252 |

| | | | | | | | | | |
|---------|----|-----|-----|----|-----|-----|--------|-------|--------|
| 2014-15 | -- | 167 | 167 | -- | 209 | 209 | 35,567 | 1,325 | 36,892 |
|---------|----|-----|-----|----|-----|-----|--------|-------|--------|

Table-60

FUEL CONSUMPTION (Zone-wise)

The Zone-wise breakdown of coal, furnace oil and diesel oil consumed during the year 2013-14 and 2014-15 is given below :-

| | Locomotive Purposes | | Other Purposes | | (Figures in Metric Tons) Total Consumption | |
|----------------|---------------------|---------|----------------|---------|--|---------|
| | 2013-14 | 2014-15 | 2013-14 | 2014-15 | 2013-14 | 2014-15 |
| 1. Coal | | | | | | |
| East Zone | - | - | 150 | 150 | 150 | 150 |
| West Zone | - | - | 17 | 17 | 17 | 17 |
| Total | - | - | 167 | 167 | 167 | 167 |
| 2. Furnace Oil | | | | | | |
| East Zone | - | - | 107 | 107 | 107 | 107 |
| West Zone | - | - | 102 | 102 | 102 | 102 |
| Total | - | - | 209 | 209 | 209 | 209 |
| 3. Diesel Oil | | | | | | |
| East Zone | 19,933 | 20,529 | 1,280 | 1,277 | 21,213 | 21,806 |
| West Zone | 14,983 | 15,038 | 56 | 48 | 15,039 | 15,086 |
| Total | 34,916 | 35,567 | 1,336 | 1,325 | 36,252 | 36,892 |

Table-61

TRAIN ACCIDENTS

During the year 2014-15, there occurred a total of 312 train accidents on the Bangladesh Railway consisting of 292 cases of derailments and 20 cases of trains running into obstructions. Year-wise position is indicated below :-

| Year | Collisions | Derailments | Fire in trains | Train running into obstruction | Total | Incidence per million (train kilometers) | Cost of damages (000) |
|---------|------------|-------------|----------------|--------------------------------|-------|--|-----------------------|
| 1998-99 | 5 | 304 | -- | 49 | 358 | 25.3 | 26,42 |
| 2006-07 | 1 | 510 | -- | 17 | 528 | 35.0 | 82.68 |
| 2007-08 | 3 | 419 | -- | 25 | 447 | 28.7 | 1,87,90 |
| 2008-09 | 7 | 408 | -- | 34 | 449 | 28.6 | 23.32 |
| 2009-10 | 2 | 403 | -- | 34 | 439 | 27.7 | -- |
| 2010-11 | 1 | 392 | -- | 18 | 411 | 24.8 | 145.05 |
| 2011-12 | -- | 138 | -- | 16 | 154 | 9.04 | 7,293 |
| 2012-13 | 3 | 133 | -- | 15 | 151 | 8.68 | 6,330 |
| 2013-14 | 1 | 158 | -- | 18 | 177 | 9.49 | 1,928 |
| 2014-15 | -- | 292 | -- | 20 | 312 | 17.27 | 3,45 |

Table-62

ANALYSIS OF TRAIN ACCIDENTS

During the year 2014-15, 32.37 percent of the total train accidents were attributable to the failure of human elements and 61.22 percent were caused by technical defects in rolling-stock, track, signaling and interlocking apparatus. The balance 6.41 percent accidents occurred due to other miscellaneous causes. The comparative figures for 2013-14 and 2014-15 are shown below :-

| Collisions | Derailments | Fire in trains | Train running into obstruction | Total | Percentage to total |
|------------|-------------|----------------|--------------------------------|-------|---------------------|
|------------|-------------|----------------|--------------------------------|-------|---------------------|

A. Human Elements :

(i) Breach of rules, Wrong manipulation of block instruments and wrong setting of points etc.

| | | | | | | |
|---------|----|----|----|----|----|-------|
| 2013-14 | 1 | 13 | -- | -- | 14 | 7.91 |
| 2014-15 | -- | 75 | -- | -- | 75 | 24.04 |

(ii) Passing of signals at danger

| | | | | | | |
|---------|----|----|----|----|----|------|
| 2013-14 | -- | -- | -- | -- | -- | -- |
| 2014-15 | -- | 6 | -- | -- | 6 | 1.92 |

(iii) Breach of rules by Master and Asstt.

Locomotive Master

| | | | | | | |
|---------|----|----|----|----|----|------|
| 2013-14 | -- | 14 | -- | -- | 14 | 7.91 |
| 2014-15 | -- | 20 | -- | -- | 20 | 6.41 |

B. Technical defects :-

(i) Engines

| | | | | | | |
|---------|----|----|----|----|----|-------|
| 2013-14 | -- | -- | -- | -- | -- | -- |
| 2014-15 | -- | 40 | -- | -- | 40 | 12.82 |

(ii) Vehicles

| | | | | | | |
|---------|----|----|----|----|----|-------|
| 2013-14 | -- | 25 | -- | -- | 25 | 14.12 |
| 2014-15 | -- | 47 | -- | -- | 47 | 15.06 |

(iii) Tracks

| | | | | | | |
|---------|----|----|----|----|----|-------|
| 2013-14 | -- | 30 | -- | -- | 30 | 16.95 |
| 2014-15 | -- | 20 | -- | -- | 20 | 6.41 |

(iv) Signaling and interlocking apparatus

| | | | | | | |
|---------|----|----|----|----|----|-------|
| 2013-14 | -- | 20 | -- | -- | 20 | 11.30 |
| 2014-15 | -- | 49 | -- | -- | 49 | 15.71 |

(v) other technical defects

| | | | | | | |
|---------|----|----|----|----|----|-------|
| 2013-14 | -- | 34 | -- | 18 | 52 | 29.38 |
| 2014-15 | -- | 15 | -- | 20 | 35 | 11.22 |

Miscellaneous causes

| | | | | | | |
|---------|----|----|----|----|----|-------|
| 2013-14 | -- | 22 | -- | -- | 22 | 12.34 |
| 2014-15 | -- | 20 | -- | -- | 20 | 6.41 |

Grand Total

| | | | | | | |
|---------|----|-----|----|----|-----|-------|
| 2013-14 | 1 | 158 | -- | 18 | 117 | 100.0 |
| 2014-15 | -- | 292 | -- | 20 | 312 | 100.0 |

Table-63
CASUALTIES

During the year 2014-15, a total of 82 persons, i.e. passengers, railway employees and other persons were killed and 164 persons were injured in train accidents as well as in accidents caused by the movement of railway vehicles and on railway premises. Year-wise position is indicated below :-

| Passenger | | Railway Employees | | Other Persons | | Total Casualties | | Casualties of Passenger per million passenger originating | Compensation paid to the victims (Taka in thousands) |
|-----------|---------|-------------------|---------|---------------|---------|------------------|---------|---|--|
| Killed | Injured | Killed | Injured | Killed | Injured | Killed | Injured | | |

Year

July-June

| | | | | | | | | | | |
|---------|----|----|----|-----|----|-----|----|-----|------|-------|
| 1998-99 | 3 | 85 | 4 | 266 | 28 | 57 | 35 | 408 | 2.43 | 13.10 |
| 2006-07 | -- | -- | -- | 158 | 35 | 169 | 35 | 327 | -- | 28.65 |
| 2007-08 | 5 | 10 | 11 | 38 | 67 | 85 | 83 | 133 | 0.28 | 51.51 |
| 2008-09 | 1 | 10 | 1 | 25 | 20 | 64 | 22 | 99 | 0.17 | 30.36 |
| 2009-10 | -- | -- | -- | 98 | 11 | 40 | 11 | 138 | -- | 88 |
| 2010-11 | -- | -- | 7 | 143 | 10 | 17 | 17 | 160 | -- | -- |
| 2011-12 | -- | -- | 11 | 94 | 35 | 56 | 46 | 150 | -- | 13 |
| 2012-13 | -- | -- | 2 | 112 | 38 | 54 | 44 | 166 | -- | 1.17 |
| 2013-14 | 2 | 5 | 5 | 87 | 23 | 63 | 30 | 155 | 0.11 | 0.15 |
| 2014-15 | -- | 9 | 17 | 94 | 65 | 61 | 82 | 164 | 0.13 | 0.29 |

Table-64
PASSENGER AND FREIGHT REVENUE

| Revenue from passengers carried (Thousand Taka) | Revenue per passenger (Taka) | Revenue per passenger kilometer (Paisa) | Revenue from freight Tones carried (Thousand Taka) | Revenue per tone (Taka) | Revenue per tone kilometer (Paisa) |
|---|------------------------------|---|--|-------------------------|------------------------------------|
|---|------------------------------|---|--|-------------------------|------------------------------------|

Year

July-June

| | | | | | | |
|---------|-----------|-------|-------|-----------|--------|--------|
| 1969-70 | 10,17,11 | 1.38 | 3.04 | 16,38,31 | 33.54 | 12.7 |
| 2006-07 | 183,14,77 | 40.03 | 38.19 | 124,19,65 | 418.59 | 155.8 |
| 2007-08 | 224,04,68 | 41.63 | 38.50 | 140,64,55 | 428.54 | 156.4 |
| 2008-09 | 271,59,62 | 41.77 | 38.47 | 131,12,36 | 435.63 | 158.4 |
| 2009-10 | 291,76,86 | 44.45 | 38.58 | 116,36,12 | 428.74 | 157.7 |
| 2010-11 | 321,55,03 | 50.61 | 38.60 | 114,36,54 | 447.78 | 158.9 |
| 2011-12 | 350,96,63 | 53.06 | 38.55 | 96,11,21 | 438.47 | 158.8 |
| 2012-13 | 495,23,00 | 79.11 | 57.91 | 109,36,61 | 543.84 | 200.3 |
| 2013-14 | 488,07,50 | 75.14 | 57.84 | 142,60,68 | 565.00 | 202.5 |
| 2014-15 | 522,68,36 | 77.62 | 57.92 | 173,93,16 | 680.75 | 238.33 |

* Exclude other goods earnings consisting of demurrage , wharf age, sundries such as sidings, crane charges etc.

Table-66**CLASS-WISE REVENUE PER PASSENGER-KILOMETRE**

During the year 2014-15, average revenue per passenger kilometer were 171.13 paisa in Air-Conditioned Class, 91.65 paisa in First Class, 61.33 paisa in Shovan Class, and 41.61 paisa in Second Class. Year-wise position indicated below :-

Revenue per Passenger- kilometer (Paisa)

| Air-Conditioned class | First Class | Shovan Class | Second Class | Shulov Class | Total |
|-----------------------|-------------|--------------|--------------|--------------|-------|
|-----------------------|-------------|--------------|--------------|--------------|-------|

Year

July-June

| | | | | | | |
|-----------|--------|-------|-------|-------|------|-------|
| 1969-1970 | 16.0 | 11.8 | -- | 3.33 | -- | 3.04 |
| 2006-2007 | 161.6 | 71.5 | 38.7 | 35.5 | 34.4 | 38.19 |
| 2007-2008 | 161.5 | 71.6 | 39.4 | 34.5 | 35.1 | 39.14 |
| 2008-2009 | 154.5 | 72.0 | 39.7 | 32.0 | 34.4 | 38.50 |
| 2009-2010 | 152.9 | 74.0 | 38.9 | 32.1 | -- | 38.58 |
| 2010-2011 | 141.3 | 68.4 | 39.1 | 32.3 | -- | 38.60 |
| 2011-2012 | 152.9 | 73.4 | 39.3 | 29.6 | -- | 38.55 |
| 2012-13 | 170.4 | 91.4 | 61.3 | 41.1 | -- | 57.9 |
| 2013-14 | 171.10 | 91.23 | 61.33 | 39.87 | -- | 57.84 |
| 2014-15 | 171.13 | 91.65 | 61.33 | 41.61 | -- | 57.92 |

* Third Class has been withdrawn with effect from 01-08-1989.

Table-69**NET OPERATING INCOME**

(Without considering PSO & Welfare grant)

During the year 2014-15, net operating income of Bangladesh Railway amounted to a deficit Tk.872,84,00. Figures of total operating revenue, total operating expenses and net operating income are given below :-

(Taka in Thousand)

| Total operating revenue Taka | Total operating expenses Taka | Net operating income Taka |
|------------------------------|-------------------------------|---------------------------|
|------------------------------|-------------------------------|---------------------------|

Year

July-June

| | | | |
|-----------|-----------|------------|---------------|
| 1969-1970 | 30,30,39 | 25,27,51 | (+)5,02,88 |
| 2005-2006 | 444,27,53 | 960,17,03 | (-)515,89,50 |
| 2006-2007 | 452,76,06 | 933,12,72 | (-)480,36,66 |
| 2007-2008 | 561,64,41 | 1088,54,57 | (-)526,90,16 |
| 2008-2009 | 625,35,28 | 1172,74,94 | (-)547,39,66 |
| 2009-2010 | 566,30,42 | 1257,20,47 | (-) 690,90,05 |
| 2010-2011 | 629,54,56 | 1491,81,94 | (-)862,27,38 |
| 2011-2012 | 603,42,93 | 1567,11,56 | (-)963,68,63 |
| 2012-13 | 804,26,26 | 1562,38,14 | (-)758,11,88 |
| 2013-14 | 800,17,96 | 1601,69,64 | (-) 801,51,68 |
| 2014-15 | 935,45,84 | 1808,29,84 | (-) 872,84,00 |

Table-70**NET OPERATING INCOME AND OPERATING RATIO**

(Considering PSO compensation & Welfare grant)

During the year 2014-15, net operating income worked out to Tk. 747,48,30 duly considering the compensation paid by the Government to the Railway for the loss incurred for operating service which fall under the public service Obligation (PSO) of the Government and Welfare Grant paid by the Government for education and health services to the Railway staff which do not constitute operating expenses. Such payments by the Government started from 1992-93. Since no depreciation was charged, the Operating Ratio is reduced to working Ratio. Year -wise position is indicated below

(Taka in Thousand)

| Public Service obligation compensation Taka | Welfare grant Taka | Total Operating Revenue Taka | Total Operating Expenses Taka | Net Operating Income Taka | Net Operating Income % |
|---|--------------------|------------------------------|-------------------------------|---------------------------|------------------------|
|---|--------------------|------------------------------|-------------------------------|---------------------------|------------------------|

Year

July-June

| | | | | | | |
|---------|----------|----------|-----------|------------|---------------|-------|
| 1998-99 | 86,00,00 | 14,93,61 | 451,84,33 | 433,36,42 | (+) 18,47,91 | 95.9 |
| 2006-07 | 86,00,00 | 16,48,19 | 555,24,25 | 933,12,7 | (-) 377,88 | 168.1 |
| 2007-08 | 86,00,00 | 26,61,12 | 674,25,53 | 1088,54,59 | (-) 414,29,04 | 161.4 |

| | | | | | | |
|---------|----------|----------|------------|------------|---------------|-------|
| 2008-09 | 86,00,00 | 26,5745 | 737,92,73 | 1172,74,94 | (-) 434,82,21 | 158.9 |
| 2009-10 | 86,00,00 | 20,85,78 | 673,16,20 | 1257,20,47 | (-) 584,04,27 | 186.8 |
| 2010-11 | 86,00,00 | 31,52,46 | 747,07,02 | 1491,81,94 | (-) 744,74,92 | 199.7 |
| 2011-12 | 86,00,00 | 36,99,55 | 726,42,48 | 1567,11,56 | (-) 840,69,08 | 215.7 |
| 2012-13 | 86,00,00 | 39,06,94 | 929,33,20 | 1562,38,14 | (-) 633,04,94 | 168.1 |
| 2013-14 | 86,00,00 | 35,89,75 | 922,07,71 | 1601,69,64 | (-) 679,61,93 | 173.7 |
| 2014-15 | 86,00,00 | 39,35,70 | 1060,81,54 | 1808,29,84 | (-) 747,48,30 | 170.5 |

Table-71
ZONE-WISE OPERATING REVENUE

The Zone-wise breakdown of operating revenue under different heads during the year 2013-14 and 2014-15 are given below :-

(Taka in Thousand)

| | East Zone | | West Zone | | Taka | % |
|--------------------------------|-----------|-------|-----------|-------|-----------|-------|
| | Taka | % | Taka | % | | |
| Passenger Earnings | | | | | | |
| 2013-14 | 324,61,60 | 61.32 | 163,45,90 | 60.37 | 488,07,50 | 61.00 |
| 2014-15 | 358,83,59 | 54.98 | 163,84,79 | 57.94 | 522,68,38 | 55.87 |
| Other Coaching Earnings | | | | | | |
| 2013-14 | 14,90,91 | 2.82 | 7,66,14 | 2.83 | 22,57,05 | 2.82 |
| 2014-15 | 11,53,40 | 1.77 | 6,94,95 | 2.46 | 18,48,35 | 1.98 |
| Freight Earnings | | | | | | |
| 2013-14 | 72,08,68 | 13.62 | 70,78,69 | 26.14 | 142,87,37 | 17.86 |
| 2014-15 | 107,10,53 | 16.41 | 67,15,59 | 23.75 | 174,26,12 | 18.63 |
| Miscellaneous Earnings | | | | | | |
| 2013-14 | 117,78,76 | 22.24 | 28,87,28 | 10.66 | 146,66,04 | 18.32 |
| 2014-15 | 175,17,20 | 26.84 | 44,85,79 | 15.86 | 220,02,99 | 23.52 |
| Total | | | | | | |
| 2013-14 | 529,39,95 | -- | 270,78,01 | -- | 800,17,96 | -- |
| 2014-15 | 652,64,72 | -- | 282,81,12 | -- | 935,45,84 | -- |

Note : Miscellaneous earnings include earnings from leased out BR fiber optical communication network.

Table-72
ZONE-WISE OPERATING EXPENSES

The Zone-wise breakdown of operating expenses under different heads during the year 2013-14 and 2014-15 are given below :-

| | East Zone | | West Zone | | Taka | % |
|--|------------|-------|-----------|-------|------------|-------|
| | Taka | % | Taka | % | | |
| General Administration | | | | | | |
| 2013-14 | 137,82,05 | 15.38 | 99,79,93 | 14.15 | 237,61,98 | 14.84 |
| 2014-15 | 161,86,53 | 16.21 | 115,50,84 | 14.26 | 277,37,37 | 15.34 |
| Repairs and maintenance | | | | | | |
| 2013-14 | 262,46,89, | 29.29 | 252,32,55 | 35.76 | 514,79,44 | 32.14 |
| 2014-15 | 292,67,56 | 29.31 | 300,18,09 | 37.07 | 592,85,65 | 32.79 |
| Operation Staff | | | | | | |
| 2013-14 | 47,69,36 | 5.32 | 40,56,89 | 5.75 | 88,26,25 | 5.51 |
| 2014-15 | 51,41,61 | 5.15 | 42,94,66 | 5.30 | 94,36,27 | 5.22 |
| Operation fuel | | | | | | |
| 2013-14 | 199,86,44 | 22.30 | 136,66,38 | 19.37 | 336,52,82 | 21.01 |
| 2014-15 | 223,28,97 | 22.36 | 138,30,12 | 17.08 | 361,59,09 | 20.00 |
| Operation other than staff and fuel | | | | | | |
| 2013-14 | 84,34,63 | 9.41 | 5725,50 | 8.11 | 141,60,13 | 8.84 |
| 2014-15 | 81,29,59 | 8.14 | 65,13,54 | 8.04 | 146,43,13 | 8.10 |
| Miscellaneous expenses | | | | | | |
| 2013-14 | 163,96,26 | 18.30 | 118,92,76 | 16.86 | 282,89,02 | 17.66 |
| 2014-15 | 187,98,22 | 18.83 | 147,70,11 | 18.24 | 335,68,33 | 18.55 |
| Total | | | | | | |
| 2013-14 | 896,15,63 | -- | 705,54,01 | -- | 1601,69,64 | -- |
| 2014-15 | 998,52,48 | -- | 809,77,36 | -- | 1808,29,84 | -- |

Note : Expenditure in East Zone is inclusive of Central Establishments.

Table-73
OPERATING RATIO

(Without considering PSO & Welfare grant)

During the year 2014-15, net operating ratio of the Bangladesh Railway was 193.3%, i.e. total expenses were 193.3% of total earnings. Expenses on General Administration were 29.6%, Repairs and maintenance 63.4%, Operation staff 10.1%, Operation fuel 38.7%, Operation other than staff and fuel 15.6%, Miscellaneous expenses 35.9% and Depreciation Nil. Year-wise position is indicated below :-

| General Administration | Repairs and maintenance | Operation staff | Operation fuel | Operation other than staff and fuel | Miscellaneous expenses | Depreciation | Total (Operating ratio) |
|------------------------|-------------------------|-----------------|----------------|-------------------------------------|------------------------|--------------|-------------------------|
| % | % | % | % | % | % | % | % |

Year

July-June

| | | | | | | | | |
|---------|------|------|------|------|------|------|------|-------|
| 1969-70 | 13.0 | 25.9 | 13.0 | 14.2 | 3.08 | 4.32 | 9.92 | 83.4 |
| 2006-07 | 30.6 | 69.6 | 21.6 | 35.6 | 12.2 | 36.5 | -- | 206.1 |
| 2007-08 | 24.4 | 71.1 | 10.8 | 33.3 | 19.3 | 34.9 | -- | 193.8 |
| 2008-09 | 24.2 | 63.6 | 11.4 | 35.4 | 16.4 | 36.5 | -- | 187.5 |
| 2009-10 | 30.5 | 76.6 | 14.3 | 36.3 | 17.5 | 46.8 | -- | 222.0 |
| 2010-11 | 37.3 | 71.9 | 13.2 | 33.4 | 20.2 | 60.9 | -- | 236.9 |
| 2011-12 | 33.0 | 80.0 | 12.7 | 42.4 | 21.0 | 70.6 | -- | 259.7 |
| 2012-13 | 24.8 | 60.9 | 8.8 | 37.1 | 15.0 | 47.7 | -- | 194.3 |
| 2013-14 | 29.7 | 64.3 | 11.0 | 42.1 | 17.7 | 35.4 | -- | 200.2 |
| 2014-15 | 29.6 | 63.4 | 10.1 | 38.7 | 15.6 | 35.9 | -- | 193.3 |

Table-74
NUMBER AND COST OF EMPLOYEES

| Total number of employees | Total Cost of employees (Thousand Taka) | Number of employees per 1,000 Train kilometers | Average cost per employee per month (Taka) | Percentages of cost of employee to total operating expenses (percent) |
|---------------------------|---|--|--|---|
|---------------------------|---|--|--|---|

Year

July-June

| | | | | | |
|---------|--------|-----------|------|--------|------|
| 1969-70 | 55,825 | 12,37,15 | 3.23 | 185 | 48.9 |
| 2006-07 | 33,195 | 368,08,00 | 2.19 | 9,240 | 39.4 |
| 2007-08 | 31,874 | 423,76,06 | 2.05 | 11,079 | 38.9 |
| 2008-09 | 30,444 | 401,89,92 | 1.93 | 12,711 | 39.6 |
| 2009-10 | 27,971 | 435,56,86 | 1.76 | 12,976 | 34.6 |
| 2010-11 | 26,349 | 540,14,58 | 1.59 | 17,083 | 37.6 |
| 2011-12 | 26,458 | 493,56,17 | 1.55 | 15,545 | 36.1 |
| 2012-13 | 25,939 | 644,22,90 | 1.49 | 20,697 | 41.2 |
| 2013-14 | 27,535 | 547,20,00 | 1.38 | 17,781 | 34.2 |
| 2014-15 | 27,620 | 569,40,00 | 1.53 | 17,180 | 31.5 |

- Excludes cost of superannuation allowances and pensions, contribution to provident fund and gratuities.

Table-76
ZONE-WISE NUMBER OF EMPLOYEES

| Department | Central Establishments | | | East Zone | | | West Zone | | | Grand Total |
|----------------------|------------------------|-------|-------|-----------|--------|--------|-----------|--------|--------|-------------|
| | Officer | Staff | Total | Officer | Staff | Total | Officer | Staff | Total | |
| 1. Administration | 86 | 287 | 373 | 22 | 325 | 347 | 22 | 251 | 273 | 993 |
| 2. Nirapatta Bahini | -- | -- | -- | 9 | 1,384 | ,393 | 7 | 1,092 | 1,099 | 2,492 |
| 3. Accounts | -- | -- | -- | 27 | 580 | 607 | 20 | 380 | 400 | 1,007 |
| 4. Engineering | -- | -- | -- | 24 | 2,533 | 2,557 | 23 | 3,236 | 3,259 | 5,816 |
| 5. Signal & Telecom. | -- | -- | -- | 18 | 693 | 711 | 33 | 539 | 572 | 1,283 |
| 6. Estate | -- | -- | -- | 4 | 79 | 83 | 4 | 70 | 74 | 157 |
| 7. Mechanical | -- | -- | -- | 20 | 3,628 | 3,648 | 28 | 3,975 | 4,003 | 7,651 |
| 8. Traffic | -- | -- | -- | 29 | 2,582 | 2,611 | 21 | 2,076 | 2,097 | 4,708 |
| 9. Electrical | -- | -- | -- | 6 | 724 | 730 | 7 | 677 | 684 | 1,414 |
| 10. Medical | -- | -- | -- | 18 | 766 | 784 | 11 | 533 | 544 | 1,328 |
| 11. Stores | 13 | 345 | 358 | 5 | 219 | 224 | 6 | 183 | 189 | 771 |
| Total | 99 | 632 | 731 | 182 | 13,513 | 13,695 | 182 | 13,012 | 13,194 | 27,620 |

The break-up of employees shown against administration is appended below :-

Central Establishment

a. Planning Department including Statistical Branch

| | |
|------------------------------|------------|
| b. Railway Training Academy | 88 |
| c. Director General's Office | 217 |
| Total : | 373 |
| East Zone | |
| a. General Branch | 70 |
| b. Personnel Branch | 163 |
| c. Railway School | 114 |
| Total : | 347 |
| West Zone | |
| a. General Branch | 54 |
| b. Personnel Branch | 129 |
| c. Railway School | 68 |
| Total : | 251 |

Table-77
DEPARTMENT WISE PERCENTAGE OF EMPLOYEES

| Year | Administ- ration | Nirapatta Bahini | Acco- unts | Engin- eering | Signal & TeleCom. | Estate | Mecha- nical | Traffic | Elec- trical | Medical | Stores |
|---------|---------------------|---------------------|---------------|------------------|----------------------|--------|-----------------|---------|-----------------|---------|--------|
| | % | % | % | % | % | % | % | % | % | % | |
| 1969-70 | 5.62 | -- | 2.58 | 21.5 | -- | -- | 35.8 | 21.3 | 3.88 | 5.74 | 3.54 |
| 2006-07 | 3.55 | 7.25 | 3.46 | 17.4 | 4.24 | 0.59 | 31.4 | 19.5 | 5.46 | 4.01 | 3.14 |
| 2007-08 | 3.54 | 7.53 | 3.41 | 17.3 | 4.42 | 0.60 | 31.1 | 19.6 | 5.51 | 3.90 | 3.09 |
| 2008-09 | 3.45 | 7.78 | 3.34 | 17.4 | 4.52 | 0.59 | 30.9 | 19.7 | 5.40 | 3.87 | 3.05 |
| 2009-10 | 3.57 | 8.13 | 3.36 | 17.6 | 4.67 | 0.61 | 30.5 | 19.2 | 5.33 | 4.05 | 3.08 |
| 2010-11 | 3.62 | 8.29 | 3.21 | 17.7 | 4.77 | 0.62 | 30.0 | 19.3 | 5.43 | 4.00 | 3.02 |
| 2011-12 | 3.58 | 9.32 | 4.23 | 16.8 | 4.69 | 0.64 | 30.7 | 18.3 | 5.11 | 3.87 | 2.74 |
| 2012-13 | 3.51 | 10.25 | 4.10 | 16.52 | 4.72 | 0.63 | 29.96 | 18.25 | 5.00 | 4.15 | 2.91 |
| 2013-14 | 3.66 | 9.88 | 4.13 | 16.85 | 4.76 | 0.64 | 28.84 | 18.56 | 4.86 | 4.88 | 2.94 |
| 2014-15 | 3.60 | 9.02 | 3.63 | 21.06 | 4.65 | 0.57 | 27.70 | 17.05 | 5.12 | 4.81 | 2.79 |

Table-78
**DEPARTMENT- WISE EMPLOYEES OF PROJECT
MANAGEMENT ORGANIZATION**

The number of Officers and Staff of the Project Management Organization as on 30th June, 2014 is appended below :

| | Officers | Staff | Total |
|------------------|-----------|-----------|-----------|
| 1. Accounts | 4 | 19 | 23 |
| 2. Engineering | 9 | 14 | 23 |
| 3. Stores(COS/P) | 1 | 1 | 2 |
| Total | 14 | 34 | 48 |

LIST OF CLOSED BRANCH LINE

| Statistical Section No | Name of Branch Line | Date of Closure |
|-------------------------------|--------------------------------|------------------------|
| 1. | Faridpur. - Pukuria | 15.07.90 |
| 2. | Vharamara - Riota | 15.07.90 |
| 3. | Lalmonirhat - Moghalhat | 02.10.96 |
| 4. | Pachuria - Faridpur | 01.02.96 |
| 5. | Kalukhali - Bhatiapara ghat | 19.07.97 |
| 6. | Rupsa East - Bagerhat | 16.08.97 |
| 7. | Feni - Belonia | 17.08.97 |
| 8. | Habiganj - Shaistaganj | 16.02.02 |
| 9. | Shaistaganj - Balla | 11.04.03 |
| 10. | Kulaura-Shahbazzpur | 07.07.02 |
| 11. | Serajganj Bogra-Serajgang Ghat | 25.08.98 |
| 12. | Kurigram- Old Kurigram | 06.10.03 |
| 13. | Modukhali-Kumarkhali | 07.07.02 |

LIST OF PRINCIPAL OFFICERS
(As on 31.12.2015)

Director General's Office

| | |
|-------------------------|---|
| MD. AMZAD HOSSAIN | Director General |
| QAZI MD. RAFIQU ALAM | Addl. Director General, Infrastructure |
| MD. HABIBUR RAHMAN | Addl. Director General, Operation |
| MD. KHALILUR RAHMAN | Addl. Director General, Rolling Stock |
| MD. WAZIB AHMED FATEH | Addl. Director General, Finance |
| S.M. LIAQUAT ALI | Addl. Director General, Marketing & Corporate Planning |
| DHIRENDRA NATH MAJUMDER | Joint Director General, Engineering |
| PRADIP KUMAR SAHA | Director (Establishment) |
| ABDUL MATIN CHOWDHURY | Joint Director General, Mechanical |
| S.M. MURAD HOSSAIN | Joint Director General, Operation |
| FAHMIDA ISLAM | Joint Director General, Finance |

Planning Cell

| | |
|--------------------------------|---|
| MD. ANOWARUL HOQUE | Chief Planning Officer |
| <u>Training Academy</u> | |
| MD. NIZAM UDDIN MIAH | Rector, Railway Training Academy & Director Training |

Stores

| | |
|-----------------------------|--|
| MD.GOLAM AMBIA | Chief Controller of Stores |
| <u>Kallyan Trust</u> | |
| SAYED FAROQUE AHMED | Managing Director, Karmachari Kallyan Trust |

Tele-Communication

| | |
|-------------------|--|
| NASIR UDDIN AHMED | Chief Signal & Tele-Communication Engineer(Telecom) |
|-------------------|--|

EAST ZONE
(AS ON 31-12-2015)

| | |
|------------------------------|--|
| MOHAMMAD. MOQBUL AHAMED | General Manager |
| CHOWDHURY MD. ESHA-E-KHALIL | Addl. General Manager |
| MD. MIAH JAHAN | Chief Operating Superintendent |
| SARDER SHAHADAT ALI | Chief Commercial Manager |
| MD. SHAHIDUL ISLAM | Chief Engineer |
| MD. HARUN-UR-RASHID | Chief Mechanical Engineer |
| CHANDAN KANTI DAS | Chief Signal & Telco-communication Engineer |
| SAROJ KANTI DEB | Financial Advisor & Chief Accounts Officer |
| MD. ANWAR HOSSAIN | Chief Electrical Engineer |
| DR. S. M. IMTIAZ | Chief Medical Officer |
| AJOY KUMAR PODDER | Chief Personnel Officer |
| MD. ABDUL JALIL | Chief Estate Officer |
| MD. LUTFOR RAHMAN | Controller of Stores |
| MD.AMINUR RASHID | Chief Commandant(RNB) |
| MD. ARIFUZZAMAN | Divisional Railway Manager(Dhaka) |
| MD. MONZUR-UL-ALAM CHOWDHURY | Divisional Railway Manager (Chittagong) |
| MD.MIZANUR RAHMAN | Divisional Superintendent (Workshop) |