

INFORMATION BOOK 2018



BANGLADESH RAILWAY

**INFORMATION BOOK
2018**



BANGLADESH RAILWAY

*PUBLISHED BY THE CHIEF PLANNING OFFICER, BANGLADESH
RAILWAY, RAIL BHABAN, DHAKA*

CONTENTS

	PAGE
Brief History	1-4
Railway Recovery and Reform Programme	5-8
Schematic Organogram	9
Private Sector Association	10
Development Plan Outlays	11-13
Track, Bridges, Stations	14-15
Signalling & Telecommunication	16-17
Rolling Stock, Electrical, Locomotive and C&W workshop & Railway Ferry Services	18-19
Stores, Passenger and Freight Traffic	20-21
Operational Problems	22
Officers and Staff Welfare	23-24
Social Cost	25-26
Security	27-28
Financial Summary	28-29
Statistical Highlights	30-32
Statistical Tables	
Railway Stations	33
Block & Non-block Stations	34
District-wise Route Kilometres	35
Route Kilometres	36
Track Kilometres Operated	37
Locomotives	38
Coaching Vehicles	39
Type- wise Passenger Coaching Vehicles	40
Type-wise Other Coaching Vehicles	41
Abandonment of Coaching Vehicles	42
Addition of Coaching Vehicles	43
Freight Wagons	44
Type-wise Freight Wagons	45
Abandonment of Freight Wagons	46
Addition of Freight Wagons	47
Summary of Rolling Stock	48
Availability of Rolling Stock	49
Passenger Traffic	50
Gauge-wise Passenger Traffic	51
Passenger Traffic Air-conditioned and First Class	52

CONTENTS contd.

	PAGE
Passenger Traffic Second Class	53
Class-wise Percentage of Passenger Traffic	54
Class-wise Percentage of Passenger-kilometres	55
Intercity Passenger Traffic	56
Service-wise Passenger Traffic	57
Occupancy of Intercity Trains	58
Freight Wagons Loaded	59
Freight Tonnes Carried	60
Gauge-wise Freight Tonnes Carried	61
Principal Commodities Carried	62
Earnings from Principal Commodities	63
Freight Traffic in Descending Order of Tonnes Carried	64
Passenger Trains and Train-kilometres (BG)	65
Passenger Trains and Train-kilometres(MG- East & West Zone Combined)	66
Passenger Trains and Train-kilometres(MG-Zone-wise)	67
Running of Passenger Trains (MG-Zone-wise)	68
Passenger Train-kilometres (MG-Zone-wise)	69
Punctuality of Passenger Trains (BG & MG)	70
Punctuality of Passenger Trains(MG-Zone-wise)	71
Coaching Vehicles per Train and Coaching Vehicle-kilometres (BG)	72
Coaching Vehicles per Train and Coaching Vehicle-kilometres (MG)	73
Coaching Vehicles per Train and Coaching Vehicle-kilometres (MG-Zone wise)	74
Freight Trains (BG)	75
Freight Trains (MG)	76
Freight Trains (MG-Zone-wise)	77
Freight Trains Gross Tonne-kilometres	78
Container Services	79
Speed and Net Load of Freight Trains (BG)	80
Speed and Net Load of Freight Trains (MG)	81
Speed and Net Load of Freight Trains (MG-Zone-wise)	82
Coaching Vehicle Performance (BG)	83
Coaching Vehicle Performance (MG-East & West Zone Combined)	84
Freight Wagon Performance (BG)	85
Freight Wagon Performance (MG-East & West Zone Combined)	86
Locomotive Performance (BG)	87

CONTENTS contd.

	PAGE
Locomotive Performance (MG-East & West Zone Combined)	88
Engine Kilometres-Passenger, Goods and others (BG)	89
Engine Kilometres-Passenger, Goods and Others (MG-East & West Zone Combined)	90
Fuel Consumption	91
Fuel Consumption (Zone-wise)	92
Traffic Density (West Zone)	93-95
Traffic Density (East Zone)	96-97
Train Accidents	98
Analysis of Train Accidents	99
Casualties	100
Passenger and Freight Revenue	101
Class-wise Passenger Earnings and Passenger-kilometres.	102
Class-wise Revenue per Passenger-kilometre	103
Operating Revenue and Their Percentage	104
Operating Expenses and Their Percentage	105
Net Operating Income (Without Considering PSO & Welfare Grant)	106
Net Operating Income and Operating Ratio (Considering PSO Compensation & Welfare Grant)	107
Zone-wise Operating Revenue	108
Zone-wise Operating Expenses	109
Operating Ratio (Without Considering PSO & Welfare Grant)	110
Number and Cost of Employees	111
Department-wise Number of Employees	112
Zone-wise Number of Employees	113
Department-wise Percentage of Employees	114
Department-wise Employees of Project Management Organization	115
List of Closed Branch Line	115
 <u>LIST OF PRINCIPAL OFFICERS</u>	
Director General's Office	116
East Zone	117
West Zone	118
Project Management Organization	119
Other Principal Officers	119

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 paisha
1 US\$ = Tk. 82.7300
Pound Sterling = 109.0049
1 Taka = 0.012087 U.S. Dollar
1 Taka = 0.009173 Pound Sterling
4. Lakh = 100,000
5. The abbreviations 'BG' and 'MG' indicate Broad Gauge (5'-6" or 1676 mm) and Metre Gauge (3'-3-3/8" or 1000 mm) respectively.
6. The abbreviation 'DG' indicates Dual Gauge (Broad Gauge and Metre 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 kilometres
One kilometre	= 0.621371 mile
One metre	= 39.369996 inches
	= 3.280833 feet
	= 1.093611 yards
One inch	= 0.0254 metre
One feet	= 0.3048 metre
One yard	= 0.9144 metre
One long ton-mile	= 1.635169 tonne- kilometres.

WEIGHT

One long ton	= 1.016047 metric tons (Tonnes)
	= 1016.05 kilograms
One metric ton (Tonne)	= 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 litres
One litre	= 0.21997 gallon

BRIEF HISTORY

BANGLADESH RAILWAY, covering a length of 2,955.53 route kilometres managed by 25,822 regular staff, is Government owned and 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 Narayangonj, 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 Santahar Jn. 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 was 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 Jamuna 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 Honourable Prime Minister vide SRO-361-Rules of Business 1996 .

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,BRAand 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 longterm 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).

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.

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.

Organogram of Bangladesh Railway

PRIVATE SECTOR ASSOCIATION

• BR started private sector association of its commercial and other activities from 1997. As on June, 2018, 'Commercial Activities' of 74 nos. Mail, Express & Local trains and ' On Board' services of 18 nos. of Intercity trains were licensed out.

Commercial Activities :

Train Number	Section	Date of Licensing
491/492	Bonarpara-Santahar	03.07.20
15/16 & 585	Khulna-Chapai Nawabgonj-RNP	31.05.18
19/20	Santahar-Lalmonirhat	03.04.20
21/22	Santahar--Lalmonirhat- Santahar	04.08.17
23/24	Khulna-Parbatipur	31.05.18
25/26	Khulna-Goalanda Ghat	31.05.18
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	21.04.18
43/44	Dhaka-Mohangong	21.04.18
47/48	Dhaka-Dewangong Bazar	14.04.20
51/52	Dewangong Bazar-Dhaka	22.10.19
211/222&225/238	Dhaka-Narayangonj-Dhaka	21.06.19
551/5 & 6/554	Ishurdi-Dhaka-Chapai Nawabganj	31.05.19
455/456	Burimari-Lalmonirhat	10.02.20
461/462	Lalmonirhat-Parbatipur	10.02.20
505/508	Poradaha-Goalondoghat	15.03.20
513/506/507	Poradaha-Rajbari-Goalondoghat	15.03.20
51/52	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

701/702	Dhaka-Chittagong	15.12.16
703/742	Dhaka- Chittagong	20.01.19
707-708	Dhaka- Dewangong Bazar	09.02.18
709/710	Dhaka-Sylhet	31.10.17
721/722	Dhaka - Chittagong	16.03.18
737/738	Dhaka-Kishogonj	17.12.18
749/750	Dhaka - Kishogonj	17.12.02
773/774	Dhaka-Sylhet	31.08.18
777/778	Dhaka-Mohangong	12.11.19
785/786	Chittagong-Mymensingh	05.03.19
787/788	Dhaka-Chittagong	26.06.16

- "Computerised 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
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)	<p>Implementation of NLTP:</p> <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	

Plan Period	Major Objectives	Allocation in Million Tk	
		Bangladesh Railway	Transport Sector
Sixth Five Year plan (2011-2015)	<ul style="list-style-type: none"> • 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 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 	435098.10	
Seventh Five year Plan (2016-2020)	<ul style="list-style-type: none"> • 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	

Plan Period	Major Objectives	Allocation in Million Tk	
		Bangladesh Railway	Transport Sector
Railway Master Plan (2010-2030)	<ul style="list-style-type: none"> • The 20 years Railway Master Plan 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, signalling, rolling stock, maintenance and human resource. • A prospective lines and compatibility of standards with neighbouring countries and Trans 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	
Updated Railway Master Plan (2016-2045)	<ul style="list-style-type: none"> • The 30 years Railway Master Plan was approved on 29.01.2018. • The Master Plan includes 230 development projects in 6 phases. • The Plan is expected to guide the overall development of Bangladesh Railway in the foreseeable future. • To enhance operational capacity, obtaining a greater share of freight market, more efficient management of railway assets and improved financial efficiency. • A prospective lines and compatibility of • Unification of gauge system MG railway track into BG network as well as doubling of track over the plan period as per project railway methodology. 	5536620.00	

TRACK, BRIDGES AND STATIONS

The network :

Bangladesh Railway has a total of 2,955.53 route kilometres at the end of the year 2017-2018. East Zone has 1,299.04 route kilometres of MG and 34.89 route kilometres of DG track only, and West Zone has 547.05 route kilometres of MG 676.66 route kilometres of BG and 397.89 route kilometres of DG track. The total length of running track on double line, in the yards and sidings is 4,324.75 kilometres. A comparison on the Railway network at the end of 2017-2018 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 2017-2018 only 43 Civil Districts of the country could be connected by Railway. The District-wise Railway stations and Route kilometres are shown in Table No. 4



Hon'ble Prime Minister Sheikh Hasina Inaugurated the construction work of the "Padma Bridge Rail Link Project" on 14 October 2018.

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 2017-2018, there were a total of 3,143 bridges, of which 2,817 are minor and 326 are major ones. Foot over-bridges are provided in important cities and district towns.

Level Crossings :

At the end of 2017-2018, there were 1,540 level crossings of which 207 level crossings having heavy road and rail traffic are manned round the clock and 1,333 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. Unapproved level crossings are 186 nos in west Zone.

Stations

Bangladesh Railway had a total of 466 stations at the end of the year 2017-2018. These include one block hut, thirteen train halts and four goods booking points.



On the eve of observing the 100th anniversary of Hardinge Bridge, the Hon'ble chief guest, Minister Abul Maal Abdul Muhith, MP, Ministry of Finance and the special guest, Hon'ble Minister Md. Mazibul Hoque, MP, Ministry of Railways among the guests were present on the concluding day of two days open discussion meeting jointly organized by the bridge construction companies IABSE and JSCE in the hotel Sonargaon on 22 August 2017.

SIGNALLING & TELECOMMUNICATION

Signalling :

The Signalling & Interlocking system in Bangladesh Railway plays very vital role for ensuring safety of train operation, increasing density & speed of the train. Without signalling system, safe train operation cannot be imagined. In Bangladesh Railway there are several kinds of signalling system such as Computer Base Interlock (CBI), CBI with CTC, Relay Interlocking system, Mechanical Interlocking system both of double wire and single wire, Non-Interlocked color light & Non Interlocked Mechanical of which CBI with CTC and CBI are the most upgraded and modern system of Bangladesh Railway.

Statistics of Signalling & Interlocking system of Bangladesh Railway is given below:

Sl. No.	Type of Signalling System	No. of stations		Total	Remarks
		East Zone	West Zone		
1	Relay Interlocked signaling system	31	2	33	
2	Computer Based Interlocking system	80	28	108	At present CTC system is connected with 12 stations and waiting for regular train operation system.
3	Mechanical Interlocked Signalling system (Double wire & Single wire)	11	61	72	
4	Non-Interlocked color light Signalling system	39	52	91	
5	Non-Interlocked Mechanical Signaling system	17	31	48	
Total signalling station		168	174	342	

There are also several types of Block communications. Which are (1) Tablet block instrument, (2) Token block instrument & (3) Tokenless block instrument.

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 - Narayangonj, 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, BR's most of the Telecommunication facilities used to be taken on lease from the then 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 & Installed 1600 km. Optical fiber based Integrated telecommunication network under a project and connected 300 Railway station. Later on, the network was expanded about 409 km. Bangladesh Railway has recently laid 412 km optical fiber based telecommunication system at various sections. Now, the total length of BR telecommunication network is about 2421 km of which 2009 km and 412 km (01 pair) has been leased to GP. and Robi Axiata Ltd. respectively. BR's Telecommunication system provides about 260 Train Control Telephones, 503 no. of Station to Station telephones & 1700 m-Centrex telephone. Copper cable are being replaced gradually with optical fiber for Block Instruments and the Block Telephones.

Bangladesh Railway has undertaken a project for installation of another 575 km Optical fiber along remaining secondary Rail lines for introducing uniform Telecommunication network.



Md. Amzad Hossain, Director General of Bangladesh Railway, handed over the "Best Stall Award" trophy received in the largest South-Asian IT festival 'Digital World-2017' to the Hon'ble Minister Md. Mazibul Hoque, MP, Ministry of Railways on 11 December 2017.

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 2018 is 272 out of which 178 MG Diesel Electric and 94 BG DE. 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 Alternator & 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 134 numbers Passenger Trains, 125 Nos. run as MOG & 02 Nos. runs as conventional in West Zone and out of 105 Nos. Passenger trains, 96 Nos runs as MOG/EOG & 105 Nos. runs as Conventional in East Zone. There are, 73 Nos Power Car & 66 Nos air condition coaches in West Zone and 62 Nos. Power Car & 96 Nos. air condition coaches in East Zone .

Bangladesh Railway has two major General Electric Repair (GER) Shop at Pahartali and Saidpur. Electrical Department is to maintain electric supply with self owned 59 numbers electric sub-station in East Zone and 389 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 2017-2018, BR had a total of 1,630 coaching vehicles out of which 1,577 are for conveyance of passengers and 53 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 2017-2018, BR had a total of 5,299 wagons comprising 2,663 covered, 1,110 open and 1,526 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 2017-2018. the fleet of the marine vessels consists of 1 no Passenger vessels, 3 nos Burges, 3 nos Pontoon Ramp, 4 nos Tugs, 5 nos Flat, 6 nos Berthing Pontoon and 7 nos Craft

STORES

Railway Material Management Department, known as the Stores Department of Bangladesh Railway carries out the responsibilities of assessing, purchasing, inspecting, stocking, preserving 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	
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
2015-2016	97,54,500	1,25,30,100	21,392	500	20,000
2016-2017	97,44,300	97,43,400	21,392	500	20,000
2017-2018	1,24,02,000	95,13,4000	38,164	1,977	6,000



Signing Ceremony of Loan Agreement of "Padma Bridge Rail Link Project" between Export-Import Bank, China and Ministry of Finance, Bangladesh.

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 2017-2018, about 90.05 million passengers were transported by Bangladesh Railway against about 77.80 million during 2016-2017. In order to render better services to the passengers, Bangladesh Railway introduced Intercity Train services in 1985. At present there are 94 Nos of Intercity Trains running. Around 41.70% of the total passengers of Bangladesh Railway are being carried by the Intercity trains which contribute approximately 83.60 % 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 2017-2018 was 4555.63 Thousand Metric Tons against 3,877.25 Thousand Metric Tons during 2016-2017.



Newly constructed Khulna Railway Station Building under “Remodeling of Khulna Railway Station & Yard and Development of Operational Facilities of Benapole Railway Station” project.

OPERATIONAL PROBLEMS

The Railway system comprises three gauges, Broad, Metre 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) Transhipment 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 Bangabandhu 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 Laksham-Akhaura of Dhaka-Chittagong corridor. Further improvement will be achieved after implementation of 7th five year plan which commenced from 2016.



Greetings to the passengers by Hon'ble Minister Md. Mazibul Hoque, MP, Ministry of Railways on the occasion of the Holy Eid-ul-Azha in August 2018.

OFFICERS & STAFF WELFARE



Government Inspector of Bangladesh Railway (GIBR) Md. Aktaruzzaman Haider Inspecting Akhaura-Shayestaganj section on 06.02.2017.

Numbers :

As on date 30th June, 2018, there are 425 officers & 25,823 staff of different categories. The staff are graded/classified as Class-III and Class-IV staff. The ratio of officers and staff is about 1.67

Training :

Bangladesh Railway has got a built- in system of imparting training to Railway Officials including BCS cadre officers and all categories of non-gazetted 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 Haliashahar, Chittagong. Four workshop Training units at Pahartali, Dhaka, Parbatipur and Ishurdi have been transferred under the control of Rector/Railway Training Academy, Haliashahar, Chittagong w.e.f. 03-01-04 for imparting Training in Locomotive maintenance and operation staff of Mechanical department. In the year 2017-2018 total 587 persons of different categories were trained including 23 nos BCS Cadre Officers.

Festival & Bengali New Year 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. Bengali New Year allowance 20% of basic pay once in a year introduced from 2015-2016.

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 centres 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. 18.3 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 2828 such families were given grant to the extent of Tk. 23.24 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-gazetted staff are borne by the Railway. 196 nos. of claim for death amounting to Tk. 19.1 million has been finalized during the year.

Sports & Recreation :

42 Institutes & Recreation Clubs provided with requisite facilities for outdoor & indoor games exist at different centres of BR. Under supervision of Bangladesh Railway Sports Control Board, there are eight zonal sports club at different centres. 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 centres and a sum of Tk. 69.36 million was spent on management of these Schools during the year 2017-2018. Besides, 138 Nos. privately managed Schools, Colleges & Madrashes are functioning in Railway premises.

Trade Union :

There are nine 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.



Newly constructed Pabna Railway Station under “Construction of a New Railway Line from Ishurdi to Dhalarchar Via Pabna” project.

SECURITY

The Government Railway Police:

Prevention and detection of crime committed against passengers travelling 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 passengers 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 noncognizable cases under Railway act, 1890 on behalf of the management.

The Railway Nirapatta Bahini:

Railway Nirapatta Bahini is guided by RNB Act. 2016 and Railway Property (Illegal Possession Recoverd) Act. 2016 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 SUMMARY

The total operating revenue without considering the effect of Public Service Obligation (PSO) and Welfare Grant of Bangladesh Railway for the year 2017-2018 amounted to Tk.14,861.59 million. After meeting the total operating expenses of Tk. 29,180.27 million, the net operating income for the year came to (-) Tk 14,318.68 million.

On the other hand, Government paid an amount of Tk. 860.00 million and Tk. 656.91 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 2017-2018 amounted to Tk 16,378.5 million. So, after meeting the total operating expenses of Tk. 29,180.27 million, the net operating income for the year came to (-) Tk 14,318.68 million.

The interest and installments on foreign loans taken on replacement account amounted to Tk. 256.45 million and Tk. 930.00 million respectively.

During 2017-2018 there was increase in average revenue per passenger as always passenger-kilometre as compared to those of 2016-2017. Revenue per passenger increased 9% to Tk. 100.5 from Tk. 91.85 i.e 9% and revenue per passenger-kilometre decrease to 69.67 paisa from 79.27 paisa i.e 9.62%. Average Distance travelled by passenger was from 129.00 kilometres in 2016-2017 and 144.3 kilometres in 2017-2018.

In goods traffic, there was decrease in average revenue per tonne but increase revenue per tonne-kilometre. Average revenue per tonne decreased by 7.84% from Tk. 681.30 in 2016-2017 to Tk. 627.90 in 2017-2018 and revenue per tonne-kilometre decreased by 34.26% i.e. from 237.97 poisha in 2017-2018 to 362.00 poisha in 2016-2017. The average lead of freight traffic was 271.5 kilometres in 2016-2017 and 271.5 kilometres in 2017.

The total operating revenue without considering PSO and welfare grant for the year 2017-2018 amounted to Tk.14,861.59 million as compared to Tk. 13,037.64 million in 2016-2017, representing an increase of 14.00%. Passenger earnings in 2017-2018 amounted to Tk. 9,053.03 million, showing an increase of 26.67% as compared to the earning of 2016-2017 amounting to Tk.7,147.07 million. Other coaching (Parcel and Luggage) earnings in 2017-2018 was Tk. 190.19 million as compared to Tk 191.38 million in 2016-2017 representing an decrease of Tk. 0.62 %. Miscellaneous earnings showed an decrease of 9.77% from Tk.3,057.77 million in 2016-2017 to Tk. 2,758.90 million in 2017-2018.

The total operating expenses for the year 2017-2018 amounting to Tk. 29,180.27 million, exhibits an increase of 2.91% as compared to the working expenses of 2016-2017 amounting to Tk. 28,355.20 million. The operating ratio decreased 9.75% over the previous year from 217.5% in 2016-2017 to 196.3% in 2017-2018 without considering the effect of PSO and Welfare Grant. The Operating Ratio becomes 178.20% in the year 2017-2018 if the effect of PSO and welfare grant in considered.

STATISTICAL HIGHLIGHTS

Item	1969-70	2016-2017	2017-2018	Percentage of Increase or decrease in 2017-2018 as compared to 2016-2017	
PLANT :					
Route kilometres	2,858.23	2,929.50	2,955.53	(+) 0.89	
Track kilometres	4,448.02	4,291.88	4,324.75	(+) 0.77	
Locomotives					
Steam	343	-	-	-	
Diesel	143	273	272	(-) 0.37	
Coaching vehicles (in units)					
Passenger carriages	1,165	1,381	1,577	(+) 14.19	
Other coaching vehicles (including departmental vehicles)	478	29	53	(+) 82.76	
Freight wagons (including departmental wagons)					
In terms of four-wheelers	16,823	8,154	8,299	(-) 35.01	
	19,616	11,524	8,695	(-) 24.55	
Service (Figures in millions)					
Passenger carried	72.9	77.80	90.05	(+) 15.74	
Passenger-kilometres	3,317	100.40	129.93	(+) 29.46	
Tonnes carried	4.88	3.87	4.55	(+) 17.57	
Tonne-kilometres	1,265	10.52	12.36	(+) 17.49	
Operations :					
Vehicle-kilometres per-vehicle day on line					
Passenger	BG	243	560	607	(+) 17.49
Carriages	MG	211	275	288	(+) 17.49
Other coaching	BG	145	230	276	(+) 17.49
Vehicles	MG	79	93	96	(+) 17.49

STATISTICAL HIGHLIGHTS Contd.

Item		1969-70	2016-2017	2017-2018		Percentage of Increase or decrease in 2017-18 as compared to 2016-17
Operations-Contd.						
Average number of passengers per 4-wheeled vehicle	BG	16	42	42.60	(+)	1.43
	MG	19	35	38	(+)	8.57
Average number of passengers per train	BG	220	679	708	(+)	4.27
	MG	315	562	590	(+)	4.98
Wagon-kilometres per wagon day on line	BG	24.5	76.10	69.60	(-)	8.54
	MG	29.3	13.30	22.90	(+)	72.18
Average wagon load during the run(in tones)	BG	13.7	22.6	22.80	(+)	0.88
	MG	9.30	10.6	10.90	(+)	2.83
Wagons per train	BG	41.9	48.7	49.30	(+)	1.23
	MG	50.1	47.4	47.90	(+)	1.05
Net load per train (in tonnes)	BG	338	529	570	(+)	7.75
	MG	320	306	313	(+)	2.29
Net tonne-kilometres per wagon day	BG	229	876	628	(-)	28.31
	MG	190	80	90	(+)	12.50
Net tonne-kilometres Per train hour	BG	7,898	8,722	8,974	(+)	2.89
	MG	3,550	3,989	3,995	(+)	0.15
Engine kilometres per day per engine on line	BG	130	195	175	(-)	10.25
	MG	137	253	223	(-)	8.23
Engine kilometres per day per engine in use	BG	230	319	286	(-)	10.34
	MG	206	340	306	(-)	10.00
Engine kilometres per day per goods engine in use	BG	155	192	172	(-)	10.42
	MG	143	244	219	(-)	10.23

STATISTICAL HIGHLIGHT-Contd.

Item	1969-70	2016-2017	2017-2018	Percentage of increase or decrease in 2017-2018 as compared to 2016-17
RATES AND LEAD :				
Revenue per passenger(Taka)	1.38	91.85	100.5 (+)	9.42
Revenue per passenger-kilometres(Poisha)	3.04	79.27	69.67 (-)	12.11
Revenue per tonne (Taka)	3,3.54	681.30	627.90 (-)	7.84
Revenue per tonne-kilometre (Poisha)	12.70	362.00	237.97 (-)	34.26
Average number of kilometres a passenger travelled	45.50	129.40	144.3 (+)	11.5
tonne of goods carried	259.30	271.50	271.50	--
EARNINGS AND EXPENSES :				
(Figures in Crore Taka)				
Total Operating Revenue (without Considering PSO & welfare grant)	30.30	1,303.76	1486.15 (+)	14.00
Total Operating Revenue (Considering PSO & welfare grant)	--(-)	1445.51	1637.85 (+)	3.31
Total Operating Expenses :	25.28	2835.52	2918.02 (+)	2.91
Net operating income(without Considering PSO & welfare grant)	5.03(-)	1531.76(-)	1431.86 (-)	6.52
Net operating income(Considering PSO & welfare grant)	--(-)	1390.37(-)	1280.17 (-)	7.93
Operating ratio(percent) (with PSO & welfare grant)	83.40	196.20	178.16 (-)	9.19
Operating ratio(percent) (without PSO & welfare grant)	--	217.15	196.30 (-)	9.60
EMPLOYEES:				
Number of employees	55,825	25,226	25,823 (+)	2.36
Number of employees per 1,000 train kilometres	3.23	1.02	1.21 (+)	18.63
Cost of employees in crore (Taka)	12.37	978.60	1072.79 (+)	9.62
Average cost per employee per month (Taka)	185	32,328	34619 (+)	7.09
Percentage of cost of employees to Total operating expenses(percent)	48.9	34.5	36.7 (+)	6.38

Note : Details are given in subsequent Tables.

STATISTICAL TABLES

Table-1

RAILWAY STATIONS

Year	BG	MG			Total System		
	East Zone	West Zone	Total	East Zone	West Zone	Total	
July-June							
1969-70	158	-	-	312	-	-	470
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
2015-16	146	229	80	309	229	226	455
2016-17	151	229	80	309	229	231	460
2017-18	156	228	82	310	228	238	466

Table-2

BLOCK AND NON-BLOCK STATIONS

<u>Zone</u> <u>Gauge</u>	<u>Block</u> <u>Station</u>	<u>Non-Block</u> <u>Station</u>	<u>Total</u>
<u>East Zone</u> M.G.	190	38	228
<u>West Zone</u>			
BG	99	58	157
MG	66	15	81
Total	165	73	238
Grand Total	355*	111	466

Note : * Out of 355 block stations, 342 stations are provided with different types of Interlocking System as given below :

Type of Signaling system	Number
Computer based Interlocking(CBI)	108
Relay-Interlocked	23
Double Wire & Single wire Mechanical	72
Non-Interlocked Color Light(NICL)	91
Non-Interlocked Mechanical(NIM)	48

Table-3

ROUTE KILOMETRES

Figures are in Kilometers

Year July-June	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
1969-1970	--	--	--	--	--	--	--	--	--	1,935.16	923.07	2,858.23
2008-2009	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
2009-2010	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
2010-2011	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
2011-2012	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
2012-2013	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
2013-2014	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
2014-2015	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
2015-2016	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
2016-2017	1,299.04	546.37	1,845.41	--	651.30	651.30	34.89	397.892	432.78	1,333.94	1,595.56	2,929.50
2017-2018	1,299.04	547.05	1,846.09	--	676.66	676.66	34.89	397.892	432.78	1,333.93	1,621.60	2,955.53

(MG= Metre Gauge, BG= Broad Gauge, DG= Dual Gauge (both broad and metre gauge mixed))

Table-4**DISTRICT-WISE ROUTE KILOMETRES**

Sl. No.	District	Station	Kilometres	Sl. no.	District	Station	Kilometres
1	Khulna	6	23.24	23	Gaibandha	14	85.65
2	Jessore	10	55.92	24	Bogra	17	85.75
3	Jhenaidaha	6	47.40	25	Tangail	7	95.20
4	Chuadanga	10	46.71	26	Jamalpur	18	109.55
5	Faridpur	11	87.51	27	Netrokona	13	65.00
6	Gopalganj	9	79.23	28	Kishorganj	12	73.75
7	Rajbari	15	88.72	29	Mymensingh	20	128.33
8	Kushtia	10	57.89	30	Gazipur	11	91.00
9	Serajganj	7	43.00	31	Dhaka	8	30.00
10	Pabna	12	89.08	32	Narayanganj	3	9.50
11	Chapainawabganj	9	66.15	33	Narsingdhi	10	38.97
12	Rajshahi	9	63.00	34	Sunamganj	3	13.90
13	Natore	11	37.00	35	Brahmanbaria	15	74.64
14	Naogaon	4	27.00	36	Habiganj	10	72.92
15	Joypurhat	7	54.00	37	Moulvi Bazar	12	125.33
16	Thakurgaon	6	47.10	38	Sylhet	4	50.63
17	Panchagarh	3	21.18	39	Noakhali	8	39.40
18	Nilphamari	9	61.79	40	Chandpur	11	40.66
19	Kurigram	8	42.56	41	Comilla	17	106.40
20	Dinajpur	17	167.96	42	Feni	5	51.73
21	Lalmonirhat	15	114.00	43	Chittagong	45	178.45
22	Rangpur	9	68.33				

Table-5

TRACK KILOMETRES OPERATED

Figures are in Kilometers

Year July-June	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
1969-1970	--	--	2,908.33	--	--	1,539.69	--	--	--	--	--	4,448.02
2008-2009	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
2009-2010	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
2010-2011	1,883.49	677.57	2,561.06	--	932.62	932.62	--	484.05	484.05	1,883.49	2,094.24	3,977.73
2011-2012	1,766.27	677.57	2,443.83	--	932.62	932.62	115.35	484.05	484.05	1,881.62	2,094.24	3,975.86
2012-2013	1,766.27	677.57	2,443.84	--	932.62	932.62	115.35	484.05	484.05	1,881.62	2,094.24	3,975.86
2013-2014	1,766.49	677.57	2,444.06	--	932.62	932.62	115.35	484.05	484.05	1,881.84	2,094.24	3,976.08
2014-2015	1,173.45	701.78	1,875.23	--	974.64	974.64	115.35	464.29	1243.28	1,952.44	2140.71	4,093.15
2015-2016	1,913.04	696.70	2,609.74	--	974.64	974.64	115.35	464.29	575.18	2,023.93	2,161.13	4,185.06
2016-2017	2,040.90	696.70	2,737.60	--	979.09	979.09	110.89	464.29	575.18	2,151.79	2,140.08	4,291.88
2017-2018	2,040.90	696.70	2,737.60	--	1,011.97	1,011.97	110.89	464.29	575.18	2,151.79	2,172.96	4,324.75

Table-6**LOCOMOTIVES**

Year July-June	BG		MG		Total		
	Steam	Diesel	Steam	Diesel	Steam	Diesel	Total
1969-70	121	18	222	125	343	143	486
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	--	97	--	186	--	282	282
2015-16	--	94	--	184	--	278	278
2016-17	--	94	--	179	--	273	273
2017-18	--	94	--	178	--	272	272

Table-7

COACHING VEHICLES

Year July-June	BG		MG		Total		
	Passenger Carriages	Other Coaching vehicles	Passenger Carriages	Other Coaching vehicles	Passenger Carriages	Other Coaching vehicles	Total Coaching vehicles
1969-70	275	143	890	335	1,165	478	1,643
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	1,476	33	1,509
2014-15	312	12	1162	21	1,474	33	1,507
2015-16	335	12	883	19	1,218	31	1,249
2016-17	425	10	956	19	1,381	29	1,410
2017-18	416	12	1,129	29	1,545	41	1,586

Table-8

TYPE-WISE PASSENGER COACHING VEHICLES		
Type	<u>BG</u>	<u>MG</u>
Bogie Carriages-		
01. Fully Air-Conditioned Chair Coach (WJC, WJCC)	73	82
02. Partial Air-Conditioned (WJFC, JFC)	01	07
03. Shovan Air conditioned (WJEC, WJCCDR)	--	10
04. Chair Car (WCC)	--	19
05. First Class Shovan Coupe(WFC,WFE, FC)	14	58
06. First Class Compartment (F)	01	02
07. Shovan Class (WE)	36	125
08. Shovan Guard Coach (WES,WER, WECR)	02	29
09. Shovan Chair Coach (WEC)	124	168
10. Composite Air Condition,Guard Room,Power Car(WJPCR)	--	--
11. Second Class (S)	69	347
12. Composite First & Shulov Class(WFY,WFC,)	--	--
13. Composite First & Second Class (FS)	08	01
14. Composite Dining Car with Shovan Class(WECD, WECDR, WECCD)WCDE	25	46
15. Composite Dining Car with Shulov Class (WCDY,CDY,WCD)	02	02
16. Composite Dining Car with Guard Room (WCDR)	--	01
17. Composite Dining Car with Guard Room (WCDR)	--	03
18. Composite Shovan chair, with Luggage & Guard Room (WELR,WECLR)	13	26
19. Composite Shulov Chair with prayer room (WECP)	--	--
20. Composite Second Class with Luggage & Guard Room (SLR)	05	71
21. Composite Second Class with Postal Van (SPP)	--	08
22. Composite Second Class with Guard Room (SR)	06	04
23. Composite Power Car with Shovan Class (WEPC,WEPCPR)	26	54
24. Luggage Van (L)(VK)(SV)	--	54
25. Composite Power Car with Shulov Class (WPC)	--	19
26. Motor Van (V.K)	--	--
27. Composite Power Car and Guard Room with Second Class (SPC,SPR)WSPC	11	--
28. Rail Cars (ZSZ)	--	07
Total Passenger Carriages	416	1129
29. DEMU (Set) Each set consists of 3 composit	--	18

Table-9**TYPE-WISE OTHER COACHING VEHICLES**

Type	<u>BG</u>	<u>MG</u>
Bogie Carriages-		
President saloon with Power car (CR + CRCD)	--	02
Dining Cars (CD,WCD)	--	--
Tourist Cars (CT)	--	03
Luggage Vans (L,VE)	10	08
Power Vans (PV)	--	2
Miscellaneous including brake-vans(CR, MV,CRCD,PV etc.)	--	--
Railway Service vehicles (FCH, CE, RA etc.)	--	07
Medical Van	--	1
Store Vans (RS/RH/RT/RR)	02	06
Miscellaneous including brake-vans(EVG,EVKP,EVE,ELRO,ERH,etc.)	--	--
Railway service vehicles (ERB,ERD,DRS,DRH,ERT,CE,etc.)	--	--
Total	<u>12</u>	<u>29</u>

Table-10**ABANDONMENT OF COACHING VEHICLES**

Year July-June	BG		MG		Total System		
	Passenger Carriages	Other Coaching vehicles	Passenger Carriages	Other Coaching vehicles	Passenger Carriages	Other Coaching vehicles	Total Coaching vehicles
1969-70	18	7	24	13	42	20	62
2008-09	--	--	--	--	--	--	--
2009-10	--	--	--	--	--	--	--
2010-11	--	--	--	--	--	--	--
2011-12	--	--	--	--	--	--	--
2012-13	--	--	--	--	--	--	--
2013-14	--	--	2	--	2	--	2
2014-15	--	--	--	--	--	--	--
2015-16	--	--	--	29	--	--	--
2016-17	--	--	6	--	--	--	--
2017-18	--	--	--	--	--	--	--

Table-11**ADDITION OF COACHING VEHICLES**

Year July-June	BG		MG		Total System		
	Passenger Carriages	Other Coaching Vehicles	Passenger Carriages	Other Coaching Vehicles	Passenger Carriages	Other Coach- ing Vehicles	Total Coaching Vehicles
1969-70	6	-	20	16	26	16	42
2008-09	--	--	--	--	--	--	--
2009-10	--	--	--	--	--	--	--
2010-11	--	--	--	--	--	--	--
2011-12	--	--	--	--	--	--	--
2012-13	--	--	--	--	--	--	--
2013-14	--	--	15	--	15	--	15
2014-15	--	--	--	--	--	--	--
2015-16	--	--	--	--	--	--	--
2016-17	--	--	--	--	--	--	--
2017-18	--	--	--	--	--	--	--

Table-12**FREIGHT WAGONS**

	BG		MG		Total System	
	Unit	Four-Wheelers	Unit	Four-Wheelers	Unit	Four-Wheelers
Year						
July-June						
1969-70	4,464	4,632	12,359	14,984	16,823	19,616
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
2015-16	1,830	2,751	6,847	9,303	8,677	12,054
2016-17	1,706	2,627	6,448	8,897	8,154	11,524
2017-18	956	1,874	4,343	6,821	5,299	8,695

Table-13

TYPE-WISE FREIGHT WAGONS

	BG		MG	
	Unit	Four-Wheelers	Unit	Four-Wheelers
Covered Wagons -				
Four-Wheeled (C,CJ,XC,MCG)	11	11	1712	1712
Bogie (BC,BSC,BCFG)	452	904	438	876
Bogie Covered Fertilizer (BCF,BCFR)	-	-	50	100
Open Wagons-High Sided-				
Four-Wheeled (KC)	07	07	12	12
Bogie(BKC,SCT)	-	-	258	516
Open Wagons-Low Sided-				
Four-Wheeled (KL,KM)	12	12	49	49
Bogie (BKL)	-	-	46	92
Flat Wagons-				
Bogie (BFR,BXFT,BKU,BFU,BFW,IBT,MBFR,BFT)	28	56	200	400
Four-Wheeled (FCT)	-	-	32	32
Bogie (BFCT Container)	-	-	466	932
Other Wagons-				
Petrol Tank Wagons-				
Bogie (BTP,WD,BTK,TW)	15	30	53	106
Oil Tank Wagons-				
Bogie (BTK,BTL,BTO,BXTK,BTPR,BTPA)	293	586	553	1106
Molasses Tank Wagons-				
Four-Wheeled(TM,BTM,TL,SCT)	-	-	25	25
Bogie (BTM)	75	150	81	162
Departmental Wagons-				
Four- wheeled (KH,KN,TW,FD,BVG,ERL XVH)	8	8	35	35
,Bogie (BBV)	6	12	-	-
Bogie (BKH) F.G.	49	98	333	666
Total	956	1,874	4,343	6,821

Table-14**ABANDONMENT OF FREIGHT WAGONS**

Year July-June	BG		MG		Total System	
	Unit	Four- Wheelers	Unit	Four- Wheelers	Unit	Four- Wheelers
1969-70	163	163	728	975	891	1,138
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
2015-16	--	--	83	83	83	83
2016-17	--	--	--	--	--	--
2017-18	750	750	1,457	1,457	2,207	2,207

Table-15**ADDITION OF FREIGHT WAGONS**

Year July-June	BG		MG		Total System	
	Unit	Four -Wheelers	Unit	Four- Wheelers	Unit	Four- Wheelers
1969-70	10	20	84	164	94	184
2008-09	--	--	--	--	--	--
2009-10	--	--	--	--	--	--
2010-11	--	--	--	--	--	--
2011-12	--	--	--	--	--	--
2012-13	--	--	--	--	--	--
2013-14	--	--	--	--	--	--
2014-15	--	--	99	99	99	99
2015-16	--	--	--	--	--	--
2016-17	--	--	199	199	199	199
2017-18	--	--	--	--	--	--

Table-16**SUMMARY OF ROLLING STOCK**

Stock :		BG		MG		Total	
Locomotives	Steam		--		--		--
	Diesel		94		178		272
	Total		94		178		272
Carriages	Passenger Carriages		416		1129		1545
	Other Coaching Vehicles		12		29		41
	Total		428		1158		1586
Freight		Units	4-W	Units	4-W	Units	4-W
	Covered Wagons	463	915	2,200	2,688	2,663	3,603
	Special Type Wagons	493	959	2,143	4,133	2,636	5,092
	Total	956	1,874	4,343	6,821	5,299	8,695

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	94	--	94	100%
Total	94	--	94	100%
(b) Metre Gauge :-				
Steam	-	-	-	-
Diesel	178	52	126	70.78
Total	178	52	126	70.78
2. Carriages :-				
(a) Broad Gauge :-				
Passenger Carriages	416	51	365	87.74
Other Coaching Vehicles	12	4	8	66.67
Total	428	55	373	87.15
(b) Metre Gauge :-				
Passenger Carriages	1129	155	974	86.27
Other Coaching vehicles	29	10	19	65.51
Total	1158	165	993	85.75
3. Wagons (in 4-wheelers)				
(Excluding departmental wagons)				
(a) Broad Gauge	30	--	30	100%
(b) Metre Gauge	1830	--	1830	100%

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

Year July-June	Number of Passengers Carried (Thousand)			Passenger Kilometres (Thousand)			Average number of Kilometres travelled by a passenger		
	East Zone	West Zone	Total System	East Zone	West Zone	Total System	East Zone	West Zone	Total System
1969-70	--	--	72,885	--	--	3,316,993	--	--	45.5
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	661.39	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
2015-16	48,125	22,708	70,831	6,432,792	2,734,388	9,167,180	133.7	120.4	129.4
2016-17	50,647	27,160	77,807	6,769,903	3,270,764	10,040,667	133.7	120.4	129.4
2017-18	59,509	30,548	90,057	8,477,678	4,516,237	12,993,915	142.5	147.8	144.3

Table-19**GAUGE WISE PASSENGER TRAFFIC**

(Figures in Thousand)

Year July-June	BG		Number of Passengers carried					
	Number of Passengers carried	Passenger kilometres	Number of Passengers carried			Passenger kilometres		
			East	West Zone	Total System	East	West Zone	Total System
1969-70	20,112	772,540	---	---	52,911	---	---	2,520,703
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	2,077,833	45,426	7,685	53,264	60,72,111	561,419	66,33,530
2015-16	14,775	2,157,261	48,125	7,931	56,056	6,432,715	577,127	9,167,180
2016-17	18,120	2,182,010	50,647	9,040	59,687	6,769,903	1,088,596	7,858,498
2017-18	21,941	3,450,244	59,509	8,607	68,116	8,477,678	1,065,993	9,543,671

Table-20**PASSENGER TRAFFIC AIR-CONDITIONED AND FIRST CLASS**

Year	Passengers Carried (Thousand)			Passengers Kilometres (Thousand)			Average lead of a passenger (Kilometres)		
	East Zone	West Zone	Total System	East	West	Total System	East	West	Total System
<u>AIR-CONDITIONED CLASS</u>									
July-June									
1969-70	-	-	42	-	-	9,128	-	-	215.3
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
2015-16	112.0	35.0	147.0	30,783	14,173	44,957	274.4	408.3	306.0
2016-17	224.0	44.0	268.0	32,204	16,951	49,155	143.8	385.3	183.4
2017-18	268.0	46.0	314.0	40,343	23,417	63,760	150.5	509.1	203.1
<u>FIRST CLASS</u>									
1969-70	-	-	334	-	-	43,847	-	-	130.8
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	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
2015-16	546	76	621	164,238	26,467	190,525	301.7	349.4	306.0
2016-17	573	91	664	172,844	31,655	204,499	301.6	347.9	308.0
2017-18	696	95	791	216,337	43,713	260,050	310.8	460.1	328.8

Table-21**PASSENGER TRAFFIC SECOND CLASS**

Year July-June	Passengers Carried (Thousand)			Passengers Kilometres (Thousand)			Average lead of a passenger (Kilometres)		
	East Zone	West Zone	Total System	East Zone	West Zone	Total System	East Zone	West Zone	Total System
1969-70	-	-	72,509	-	-	3,264,018	-	-	45.0
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	5,888,107	2,600,026	8,488,133	131.4	117.8	127.4
2015-16	47,467	22,596	70,063	6,237,951	2,693,748	8,931,699	131.4	119.2	127.4
2016-17	49,850	27,025	76,875	6,564,855	3,222,158	9,787,013	131.7	119.2	127.3
2017-18	58,545	30,407	88,952	8,220,998	4,449,107	12,670,105	140.4	146.3	142.4

Table-22**CLASS-WISE PERCENTAGE OF PASSENGER TRAFFIC**

Year July-June	Air-Conditioned Class			First Class			(Percentage to 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
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	0.18	0.058	0.23	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
2015-16	0.16	0.050	0.21	0.77	0.11	0.88	67.1	31.9	99.0
2016-17	0.29	0.060	0.34	0.74	0.12	0.85	64.0	34.7	99.0
2017-18	0.29	0.051	0.35	0.77	0.10	0.88	65.0	33.7	98.8

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

Year	(Percentage to total)								
	Air-Conditioned Class			First Class			Second Class		
	East Zone	West Zone	Total System	East Zone	West Zone	Total System	East Zone	West Zone	Total System
July-June									
1969-70	-	-	0.26	-	-	1.32	-	-	98.4
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	0.29	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
2015-16	0.34	0.15	0.49	1.79	0.19	2.08	68.0	29.3	97.3
2016-17	0.32	0.17	0.49	1.72	0.32	2.04	65.4	32.0	97.4
2017-18	0.31	0.18	0.49	1.66	0.34	2.00	63.3	34.2	97.5

Table-24**INTERCITY PASSENGER TRAFFIC**

Intercity	Total	Percentage of intercity to total	Intercity	Total	Percentage of intercity to total
2016-17			2017-18		

1. Passengers Carried

(Taka in thousand)

East Zone	18,780	50,647	37.0	22,378	59,509	37.0
West Zone	13,418	27,160	49.4	15,263	30,548	49.9
Total System	32,198	77,807	41.3	37,641	90,057	41.7

2. Passenger Kilometres

(Taka in thousand)

East zone	4,775,940	6,769,903	70.5	5,981,659	8,477,678	70.5
West zone	2,912,425	3,270,764	90.8	4,102,843	4,516,137	90.8
Total	7,748,365	10,040,667	77.1	10,084,502	12,993,915	77.6

3. Passenger Earnings

(Taka in thousand)

East zone	3,968,408	4,774,744	83.1	4,872,408	5,862,622	83.1
West zone	2,004,666	2,372,330	84.5	2,695,875	3,190,409	84.5
Total	5,973,072	7,147,074	83.5	7,568,283	9,053,031	83.6

4. Average Lead of a**Passenger (Kilometres)**

East zone	254.3	133.7	--	267.3	142.5	--
West zone	221.5	120.4	--	268.8	147.8	--
System	240.6	129.0	--	267.9	144.3	--

5. Average Revenue per**Passenger (Taka)**

East zone	211.3	94.2	--	217.7	98.5	--
West zone	149.4	87.3	--	176.6	104.4	--
System	185.5	91.8	--	201.1	100.5	--

6. Average Revenue per**Passenger kilometre**

(Paisa)

East Zone	77.4	83.5	--	81.5	69.1	--
West Zone	65.2	70.4	--	65.7	70.6	--
System	73.4	79.2	--	75.0	69.7	--

Table-25

SERVICE -WISE PASSENGER TRAFFIC

The following table shows the figures of number of Passengers carried, Passenger-Killometres, Average lead of a passenger and Earning thereof by classes for Intercity, Mail & Express Trains and Ordinary Passenger Trains for the year 2017-18.

Class	Passengers Carried (Thousand)			Passenger Kilometres (Thousand)			Average lead of a Passenger kilometres			Passenger Earnings (Taka in Thousand)			Percentage of Earnings to Total	
	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 Trains:														
Air-Conditioned	250	46	296	37077	23417	60494	148.3	509.1	204.4	81699	40320	122019	1.35	
First Class	665	95	760	207968	43713	251681	312.7	460.1	331.2	221803	50618	272421	3.01	
Shovan Class	21463	15122	36585	5736614	4035713	9772327	267.3	266.9	267.1	4568906	2604937	7173843	79.24	
Total	22378	15263	37641	5981659	4102843	10084502	267.3	268.8	267.9	4872408	2695875	7568283	83.60	
Mail & Express Trains:														
Air-Conditioned	18	--	18	3266	--	3266	181.4	--	181.	10090	--	10090	0.11	
First Class	31	--	31	8369	--	8369	270.0	--	270.0	17597	--	17597	0.19	
2nd Class	30312	10379	40691	2191978	327628	2519606	72.3	31.6	61.9	858738	416738	1275476	14.08	
Total	30361	10379	40740	2203613	327628	2531241	72.6	31.6	62.1	886425	416738	1303163	14.39	
Ordinary Passenger Trains:														
Second Class	6770	4906	11676	292406	85766	378172	43.2	17.5	32.4	103789	77796	181585	2.01	
Total	59509	30548	90057	8477678	4516237	12993915	142.5	147.8	144.3	5862622	3190409	9053031	100.0	

Table-26**OCCUPANCY OF INTERCITY TRAINS**

	BG	MG		Total System
		East Zone	West Zone	
Intercity trains	%	%	%	%
Air-Conditioned Class	18.04	60.13	67.69	45.15
First Class	25.35	65.69	62.11	59.44
Snigdha	55.37	60.50	56.89	57.96
Shovan Chair	84.35	96.30	87.85	89.53
Shovan Ordinary	74.17	95.98	80.69	81.68
Total	69.39	75.35	66.10	70.63

Table-27**FREIGHT WAGONS LOADED**

Year July-June	BG	MG		Total	Total System
		East Zone	West Zone		
1969-70	135,281	-	-	369,612	504,893
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
2015-16	29,288	98,862	4,348	103,210	132,498
2016-17	116,140	112,963	4,286	117,249	233,389
2017-18	131,432	127,539	5,127	132,666	264,098

Table-28**FREIGHT TONNES CARRIED**

Year	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
1969-70	-	-	4,879	-	-	1,265,063	-	-	259.3
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
2015-16	1,024	1,462	2,486	261,836	413,262	675,098	255.7	282.7	271.5
2016-17	1,154	2,722	3,877	313,568	739,108	1,052,677	271.7	271.5	271.5
2017-18	1,521	3,034	4,555	368,323	868,172	1,236,495	242.1	286.2	271.5

Table-29

GAUGE-WISE FREIGHT TONNES CARRIED

Year July-June	BG		MG			(Figures in thousand)		
	Tonnes Carried	Tonne kilometres	Tonnes carried			Tonne kilometres		
			East Zone	West Zone	Total System	East Zone	West Zone	Total System
1969-70	1,716	327,170	-	-	3,553	-	-	937,893
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
2015-16	1,407	397,716	1,024	55	1,079	261,836	413,262	675,098
2016-17	2,630	534,077	1,154	92	1,247	313,568	739,109	1,052,676
2017-18	2,932	838,975	1,521	102	1,623	368,323	868,172	1,236,495

Table-30

PRINCIPAL COMMODITIES CARRIED

(Figures in Thousand)

Commodities	1969-70		2016-17		2017-18	
	Tonnes	%	Tonnes	%	Tonnes	%
1. Cement	292	5.98	--	--	--	--
2. Coal	138	2.83	--	--	--	--
3. Cotton raw	34	0.67	--	--	--	--
4. Fire wood and other fuel	22	0.46	--	--	--	--
5. Fertilizer	213	4.37	76.52	1.97	37.29	0.82
6. Fodder	6	0.10	--	--	--	--
7. Fuel for the railway	--	--	--	--	--	--
8. Gram & pulses	54	1.10	--	--	--	--
9. Iron & steel	187	3.83	--	--	1.23	0.02
10. Jute raw	664	13.60	--	--	--	--
11. Jute Manufactured	47	0.95	--	--	--	--
12. Kerosine oil	194	3.96	--	--	--	--
13. Live stock	1	0.02	--	--	--	--
14. Marble & Stone	139	2.85	1600.21	41.27	1228.95	26.98
15. Military traffic	16	0.33	2.08	0.05	0.85	0.02
16. Molasses	24	0.50	--	--	--	--
17. Oil fuel	155	3.17	991.95	25.58	1309.47	28.74
18. Oil seeds	18	0.37	--	--	--	--
19. Other grains	--	--	--	--	--	--
20. Provision	56	1.15	--	--	--	--
21. Petrol	19	0.40	--	--	--	--
22. Paddy	72	1.48	--	--	--	--
23. Rice	459	9.41	--	--	--	--
24. Railway Stores and materials other than fuel	369	7.56	22.36	0.58	32.60	0.71
25. Salt	101	2.04	--	--	--	--
26. Sugar cane	246	5.04	--	--	--	--
27. Sugar	86	1.77	--	--	0.37	0.008
28. Tea	44	0.88	2.86	0.07	--	--
29. Tobacco	20	0.42	--	--	--	--
30. Vegetable oil	12	0.25	--	--	--	--
31. Wheat/Food Grain	623	12.80	71.08	1.83	84.03	1.84
32. Wood unwrought	56	1.15	--	--	--	--
33. Container	--	--	577.31	14.89	766.68	16.83
34. All other commodities	512	10.56	532.84	13.74	1094.16	24.02
Total	4,878	100.00	3,877.25	100.00	4,555.63	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:

(Earning in Thousand Taka)

Commodities	1969-70 Earnings	%	2016-17 Earnings	%	2017-18 Earnings	%
1. Cement	8177	5.00	--	--	--	--
2. Coal	3060	1.87	--	--	--	--
3. Cotton raw	562	0.95	--	--	--	--
4. Fire wood and other fuel	577	0.35	--	--	--	--
5. Fertilizer	8204	5.01	51233	1.93	27230	0.33
6. Fodder	130	0.07	--	--	--	--
7. Fuel for the railway	---	---	--	--	--	--
8. Gram & pulses	1666	1.01	--	--	--	--
9. Iron & steel	8284	5.05	--	--	737	0.02
10. Jute raw	32214	19.69	--	--	--	--
11. Jute Manufactured	2208	1.34	--	--	--	--
12. Kerosine oil	8131	4.96	--	--	--	--
13. Live stock	67	0.04	--	--	--	--
14. Marble & Stone	2933	1.79	754115	28.44	605037	20.57
15. Military traffic	487	0.29	675	0.03	481	0.01
16. Molasses	853	0.52	--	--	--	--
17. Oil fuel	4152	2.53	754095	28.43	971630	33.02
18. Oil seeds	734	0.44	--	--	--	--
19. Other grains	--	--	--	--	--	--
20. Provision	4430	2.74	--	--	--	--
21. Petrol	1294	0.78	--	--	--	--
22. Paddy	1321	0.80	--	--	--	--
23. Rice	15588	9.54	--	--	--	--
24. Railway Stores and materials other than fuel	523	0.31	9796	0.37	8255	0.28
25. Salt	4923	3.00	--	--	--	--
26. Sugar cane	1626	0.99	--	--	--	--
27. Sugar	2662	1.62	--	--	45	0.01
28. Tea	2583	1.59	826	0.03	--	--
29. Tobacco	1194	0.72	--	--	--	--
30. Vegetable oil	417	0.25	--	--	--	--
31. Wheat/Food Grain	18906	11.54	49643	1.87	60362	2.05
32. Wood unwrought	2000	1.22	--	--	--	--
33. Container	--	--	811172	30.59	808158	27.47
34. All other commodities	22925	14.01	220506	8.31	460509	15.65
Total	163831	100.00	2652039	100.00	2942442	100.00

Table-32**FREIGHT TRAFFIC IN DESCENDING ORDER
OF TONES CARRIED DURING THE 2017-2018**

The tonnes of principal commodities in descending order, tonne kilometres and earnings derived there from are given below:

(Figures in Thousand)

Commodities	Tonnes		Tonnes Kilometers		Earnings	
	Tones	%	Tonnes	%	Earnings	%
1. Marble & stone	1,228.95	26.98	333,606	26.98	605,037	20.57
2. Oil fuel	1309.47	28.74	355,492	28.75	971,630	33.02
3. All other commodities	1094.16	24.02	297,006	24.02	460,509	15.65
4. Fertilizer	37.29	0.82	10,139	0.82	27,230	0.33
5. Wheat/Food Grain	84.03	1.84	22,875	1.85	60,362	2.05
6. Railway Stores & Materials other than fuel	32.60	0.71	8,902	0.72	8,255	0.28
7. Tea	--	--	--	--	--	--
8. Military Traffic	0.85	0.02	248	0.02	481	0.01
9. Sugar	0.37	0.008	99	0.008	45	0.01
10. Fuel for Railway	--	--	--	--	--	--
11. Vegetable Oil	--	--	--	--	--	--
12. Kerosine Oil	--	--	--	--	--	--
13. Rice	--	--	--	--	--	--
14. Other Grains	--	--	--	--	--	--
15. Patrel	--	--	--	--	--	--
16. Iron and Steel	1.23	0.02	25	0.002	737	0.02
17. Salt	--	--	--	--	--	--
18. Sugar Cane	--	--	--	--	--	--
19. Jute Raw	--	--	--	--	--	--
20. Wood unsrought	--	--	--	--	--	--
21. Cotton Raw	--	--	--	--	--	--
22. Coal	--	--	--	--	--	--
23. Provision	--	--	--	--	--	--
24. Cement	--	--	--	--	--	--
25. Tobacco	--	--	--	--	--	--
26. Fodder	--	--	--	--	--	--
27. Garms & Pulses	--	--	--	--	--	--
28. Fire wood & other fuel	--	--	--	--	--	--
29. Paddy	--	--	--	--	--	--
30. Jute mfd	--	--	--	--	--	--
31. Mollasses	--	--	--	--	--	--
32. Oil Seeds	--	--	--	--	--	--
33. Live Stock	--	--	--	--	--	--
34. Container	766.68	16.83	208,102	16.83	808.158	27.47
Total	4,555.63	100.00	1,236.495	100.00	2,942.442	100.00

Table-33

PASSENGER TRAINS AND TRAIN-KILOMETRES (BG)

During the year 2017-18, a total of 25,848 passenger trains run on the Broad Gauge, (Intercity 11,462 Mail Express 6,666 and local 7,720). They covered a total of 4,920,425 train kilometres, (Intercity 3,113,219 Mail Express 1,115,806 & local 619,400). These figures do not include 95,711 train kilometres run on departmental account. The passenger proportion of local train kilometrage was 622,003 and the goods proportion 69,397 kilometres.

Year wise position is indicated below:

Year	Number of trains run				Train kilometres (Thousand)			
	Inter-city trains	Mail & Express trains	Local trains	Total	Intercity trains	Mail & Express trains	Local trains	Total
July- June								
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	792	4,953
2014-15	9,946	6,323	5,707	21,976	2,887	1,248	703	4,838
2015-16	10,154	6,592	5,806	22,552	2,962	1,280	721	4,963
2016-17	10,372	7,830	6,570	24,772	2,923	1,324	538	4,785
2017-18	11,462	6,666	7,720	25,848	3,113	1,116	691	4,920

Note : Daily number of trains run in June/2018 was 111 including 44 Intercity trains.

Table-34

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

During the year 2017-18, a total of 92,086 passenger trains run on the Metre Gauge, (Intercity 20,142 Mail express 35,864 & Local 36,080). They covered a total of 12,154,346 train kilometres, (Intercity 5,239,059 Mail and express 5,002,724 & Local 19,12,563). These figures do not include 123,244 train kilometres run on departmental account. The passenger proportion of local train kilometrage 1,721,308 and the goods proportion 191,255 kilometres. Year-wise position is indicated below:

Year July- June	Number of trains run				Train-Kilometres (Thousand)			
	Intercity trains	Mail Express Trains	Local trains	Total	Intercity	Mail & Express	Local	Total
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
2015-16	24,831	30,257	28,270	87,629	5,216	4,958	2,186	12,324
2016-17	19,216	35,030	33,383	87,629	5,360	5,064	1,900	12,324
2017-18	20,142	35,864	36,080	92,086	5,239	5,002	1,913	12,154

Note: Daily number of trains run in June, 2018 was 241 including 50 Intercity trains

Table-35

PASSENGER TRAINS AND TRAIN-KILOMETRES (MG Zone- wise)

During the year 2017-18, a total of 69,591 passenger trains run on the Metre Gauge in the Eastern Zone & a total of 22,495 Passenger train run in the Western Zone. They covered a total of 8,612,304 train kilometres, run in the Eastern Zone and a total of 3,543,042 train kilometres run in the Western Zone, These figures do not include 178,361 and 68,126 departmental train kilometres run in the Eastern & Western Zone respectively. The passenger proportion of Mixed train kilometrage on the Western Zone was 1,971,000 while the goods proportion of mixed train kilometres on the Western Zone was 219,000.

Year	Number of trains run						Train kilometres					
	Passenger train		Mixed train		Total Number of trains		Passenger		Passenger		(Thousand)	
	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total
July- June												
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
2014-15	64,210	11,742	75,952	--	2,190	2,190	64,210	13,932	78,142	8,144	3,444	11,588
2015-16	66,331	21,298	87,629	--	2,190	2,190	70,806	12,552	83,358	8,917	3,407	12,324
2016-17	66,331	19,108	85,439	--	2,190	2,190	66,231	21,298	83,358	8,917	3,407	12,324
2017-18	69,591	20,305	89,896	--	2,190	2,190	69,591	22,495	92,086	8,612	3,542	12,154

Table-36**RUNNING OF PASSENGER TRAINS(MG Zone- wise)**

During the year 2017-18, a total of 69,591 passenger trains run on the Metre Gauge in the Eastern Zone, (Intercity 15,230 Mail Express 27,716 and Local 26,645) and a total of 22,495 passenger trains were run on the Metre Gauge in the Western Zone (Intercity 4,912 Mail & Express 8,148 and Local 9,435). Year-wise position is indicated below:

Year	Number of trains run									Total		
	Intercity trains			Mail Express trains			Local trains			Number of trains		
July- June	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total
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
2015-16	15,238	3,978	19,216	26,470	8,560	35,010	24,623	8,760	33,383	66,331	21,298	87,529
2016-17	15,238	3,978	19,216	26,470	8,560	35,030	24,623	8,760	33,383	66,331	21,298	87,629
2017-18	15,230	4,912	20,142	27,716	8,148	35,864	26,645	9,435	36,080	69,591	22,495	92,086

Table-37**PASSENGER TRAIN-KILOMETRES (MG Zone- wise)**

During the year 2017-18 a total of 8,612,304 train kilometres run on the Metre Gauge in the Eastern Zone (Intercity 3,905,823 Mail Express 3,638,962 and Local 1,067,519) and a total of 3,543,042 train kilometres were run on the Metre Gauge in the Western Zone (Intercity 1,334,236 Mail Express 1,363,762 and Local 845,055). This figures do not include 178,361 & 68,126 departmental train kilometres run in the Eastern & Western Zone respectively. The passenger proportion of Local train kilometres in the Eastern Zone was 760,335 and that on the Western Zone was 84,709. Year-wise position is indicated below:

Train	Train kilometres (Thousand)											
	Total			Total			Total			Total		
	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total
Year												
July- June												
2008-09	3,102	1,161	4,263	2,949	389	3,338	1,666	928	2,5,94	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
2015-16	3,929	1,430	5,359	3,916	1,147	5,063	1,072	828	1,900	8,918	3,406	12,324
2016-17	3,929	1,430	5,359	3,916	1,147	5,063	1,050	828	1,900	8,918	3,406	12,324
2017-18	3,905	1,334	5,239	3,639	1,363	5,002	1,068	845	1,913	8,612	3,542	12,154

Table-38**PUNCTUALITY OF PASSENGER TRAINS (BG & MG)**

During the year 2017-18, The punctuality i.e. the percentage of trains not losing time to total no. of Trains run was 91.7 (BG) and 77.6 (MG) percent in Intercity trains, 80.5 (BG) and 70.00 (MG) percent in Mail Express trains and 79.7 (BG) and 82.5 (MG) percent in Local trains.

Year wise position is indicated below:

Year	Percentage of trains not losing time to total number of trains run					
	BG			MG		
	Intercity trains	Mail Express trains	Local Trains	Intercity trains	Mail Express Trains	Local trains
July- June						
1969-70	--	90.5	90.1	--	72.4	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
2015-16	89.8	78.8	79.8	62.0	66.5	75.6
2016-17	91.2	80.3	79.5	77.2	69.9	81.8
2017-18	91.7	80.5	79.7	77.6	70.0	82.5

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 2017-18 the punctuality i.e. the percentage of trains not losing time to total no. of Trains run was 93.1Percent in the Eastern Zone and 87.5 percent in the Western Zone in Intercity train, 83.0 percent in the Eastern Zone and 72.7 percent in the Western Zone in Mail Express trains and 90.8 percent in the Eastern Zone and 73.3 percent in the Western Zone in local trains. Year-wise position is indicated below:

Year July- June	Percentage of trains not losing time to total number of trains run					
	Intercity trains		Mail and		Local	
	East Zone	West Zone	East Zone	West Zone	East Zone	West Zone
1969-70	--	--	--	--	--	--
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	72.00	72.6	41.00	69.7	83.6	64.8
2012-13	62.00	72.5	38.00	64.0	84.7	64.5
2013-14	73.00	59.4	57.00	56.4	83.2	57.2
2014-15	74.00	70.1	61.00	68.9	87.8	61.7
2015-16	92.00	82.5	82.00	77.6	87.8	71.2
2016-17	94.00	86.2	83.00	73.6	90.4	73.2
2017-18	93.09	87.5	83.00	72.7	90.8	73.3

Table-40**COACHING VEHICLES PER TRAIN AND
COACHING VEHICLE KILOMETRES (BG)**

During the year 2017-18, a total of passenger trains run on Broad Gauge with an average of 18.1 coaching vehicles, (Intercity 21.1 Mail and Express 15.2 and local 11.2) and 1.07 freight wagons. The total kilometrage travelled by the coaching vehicles on passenger 86,967,250 Kilometrage (Intercity 61,881,220 Mail Express 19,385,460 & local 5,701,570). These figures do not include 33,064 coaching vehicle kilometres run on departmental account and a total of 735,973 freight wagon kilometres run on local trains.

Year wise position is indicated below:

	<u>(Vehicles and wagons in terms of four-wheelers)</u>								
	Average number of vehicles per train					Vehicle kilometres per train (Thousand)			
Year	Intercity trains	Mail Express trains	Local trains	Total All	Freight wagons	Intercity trains	Mail Express trains	Local trains	Total All
July-June									
2001-02	18.5	13.2	9.06	14.6	1.22	25,256	13,971	6,145	45,372
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
2015-16	21.1	15.2	11.2	16.6	0.65	61,881	19,385	5,701	86,967
2016-17	21.1	15.2	11.2	16.6	1.01	61,881	19,385	5,701	86,967
2017-18	21.1	15.2	11.2	16.6	1.07	61,881	19,385	5,701	86,967

Table-41

**COACHING VEHICLES PER TRAIN AND
COACHING VEHICLE KILOMETRES(MG)**

During the year 2017-18, a total of passenger trains run on the Metre Gauge with an average of 21.9 coaching vehicles, (Intercity 28.5, Mail & Express 16.6 and local 13.2) and 0.69 freight wagons. The total kilometrage travelled by the coaching vehicles on passenger 267,291,000 Kilometres (Intercity 146,465,000 Mail and Express 94,631,330 & local 26,194,670. These figures do not include 69,067 coaching vehicle kilometres run on departmental account and 979,704 freight wagon kilometres run on local trains. Year-wise position is indicated below:

(Vehicles and wagons in terms of four-wheelers)

	Average number of vehicles per trains					Vehicle kilometres (Thousand)			
	Intercity trains	Mail Express trains	Local trains	Total All	Freight wagons	Intercity trains	Mail Express trains	Local trains	Total All
Year									
July- June									
2008-09	26.2	17.1	11.1	19.4	0.31	111,630	57,186	28,846	197,662
2009-10	26.2	17.3	10.9	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	220,317
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
2015-16	28.3	16.6	13.2	21.1	0.41	151,715	94,837	28,089	252,363
2016-17	28.3	16.6	13.2	21.5	0.63	151,715	93,971	25,245	260,931
2017-18	28.3	16.6	13.2	21.5	0.69	146,465	94,631	26,195	267,291

Table-42

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

During the year 2017-18, a total of passenger trains run on the Metre Gauge in the Eastern Zone with an average of 23.74 coaching vehicles, (Intercity 30.40 Mail Express 17.74 and local 15.02) and a total of passenger train were run on the Meter Gauge in the Western Zone an average of 16.46 coaching vehicles, (Intercity 22.35, Mail & Express 12.76 and local 11.56 and 3.55 freight wagons. The total kilometrage travelled by the coaching vehicles on the Metre Gauge in the Eastern Zone 213,832,470 (Intercity 117,172,137 Mail Express 75,704,200 and local 20,955,733 and in the Western Zone 53,458,220 (Intercity 29,293,080 Mail & Express 18,926,040 and local 5,249,100). These figures do not include 40,986 and 27,888 coaching vehicle kilometres 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 July-June	MG East	MG West	MG Combined
(a) Intercity train	2016-17	30.50	22.28	28.31
	2017-18	30.40	22.35	28.42
(b) Mail Express train	2016-17	17.71	12.72	16.58
	2017-18	17.74	12.76	16.26
(c) Local Train	2016-17	15.03	11.51	13.28
	2017-18	15.02	11.56	13.68
Total	2016-17	23.03	16.32	21.17
	2017-18	23.74	16.46	21.88
Freight wagons	2016-17	-	3.25	0.71
	2017-18	-	3.55	0.78

2. Coaching vehicle k.m. on Passenger (Thousand)

(a) Intercity	2016-17	119,849	31,595	151,715
	2017-18	117,172	29,293	146,465
(b) Mail & Express	2016-17	69,376	14,595	83,971
	2017-18	75,704	18,926	94,631
(c) Local	2016-17	16,119	9,125	25,123
	2017-18	20,955	5,249	26,204
Total	2016-17	205,345	55,586	260,931
	2017-18	213,832	53,458	267,291

Table-43**FREIGHT TRAINS (BG)**

During the year 2017-18, the number of freight trains run on the broad Gauge totalled 5,030 and they covered 471,000 kilometres. These figures exclude 248,779 train- kilometres run on departmental account. The goods proportion of the mixed train-kilometrage was 21,439 during the year under review. Freight wagon kilometres on goods as well as mixed trains were 27,430,561 and these do not include 6,207,476 wagon-kilometres on departmental account. Year-wise position is indicated below:

Year July-June	Number of freight trains run	Freight Train kilometres (Thousand)	Number of loaded Wagons per train	Total Number of wagons per train	Wagon kilometres (Thousand)
1969-1970	6,440	732	29.1	41.9	35,082
2007-2008	4,712	434	27.0	48.1	23,299
2008-2009	4,517	413	29.2	50.4	22,948
2009-2010	4,566	414	29.2	50.5	23,046
2010-2011	4,656	440	29.5	50.9	24,580
2011-2012	4,652	427	28.2	48.9	23,295
2012-2013	4,654	434	29.2	50.5	24,232
2013-2014	4800	445	28.8	47.7	24,656
2014-2015	5046	472	29.7	49.6	27,513
2015-2016	4,909	459	28.9	48.2	26,769
2016-2017	4,968	465	29.2	48.7	27,091
2017-2018	5,030	471	29.6	49.3	27,430

Table-44**FREIGHT TRAINS (MG)**

During the year 2017-18, the number of freight trains run on the Metre Gauge total 13,764 and they covered a total 1,161,000 train kilometres. These figures do not include 545,867 train-kilometres run on departmental account. The goods proportion of the mixed train-kilometrage was 68,521 during the year under review. Freight wagon kilometres on goods as well as mixed trains were 59,912,934 and these do not include 13,653,157 wagon-kilometres on departmental account. Year-wise position is indicated below:

Year	Number of freight trains run	Freight Train kilometres (Thosand)	Number of loaded Wagons per train	Total Number of wagons per train	Wagon kilometres (Thousand)
July-June					
1969-70	30,517	2,858	35.1	50.1	144,028
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
2015-16	13,432	1,133	35.4	46.9	58,470
2016-17	13,594	1,147	35.8	47.4	59,173
2017-18	13,764	1,161	36.2	47.9	59,913

Table-45**FREIGHT TRAINS (MG Zone-wise)**

During the year 2017-18, the number of freight trains run in the Eastern Zone on the Metre Gauge totalled 11,011 and those run in the Western Zone totalled 2,753. The former covered a totalled of 929,000 kilometres and the latter 232,000 kilometres. These figures do not include 481,302 and 64,565 freight train-kilometres run on departmental account in Eastern & Western Zone respectively. The goods proportion of mixed train-kilometres 68,554 in the Western Zone. Freight wagon kilometres on goods as well as mixed trains were 50,326,865 and 9,586,069 in Eastern & Western Zone respectively. Year-wise position is indicated below:

	Year July-June	East Zone	West Zone	Metre Gauge Combined
1. Number of freight train run	2016-17	10,875	2,719	13,594
	2017-18	11,011	2,753	13,764
2. Freight train kilometres (Thousands)	2016-17	918	229	1,147
	2017-18	929	232	1,161
3. Number of loaded wagons per train	2016-17	28.6	7.2	35.8
	2017-18	28.9	7.3	36.2
4. Total number of wagons per train	2016-17	38.1	9.5	47.4
	2017-18	38.3	9.6	47.9
5. Wagon kilometres (Thousands)	2016-17	47,338	11,835	59,173
	2017-18	47,930	11,983	59,913

Table-46**FREIGHT TRAINS GROSS TONNE KILOMETRES**

During the year 2017-18, a total of 638,975,000 Freight trains gross tone kilometers were operated on the Broad Gauge and on the Metre Gauge System were 597,520,000 (Eastern Zone 368,323,000 and Western Zone 229,197,000 Year-wise position is indicated below:

Year	Freight Trains Gross tonne kilometres (Thousand)			
	B G		M G	
July-June	West Zone	East Zone	West Zone	Total system
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
2015-16	409,979	836,610	121,256	959,866
2016-17	534,077	313,568	205,032	1,052,677
2017-18	638,975	368,323	229,197	1,236,495

Table-47**CONTAINER SERVICES**

During the year 2017-18, a total of 73,204 number of containers were handled at Chittagong Port and Dhaka ICD. A total of 766,678 tones of different commodities were transported in those containers, which contributed a total of Tk.80,815,800 to the Railway revenue. Year-wise position is indicated below:

Year	Chittagong Port to Dhaka ICD		Dhaka ICD to Chittagong Port		Total All	Chittagong Port to Dhaka ICD (Tones)	Dhaka ICD to Chittagong Port (Tones)	Total All (Tones)	Earnings (Tk. in thousands)
	Loaded	Empty	Loaded	Empty					
July-June									
2001-02	26,935	2,198	12,940	16,238	58,301	295,918	123,744	419,622	32,61,99
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	59,21,07
2014-15	33,239	--	21,573	12,130	66,942	360,722	223,647	584,369	70,08,20
2015-16	34,989	226	34,251	10,187	79,840	371,991	230,635	602,626	73,28,92
2016-17	36,421	217	28,308	9,364	73,310	356,368	220,948	577,316	811,172
2017-18	35,046	479	27,111	10,568	73,204	473,258	293,420	766,678	808,158

Note : Container service was introduced in 1986-87 and is being operated between chittagong port and Dhaka Inland Container Depot (ICD)

Table-48**SPEED AND NET LOAD OF FREIGHT TRAINS (BG)**

During the year 2017-18, average speed of through goods and van goods trains on the Broad Gauge were 12.5 and 10.8 kilometres 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:

Year	Speed of Goods trains (kilometres per hour)			Average wagon load (Tonnes)	Net load per train (Tonnes)	Net Tonne ki- lometres per train hour
	Through Goods	Van Goods	All Goods			
July- June						
1969-70	17.2	6.92	9.14	13.7	338	4,006
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
2015-16	12.3	10.9	12.2	20.3	604	8,722
2016-17	12.3	10.9	12.2	22.6	530	8,722
2017-18	12.5	10.8	12.1	22.8	570	8,974

Table-49**SPEED AND NET LOAD OF FREIGHT TRAINS (MG)**

During the year 2017-18, average speed of through goods and van goods trains on the Metre Gauge were 12.7 and 10.9 kilometres 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:

Year	Speed of Goods trains (kilometres per hour)			Average wagon load (Tonnes)	Net load per train (Tonnes)	Net Tonne ki- lometres per train hour
	Through Goods	Van Goods	All Goods			
July- June						
1969-70	13.6	6.79	10.5	9.3	320	3,550
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
2015-16	12.6	10.9	12.6	7.90	306	3,989
2016-17	12.6	10.9	12.6	10.6	306	3,989
2017-18	12.7	10.9	12.5	10.9	313	3,995

Table-50**SPEED AND NET LOAD OF FREIGHT (MG Zone-wise)**

During the year 2017-18, average speed of freight trains in the Eastern and Western Zone of the Metre Gauge section were 12.7 and 12.5 kilometres per hour. Year wise position is indicated below:

	Year July-June	East Zone	West Zone	Metre Gauge Combined
1. Speed of Goods trains (kilometers per hour)	2016-17	12.6	12.3	12.5
	2017-18	12.7	12.5	12.6
Through goods.				
Van goods	2016-17	10.9	10.9	10.8
	2017-18	10.8	10.9	10.8
All goods	2016-17	12.6	12.2	12.3
	2017-18	12.1	12.5	12.3
2. Average wagon load (Tonnes)	2016-17	7.90	2.03	7.80
	2017-18	7.97	2.05	7.89
3. Net load per train (Tonnes)	2016-17	306	530	298
	2017-18	313	570	298
4. Net Tonne-kilometres per train hour	2016-17	3,989	8,722	3,882
	2017-18	3,995	8,974	3,875

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

During the year 2017-18, average daily kilometrage travelled by a passenger carriage and other coaching vehicle on the Broad Gauge was 607 and 276 respectively. The unserviceable passenger carriages constituted 33.7 percent of the total number of passenger carriages on line and the unserviceable other coaching vehicles 24.9 percent of the total number of other coaching vehicles on line. Year-wise position is indicated below:

(Vehicles in terms of four-wheelers)

Year	Vehicle kilometres 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		
July- June						
1969-70	243	145	12.6	11.0	16.0	220
2008-09	366	144	20.5	19.0	23.0	409
2009-10	368	145	22.1	14.3	39.0	434
2010-11	374	150	25.3	8.36	28.0	446
2011-12	398	155	38.9	10.0	32.0	496
2012-13	413	144	24.4	16.7	27.0	462
2013-14	423	190	24.3	9.52	28.0	434
2014-15	448	186	25.0	16.7	34.0	545
2015-16	469	194	26.1	17.5	35.6	571
2016-17	560	230	31.0	20.8	42.3	679
2017-18	607	276	33.7	24.9	42.6	708

Table-52

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

During the year 2017-18, average daily kilometrage travelled by a passenger carriage and other coaching vehicles on the Metre Gauge was 288 and 97 respectively. The unserviceable passenger carriages constituted 28.0 percent of the total number of passenger carriages on line and the unserviceable other coaching vehicles 35.1 percent of the total number of othercoaching vehicles on line. Year-wise position is indicated below:

(Vehicles in terms of four-wheelers)

Year	Vehicle kilometres 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		
July- June						
1969-70	211	79	13.4	5.4	19	315
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
2015-16	262	89	25.6	33.9	33	535
2016-17	275	93	26.8	35.5	35	562
2017-18	288	97	28.0	35.1	38	590

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

During the year 2017-18 average daily kilometrage travelled by a freight wagon was 75.2 Unserviceable wagons constituted 13.6 percent of the total number of wagons on line. Year-wise position is indicated below:

(Wagons in terms of four-wheelers)

Year	Wagon kilometres per wagon day on line	Percentage of average number of wagons under or awaiting repairs daily to average total number on line	Wagon kilometre per engine hour	Net tonne Kilometres per wagon	Average Turn Round of a wagon	
					Covered	Open
July- June						
1969-70	24.5	6.1	154	229	8.5	45.4
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
2015-16	58.6	10.8	237	674	9.62	0.45
2016-17	76.1	14.0	308	876	38.1	1.78
2017-18	75.2	13.6	326	679	35.5	1.33

Table-54

**FREIGHT WAGON PERFORMANCE
(M G - East & West Zone Combined)**

During the year 2017-18, average daily kilometrage travelled by a freight wagon was 22.9. Unserviceable wagons constituted 36.1 percent of the total number of wagons on line. Year-wise position is indicated below:

(Wagons in terms of four-wheelers)

Year	Wagon kilometres per wagon day on line	Percentage of average number of wagons under or awaiting repairs daily to average total number	Wagon Kilometre per	Net tonne Kilometres per wagon day	Average Turn Round of a wagon	
					Covered	Open
July- June						
1969-70	29.3	8.1	134	190	10.2	24.20
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	11.00
2013-14	9.8	18.4	229	68	11.3	6.60
2014-15	10.4	18.6	236	64	12.1	11.70
2015-16	10.1	18.6	229	62	30.4	30.40
2016-17	13.3	24.1	297	80	28.5	50.00
2017-18	22.9	36.1	394	90	34.5	48.55

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 2017-18, average distance travelled by a Broad Gauge Locomotive was 175 kilometres per day. Average kilometrage travelled by a locomotive all engine actually in use was 286 kilometres per day. Average distance covered by a goods locomotives actually in use, was 172 kilometres per day. Year-wise position is indicated below:

Year	Engine kilometres per day per engine on line	Engine kilometres 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 Engines	Goods Engines		
July- June					
1969-70	130	230	154	8.3	10.3
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	9.3
2015-16	184	301	182	22.8	9.7
2016-17	195	319	192	24.1	10.2
2017-18	175	286	172	21.6	9.2

Table-56

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

During the year 2017-18, average distance travelled by a Metre Gauge Locomotive was 223 kilometres per day. Average kilometrage travelled by a locomotive all engine actually in use was 306 kilometres per day. Average distance covered by a goods locomotive actually in use, was 219kilometres per day. Year-wise position is indicated below:

Year	Engine kilo- metres per day per engine on line	Engine kilometres per day per engine in use		Percentage of average number of engine under or awaiting repairs daily to average total number on line	Hours workd per day per engine available for use
		All Engines	Goods Engines		
July- June					
1969-70	137	206	143	14.2	13.9
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
2015-16	230	321	231	32.0	15.1
2016-17	243	340	244	33.9	11.7
2017-18	223	306	219	30.4	10.5

Table-57**ENGINE KILOMETRES- PASSENGER,
GOODS & OTHERS (BG)**

During the year 2017-18 a total of 6,261,565 Engine kilometres run on the Broad Gauge in the Western Zone, (Passenger 4,445,712 Goods 814,003 and others 1,001,850. Year wise position in indicated below:

Year July-June	Engine Kilometres			
	Passenger	Goods	Others	Total
2000-01	3,265,848	522,648	397,008	4,185,504
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
2015-16	4,993,628	525,252	786,952	6,332,862
2016-17	4,497,000	819,148	1,010,117	6,326,265
2017-18	4,445,712	814,003	1,001,850	6,261,565

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

Table-58**ENGINE KILOMETRES- PASSENGER,GOODS
& OTHERS (MG -East & West Zone Combined)**

During the year 2017-18 a total of 17,617,436 Engine Kilometres run on the metre gauge in the Eastern and Western, Combined (Passenger 13,036,902 Goods 1,585,569 and others 2,994,965. Year wise position in indicated below:

Year	Engine Kilometres			
	Passenger	Goods	Others	Total
July-June				
1998-99	9,586,993	1,189,701	1,661,005	12,437,699
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
2015-16	12,529,948	1,249,952	1,757,533	15,537,433
2016-17	12,339,870	1,556,177	2,724,176	16,620,223
2017-18	13,036,902	1,585,569	2,994,965	17,617,436

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

Table-59**FUEL CONSUMPTION**

During the year 2017-18 Bangladesh Railway consumed 205 metric tons of coal, 115 metric tons of furnace oil and 45,310 metric tons of diesel oil. These 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. 45,920.50 per metric ton for coal, Tk.40,072.30 per metric ton for furnace oil and Tk.49,849.50 per metric ton for diesel oil. Year-wise quantities of fuel consumed is indicated

Year	Coal (Metric Tons)			Furnace oil (Metric Ton)			Diesel oil (Metric Ton)		
	Locomo- tives purposes	Other purposes	Total	Locomo- tives purposes	Other purposes	Total	Locomo- tives purposes	Other purposes	Total
July- June									
1969-70	87,880	33,957	121,837	83,951	773	84,724	27059	878	27937
2008-09	--	310	310	--	737	737	34563	1092	35655
2009-10	--	282	282	--	465	465	34264	1290	35554
2010-11	--	255	255	--	539	539	34098	1387	35485
2011-12	--	233	233	--	433	433	33831	1131	34962
2012-13	--	236	236	--	197	197	33585	1452	35037
2013-14	--	167	167	--	209	209	34916	1336	36252
2014-15	--	167	167	--	209	209	35567	1325	36892
2015-16	--	189	189	--	99	99	40113	1585	41698
2016-17	--	221	221	--	134	134	43965	2586	69822
2017-18	--	205	205	--	115	115	43491	1819	45310

Table-60**FUEL CONSUMPTION (Zone-wise)**

The Zone-wise breakdown of coal, furnace oil and diesel oil consumed during the year 2016-17 and 2017-18 is given below:

	Locomotive Purposes		Other Purposes		(Figures in Metric Tons) Total Consumption	
	2016-17	2017-18	2016-17	2017-18	2016-17	2017-18
1. Coal						
East Zone	-	-	188	186	188	186
West Zone	-	-	33	19	33	19
Total		-	221	205	221	205
2. Furnace Oil						
East Zone	-	-	10	--	10	--
West Zone	-	-	124	--	124	115
Total		-	134	--	134	115
3. Diesel Oil						
East Zone	24,031	24,031	1,768	1,766	24,800	25,797
West Zone	19,934	19,460	57	53	19,991	19,513
Total	43,965	43,491	1,825	1,819	44,791	45,310

Table-60-1

TRAFFIC DENSITY
(WEST ZONE)

SL. NO.	Section	1969-70					2016-17					2017-18				
		Pass & Mixed trains per day	Freight trains per day	Coaching Vehicles per day	Wagons per day	Tonnes per day	Pass & Mixed trains per day	Freight trains per day	Coaching Vehicles per day	Wagons per day	Tonnes per day	Pass & Mixed trains per day	Freight trains per day	Coaching Vehicles per day	Wagons per day	Tonnes per day
1.	Khulna-Jessore	16.00	4.00	270	198	1,772	21.16	3.14	365	176	2,261	23.27	3.14	365	176	2,261
2.	Jessore-Darsana	14.00	4.09	249	216	1,813	19.04	3.70	339	185	2,038	19.04	3.70	339	185	2,038
3.	Darsana-Poradaha	20.00	5.44	321	220	2,461	21.16	4.52	365	192	2,414	21.16	4.52	365	192	2,414
4.	Poradaha-Bhairamara	14.00	6.39	254	292	2,995	23.27	4.61	395	192	2,414	23.27	4.61	395	192	2,414
5.	Bhairamara-Ishurdi	14.00	7.23	255	294	2,998	23.27	4.30	395	192	2,461	23.27	4.30	395	192	2,461
6.	Ishurdi-Abdulpur	24.00	7.58	429	307	3,151	40.20	1.26	515	80	2,381	40.20	1.26	515	80	2,381
7.	Abdulpur-Santahar	14.00	5.77	262	282	2,784	25.39	0.93	300	46	947	25.39	0.93	300	46	947
8.	Santahar-Parbatipur	14.00	3.02	258	138	1,213	21.16	0.80	300	44	554	23.27	0.80	300	44	554
9.	Parbatipur-Saidpur	10.00	1.71	168	62	297	14.81	0.51	227	17	455	14.81	0.51	227	17	455
10.	Saidpur-Chilhati	8.78	0.71	144	25	137	10.58	--	189	--	404	10.58	--	189	--	404
11.	Ishurdi-Jamtail	--	--	--	--	--	29.62	--	365	--	--	29.62	--	365	--	--
12.	Jamtail-Sirajgonj Bazar	--	--	--	--	--	4.23	--	38	--	--	4.23	--	38	--	--
13.	Jamtail-Joydebpur	--	--	--	--	--	27.50	--	318	--	--	27.50	--	318	--	--
14.	Joydabpur-Tongi	--	--	--	--	--	27.50	--	262	--	--	27.50	--	262	--	--

(West Zone-Contd.)

SL. NO.	Section	1969-70						2016-17						2017-18					
		Pass & Mixed trains per day	Freight trains per day	Coaching Vehicles per day	Wagons per day	Tonnes per day	Pass & Mixed trains per day	Freight trains per day	Coaching Vehicles per day	Wagons per day	Tonnes per day	Pass & Mixed trains per day	Freight trains per day	Coaching Vehicles per day	Wagons per day	Tonnes per day			
15.	Tongi-Dhaka Cant.	--	--	--	--	--	27.50	--	262	253	4,120	27.50	--	262	253	4,120			
16	Da cantt - Dhaka	--	--	--	--	--	27.50	--	262	253	4,120	27.50	--	262	253	4,120			
17	Poradha-khalukhali	--	--	--	--	--	10.58	--	133	--	--	10.58	--	133	--	--			
18.	Khalukhali-Rajbari	14.00	2.03	230	57	304	10.58	--	133	--	--	10.58	--	133	--	--			
19.	Rajbari-Goalonda	15.00	--	226	8	72	10.58	--	159	--	--	10.58	--	159	--	--			
20.	Jessore-Benapole	2.72	--	30	21	45	2.12	--	25	--	--	2.12	--	25	--	--			
21.	Abdulpur-Rajshahi	10.00	2.80	185	88	670	27.50	0.88	25	43	576	27.50	0.88	25	43	576			
22.	Rajshahi-Ammura	9.76	1.10	170	34	59	12.69	0.19	481	14	408	12.69	0.19	481	14	408			
23.	Ammura-Chapainowabgonj	12.00	--	207	13	59	12.69	0.12	146	12	105	12.69	0.12	146	12	105			
24.	Ammura-Rohanpur	--	--	--	--	--	8.46	0.29	73	16	144	8.46	0.29	73	16	144			
25.	Abdulpur-Chapainowabgonj	--	--	207	13	59	11.64	0.12	126	12	105	8.46	0.12	126	12	105			
METRE GAUGE																			
26.	Santahar-Bonarpara	12.00	4.66	218	188	970	19.04	0.80	318	24	144	19.04	0.80	318	24	144			

(West Zone-Contd.)

SL. NO.	Section	1969-70					2016-17					2017-18				
		Pass & Mixed trains per day	Freight trains per day	Coaching Vehicles per day	Wagons per day	Tonnes per day	Pass & Mixed trains per day	Freight trains per day	Coaching Vehicles per day	Wagons per day	Tonnes per day	Pass & Mixed trains per day	Freight trains per day	Coaching Vehicles per day	Wagons per day	Tonnes per day
27.	Bonarpara-Kaunia	12.00	4.90	240	232	1220	16.93	0.92	309	52	257	16.93	0.92	309	52	257
28.	Kawnia-Lalmonirhat	18.00	5.34	229	189	813	23.27	0.34	550	31	175	23.27	0.34	550	31	175
29.	Kaunia-Parbatipur	14.26	3.77	271	146	740	25.39	0.74	386	44	332	25.39	0.74	386	44	332
30.	Tistamukghat-Bonarpara	8.00	5.50	293	285	1,762	--	--	--	--	--	--	--	--	--	--
31.	Trimohini-Balashi	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
32.	Lalmonirhat-Burimari	6.00	0.47	94	9	38	12.69	0.27	197	17	107	12.69	0.27	197	17	107
33.	Parbatipur-Kanchan	14.95	2.76	267	91	350	21.16	0.34	275	28	116	21.16	0.34	275	28	116
34.	Kanchan-Panchagarh	6.58	3.25	120	67	238	10.58	--	85	--	--	10.58	--	85	--	--
35.	Tista-Ramna Bazar	6.82	0.51	90	13	57	4.23	--	34	--	--	6.35	--	34	--	--
36.	Kanchan-Biral	4.00	--	38	17	48	2.12	--	17	--	--	2.12	--	17	--	--
37.	Parbatipur-Saidpur	--	--	--	--	--	14.81	--	--	--	--	14.81	--	--	--	--
38.	Santahar-Abdulpur	--	--	--	--	--	25.39	0.60	180	28	315	25.39	0.60	180	28	315
39.	Abdulpur-Ishurdi	--	--	--	--	--	40.20	0.60	180	28	315	40.20	0.60	180	28	315
40.	Ishurdi-Jamtail	--	--	--	--	--	25.39	0.60	180	28	315	25.39	0.60	180	28	315
41.	Jamtail-Joydebpur	--	--	--	--	--	27.50	0.60	180	28	315	27.50	0.60	180	28	315

Table-60-2

**TRAFFIC DENSITY
(East Zone)**

SL. NO.	Section	1969-70						2016-17						2017-18					
		Pass & Mixed trains per day	Freight trains per day	Coaching Vehicles per day	Wagons per day	Tonnes per day	Pass & Mixed trains per day	Freight trains per day	Coaching Vehicles per day	Wagons per day	Tonnes per day	Pass & Mixed trains per day	Freight trains per day	Coaching Vehicles per day	Wagons per day	Tonnes per day			
1.	Chittagong-Feni	18.55	13.35	418	831	6,334	38.08	38.08	6.66	867	5,100	38.08	38.08	6.66	867	5,100			
2.	Feni-Laksham	20.35	13.03	445	794	6,288	38.08	38.08	6.76	863	5,195	38.08	38.08	6.76	863	5,195			
3.	Laksham-Akhaura	19.70	12.68	424	715	5,737	35.97	35.97	6.71	935	5,147	44.43	44.43	6.71	935	5,147			
4.	Chittagong-Sholashar	24.00	2.02	324	49	223	21.16	21.16	--	399	--	23.27	23.27	--	399	--			
5.	Sholashar-Dohazari	14.00	1.74	203	31	133	4.23	4.23	--	30	--	2.12	2.12	--	30	--			
6.	Sholashar-Nazirhat	10.00	0.32	158	8	35	19.04	19.04	--	196	--	23.27	23.27	--	196	--			
7.	Chandpur-Laksham	12.38	1.61	200	45	266	12.69	12.69	--	197	--	8.46	8.46	--	197	--			
8.	Noakhali-Laksham	14.48	1.02	240	13	54	10.00	10.00	--	160	--	8.46	8.46	--	171	--			
9.	Narayanganj-Dhaka	16.00	3.05	283	146	1,054	33.85	33.85	--	520	--	33.85	33.85	--	520	--			
10.	Dhaka-Tajgaon	28.00	6.84	597	266	1,766	101.55	101.55	4.55	2,144	3,838	101.55	101.55	4.55	2,144	4,120			
11.	Tejgaon-Tongi	28.00	9.42	596	497	3,427	101.55	101.55	4.72	2,144	4,120	101.55	101.55	4.72	2,144	4,120			
12.	Bhairab Bazar-Tongi	16.00	6.62	344	348	2,468	48.66	48.66	5.16	1,143	300	50.78	50.78	5.16	1,143	300			
13.	Akhaura-Bhairab Bazar	20.00	12.06	453	682	5,254	48.66	48.66	5.82	1,005	329	46.55	46.55	5.82	1,005	329			
14.	Bhairab Bazar -Gouripur Mymensingh	12.00	4.96	223	279	1,633	14.81	14.81	0.60	181	30	17.98	17.98	0.60	181	30			
15.	Gouripur Mymensingh-Mymensingh	24.12	6.48	390	331	1,790	23.27	23.27	0.54	601	32	23.27	23.27	0.54	601	32			
16.	Mymensingh-Jamalpur Town	14.04	5.79	321	279	1,683	23.27	23.27	0.92	601	119	23.27	23.27	0.92	601	119			

(East Zone-Contd.)

SL. NO.	Section	1969-70						2016-17						2017-18					
		Pass & Mixed trains per day	Freight trains per day	Coaching Vehicles per day	Wagons per day	Tonnes per day	Pass & Mixed trains per day	Freight trains per day	Coaching Vehicles per day	Wagons per day	Tonnes per day	Pass & Mixed trains per day	Freight trains per day	Coaching Vehicles per day	Wagons per day	Tonnes per day			
17.	Jamalpur Town-Dewangonj Bazar	12.00	6.36	212	315	2,068	14.81	0.96	399	60	519	14.81	0.96	399	60	519			
18.	Dewangonj Bazar-Bahadurabad	8.12	4.90	147	277	1,965	--	--	--	--	--	--	--	--	--	--			
19.	Tongi-Joydebpur	12.64	2.94	266	153	1,319	57.12	1.36	992	84	763	57.12	1.36	992	84	763			
20.	Joydebpur-Mymensingh	12.64	2.94	266	153	1,319	23.27	1.12	601	64	603	23.27	1.12	601	64	603			
21.	Jamalpur town-BangaBanduEast	7.02	0.22	180	21	109	10.58	1.07	201	42	403	10.58	1.07	201	42	403			
22.	Akhaura-Shaistagonj	13.98	3.55	278	132	902	22.21	1.90	496	72	603	22.21	1.90	496	72	603			
23.	Shaistagonj-Kulaura	12.00	3.52	245	201	1,573	19.04	1.61	472	55	527	19.04	1.61	472	55	527			
24.	Khaura-Shahbazpur	8.00	--	62	15	41	--	--	--	--	--	--	--	--	--	--			
25.	Khaura-Sylhet	12.00	4.83	245	128	1,034	21.16	1.38	472	49	504	19.04	1.38	472	49	504			
26.	Sylhet-Chatakbar	6.00	2.06	97	56	408	6.35	--	64	--	--	4.23	--	64	--	--			
27.	GouripurMymensingh-Shamgonj	--	--	--	--	--	16.93	--	249	--	--	16.93	--	249	--	--			
28.	Shamgonj-Jariajhanjail	8.00	--	122	9	28	8.46	--	103	--	--	8.46	--	103	--	--			
29.	Shamgonj-Mohangonj	10.12	1.25	141	24	80	8.46	--	146	--	--	8.46	--	146	--	--			

Table-61**TRAIN ACCIDENTS**

During the year 2017-18, there occurred a total of 89 train accidents on the Bangladesh Railway consisting of 64 cases of derailments and 25 cases of trains running into obstructions. Year-wise position is indicated below:

Year	Colli- sions	Derailments	Fire in trains	Train running into obstruction	Total	Incidence per million (train kilo- metres)	Cost of damages (000)
July-June							
1998-99	5	304	--	49	358	25.3	26,42
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
2015-16	--	123	--	43	166	6.11	3,45
2016-17	2	44	1	33	80	4.05	4,87
2017-18	--	64	--	25	89	5.21	6,56

Table-62**ANALYSIS OF TRAIN ACCIDENTS**

During the year 2017-18, 71.91 percent of the total train accidents were attributable to the failure of human elements and 9.32 percent were caused by technical defects in rolling-stock, track, signalling and interlocking apparatus. The balance 11.23 percent accidents occurred due to other miscellaneous causes. The comparative figures for 2016-17 and 2017-18 are shown below:

Causes		Colli- sions	Derail ments	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.	2016-2017	2	--	--	33	35	43.75
	2017-2018		64	--	--	64	71.91
(ii) Passing of signals at danger	2016-2017	--	--	--	--	--	--
	2017-2018	--	--	--	--	--	--
(iii) Breach of rules by Master and Asstt. Locomotive Master	2016-2017	--	--	--	--	--	--
	2017-2018	--	--	--	--	--	--
B. Technical defects :-							
(i) Engines	2016-2017	--	--	--	45	45	56.25
	2017-2018	--	--		15	15	16.85
(ii) Vehicles	2016-2017	--	--	1	--	1	1.25
	2017-2018	--	--	--	5	5	9.32
(iii) Tracks	2016-2017	--	--	--	--	--	--
	2017-2018	--	--	--	--	--	--
(iv) Signalling and interlocking apparatus	2016-2017	--	--	--	--	--	--
	2017-2018	--	--	--	--	--	--
(v) Other technicals defects	2016-2017	--	--	--	18	18	10.84
	2017-2018	--	--	--	--	--	--
Miscellaneous causes	2016-2017	--	44	--	--	44	55.00
	2017-2018	--	--	--	10	10	11.23
Grand Total	2016-2017	2	44	1	33	80	100.0
	2017-2018	--	64	--	25	89	100.0

Table-63**CASUALTIES**

During the year 2017-18, a total of 12 persons, i.e. passengers, railway employees and other persons were killed and 40 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:

Year	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		
July-June										
1998-99	3	85	4	266	28	57	35	408	2.43	13,10
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
2015-16	--	--	--	--	27	9	27	9	0.50	0.33
2016-17	3	7	--	--	--	--	3	7	0.12	0.24
2017-18	12	35	--	5	--	--	12	40	0.52	0.79

Table-64**PASSENGER AND FREIGHT REVENUE**

Year	Revenue from passengers carried (Thousand Taka)	Revenue per passenger (Taka)	Revenue per passenger kilometre (Paisa)	Revenue from freight Tonnes carried (Thousand Taka)	Revenue per tonne (Taka)	Revenue per tonne kilometre (Paisa)
July-June						
1969-70	10,17,11	1.38	3.04	16,38,31	33.54	12.7
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
2015-16	535,07,79	75.62	59.35	176,68,10	691.15	242.14
2016-17	714,70,74	91.85	79.27	264,14,12	681.30	362.00
2017-18	905,30,31	100.5	69.67	285,94,66	627.90	237.97

Table No. 66**CLASS-WISE REVENUE PER PASSENGER-KILOMETRE**

During the year 2017-18, average revenue per passenger kilometre were 207.20 paisa in Air-Conditioned Class, 111.52 paisa in First Class, 73.40 paisa in Shovan Class, and 50.30 paisa in Second Class. Year-wise position indicated below:

Year	Revenue per Passenger- kilometre (Paisa)					Total
	Air-Conditioned class	First Class	Sho- van	Second Class	Shulov Class	
July-June						
1969-1970	16.01	1.8	--	3.3	--	3.04
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
2012-2013	170.4	91.4	61.3	41.1	--	57.90
2013-2014	171.1	91.2	61.3	39.8	--	57.84
2014-2015	171.1	91.6	61.3	41.6	--	57.92
2015-2016	175.3	93.9	62.8	42.6	--	59.35
2016-2017	192.0	102.8	68.7	46.6	--	65.01
2017-2018	207.2	111.5	73.4	50.3	--	69.67

Table No. 67

OPERATING REVENUE & THEIR PERCENTAGE

(Taka in thousand)

Year	Passenger earnings		other coaching earnings		Freight earnings		Miscellaneous earnings		Sale of land		Receivable		Total	
	Tk.	%	Tk.	%	Tk.	%	Tk.	%	Tk.	%	Tk.	%	Tk.	%
2008-09	271,59,62	43.43	10,79,77	1.73	131,36,78	21.00	211,59,11	33.84	--	--	--	--	--	625,35,28
2009-10	291,76,86	51.52	11,65,77	2.06	116,57,78	20.59	146,30,01	25.83	--	--	--	--	--	566,30,42
2010-11	321,55,03	51.08	11,02,91	1.75	114,57,79	18.20	182,38,83	28.97	--	--	--	--	--	629,54,56
2011-12	350,96,63	58.16	1,142,86	1.89	96,29,01	15.95	144,74,73	23.98	--	--	--	--	--	603,42,93
2012-13	495,23,00	61.58	1,862,15	2.32	1,095,686	13.62	1,808,425	22.48	--	--	--	--	--	804,26,26
2013-14	488,07,50	61.00	22,57,05	2.82	142,87,37	17.86	146,66,04	18.32	--	--	--	--	--	800,17,96
2014-15	522,68,38	55.87	184,835	1.98	174,26,12	18.63	220,02,99	23.52	--	--	--	--	--	935,45,84
2015-16	535,69,79	59.19	168,415	1.86	176,68,10	19.54	175,41,69	19.40	--	--	--	--	--	904,01,96
2016-17	714,70,74	54.82	19,13,81	1.47	264,14,12	20.26	305,44,71	23.45	--	--	--	--	--	1303,76,42
2017-18	905,30,31	60.92	19,01,93	1.30	285,94,66	19.24	275,89,02	18.56	--	--	--	--	--	1486,15,92

Table No. 68

OPERATING EXPENSES & THEIR PERCENTAGE

Taka in thousand

Year	General Administration		Repairs and maintenance		Operation Staff		Operation fuel		Operation other than staff & fuel		Miscellaneous expenses		Depreciation		Total	
	Taka	%	Taka	%	Taka	%	Taka	%	Taka	%	Taka	%	Taka	%	Taka	%
2008-09	151,44,24	12.91	397,62,87	33.91	71,35,82	6.09	221,43,13	18.88	102,54,40	8.74	228,34,48	19.47	--	--	1172,74,94	--
2009-10	172,54,67	13.72	433,95,18	34.52	80,93,09	6.44	205,80,57	16.37	98,88,79	7.87	265,08,17	21.09	--	--	1257,20,47	--
2010-11	234,53,51	15.72	452,92,77	30.36	83,24,56	5.58	210,40,39	14.10	127,28,55	8.53	383,42,16	25.70	--	--	1491,81,94	--
2011-12	199,03,90	12.70	482,75,63	30.80	76,75,58	4.90	256,10,18	16.34	126,55,10	8.08	425,91,17	27.18	--	--	1567,11,56	--
2012-13	199,73,58	12.78	489,63,62	31.34	70,29,76	4.50	297,94,23	19.07	120,84,74	7.74	383,92,21	24.57	--	--	1562,38,14	--
2013-14	237,61,98	14.84	514,79,44	32.14	88,26,25	5.51	336,52,82	21.01	141,60,13	8.84	282,89,02	17.66	--	--	1601,69,64	--
2014-15	277,37,37	15.34	592,85,65	32.79	94,36,27	5.22	361,59,09	20.00	146,43,13	8.10	335,68,33	18.55	--	--	1808,29,84	--
2015-16	356,47,94	15.99	716,99,26	32.16	126,99,95	5.69	361,85,74	16.23	173,79,16	7.79	493,16,49	22.22	--	--	2229,22,04	--
2016-17	407,48,04	14.37	855,28,79	30.16	138,39,08	4.88	399,68,90	14.10	218,94,86	7.72	815,72,83	28.77	--	--	2835,52,50	--
2017-18	398,19,96	13.65	993,17,32	34.04	130,92,49	4.49	409,94,66	14.05	210,20,48	7.20	775,57,81	26.58	--	--	2918,02,72	--

Table-69

NET OPERATING INCOME
(Without considering PSO & Welfare grant)

During the year 2017-18, net operating income of Bangladesh Railway amounted to a deficit Tk.1431,86,80,000. 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
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
2012-2013	804,26,26	1562,38,14	(-)	758,11,88
2013-2014	800,17,96	1601,69,64	(-)	801,51,68
2014-2015	935,45,84	1808,29,84	(-)	872,84,00
2015-2016	904,01,96	2229,22,04	(-)	1325,20,08
2016-2017	1303,76,42	2835,52,50	(-)	1531,76,08
2017-2018	1486,15,92	2918,02,72	(-)	1431,86,80

Table-70

NET OPERATING INCOME AND OPERATING RATIO
(Considering PSO compensation & Welfare grant)

During the year 2017-18, net operating income worked out to Tk. 1280,17,69,000 duly considering the compensatin 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)

Year	Public Service obligation compensation	Welfare grant	Total Operating Revenue	Total Operating Expenses	Net Operating Income	Total Operating Ratio
	Taka	Taka	Taka	Taka	Taka	%
July-June						
1998-99	86,00,00	14,93,61	451,84,33	433,36,42	(+) 18,47,91	95.9
2008-09	86,00,00	26,57,45	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
2015-16	86,00,00	37,26,68	1027,28,64	2229,22,04	(-) 1201,93,40	217.0
2016-17	86,00,00	55,39,08	1445,15,50	2835,52,50	(-) 1390,37,00	196.2
2017-18	86,00,00	65,69,11	1637,85,03	2918,02,72	(-) 1280,17,69	178.2

Table-71**ZONE-WISE OPERATING REVENUE**

The Zone-wise breakdown of operating revenue under different heads during the year 2016-17 and 2017-18 are given below:

(Taka in Thousand)

	East Zone		West Zone		Total	
	Taka	%	Taka	%	Taka	%
Passenger						
Earnings						
2016-2017	477,47,44	56.96	237,23,30	50.96	714,70,74	54.82
2017-2018	586,26,22	65.58	319,04,09	53.88	905,30,31	60.92
Other Coaching						
Earnings						
2016-2017	11,78,74	1.41	7,35,08	1.58	19,13,81	1.47
2017-2018	11,69,02	1.31	7,32,91	1.24	19,01,93	1.28
Freight Earnings						
2016-2017	119,60,33	14.27	144,53,82	31.05	264,14,12	20.26
2017-2018	126,50,61	14.15	159,44,05	26.92	285,94,66	19.24
Miscellaneous						
Earnings						
2016-2017	229,34,54	27.36	76,43,17	16.42	305,77,71	23.45
2017-2018	169,51,36	18.96	106,37,66	17.96	275,89,02	18.56
Total						
2016-2017	838,21,05	–	465,55,37	–	1303,76,42	--
2017-2018	893,97,21	–	592,18,71	–	1486,15,92	--

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

Table-72**ZONE-WISE OPERATING EXPENSES**

The Zone-wise breakdown of operating expenses under different heads during the year 2016-17 and 2017-18 are given below:

(Taka in Thousand)

	East Zone		West Zone		Total	
	Taka	%	Taka	%	Taka	%
General Administration						
2016-2017	243,36,06	15.74	164,1 1,98	12.73	407,48,04	14.37
2017-2018	234,91,55	15.04	163,28,41	12.04	398,19,96	13.65
Repairs and maintenance						
2016-2017	420,02,92	27.16	435,25,87	33.76	855,28,79	30.16
2017-2018	450,65,26	28.86	542,52,06	40.00	993,17,32	34.04
Operation Staff						
2016-2017	73,78,46	4.77	64,60,62	5.01	138,39,08	4.88
2017-2018	70,07,86	4.49	60,84,63	4.49	130,92,49	4.49
Operation fuel						
2016-2017	210,91,50	13.64	188,77,40	14.64	399,68,90	14.10
2017-2018	229,09,94	14.67	180,84,72	13.33	409,94,66	14.05
Operation other than staff and fuel						
2016-2017	131,36,88	8.50	87,57,98	6.79	218,94,86	7.72
2017-2018	113,40,83	7.26	96,79,65	7.14	210,20,48	7.20
Miscellaneous expenses						
2016-2017	466,82,12	30.19	348,90,71	27.06	815,72,83	28.77
2017-2018	463,47,82	29.68	312,09,99	23.00	775,57,81	26.58
Total						
2016-2017	1546,27,94	--	1289,24,56	--	2835,52,50	--
2017-2018	1561,63,26	--	1356,39,46	--	2918,02,72	--

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

Table-73

OPERATING RATIO
(Without considering PSO & Welfare grant)

During the year 2017-18, net operating ratio of the Bangladesh Railway was 196.30%, i.e. total expenses were 196.30% of total earnings. Expenses on General Administration were 26.80%, Repairs and maintenance 66.80%, Operation staff 8.80%, Operation fuel 27.60%, Operation other than staff and fuel 14.10%, Miscellaneous expenses 52.20% and Depreciation Nil. Year-wise position is indicated below:

Year	General Administration	Repairs and maintenance	Operation staff	Operation fuel	Operation other than staff and fuel	Miscellaneous expenses	Depreciation	Total (Operating ratio)
	%	%	%	%	%	%	%	%
July-June								
1969-70	13.0	25.9	13.0	14.2	3.08	4.32	9.92	83.4
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
2015-16	39.4	79.3	14.0	40.1	19.2	54.5	--	246.6
2016-17	31.2	65.6	10.6	30.6	16.7	62.5	--	217.5
2017-18	26.8	66.8	8.8	27.6	14.1	52.2	--	196.3

Table-74**NUMBER AND COST OF EMPLOYEES**

Year July-June	Total number of employees	Total Cost of employees (Thousand Taka)	Number of employees per 1,000 Train kilometres	Average cost per employee per month (Taka)	Percentages of cost of employee to total operating expenses (percent)
1969-70	55,825	12,37,15	3.23	185	48.9
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
2015-16	25,782	611,90,00	1.50	19,778	27.5
2016-17	25,226	978,61,38	1.03	32,328	34.5
2017-18	25,823	10,72,78,82	1.21	34,619	36.7

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

Table-75

DEPARTMENT-WISE NUMBER OF EMPLOYEES

Year	Adminis- trations	Nirapatta Bahini	Accounts	Engineering	Signal & Tele- Communication	Estate	Mechanical	Traffic	Electrical	Medical	Stores
July-June											
1969-70	3,138	--	1,440	12,019	--	--	20,005	11,885	2,160	3,204	1,974
2008-09	1,052	2,369	1,019	5,285	1,379	181	9,392	6,012	1,644	1,180	931
2009-10	998	2,273	941	4,918	1,305	170	8,519	5,361	1,493	1,132	861
2010-11	953	2,184	845	4,674	1,256	163	7,910	5,085	1,430	1,054	795
2011-12	948	2,467	1,120	4,437	1,241	170	8,134	4,838	1,353	1,024	726
2012-13	911	2,659	1,062	4,285	1,225	163	7,772	4,734	1,297	1,076	755
2013-14	939	2,533	1,058	4,322	1,220	164	7,397	4,759	1,246	1,252	756
2014-15	993	2,492	1,007	5,816	1,283	157	7,651	4,708	1,414	1,328	771
2015-16	889	2,473	879	5,793	977	137	6,642	4,312	1,456	1,434	790
2016-17	895	2,592	824	5,024	1,010	119	7,024	4,318	1,409	1,349	662
2017-18	941	2,312	824	5,336	1,227	133	6,896	4,821	1,360	1,316	657

Note: (1) Administration includes General Administration, Personnel Branch, Planning Department, Railway School, Railway Prashikkhan Academy.

(2) Upto 1993-94, the numbers of Signal & Tele - Communication and Estate Departments were shown under Engineering but have been shown separately since 1984-85 and from 1994-95 Signal & Tele-Communication staff position shown Separately.

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	87	271	358	17	305	322	23	238	261	941	
2. Nirapatta Bahini	---	--	--	6	1,323	1,329	7	976	983	2,312	
3. Accounts	--	--	--	26	458	484	22	318	340	824	
4. Engineering	--	--	--	26	2,219	2,245	20	3,071	3,091	5,336	
5. Signal & Telecom.	--	--	--	14	654	668	11	548	559	1,227	
6. Estate	--	--	--	4	65	69	4	60	64	133	
7. Mechanical	--	--	--	21	3,330	3,351	36	3,509	3,545	6,896	
8. Traffic	--	--	--	24	2,515	2,539	15	2,267	2,282	4,821	
9. Electrical	--	--	--	4	709	713	7	640	647	1,360	
10. Medical	--	--	--	22	757	779	8	529	537	1,316	
11. Stores	7	268	275	10	175	185	4	193	197	657	
Total	94	539	633	174	12,510	12,684	157	12,349	12,506	25,823	

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

Central Establishment	Number
a. Planning Department including Statistical Branch	67
b. Railway Training Academy	74
c. Director General's Office	217
Total :	358
East Zone	
a. General Branch	53
b. Personnel Branch	154
c. Railway School	115
Total :	322
West Zone	
a. General Branch	54
b. Personnel Branch	134
c. Railway School	73
Total :	261

Table-77**DEPARTMENT WISE PERCENTAGE OF EMPLOYEES**

Year	% Administration	% Nirapatta Bahini	% Accounts	% Engineering	% Signal & TeleCom.	% Estate	% Mechanical	% Traffic	% Electrical	% Medical	% Stores
------	------------------	--------------------	------------	---------------	---------------------	----------	--------------	-----------	--------------	-----------	----------

July-June

1969-70	5.62	--	2.58	21.5	--	--	35.8	21.3	3.88	5.74	3.54
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
2015-16	3.45	9.59	3.41	22.47	3.79	0.53	25.76	16.72	6.56	5.56	3.06
2016-17	3.35	10.28	3.27	19.52	4.00	0.47	27.84	17.12	5.59	5.35	2.62
2017-18	3.64	8.95	3.19	20.66	4.75	0.52	26.70	18.67	5.27	5.10	2.54

Table-78

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

The number of Officers and Staff of the Project Management Organization as on 30th June, 2018 is appended below :

	Officers	Staff	Total
1. Accounts	4	15	19
2. Engineering	11	2	13
Total	15	17	32

LIST OF CLOSED BRANCH LINE

Statistical Section No.	Name of Branch Line	Date of Closure
1.	Faridpur. - Pachuria	15.07.90
2.	Bharamara - Riota	15.07.90
3.	Lalmonirhat - Moghalhat	02.10.96
4.	Kalukhali - Bhatiapara ghat	19.07.97
5.	Rupsa East - Bagerhat	16.08.97
6.	Feni - Belonia	17.08.97
7.	Hobiganj - Shaistaganj	16.03.03
8.	Shaistaganj - Balla	08.04.03
9.	Kulaura-Shahbazzpur	07.07.02
10.	Sirajganj Bazar-Sirajgang Ghat	25.08.98
11.	Kurigram- Old Kurigram	06.10.03
12.	Modukhali-Kumarkhali	07.07.02

* Pachuria-Faridpur Section opened on 20.08.2014.

* Kalukhal-Bhatiapara ghat opened on 02.11.2013.

LIST OF PRINCIPAL OFFICERS
(As on 31.12.2018)

Director General's Office

QAZI MD. RAFIQL ALAM	Director General
MD. ANOWARUL HOQUE	Addl. Director General, Infrastructure
MD. MEIAH JAHAN	Addl. Director General, Operation
MD. SHAMSUZZAMAN	Addl. Director General, Rolling Stock
MD. ZAHURUL ISLAM	Addl. Director General, Finance
MD. AKTARUZZAMAN HAIDER	Addl. Director General, Marketing & Corporate Planning
AL FATTAH MD. MASUDUR RAHMAN	Joint Director General, Engineering
MD. MONJURUL ALAM CHOWDHURY	Joint Director General, Mechanical
S.M. MURAD HOSSAIN	Joint Director General, Operation
MOHAMMED GOLAM SARWAR BHUIYAN	Joint Director General, Finance
SADRUL HOQ	Director, Est. (addition charge)

Planning Cell

MD. JAHANGIR HOSSAIN	Chief Planning Officer
----------------------	------------------------

Training Academy

MD. ANWAR HOSSAIN	Rector, Railway Training Academy & Director Training
-------------------	---

Stores

MD. GOLAM AMBIA	Chief Controller of Stores
-----------------	----------------------------

Kallyan Trust

MD. ROHUL KADER AZAD	Managing Director, Karmachari Kallyan Trust
----------------------	--

Tele-Communication

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

EAST ZONE
(AS ON 31-12-2018)

SAYED FAROQUE AHMED	General Manager
CHANDAN KANTI DAS	Addl. General Manager
RASHIDA SULTANA GANI	Chief Operating Superintendent
SARDER SAHADAT ALI	Chief Commercial Manager
ABDUL JOLIL	Chief Engineer
MIJANUR RAHMAN	Chief Mechanical Engineer
MD. ABUL KALAM	Chief Signal & Tele-Communication Engineer
KAMRUN NAHAR	Financial Advisor & Chief Accounts Officer
MD. PRODIP KUMAR SHAHA	Chief Electrical Engineer
DR. PORITOS CHOKROBORTY	Chief Medical Officer
KAZI MD. SALIM	Chief Personnel Officer
ISHRAT JAHAN	Chief Estate Officer
FARID AHMED	Controller of Stores
MD. IQBAL HOSSAIN	Chief Commandant (RNB)
MD. GOUS-AL-MUNIR	Divisional Railway Manager (Dhaka)
MD. BORHAN UDDIN	Divisional Railway Manager (Chittagong)
FAKIR MD. MOHIUDDIN	Divisional Superintendent (Workshop) Pahartali.

WEST ZONE
(AS ON 31-12-2018)

MD. MAJIBAR RAHMAN	General Manager
MD. LUTFOR RAHMAN	Additional General Manager
MD. SHAHNEWAJ	Chief Operating Superintendent
MD. SHAHNEWAJ	Chief Commercial Manager
MD. RAMJAN ALI	Chief Engineer
MRENAL KANTI BANIK	Chief Mechanical Engineer
SAROJ KANTI DEB	Financial Advisor & Chief Accounts officer
AJOY KUMAR PODDER	Chief Electrical Engineer
DR. SHAMSUL ALAM MD. EMTEYAZ	Chief Medical Officer
MD. SHAHIDUL ISLAM	Chief Personnel officer
ASIM KUMAR TALUKDAR	Chief Signal & Tele-Communication Engineer
D. MD. ABDUL MANNAN	Chief Estate Officer
MD. BELAL HOSSAIN SARKER	Controller of Stores
MD. FATTAH BHUIYAN	Chief Commandant (RNB)
MD. NAZMUL ISLAM	Divisional Railway Manager (Paksey)
MD. MOSTAFIJER RAHMAN	Divisional Railway Manager (Lalmonirhat)
MOHAMMED KUDERT-E-KHODA	Divisional Superintendent (Workshop) Saidpur
AMINUL ISLAM	Chief Executive (Central Locomotive Workshop) Parbatipur

PROJECT MANAGEMENT ORGANIZATION
(AS ON 31-12-2018)

DHIRENDRA NATH MAJUMDER	General Manager (LKM-AKA-DLP)
MIHIR KANTI GUHA	General Manager (Reform)
AFJAL HOSSAIN	General Manager & PD (Khulna-Mangla Rail Project)
GOLAM FAKHRUDDIN AHMED CHOWDHURAY	General Manager (Padma Bridge Rail Line Project)
MD. HARUN-UR-RASHD	Chief Mechanical Engineer, Development
MD. ABDUL MATIN CHOWDHURY	Chief Mechanical Engineer (Project)
MD. NURUL ISLAM	Financial Advisor and Chief Accounts Officer
MD. ABUL KALAM	Project Director (Signal)

OTHER PRINCIPAL OFFICERS

NASIR UDDIN AHMED	Government Inspector of Bangladesh Railway
MD. SHAMSUDDIN	Deputy Inspector General of Police, Railway Range

INFORMATION MIRROR-2018

● Route Kilometres	2,955.53
● Track Kilometres	4,324.75
● Number of Stations	466
● Passengers carried (million)	90.05
● Passenger-Kilometres (million)	12,993.91
● Average lead of a passenger (Kilometres)	144.30
● Tonnes Carried (million)	4.55
● Tonne-Kilometres (million)	1,236.50
● Average lead of a tonne of freight (kilometres)	271.50
● Number of passenger trains daily	352
● Number of freight trains daily	51
● Total operating revenue (million Tk.) (Without considering PSO & Welfare grant)	14,861.59
● Total operating revenue (million Tk.) (Considering PSO & welfare grant)	16,378.50
● Total operating expenses (million Tk.)	29,180.27
● Net operating income (million Tk.) (Without considering PSO & Welfare grant)	(-) 14,318.68
● Net operating income (million Tk.) (Considering PSO & Welfare grant)	(-)12,801.77
● Operating Ratio (%) (Without considering PSO & Welfare grant)	196.30
● Operating Ratio (%) (Considering PSO & Welfare grant)	178.20
● Revenue per passenger (Tk.)	100.50
● Revenue per passenger-kilometre (Paisa)	69.67
● Revenue per tonne (Tk.)	627.90
● Revenue per tonne-kilometre (Poisha)	237.97
● Number of employees (June 2017)	25,823
● Cost of employees (million Tk.)	10,727.88