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

CONVERSION COEFFICIENTS

LENGTH

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

WEIGHT

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

CONTENTS

INFORMATION BOOK
2015

BANGLADESH RAILWAY

BRIEF HISTORY

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

Some Historical Events :

15 Nov.1862 : Construction of 53.11 Km. of Broad Gauge line between Darsana and Jagati of Kushtia district by Eastern Bengal Railway.

1 Jan.1871 : Extension of Darsana - Jagati Railway line upto Goalanda by Eastern Bengal Railway.

1874-1879 : Construction of Metre Gauge railway line from Sara (near Paksey) to Chilahati, Parbatipur to Dinajpur and Parbatipur to Kaunia and construction of Broad Gauge Railway line from Damukdia (Opposite to Sara) to Poradaha.

1882-84 : Bengal Central Railway Company constructed Benapole-Khulna Broad Gauge railway line.

1 Jul.1884 : Government took over the management of Eastern Bengal Railway.

4 Jan.1885 : Railway Metre Gauge connection between Dhaka and 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 constructred.

1899-1900 : Metre Gauge Railway line constructed between SantaharJn. to Fulchhari by Brahmaputra-Sultanpur Railway Company.

1903 : Laksam - Noakhali section constructed by Noakhali (Bengal) Railway Company.

1 April.1904 : Bengal Central Railway Company and Brahmaputra-Sultanpur Railway Company taken over by Govt. managed Eastern Bengal Railway.

1905 : Opening of Kaunia-Bonarpara Metre Gauge section.

: Govt. purchased the Noakhali (Bengal) Railway Company.

1 Jan. 1906 : Noakhali (Bengal) Railway Company merged with Assam Bengal Railway.

1909 : Poradaha-Bhairamara single line converted into double line.

1910-1914 : Akhaura -Tongi section opened. Conversion of Shakole to Santahar Metre Gauge section into Broad Gauge.

1912-1915 : Kulaura - Sylhet section opened.

1 Jan.1915 : Hardinge Railway Bridge was opened over the river Padma at Paksey.

1915-1916 : Sara - Sirajganj line constructed by Sara - Sirajganj Railway Company.

1916 : Bhairamara-Raita Broad Gauge section opened.

1912-1918 : Gouripur - Mymensingh - Netrokona and Shamgonj-Jharia-janjail sections constructed by Mymensingh - Bhairab Bazar Railway Company.

1915-1932 : Bhairamara - Ishurdi - Abdulpur single line section converted into double line.

10 Jun.1918 : Rupsha - Bagerhat Narrow Gauge section constructed by a Branch line Company.

Jul.1924 : Conversion of Santahar - Parbatipur Metre Gauge section into Broad Gauge.

Sep.1926 : Conversion of Parbatipur - Chilahati Metre Gauge section into Broad Gauge.

1928 : Opening of Shaistagonj-Habigonj section.

1928-29 : Tista - Kurigram Narrow Gauge section converted into Broad Gauge.

1929 : Shaistagonj-Balla and Chittagong-Hathazari sections opened.

1930 : Hathajari - Nazirhat Metre Gauge and Abdulpur - Amnura Broad Gauge sections opened.

1931 : Sholashahar-Dohazari section opened.

6 Dec.1937 : Opening of king VI George Bridge connecting Bhairab Bazar and Ashugonj over the river Meghna.

1941 : Jamalpur-Bahadurabad Metre Gauge section opened.

1 Jan.1942 : Assam - Bengal Railway taken over by Government and amalgamated with the Eastern Bengal Railway under the name " Bengal and Assam Railway ".

1 Oct.1944 : Government took over Sara-Sirajganj Railway Company.

1947 : Bengal and Assam Railway was split up and the portion within the boundary of erstwhile East Pakistan was named as " Eastern Bengal Railway " , the control remaining with Central Government of Pakistan.

1948-1949 : Government takes over Mymensingh-Bhairab Bazar Railway ompany and Rupsa-Bagerhat Branch Line Company.

21 Apr.1951 : Jessore-Darsana Railway line opened to traffic.

Oct.1954 : Sylhet to Chatak Bazar Railway line opened to traffic.

1 Feb.1961 : Eastern Bengal Railway renamed as Pakistan Eastern Railway .

1962 : A Railway Board was formed & management of Railway was placed under the Provincial Government.

1972 : Pakistan Eastern Railway was renamed as Bangladesh Railway after emergence of Bangladesh as sovereign state and continued to function under a Railway Board.

3 Jun.1982 : The Railway Board was abolished and its function as placed under the control of Railway Division of Ministry of Communications with the Secretary of the Division being Director General. For administrative convenience and operational reasons, BR was bifurcated into two zones, East and West zone, headed by two General Managers.

12 Aug-1995 : Bangladesh Railway Authority (BRA) was formed comprising 9 members with Hon'ble Minister for Ministry of Communications as Chairman, for giving policy guidance of Bangladesh Railway.

23 June-1998 : East-West Railway connectivity over the mighty river Jumana was established from the day one, the day of formal opening of Jamuna Multipurpose Bridge, after completion of construction of Broad Gauge track from Jamtoil to Ibrahimabad.

14 Aug-2003: Direct BG Train Communication between Dhaka (Joydebpur) and Rajshahi over Jamuna Multipurpose Bridge was established by introducing first Intercity passenger Train after completion of construction of new Dual Guage track from Ibrahimabad to Joydebpur.

7 March-2004: Direct MG train communication between Dhaka and Lalmonirhat was established.

9 Nov-2007 : Bangladesh has signed the intergovernmental agreement on the Trans Asian Railways(TAR) network as 20th signatory.

14 April-2008: Direct Communication between Dhaka & Kolkata was established by introducing "Maitree Express" Train.

4 March-2010: Introduction of ticket selling through mobile phone.

4 Dec.2011 Ministry of Railways formed by the Honorable Prime Minister vide SRO-361-Rules of Business 1996 Rule- 3.

Railway Recovery and Reform Programme

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

- After creation of Bangladesh as an independent nation in 1971, it inherited a Railway Board which was responsible for the functioning of the Railway network on behalf of the Government.

- In 1973 this structure was abolished and its functions were merged with the Ministry of Communications (MOC) and the executive functioning of the network was placed under a General Manager.

- In 1976, on the advice of the Asian Development Bank, the Government (GOB) agreed to re-establish the Railway Board to conduct the management functions with MOC exercising policy control.

- The Railway Board was again abolished with effect from June 2, 1982 and a Railway Division was created under the MOC with the Railway Division being vested with the functions being discharged bythe erstwhile Railway Board. Secretary, Railway Division under the MOC was made to head BR and to discharge the functions of DG/BR. The Railway was bifurcated into East and West Zones, each placed under a General Manager with supporting administrative structure.

- The Railway Recovery Programme(RRP)launched in 1991: The RRP was launched to improve the performance of Bangladesh Railway through (i) Reduction in manpower, (ii)

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

- (v)Closure of unnecessary functions. As a result, the work force was reduced from 58,000 to 35,000 through voluntary separation and natural attrition. Apart from this, a number of revenue losing branch lines, sheds, depots etc, were closed and some of the non- profitable passenger train services were withdrawn.

- The Organization Reform Programme (phase-I) launched in 1994 had the key recommendations: (i) To separate Railway Organization from Ministry of Communication, (ii) Formation of Bangladesh Railway Authority (BRA), (iii) Allocation of Authority and Power among Bangladesh Government, BRA and BR Management and (iv) Restructuring of BR. The Phase-II & Phase-III of Organizational Reform with the same objective followed subsequently.

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

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

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

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

PRIVATE SECTOR ASSOCIATION

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

Commercial Activities :

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

3/4	Dhaka-Chittagong	21.04.22
43/44	Dhaka-Mohangong	20.04.22
47/48	Dhaka-Dewangong Bazar	14.04.20
51/52	Dewangonj Bazar-Dhaka	22.10.19
211/222&226/238	Dhaka-Narayangonj-Dhaka	21.06.19
551/5 & 6/554	Ishurdi-Dhaka-Chapainwabgonj	31.05.17
455/456	Burimari-Lalmonirhat	11.02.20
461/462	Lalmonirhat-Parbatipur	11.02.20
505/506/508	Poradaha-Goalondoghat	15.03.16
507/513	Poradaha-Rajbari-Goalondoghat	15.03.16
51/542	Jamalpur-Dhaka	22.10.19
33/36& 34/35	Dhaka-Akhaura-Dhaka	07.01.19
49/50	Dhaka-Mymensingh	07.12.19
On Board Services		
703/742	Dhaka-Chittagong	20.01.19
709/710	Dhaka-Sylhet	31.10.17
737/738	Dhaka-Kishorgonj	17.12.18
749/750	Dhaka-Kishorgonj	17.12.18
773/774	Dhaka-Sylhet	31.08.18
777/778	Dhaka-Mohangong	12.11.19
785/786	Chittagong-Mymensingh	05-03-19

• "Computerized Seat Reservation and Ticketing System" has been introduced since December, 1994 on Built, Operate & Transfer(BOT) basis.

• The extra capacity of BR " Fibre Optic Telecom System" has been leased out to Grameen Phone, a private cell phone operator.

• Private enterprises have also been associated in the fields of repair of passenger coaches, cleaning of Locomotives & passenger carriages.

Development Plan Outlays

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

Plan Period	Major Objectives	Allocation in Million Tk.	
		Bangladesh Railway	Transport Sector
First Five Year Plan (1973-78)	Rehabilitation and reconstruction of damaged Railway system.	1261.30	5276.10
First Two Year Plan (1978-80)	Completion of the work of rehabilitation and reconstruction	1230.80	4500.00
Second Five Year Plan (1980-85)	Achievement of a reasonable level of efficiency in assets utilization. The bulk of the investment was for replacement, renewal and rehabilitation of track rolling stock and signaling equipment.	4133.90	12864.80
Third Five Year Plan (1985-90)	Similar to Second Five Year Plan, with greater emphasis on modernization of signaling and telecommunication system, fabrication of carriages and training of officers and staffs.	8360.00	30023.00
Fourth Five Year Plan (1990-95)	Improvement of operational efficiency, reduction of financial loss, development of repair and maintenance facilities, rehabilitation of track and bridges on a selective basis and introduction of pre-stressed concrete sleepers on core lines	8350.00	63730.00
Second Two Year Plan (1995-97)	Completion of spilled over projects of fourth Five Year Plan period.	3986.70	45479.00
Fifth Five Year Plan (1997-2002)	Establishment of a direct railway link between East and West Zone through Cross Jamuna rail connection, feasibility study on Dohazari -Cox`s Bazar rail line, improvement of line capacity and opening up avenues for private sector participation in BR activities.	24000.00	18000.00
Three Year Rolling Investment Programme (2004-2007)	Establishment of direct railway connection between the capital city Dhaka and the West Zone by converting Dhaka-Joydebpur MG section to Dual Gauge (DG). Rehabilitation of branch lines. Construction of rail link from western side of Jamuna Bridge to Bogra and eastern side of Jamuna Bridge to Tarakandi. Modernization of signalling & interlocking systems of different stations. Procurement of new carriages and locomotive for inprovement of passenger services.	75573.10	
Three Year Rolling Investment Programme (2007-2010)	**Implementation of NLTP:** • Reform of BR. • Doubling of Dhaka-Chittagong corridor to increase line capacity. • Eradicate poverty & easing of mass communication. • Maintain Railway tracks, rolling stocks & signalling system.	29685.50	
Sixth Five Year plan (2011-2015)	Construction of Dhaka-Mawa-Janjira-Bhanga BG rail line including feasibility study, Single track MG Rail way line from Dohazari-Ramu-Cox's Bazar and Ramu-Gundum & Double Tracking of Fouzderhat to Chittagong Port.	435098.10	
Sixth Five Year plan (2011-2015)	* Construction of Dhaka-Mawa-Janjira-Bhanga BG rail line including feasibility study, Single track MG Railway line from Dohazari-Ramu-Cox's Bazar and Ramu-Gundum & Double Tracking of Fouzderhat to	435098.10	

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

TRACK, BRIDGES AND STATIONS

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

Route Length by Civil Districts :

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

Track Maintenance :

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

Bridges :

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

Level Crossings :

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

Stations

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

SIGNALLING & TELECOMMUNICATION

Signalling :

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

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

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

ROLLING STOCK

Locomotives :

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

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

ELECTRICAL

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

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

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

Coaching Vehicles :

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

Freight Wagons :

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

Containers :

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

Mechanical Workshops :

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

A. LOCOMOTIVES ARE MAINTAINED IN FOLLOWING WORKSHOPS :

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

B. CARRIAGE & WAGONS ARE MAINTAINED IN FOLLOWING WORKSHOPS.

1. C & W Shop at Saidpur, Nilphamari.

2. C&W shop at Pahartali, Chittagong.

Railway Ferry Services :

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

STORES

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

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

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

PASSENGER AND FREIGHT TRAFFIC

Passenger Traffic :

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

Freight Traffic :

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

OPERATIONAL PROBLEMS

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

(1). Break of gauge. (2). Riverine points (3) 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 Banga bandhu Bridge.

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

OFFICERS & STAFF WELFARE

Numbers :

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

Training :

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

Festival Allowance :

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

Medicare & family welfare :

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

Housing Facilities :

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

Kallyan Trust :

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

Benevolent Fund :

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

Group Insurance :

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

Sports & Recreation :

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

Education :

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

Trade Union :

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

SOCIAL COST

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

Operation of un-economic branch lines ;

Carrying Relief Materials at concessional rates ;

Carrying military traffic at less than normal tariff.

Compensation for Social Cost :

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

SECURITY

The Government Railway Police:-

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

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

1. Control of passenger traffic inside the station premises more particularly on the platforms, in the booking office, waiting halls at the entrance and exit gates and wherever specially required on emergency by the station officials.
2. The control of vehicular and other traffic in the station compound.
3. The maintenance of law and order at stations and in standing 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 non-cognizable cases under Railway act, 1890 on behalf of the management.

The Railway Nirapatta Bahini:

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

Railway Nirapatta Bahini is responsible for:-

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

FINANCIAL SUMMERY

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

On the other hand, Government paid an amount of Tk. 860.00 million and Tk. 393.57 million as PSO compensation and Welfare Grant respectively. As a result, the total operating revenue duly considering the effect of PSO and Welfare Grant for the year 2014-2015 amounted to Tk 10,608.15 million. So, after meeting the total operating expenses of Tk. 18.082.98 million, the net operating income for the year came to (-) Tk 7,474.83 million.

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

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

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

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

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

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

Information Mirror 2014

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

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STATISTICAL HIGHLIGH

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

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

STATISTICAL HIGHLIGHTS Contd.

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

STATISTICAL HIGHLIGHT-Contd.

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

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

Note : Details are given in subsequent Tables.

STATISTICAL TABLES

Table -1

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

Table-2

BLOCK AND NON-BLOCK STATIONS

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

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

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

Table 4

DISTRICT-WISE ROUTE KILOMETRES

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

Table-3
ROUTE KILOMETRES

Figures are in Kilometers

Year	MG			BG			DG			Total System		
July-June	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total
2001-02	1,276.71	553.03	1,829.74	--	936.25	936.25	--	--	--	1,276.71	1,489.28	2,765.99
2005-06	1,266.21	534.67	1,800.88	--	659.33	659.33	--	374.83	374.83	1,266.21	1,568.83	2,835.04
2006-07	1,266.21	534.67	1,800.88	--	659.33	659.33	--	374.83	374.83	1,266.21	1,568.83	2,835.04
2007-08	1,266.21	534.67	1,800.88	--	659.33	659.33	--	374.83	374.83	1,266.21	1,568.83	2,835.04
2008-09	1,266.21	534.67	1,800.88	--	659.33	659.33	--	374.83	374.83	1,266.21	1,568.83	2835.04
2009-10	1,266.21	534.67	1,800.88	--	--	659.33	--	374.83	374.83	1,266.21	1,568.83	2,835.04
2010-11	1,222.21	534.67	1,756.88	--	659.33	659.33	--	374.83	374.83	1,222.21	1,568.83	2,791.04
2011-12	1,273.38	534.67	1,808.05	--	659.33	659.33	34.89	374.83	409.72	1,308.27	1,568.83	2,877.10
2012-13	1,273.38	534.67	1,808.05	--	659.33	659.33	34.89	374.83	409.72	1,308.27	1,568.83	2,877.10
2013-14	1,273.38	534.67	1,808.25	--	659.33	659.33	34.89	374.83	409.72	1,273.38	534.67	1,808.25
2014-15	1,113.57	534.67	1,648.24	--	659.33	659.33	194.70	374.83	569.53	1,308.27	1,568.83	2,877.10

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

Table-5
TRACK KILOMETRES OPERATED

Figures are in Kilometers

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

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

Table-6

LOCOMOTIVES

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

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

Table 7

COACHING VEHICLES

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

Table-8

TYPE-WISE PASSENGER COACHING VEHICLES

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

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

1,162

Table 9

TYPE-WISE OTHER COACHING VEHICLES

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

Table 10

ABANDONMENT OF COACHING VEHICLES

	BG		MG		Total System		
Year July-June	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
2005-06	--	--	--	--	--	--	--
2006-07	--	--	4	--	4	--	4
2007-08	--	--	--	--	--	--	--
2008-09	--	--	--	--	--	--	--
2009-10	--	--	--	--	--	--	--
2010-11	--	--	--	--	--	--	--
2011-12	--	--	---	--	--	--	--
2012-13	--	--	--	--	--	--	--
2013-14	--	--	2	--	2	--	2
2014-15	--	--	--	-	--	--	--

Table 11

ADDITION OF COACHING VEHICLES

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

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

Table 12

FREIGHT WAGON

	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
2005-06	2,037	2,789	8,209	10,441	10,246	13,230
2006-07	1,935	2,686	7,538	9,757	9,473	12,443
2007-08	1,932	2,683	7,477	9,643	9,409	12,326
2008-09	1,929	2,680	7,069	9,229	8,998	11,909
2009-10	1,916	2,667	8,054	10,441	9,970	13,108
2010-11	1,916	2,667	6,944	9,168	8,860	11,835
2011-12	1,916	2,667	8,058	10,383	9,974	13,050
2012-13	2,087	3,009	7,792	10,100	9,879	13,109
2013-14	2,087	3,009	7,614	9,915	9,701	12,924
2014-15	2,079	3,001	7,100	9,601	9,179	12,602

Table 13

TYPE-WISE FREIGHT WAGONS

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

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

Table-14

ABANDONMENT OF FREIGHT WAGONS

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

Table-15

ADDITION OF FREIGHT WAGONS

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

Table-16

SUMMARY OF ROLLING STOCK

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

Note : 4-W = 4- Wheelers

Table-17

AVAILABILITY OF ROLLING STOCK

	Stock Owned	Ineffective stock	Stock available for effective service	Percentage of availability to stock owned
1. Locomotives-				
(a) Broad Gauge :-				
Steam	--	--	--	--
Diesel	96	--	96	--
Total	96	--	96	--
(b) Meter Gauge :-				
Steam	-	-	-	-
Diesel	186	55	131	70.43
Total	186	55	131	70.43
2. **Carriages :-**				
(a) Broad Gauge :-				
Passenger Carriages	312	78	234	75..00
Other Coaching Vehicles	12	2	10	83..33
Total	324	80	244	75.31
(b) Meter Gauge :-				
Passenger Carriages	1,162	339	823	70.83
Other Coaching vehicles	21	7	14	66.67
Total	1,183	346	837	70.75
3. Wagons(in 4-wheelers) (Excluding departmental wagons)				
(a) Broad Gauge	2,862	689	2,173	75.93
(b) Meter Gauge	8,725	2,069	6,656	76.29

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

Table-18

PASSENGER TRAFFIC

Year July-June	Number of Passengers Carried (Thousand)			Passenger Kilometers (Thousand)			Average number of Kilometers traveled by a passenger		
	East Zone	West Zone	Total System	East Zone	West Zone	Total System	East Zone	West Zone	Total System
1969-70	--	--	72,885	--	--	3,316,993	--	--	45.5
2005-06	28,004	16,804	44,520	3,142,889	1,244,558	4,387,447	112.2	74.1	98.6
2006-07	28,536	17,520	45,758	3,250,735	1,335,735	4,586,039	113.9	76.2	100.2
2007-08	32,848	21,711	53,816	3,882,617	1,726,626	5,609,243	118.1	79.5	104.2
2008-09	38,863	26,467	65,029	4,643,753	2,156,980	6,800,733	119.5	81.5	104.6
2009-10	40,138	25,813	65,627	5,106,354	2,198,591	7,304,945	127.2	85.2	111.3
2010-11	41,271	22,538	63,536	5,714,795	2,337,125	8,051,920	138.5	103.7	126.7
2011-12	43,711	22,616	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

Table-19

GAUGE WISE PASSENGER TRAFFIC

(Figures in Thousand)

Year July-June	BG		MG						
	Number of Passenger Carriage	Passenger kilometres	Number of Passengers carried			Passenger kilometres			
			East Zone	West Zone	Total System	East Zone	West Zone	Total System	

1969-70	20,112	772,540	--	--	52,911	--	--	2,520,703
2005-06	10,855	989,903	28,004	5,789	33,665	3,142,889	254,655	3,397,544
2006-07	11,618	1,067,082	28,536	5,902	34,140	3,250,304	268,653	3,518,957
2007-08	13,635	1,370,544	32,484	8,076	40,306	3,882,617	356,082	4,238,699
2008-09	14,689	1,652,084	38,863	11,778	50,470	4,643,753	504,896	5,148,649
2009-10	14,939	1,737,993	40,138	10,874	50,852	5,106,354	460,598	5,566,952
2010-11	14,256	1,884,114	41,271	8,282	49,426	5,714,795	453,011	6,167,806
2011-12	14,606	2,301.148	43,771	8,010	51,672	5,808,911	677,175	6,486,086
2012-13	14,374	2,151,227	42,105	6,359	48,377	5,545,230	556,963	6,102,193
2013-14	13,444	2,106,224	45,061	6,703	51,673	5,493,590	534,882	6,028,472
2014-15	14,231	20,77,833	45,426	7,685	53,264	60,72,111	561,419	66,33,530

Table-20
PASSENGER TRAFFIC AIR-CONDITIONED AND FIRST CLASS

(Figures in Thousand)

AIR-CONDITIONED CLASS

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

FIRST CLASS

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

Table-21
PASSENGER TRAFFIC SECOND CLASS

(Figures in Thousand)

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

Table-22
CLASS-WISE PERCENTAGE OF PASSENGER TRAFFIC

(Percentage to total)

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

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

Table-23
CLASS-WISE PERCENTAGE OF PASSENGER KILOMETRES

(Percentage to total)

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

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

Table-24
INTERCITY PASSENGER TRAFFIC

Intercity	Total	Percentage of intercity to total	Intercity	Total	Percentage of intercity to total

1. **Passengers Carried**
(Taka in thousand)

Intercity	Total	Percentage of intercity to total	Intercity	Total	Percentage of intercity to total

1. **Passengers Carried**
(Taka in thousand)

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

2. **Passenger Kilometres**
(Taka in thousand)

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

3. **Passenger Earnings**
(Taka in thousand)

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

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

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

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

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

6. **Average Revenue per Passenger kilometre** (Paisa)

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

Table 25
SERVICE -WISE PASSENGER TRAFFIC

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

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

Table 26
OCCUPANCY OF INTERCITY TRAINS

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

Table 27
FREIGHT WAGONS LOADED

	BG	**MG**			**Total**
		East Zone	West Zone	Total	System
Year					

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

Table 28
FREIGHT TONNES CARRIED

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

Table 29
GAUGE-WISE FREIGHT TONNES CARRIED

Figure in Kilometers

Year	**BG** Tone Carried kilometers			**MG** Tones carried			**Tone kilometers**		
				East Zone	West Zone	Total System	East Zone	West Zone	Total System
July-June									
1969-70	1,716	327,170		--	--	2,553	--	--	937,893
2005-06	1,955	325,498		1,440	567	1,667	425,642	69,346	494,988
2006-07	1,724	306,075		1,431	369	1,586	424,270	45,230	469,500
2007-08	2,339	431,590		1,348	261	1,282	403,323	34,678	438,001
2008-09	1,881	342,497		1,390	186	1,450	425,042	32,620	457,662
2009-10	1,867	334,695		1,187	102	1,239	357,584	17,785	375,369
2010-11	1,699	303,600		1,247	88	1,292	373,750	15,290	389,040
2011-12	1,336	239,959		1,223	90	1,269	326448	15,700	342,148
2012-13	1,068	189,003		1,242	60	1,274	326,162	10,208	336,370
2013-14	1,710	293,059		1,291	102	1,345	366,915	17,385	384,300
2014-15	1,899	325,590		1,403	56	1,431	358,747	9,499	368,246

Table 30
PRINCIPAL COMMODITIES CARRIED

Figures in Thousand

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

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

Table 31
EARNINGS FROM PRINCIPAL COMMODITIES

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

Figures in Thousand

Commodities	**1969-70**		**2013-14**		**2014015**	
	Earning	**%**	**Earning**	**%**	**Earning**	**%**
1. Cement	81,77	5.00	91	--	355	0.02
2. Coal	30,60	1.87	138	--	248	0.01
3. Cotton raw	5,62	0.95	171	--	382	0.02
4.Fire wood and other fuel	5,77	0.35	--	--	--	--
5.Fertilizer	82,04	5.01	8,31,32	5.83	10,63,46	6.11
6. Fodder	1,30	0.07	--	--	--	--
7. Fuel for the railway	--	--	840	0.05	1,252	0.07
8. Gram & pulses	16,66	1.01	--	--	--	--
9.Iron & steel	82,84	5.05	94.85	0.66	11,476	0.66
10. Jute raw	3,22,14	19,69	39,08	0.27	4,632	0.27
11. Jute Manufactured	22,08	1,34	--	--	--	--
12. Kerosene oil	81,31	4.96	9,13,80	6.41	11,51,77	6.62
13. Live stock	67	0.04	--	--	--	--
14. Marble & Stone	29,33	1.79	4,61,06	3.23	53,658	3.09
15. Military traffic	4,87	029	14,60	0.10	1,583	0.09
16. Molasses	8,53	0.52	--	--	--	--
17. Oil fuel	41,52	2.53	20,33,74	14.26	24,86,66	14.30
18. Oil seeds	7,34	0.44	--	--	--	--
19. Other grains	--	--	5,89,28	4.13	74,016	4.26
20. Provision	44,30	2.74	107	--	260	0.01
21. Petrol	12,94	0.78	20,198	1.41	23,131	1.33
22. Paddy	13,21	0.80	--	--	--	--
23. Rice	1,55,88	9.54	5,61,80	3.93	71,723	4.12
24. Railway Stores and materials other than fuel	5,23	0.31	67,05	0.47	7,842	0.45
25. Salt	49,23	3.00	36,44	0.25	4,681	0.27
26. Sugar cane	16,26	0.99	46,75	0.32	5,134	0.30
27. Sugar	26,62	1.62	2,33,58	1.63	30,570	1.76
28. Tea	25,83	1.59	--	--	--	--
29. Tobacco	11,94	0.72	29	--	58	--
30. Vegetable Oil	4,17	0.25	8,86,48	6.22	11,59,12	6.66
31. Wheat	1,89,06	11.54	12,11,54	8.50	15,02,02	8.64
32. Wood unwrought	20,00	1.22	495	0.03	545	0.03
33. Container	--	--	59,21,07	41.52	70,08,20	40.29
34. All other commodities	2,29,25	14,01	97.55	0.68	10,647	0.61
Total	16,38,31	--	142,60,68	100.00	173,93,6	100.00

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

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

Figures in Thousand

Commodities	1969-70		2013-14		2014015	
	Earning	%	Earning	%	Earning	%
1. Oil fuel	496	19.41	111,539	16.08	248,666	14.30
2. Wheat	262	10.25	69,681	10.04	150202	8.64
3. Vegetable Oil	230	9.00	52591	7.58	115912	6.66
4. Kerosene Oil	217	8.49	53.148	7.66	115177	6.62
5. Fertilizer	208	8.14	48187	6.95	106346	6.11
6. Rice	133	5.21	32396	4.67	71723	4.12
7. Other Grains	137	5.36	34775	5.01	74016	4.26
8. Marble & Stone	95	3.72	25643	3.70	53658	3.09
9. Sugur	62	2.43	14458	2.08	30570	1.76
10. Petrol	38	1.49	11922	1.72	23.131	1.33
11. Iron and Steel	23	0.90	5128	0.74	11476	0.66
12. Railway Stores & materials other than fuel	15	0.59	3443	0.49	7842	0.45
13. Salt	10	0.39	1767	0.25	4681	0.27
14. Sugar Cane	9	0.35	2805	0.40	5134	0.30
15. Jute Raw	7	0.27	2323	0.33	4632	0.27
16. military Traffic	4	0.16	607	0.09	1583	0.09
17. Fuel for Railway	4	0.16	463	0.07	1252	0.07
18. Wood unsought	1	0.04	253	0.04	545	0.03
19. Cotton Raw	0.66	--	134	0.02	382	0.02
20. Coal	0.44	--	323	0.05	248	0.01
21. Prevision	0.30	--	138	0.02	260	0.01
22. Cement	0.50	--	167	0.02	355	0.02
23. Tobacco	0.10	--	30	--	58	--
24. Fodder	--	--	--	--	--	--
25. Grams & Pulses	--	--	--	--	--	--
26. Fire wood & other fuel	--	--	--	--	--	--
27. Paddy	--	--	--	--	--	--
28. Jute mfd	--	--	--	--	--	--
29. Molasses	--	--	--	--	--	--
30. Oil Seeds	--	--	--	--	--	--
31. Live Stock	--	--	--	--	--	--
32.Tea	--	--	--	--	--	--
33. All other commodities	18	0.70	4425	0.64	10647	0.61
34. Container	584	22.86	217490	31.35	700820	40.29
Total	2555	100.00	693836	100.00	1739316	100.00

Table 33
PASSENGER TRAINS AND
TRAIN-KILOMETRES (BG)

During the year 2014-15, a total of 21,976 passenger trains run on the Broad Gauge, (Intercity 9,946 Mail Express 6,323 and local 5,707). They covered a total of 4,838,330 train kilometers, (Intercity 2,887,040 Mail Express 1,248,300 & local 702,990). These figures do not include1,671 train kilometers run on departmental account. The passenger proportion of local train kilometers was 631,206 and the goods proportion 71,784 kilometers. Year-wise position is indicated below:-

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

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

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

Year	Number of trains run				Train kilometers (Thousand)			
	Intercity trains	Mail & Express trains	Local trains	**Total**	Intercity trains	Mail & Express trains	Local trains	**Total**

July- June

2005-06	16,867	16,599	34,142	67,608	4,195	3,212	2,783	10,190
2006-07	14,340	16,777	34,138	65,255	4,193	,3228	2,698	10,119
2007-08	18,430	16,687	34,147	69,264	4,233	3,304	2,682	10,219
2008-09	19,929	16,627	33,125	69,681	4,263	3,338	2,594	10,195
2009-10	20,332	17.817	30,755	68,904	4,259	3,336	2,650	10,245
2010-11	20,347	18,228	28,293	66,868	4,257	3,869	2,650	10,776
2011-12	21,569	19,217	28,839	69,625	4,306	3,980	2,582	10,868
2012-13	21,981	20,635	29,126	71,742	4,748	4,072	2,395	11,215
2013-14	23,061	25,016	29,009	77,086	4774	4715	2682	12,171
2014-15	24,539	26,462	27,141	78,142	4,890	4,648	2,050	11,588

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

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

	Passenger train			Mixed train			Total Number of trains			Passenger kilometers Thousand		
Year **July- June**	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total
2005-06	46,277	14,031	60,308	3,650	3,650	7,300	49,927	17,681	67,608	7,822	2,368	10,190
2006-07	44,458	13,397	57,955	3,650	7,300	7,200	48,208	17,047	65,255	7,676	2,443	10,119
2007-08	48,895	13,457	62,352	3,660	3,252	6,912	52,555	16,709	69,264	7,756	2,463	10,219
2008-09	50,751	12,672	63,423	3,338	2,920	6,258	54,089	15,592	69,681	7,717	2,478	10,195
2009-10	52,437	11,357	60,874	2,190	2,920	5,110	54,627	14,277	68,904	7,737	2,508	10,245
2010-11	52,341	9,417	61,758	2,190	2,920	5,110	54,531	12,337	66,868	7,998	2,777	10,775
2011-12	55,865	10,100	65,965	1,464	2,196	3,660	57,329	12,296	69,625	7,940	2,928	10,868
2012-13	58,145	11,407	69,552	--	2,190	2,190	58,145	13,597	71,742	8,167	3,048	11,215
2013-14	637.3	11,193	74,896	--	2,190	2,190	63,703	13,3.83	77,086	8,847	3,324	12,171
2013-14	64,210	11,742	75,952	--	2,190	2,190	64,210	13,932	78,142	8,144	3,444	11,588

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

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

Number of trains run

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

Table-37

PASSENGER TRAIN-KILOMETRES (MG Zone- wise)

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

Number of trains run

	Intercity trains			Mail Express trains			Local trains			Total Number of trains		
Year June-July	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total
2005-06	3,158	1,037	4,195	2,833	379	3,212	1,831	952	2,783	7,822	2,368	10,190
2006-07	3,108	1,085	4,193	2,847	381	3,228	1,721	977	2,698	7,676	2,443	10,119
2007-08	3,111	1,122	4,233	2,920	384	3,304	1,725	957	2,682	7,756	2,463	10,219
2008-09	3,102	1,161	4,263	2,949	389	3,338	1,666	928	2,5,94	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

Table-38

PUNCTUALITY OF PASSENGER TRAINS (BG & MG)

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

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

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

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

Table-39

PUNCTUALITY OF PASSENGER TRAINS (MG Zone-Wise)

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

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

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

Table 40

COACHING VEHICLES PER TRAIN AND COACHING VEHICLE KILOMETRES (BG)

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

(Vehicles and wagons interims of four-wheelers)

Average number of vehicles per train Vehicle kilometers (Thousand)

Year June-July	Intercity trains	Mail Express trains	Local trains	Total All	Freight wagons	Intercity trains	Mail Express trains	Local trains	Total All
2001-02	18.5	13.2	9.06	14.6	1.22	25,256	13,971	6,145	45,372
2005-06	20.6	15.6	11.3	17.5	1.25	31,477	17,915	8,494	57,886
2006-07	20.6	15.6	11.3	17.2	1.80	33.512	17,622	6,914	58,048
2007-08	20.6	15.3	11.0	17.5	1.22	43,561	16.834	6,741	67,136
2008-09	20.6	15.5	11.0	17.8	0.97	48,268	16.776	6,674	71,718
2009-10	20.6	15.5	11.0	17.8	1.14	48,676	16,983	6,674	72,333
2010-11	19.6	15.5	11.0	17.3	0.98	49,426	16,983	6,674	73,083
2011-12	18.8	15.3	12.4	17.0	1.20	52,321	18,326	8,116	78,763
2012-13	18.7	15.4	12.2	17.0	1.27	52,332	19,119	7,531	78,982
2013-14	19.1	15.6	12.1	17.1	0.90	55,714	19,537	9,546	84,797
2014-15	19.3	15.5	12.2	17.3	1.14	55,720	19,349	8,570	83,639

Table 41

COACHING VEHICLES PER TRAIN AND COACHING VEHICLE KILOMETRES(MG)

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

(Vehicles and wagons interims of four-wheelers)

Average number of vehicles per train — Vehicle kilometers (Thousand)

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

Table 42

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

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

(Vehicles and wagons in terms of four-wheelers)

1. Average number of vehicles per train

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

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

Table-43

FREIGHT TRAINS (BG)

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

Year June-July	Number of freight trains run	Freight Train kilometers (Thousand)	Number of loaded Wagons per train	Total Number of wagons per train	Wagon kilometers (Thousand)
1969-70	6,440	732	29.1	41.9	35,082
2006-07	4,786	447	26.6	46.6	23.917
2007-08	4,712	434	27.0	48.1	23,299
2008-09	4,517	413	29.2	50.4	22,948
2009-10	4,566	414	29.2	50.5	23,046
2010-11	4,656	440	29.5	50.9	24,580
2011-12	4,652	427	28.2	48.9	23,295
2012-13	4,654	434	29.2	50.5	24,232
2013-14	4800	445	28.8	47.7	24,656
2014-15	5046	472	29.7	49.6	27,513

Table-44

FREIGHT TRAINS (MG)

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

Year June-July	Number of freight trains run	Freight Train kilometers (Thousand)	Number of loaded Wagons per train	Total Number of wagons per train	Wagon kilometers (Thousand)
1969-70	30,517	2,858	35.1	50.1	144,028
2006-07	13,635	1,203	37.1	45.8	61,977
2007-08	13,085	1,073	37.7	46.8	54,789
2008-09	13,450	1,059	38.0	46.9	54,149
2009-10	13,063	1,086	37.0	46.9	55,485
2010-11	13,122	1,123	36.0	45.8	56,088
2011-12	13,051	1,089	38.6	47.9	54,609
2012-13	13,088	1,096	37.9	47.7	55,348
2013-14	13,536	1,085	38.7	48.6	56,155
2014-15	13,805	1,165	36.4	48.2	60,093

Table-45

FREIGHT TRAINS (MG Zone-wise)

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

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

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

Table-46

FREIGHT TRAINS GROSS TONNE KILOMETRES

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

Freight Trains Gross tone kilometers

(Thousand)

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

Table-47

CONTAINER SERVICES

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

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

Table-48

SPEED AND NET LOAD OF FREIGHT TRAINS (BG)

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

Year July- June	Speed of Goods trains (kilometers per hour)			Average wagon load (Tones)	Net load per train (Tones)	Net Tone kilometers per train hour
	Through Goods	Van goods	All goods			
1969-70	17.2	6.92	9.14	13.7	338	4,006
2006-07	11.9	10.4	11.5	22.4	596	7,808
2007-08	12.2	10.4	11.9	33.0	892	11,804
2008-09	12.5	10.6	12.1	25.7	752	10,082
2009-10	12.3	10.7	12.0	25.1	733	10,328
2010-11	12.5	10.9	12.1	21.3	62.9	8,358
2011-12	12.3	10.3	11.9	17.9	504	7,499
2012-13	12.6	10.7	12.4	13.5	436	5,386
2013-14	12.2	10.5	11.9	19.7	658	7,118
2014-15	12.3	10.7	11.9	19.8	588	8,478

Table-49

SPEED AND NET LOAD OF FREIGHT TRAINS (MG)

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

Year July- June	Speed of Goods trains (kilometers per hour)			Average wagon load (Tones)	Net load per train (Tones)	Net Tone kilometers per train hour
	Through Goods	Van goods	All goods			
1969-70	13.6	6.79	10.5	9.3	320	3,550
2006-07	12.1	10.1	11.9	9.37	347	4,526
2007-08	12.3	10.6	12.1	9.91	374	4,922
2008-09	12.1	10.5	12.0	10.4	397	4,801
2009-10	12.2	10.9	12.1	8.58	317	4,088
2010-11	12.4	10.6	12.2	8.84	318	4,236
2011-12	12.3	10.5	12.1	7.78	300	4,122
2012-13	12.5	10.7	12.2	7.64	290	3,732
2013-14	12.3	10.7	12.1	8.60	333	4,115
2014-15	12.3	10.7	12.3	7.69	298	3,882

Table-50

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

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

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

per train hour	2014-15	4,485	639	3,882	

Table-51

COACHING VEHICLE PERFORMANCE (BG)

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

(Vehicles in terms of four-wheelers)

Year July-June	Vehicle kilometers per vehicle day on line		Percentage of average number of vehicle under or awaiting repairs daily to average total number on line		Average number of passenger per vehicle	Average number of passenger per train
	Passenger carriages	Other Coaching vehicles	Passenger carriages	Other Coaching vehicles		
1969-70	243	145	12.6	11.0	16	220
2006-07	296	169	24.4	8.12	20	322
2007-08	343	151	25.5	8.16	22	398
2008-09	366	144	20.5	19.0	23	409
2009-10	368	145	22.1	14.3	39	434
2010-11	374	150	25.3	8.36	28	446
2011-12	398	155	38.9	10.0	32	496
2012-13	413	144	24.4	16.7	27	462
2013-14	423	190	24.3	9.52	28	434
2014-15	448	186	25.0	16.7	34	545

Table-52

COACHING VEHICLE PERFORMANCE

(MG East & West Zone Combined)

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

(Vehicles in terms of four-wheelers)

Year July-June	Vehicle kilometers per vehicle day on line		Percentage of average number of vehicle under or awaiting repairs daily to average total number on line		Average number of passenger per vehicle	Average number of passenger per train
	Passenger carriages	Other Coaching vehicles	Passenger carriages	Other Coaching vehicles		
1969-70	211	79	13.4	5.4	19	315
2006-07	254	90	18.6	2.40	24	353
2007-08	247	82	11.7	18.5	24	414
2008-09	264	90	11.3	15.2	26	505
2009-10	265	90	11.9	13.5	30	549
2010-11	249	73	8.85	16.0	34	572
2011-12	261	79	23.6	2.02	34	597
2012-13	294	117	19.4	9.52	28	544
2013-14	261	71	22.9	38.0	28	501
2014-15	257	87	25.1	33.3	28	524

Table-53

FREIGHT WAGON PERFORMANCE (BG)

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

(Wagons in terms of four-wheelers)

Year July-June	Wagon kilometers per wagon day on line	Percentage of average number of wagons under or awaiting repairs daily to average total number on line	Wagon Kilo-meter per engine hour	Net tone Kilometers per wagon day	Average Turn Round of a wagon	
					Covered	**Open**
1969-70	24.5	6.1	154	229	8.5	45.4
2006-07	73.7	64.5	207	946	10.4	4.78

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

Table-54

FREIGHT WAGON PERFORMANCE

(MG East & West Zone Combined)

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

(Wagons in terms of four-wheelers)

Year July-June	Wagon kilometers per wagon day on line	Percentage of average number of wagons under or awaiting repairs daily to average total number on line	Wagon Kilo-meter per engine hour	Net tone Kilometers per wagon day	Average Turn Round of a wagon	
					Covered	**Open**
1969-70	29.3	8.1	134	190	10.2	24.2
2006-07	12.2	8.76	237	93	11.9	6.32
2007-08	10.8	9.97	225	87	14.0	5.22
2008-09	10.7	5.56	222	91	15.7	5.89
2009-10	17.3	21.5	231	117	11.8	9.32
2010-11	11.2	23.7	235	79	12.5	5.98
2011-12	13.7	7.17	226	86	11.9	9.32
2012-13	14.0	15.0	228	85	9.78	11.0
2013-14	9.87	18.4	229	68	11.3	6.60
2014-15	10.4	18.6	236	64	12.1	11.7

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

Table-55

LOCOMOTIVE PERFORMANCE (BG)

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

Year July-June	Engine kilometers per day per engine on line	Engine kilometers per day per engine in use		Percentage of average number of engine under or awaiting repairs daily to average total number on line	Hours worked per day per engine available for use
		All Engine	Goods Engine		
1969-70	130	230	154	8.3	10.3
2006-07	163	295	178	26.0	13.0
2007-08	183	285	169	26.2	16.2
2008-09	182	286	170	20.3	17.0
2009-10	199	282	162	21.2	13.2
2010-11	195	285	169	23.6	14.7
2011-12	197	284	172	19.7	14.1
2012-13	198	286	171	17.3	16.1
2013-14	197	287	173	14.9	17.1
2014-15	176	288	175	21.9	9.34

Table-56

LOCOMOTIVE PERFORMANCE

(M G - East & West Zone Combined)

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

Year July-June	Engine kilometers per day per engine on line	Engine kilometers per day per engine in use		Percentage of average number of engine under or awaiting repairs daily to average total number on line	Hours worked per day per engine available for use
		All Engine	Goods Engine		
1969-70	137	206	143	14.2	13.9

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

Table-57

ENGINE KILOMETRES- PASSENGER, GOODS & OTHERS (BG)

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

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

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

Table-58

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

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

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

Table-59

FUEL CONSUMPTION

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

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

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

Table-60

FUEL CONSUMPTION (Zone-wise)

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

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

Table-61

TRAIN ACCIDENTS

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

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

Table-62

ANALYSIS OF TRAIN ACCIDENTS

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

	Collisions	Derailments	Fire in trains	Train running into obstruction	Total	Percentage to total
A. Human Elements :						
(i) Breach of rules, Wrong manipulation of block instruments and wrong setting of points etc.						
2013-14	1	13	--	--	14	7.91
2014-15	--	75	--	--	75	24.04
(ii) Passing of signals at danger						
2013-14	--	--	--	--	--	--
2014-15	--	6	--	--	6	1.92
(iii) Breach of rules by Master and Asstt. Locomotive Master						
2013-14	--	14	--	--	14	7.91
2014-15	--	20	--	--	20	6.41

B. Technical defects :-

(i) Engines

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

(ii) Vehicles

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

(iii) Tracks

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

(iv) Signaling and interlocking apparatus

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

(v) other technical defects

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

Miscellaneous causes

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

Grand Total

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

Table-63
CASUALTIES

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

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

Table-64
PASSENGER AND FREIGHT REVENUE

Year **July-June**	Revenue from passengers carried (Thousand Taka)	Revenue per passengers (Taka)	Revenue per passenger kilometer (Paisa)	Revenue from freight Tones carried (Thousand Taka)	Revenue per tone (Taka)	Revenue per tone kilometer (Paisa)
1969-70	10,17,11	1.38	3.04	16,38,31	33.54	12.7
2006-07	183,14,77	40.03	38.19	124,19,65	418.59	155.8
2007-08	224,04,68	41.63	38.50	140,64,55	428,54	156.4
2008-09	271,59,62	41.77	38.47	131,12,36	435.63	158.4
2009-10	291,76,86	44.45	38.58	116,36,12	428.74	157.7
2010-11	321,55,03	50.61	38.60	114,36,54	447.78	158.9
2011-12	350,96,63	53.06	38.55	96,11,21	438.47	158.8
2012-13	495,23,00	79.11	57.91	109,36,61	543.84	200.3
2013-14	488,07,50	75.14	57.84	142,60,68	565.00	202.5
2014-15	522,68,36	77.62	57.92	173,93,16	680.75	238.33

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

Table-66
CLASS-WISE REVENUE PER PASSENGER-KILOMETRE

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

Revenue per Passenger- kilometer (Paisa)

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

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

Table-69
NET OPERATING INCOME
(Without considering PSO & Welfare grant)

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

(Taka in Thousand)

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

Table-70
NET OPERATING INCOME AND OPERATING RATIO
(Considering PSO compensation & Welfare grant)

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

(Taka in Thousand)

Year	Public Service obligation compensation	Welfare grant	Total Operating Revenue	Total Operating Expenses	Net Operating Income	Net Operating Income
	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
2006-07	86,00,00	16,48,19	555,24,25	933,12,7	(-) 377,88	168.1
2007-08	86,00,00	26,61,12	674,25,53	1088,54,59	(-) 414,29,04	161.4

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

Table-71
ZONE-WISE OPERATING REVENUE

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

(Taka in Thousand)

	East Zone		West Zone			
	Taka	%	Taka	%	Taka	%
Passenger Earnings						
2013-14	324,61,60	61.32	163,45,90	60.37	488,07,50	61.00
2014-15	358,83,59	54.98	163,84,79	57.94	522,68,38	55.87
Other Coaching Earnings						
2013-14	14,90,91	2.82	7.66.14	2.83	22,57,05	2.82
2014-15	11,53,40	1.77	6,94,95	2.46	18,48,35	1.98
Freight Earnings						
2013-14	72,08,68	13.62	70,78,69	26.14	142,87,37	17.86
2014-15	107,10,53	16,41	67,15,59	23,75	174,26,12	18.63
Miscellaneous Earnings						
2013-14	117,78,76	22.24	28,87,28	10.66	146,66,04	18.32
2014-15	175,17,20	26.84	44,85,79	15.86	220,02,99	23.52
Total						
2013-14	529,39,95	--	270,78,01	--	800,17,96	--
2014-15	652,64,72	--	282,81,12	--	935,45,84	--

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

Table-72
ZONE-WISE OPERATING EXPENSES

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

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

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

Table-73
OPERATING RATIO
(Without considering PSO & Welfare grant)

During the year 2014-15, net operating ratio of the Bangladesh Railway was 193.3%, i.e. total expenses were193.3% of total earnings. Expenses on General Administration were 29.6%, Repairs and maintenance 63.4%, Operation staff 10.1%, Operation fuel 38.7%, Operation other than staff and fuel 15.6%, Miscellaneous expenses 35.9% and Depreciation Nil. Year-wise position is indicated below :-

Year July-June	General Administration	Repairs and maintenance	Operation staff	Operation fuel	Operation other than staff and fuel	Miscellaneous expenses	Depreciation	Total (Operating ratio)
	%	%	%	%	%	%	%	%
1969-70	13.0	25.9	13.0	14.2	3.08	4.32	9.92	83.4
2006-07	30.6	69.6	21.6	35.6	12.2	36.5	--	206.1
2007-08	24.4	71.1	10.8	33.3	19.3	34.9	--	193.8
2008-09	24.2	63.6	11.4	35.4	16.4	36.5	--	187.5
2009-10	30.5	76.6	14.3	36.3	17.5	46.8	--	222.0
2010-11	37.3	71.9	13.2	33.4	20.2	60.9	--	236.9
2011-12	33.0	80.0	12.7	42.4	21.0	70.6	--	259.7
2012-13	24.8	60.9	8.8	37.1	15.0	47.7	--	194.3
2013-14	29.7	64.3	11.0	42.1	17.7	35.4	--	200.2
2014-15	29.6	63.4	10.1	38.7	15.6	35.9	--	193.3

Table-74
NUMBER AND COST OF EMPLOYEES

Year July-June	Total number of employees	Total Cost of employees (Thousand Taka)	Number of employees per 1,000 Train kilometers	Average cost per employee per month (Taka)	Percentages of cost of employee to total operating expenses (percent)
1969-70	55,825	12,37,15	3.23	185	48.9
2006-07	33,195	368,08,00	2.19	9,240	39.4
2007-08	31,874	423,76,06	2.05	11,079	38.9
2008-09	30,444	401,89,92	1.93	12,711	39.6
2009-10	27,971	435,56,86	1.76	12,976	34.6
2010-11	26,349	540,14,58	1.59	17,083	37.6
2011-12	26,458	493,56,17	1.55	15,545	36.1
2012-13	25,939	644,22,90	1.49	20,697	41.2
2013-14	27,535	547,20,00	1.38	17,781	34.2
2014-15	27,620	569,40,00	1.53	17,180	31.5

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

Table-76
ZONE-WISE NUMBER OF EMPLOYEES

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

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

Central Establishment

a. Planning Department including Statistical Branch

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

Table-77

DEPARTMENT WISE PERCENTAGE OF EMPLOYEES

Year	Administ-ration	Nirapatta Bahini	Acco-unts	Engin-eering	Signal & TeleCom.	Estate	Mecha-nical	Traffic	Elec-trical	Medical	Stores
	%	%	%	%	%	%	%	%	%	%	
1969-70	5.62	--	2.58	21.5	--	--	35.8	21.3	3.88	5.74	3.54
2006-07	3.55	7.25	3.46	17.4	4.24	0.59	31.4	19.5	5.46	4.01	3.14
2007-08	3.54	7.53	3.41	17.3	4.42	0,60	31.1	19.6	5.51	3.90	3.09
2008-09	3.45	7.78	3.34	17.4	4.52	0.59	30.9	19.7	5.40	3.87	3.05
2009-10	3.57	8.13	3.36	17.6	4.67	0.61	30.5	19.2	5.33	4.05	3.08
2010-11	3.62	8.29	3.21	17.7	4.77	0.62	30.0	19.3	5.43	4.00	3.02
2011-12	3.58	9.32	4.23	16.8	4.69	0.64	30.7	18.3	5.11	3.87	2.74
2012-13	3.51	10.25	4.10	16.52	4.72	0.63	29.96	18.25	5.00	4.15	2.91
2013-14	3.66	9.88	4.13	16.85	4.76	0.64	28.84	18.56	4.86	4.88	2.94
2014-15	3.60	9.02	3.63	21.06	4.65	0.57	27.70	17.05	5.12	4.81	2.79

Table-78

DEPARTMENT- WISE EMPLOYEES OF PROJECT MANAGEMENT ORGANIZATION

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

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

LIST OF CLOSED BRANCH LINE

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

LIST OF PRINCIPAL OFFICERS
(As on 31.12.2015)

Director General`s Office

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

Planning Cell

MD. ANOWARUL HOQUE	Chief Planning Officer

Training Academy

MD. NIZAM UDDIN MIAH	Rector, Railway Training Academy & Director Training

Stores

MD.GOLAM AMBIA	Chief Controller of Stores

Kallyan Trust

SAYED FAROQUE AHMED	Managing Director, Karmachari Kallyan Trust

Tele-Communication

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

EAST ZONE
(AS ON 31-12-2015)

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