

INFORMATION BOOK 2020

*With the Compliments of
The Director General of
Bangladesh Railway*



BANGLADESH RAILWAY

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CONTENTS

	Page
1. Brief History	1
2. Railway Recovery and Reform Programme	5
3. Organogram of Bangladesh Railway	8
4. Private Sector Association	9
5. Development Plan Outlays	10
6. Track, Bridges & Stations	12
7. Signaling & Telecommunication	14
8. Rolling Stock: Locomotives, Electrical, Coaching Vehicles, Freight Wagons, Containers, Workshop & Railway Ferry Services	16
9. Stores	18
10. Passenger and Freight Traffic	19
11. Operational Problems	20
12. Officers and Staff Welfare	21
13. Social Cost	23
14. Security (GRP & RNB)	24
15. Financial Summary	28
16. Statistical Highlights	30

Statistical Tables

17. Railway Stations	33
18. Block & Non-block Stations	34
19. Route Kilometers	35
20. District-wise Station & Route Kilometers	36
21. Track Kilometers Operated	37
22. Locomotives	38
23. Coaching Vehicles	39
24. Type- wise Passenger Coaching Vehicles	40
25. Type-wise Other Coaching Vehicles	41
26. Abandonment of Coaching Vehicles	42
27. Addition of Coaching Vehicles	43
28. Freight Wagons	44
29. Type-wise Freight Wagons	45
30. Abandonment of Freight Wagons	46
31. Addition of Freight Wagons	47
32. Summary of Rolling Stock	48
33. Availability of Rolling Stock	49
34. Passenger Traffic	50

CONTENTS

	Page
35. Gauge-wise Passenger Traffic	51
36. Passenger Traffic Air-conditioned Class	52
37. Passenger Traffic First Class	53
38. Passenger Traffic Second Class	54
39. Class-wise Percentage of Passenger Traffic	55
40. Class-wise Percentage of Passenger-kilometers	56
41. Intercity Passenger Traffic	57
42. Service-wise Passenger Traffic	58
43. Occupancy of Intercity Trains	59
44. Number of Freight Wagons Loaded	60
45. Freight Tonnes Carried	61
46. Gauge-wise Freight Tonnes Carried	62
47. Principal Commodities Carried	63
48. Earnings from Principal Commodities	64
49. Freight Traffic in Descending Order of Tonnes Carried	65
50. Passenger Trains and Train-kilometers (BG)	66
51. Passenger Trains and Train-kilometers (MG- East & West Zone Combined)	67
52. Passenger Trains and Train-kilometers (MG-Zone-wise)	68
53. Running of Passenger Trains (MG-Zone-wise)	69
54. Passenger Train-kilometers (MG-Zone-wise)	70
55. Punctuality of Passenger Trains (BG & MG)	71
56. Punctuality of Passenger Trains (MG-Zone-wise)	72
57. Coaching Vehicles per Train and Coaching Vehicle-kilometers (BG)	73
58. Coaching Vehicles per Train and Coaching Vehicle-kilometers (MG)	74
59. Coaching Vehicles per Train and Coaching Vehicle-kilometers (MG-Zone wise)	75
60. Freight Trains (BG)	76
61. Freight Trains (MG)	77
62. Freight Trains (MG-Zone-wise)	78
63. Freight Trains Gross Tonne-kilometers	79
64. Container Services	80
65. Speed and Net Load of Freight Trains (BG)	81
66. Speed and Net Load of Freight Trains (MG)	82
67. Speed and Net Load of Freight Trains (MG-Zone-wise)	83
68. Coaching Vehicle Performance (BG)	84
69. Coaching Vehicle Performance (MG-East & West Zone Combined)	85
70. Freight Wagon Performance (BG)	86
71. Freight Wagon Performance (MG-East & West Zone Combined)	87

CONTENTS

	Page
72. Locomotive Performance (BG)	88
73. Locomotive Performance (MG-East & West Zone Combined)	89
74. Engine Kilometers-Passenger, Goods and others (BG)	90
75. Engine Kilometers-Passenger, Goods and Others (MG-East & West Zone Combined)	91
76. Fuel Consumption	92
77. Fuel Consumption (Zone-wise)	93
78. Traffic Density (East Zone)	94
79. Traffic Density (West Zone)	97
80. Train Accidents	100
81. Analysis of Train Accidents	101
82. Casualties	102
83. Passenger and Freight Revenue	103
84. Class-wise Passenger Earnings and Passenger-kilometers.	104
85. Class-wise Revenue per Passenger-kilometer	105
86. Operating Revenue and Their Percentage	106
87. Operating Expenses and Their Percentage	107
88. Net Operating Income (Without Considering PSO & Welfare Grant)	108
89. Net Operating Income and Operating Ratio (Considering PSO Compensation & Welfare Grant)	109
90. Zone-wise Operating Revenue	110
91. Zone-wise Operating Expenses	111
92. Operating Ratio (Without Considering PSO & Welfare Grant)	112
93. Number and Cost of Employees	113
94. Department-wise Number of Employees	114
95. Zone-wise Number of Employees	115
96. Department-wise Percentage of Employees	116
97. Department-wise Employees of Project Management	117
98. List of Closed Branch Line	117

LIST OF PRINCIPAL OFFICERS

99. Director General's Office	118
100. East Zone	119
101. West Zone	120
102. Project Management Organization	121
103. Other Principal Officers	122
104. Personal notes	123
105. Railway Route Map	127

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 tonnes.
1 Metric tonne = 2204.62 lbs.
3. Exchange rates:
1 Bangladesh Taka = 100 paisa
1 US\$ = Tk. 84.20
1 Pound Sterling = Tk. 103.3659
1 Taka = 0.011876 U.S. Dollar
1 Taka = 0.009676 Pound Sterling
4. Lakh = 100,000
5. The abbreviations 'BG' and 'MG' indicate Broad Gauge (5'-6" or 1676 mm) and Meter Gauge (3'-3½" 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 1982-1983.
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 foot	= 0.3048 meter
One yard	= 0.9144 meter
One long ton-mile	= 1.635169 tonne- kilometers.

WEIGHT

One long ton	= 1.016047 Metric Tonnes
	= 1016.05 Kilograms
One metric Tonne	= 0.984206 Long Ton
	= 26.7923 Maunds
	= 1000 Kilograms
One maund	= 37.3242 Kilograms
One seer	= 0.93310 Kilogram
One kilogram	= 1.071691 Seers
	= 2.204622 Pounds
One gallon	= 4.54596 Liters
One litre	= 0.21997 Gallon

BRIEF HISTORY

BANGLADESH RAILWAY, covering a length of 3,093 route kilometers managed by 26,449 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 Meter 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.
- 1882-1884 : 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 Meter Gauge connection between Dhaka and Narayanganj, a distance of 14.98 km. by Dhaka State Railway, which was later on merged with Eastern Bengal State Railway.
- 1885 : Construction of Dhaka-Mymensingh Railway section by Dhaka State Railway.
- 1 Apr. 1887 : Eastern Bengal Railway was merged with Northern Bengal State Railway.
- 1891 : Construction of the Assam-Bengal Railway taken up with British Government assistance but was later on taken over by Assam-Bengal Railway Company.
- 1 Jul. 1895 : Opening of 149.89 km. Meter Gauge lines between Chittagong and Cumilla and 50.89 km. Meter Gauge lines between Laksam and Chandpur by Assam Bengal Railway.
- 3 Nov. 1895 : Chittagong to Chittagong port line was constructed.
- 1896 : Construction of Meter Gauge Railway line from Cumilla to Akhaura and Akhaura to Karimganj.

1897	: Single line section between Darsana and Poradaha converted into double line section.
1898-1899	: Mymensingh-Jagannathganj Meter Gauge Railway constructed.
1899-1900	: Meter Gauge Railway line constructed between Santahar Jn. to Fulschari 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 Meter Gauge section. : Govt. purchased the Noakhali (Bengal) Railway Company.
1 Jan. 1906	: Noakhali (Bengal) Railway Company merged with Assam Bengal Railway.
1909	: Poradaha-Bheramara single line converted into double line.
1910-1914	: Akhaura -Tongi section opened. Conversion of Shakole to Santahar Meter 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	: Bheramara-Raita Broad Gauge section opened.
1912-1918	: Gouripur-Mymensingh-Netrokona and Shamganj-Jharia Jhanjail sections constructed by Mymensingh-Bhairab Bazar Railway Company.
1915-1932	: Bheramara-Ishurdi-Abdulpur single line section converted into double line.
10 June 1918	: Rupsha-Bagerhat Narrow Gauge section constructed by a Branch line Company.
Jul. 1924	: Conversion of Santahar-Parbatipur Meter Gauge section into Broad Gauge.

Sep. 1926	: Conversion of Parbatipur-Chilahati Meter Gauge section into Broad Gauge.
1928	: Opening of Shaistaganj-Habiganj section.
1928-1929	: Tista-Kurigram Narrow Gauge section converted into Meter Gauge.
1929	: Shaistaganj-Balla and Chittagong-Hathazari sections opened.
1930	: Hathajari-Nazirhat Meter 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 Ashuganj over the river Meghna.
1941	: Jamalpur-Bahadurabad Meter Gauge section opened.
1 Jan. 1942	: Assam-Bengal Railway taken over by Government and amalgamated with the Eastern Bengal Railway under the name "Bengal and Assam Railway".
1 Oct. 1944	: Government took over Sara-Sirajganj Railway Company.
1947	: Bengal and Assam Railway was split up and the portion within the boundary of erstwhile East Pakistan was named as "Eastern Bengal Railway" the control remaining with Central Government of Pakistan.
1948-1949	: Government takes over Mymensingh-Bhairab Bazar Railway Company and Rupsha-Bagerhat Branch Line Company.
21 Apr. 1951	: Jessore-Darsana Railway line opened to traffic.
Oct. 1954	: Sylhet to Chatak Bazar Railway line opened to traffic.
1 Feb. 1961	: Eastern Bengal Railway renamed as Pakistan Eastern Railway .
1962	: A Railway Board was formed & management of Railway was placed under the Provincial Government.
1972	: Pakistan Eastern Railway was renamed as Bangladesh Railway after emergence of Bangladesh as sovereign state and continued to function under a Railway Board.

- 3 Jun. 1982 : The Railway Board was abolished and its function was placed under the control of Railway Division of Ministry of Communications with the Secretary of the Division being Director General. For administrative convenience and operational reasons, BR was bifurcated into two zones, East and West zone, headed by two General Managers.
- 12 Aug. 1995 : Bangladesh Railway Authority (BRA) was formed comprising 9 members with Hon'ble Minister for Ministry of Communications as Chairman, for giving policy guidance of Bangladesh Railway.
- 23 Jun. 1998 : East-West Railway connectivity over the mighty river Jamuna was established from the day one, the day of formal opening of Jamuna Multipurpose Bridge, after completion of construction of Broad Gauge track from Jamtoil to Ibrahimabad.
- 14 Aug. 2003 : Direct BG Train Communication between Dhaka (Joydebpur) and Rajshahi over Jamuna Multipurpose Bridge was established by introducing first Intercity passenger Train after completion of construction of new Dual Gauge track from Ibrahimabad to Joydebpur.
- 7 Mar. 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 Apr. 2008 : Direct Communication between Dhaka & Kolkata was established by introducing 'Maitree Express' Train.
- 4 Mar. 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.
- 14 July 2018 : Construction of 25 Km. of Broad Gauge line between Majhgram-Pabna of Pabna district by Bangladesh Railway.
- 01 Nov. 2018 : Construction of 43 Km. of Broad Gauge line between Kasiani-Gopalganj of Gopalganj district by Bangladesh Railway.
- 22 Feb. 2020 : Construction of 53 Km. of Broad Gauge line between Pabna-Dhalarchar of Pabna district by Bangladesh Railway.

Railway Recovery and Reform Programme

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

- After creation of Bangladesh as an independent nation in 1971, it inherited a Railway Board which was responsible for the functioning of the Railway network on behalf of the Government.
- In 1973 this structure was abolished and its functions were merged with the Ministry of Communications (MoC) and the executive functioning of the network was placed under a General Manager.
- In 1976, on the advice of the Asian Development Bank, the Government (GoB) agreed to re-establish the Railway Board to conduct the management functions with MoC exercising policy control.
- The Railway Board was again abolished with effect from June 2, 1982 and a Railway Division was created under the MoC with the Railway Division being vested with the functions being discharged by the erstwhile Railway Board. Secretary, Railway Division under the MoC was made to head BR and to discharge the functions of DG (BR). The Railway was bifurcated into East and West Zones, each placed under a General Manager with supporting administrative structure.
- The Railway Recovery Programme (RRP) launched in 1991: The RRP was launched to improve the performance of Bangladesh Railway through (i) Reduction in manpower, (ii) Introduction of Public Service Obligation (PSO) concept, (iii) Withdrawal of concessions in tariff, (iv) Introduction of Welfare Grant and (v) Closure of unnecessary functions. As a result, the work force was reduced from 58,000 to 35,000 through voluntary separation and natural attrition. Apart from this, a number of revenue losing branch lines, sheds, depots etc. were closed and some of the non-profitable passenger train services were withdrawn.
- The Organization Reform Programme (Phase-i) launched in 1994 had the key recommendations: (i) To separate Railway Organization from Ministry of Communication, (ii) Formation of Bangladesh Railway Authority (BRA), (iii) Allocation of Authority and Power among Bangladesh Government, BRA and BR Management and (iv) Restructuring of BR. The Phase-ii & Phase-iii of Organizational Reform with the same objective followed subsequently.

- With a view to transform BR into a more market oriented, commercialized and autonomous entity with full public accountability and to improve the operational and financial performance of the network on a sustainable basis, ADB under its Railway Recovery Programme, recommended creation of a Bangladesh Railway Authority (BRA) through a legislative process. However, on grounds of expediting implementation, the GoB created this new structure through a Cabinet Resolution dated August 12, 1995 and delineated the authority matrix between GoB, BRA and BR through another Govt. Resolution dated 9 March 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).

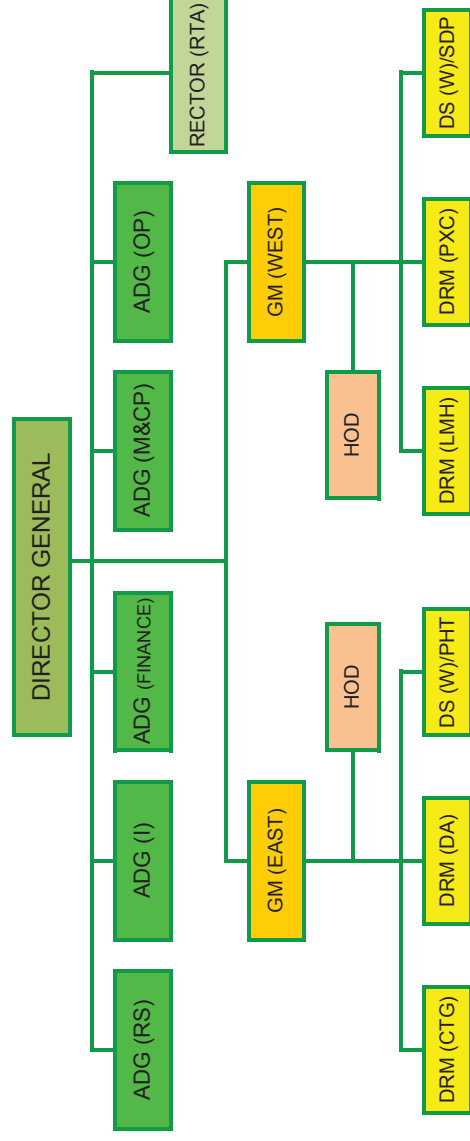
Under this reform programme, it is proposed that BR will be restructured in 8 (eight) Lines of Business (LoB) i.e. Passenger, Freight, Infrastructure, Rolling Stock, Finance, Corporate Services, Project and Estate LoBs. There will be a Railway Advisory Board vested with the policy making authority on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

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



Honorable Prime Minister Sheikh Hasina addressing at the foundation stone laying ceremony of 'Bangabandhu Sheikh Mujib Railway Bridge Construction' project at the eastern and western ends of Bangabandhu Bridge through video conference from Ganobhaban on 29 November 2020.

ORGANOGRAM OF BANGLADESH RAILWAY



Present organogram of Bangladesh Railway after the formation of BRA

ADG = Additional Director General	GM = General Manager	DA = Dhaka
RS = Rolling Stock	HOD = Heads of Department	PHT = Pahartali
I = Infrastructure	DRM = Divisional Railway Manager	CTG = Chattogram
OP = Operation	DS(W) = Divisional Superintendent (Workshop)	LMH = Lalmonirhat
M&CP = Marketing & Corporate Planning	BRA = Bangladesh Railway Authority	PXC = Paksey
RTA = Railway Training Academy		SDP = Saidpur

PRIVATE SECTOR ASSOCIATION

Bangladesh Railway started private sector association of its commercial and other activities from 1997. As on June, 2020, 'Commercial Activities' of 36 Nos. Mail, Express & Local trains and 'On Board services' of 30 Nos. of Intercity trains were licensed out.

Commercial Activities:

Train Number	Section	Date of Licensing
29/30	Chittagong-Chandpur-Chittagong	14.02.2021
3/4	Chittagong-Dhaka-Chittagong	21.04.2022
43/44	Dhaka-Mohanganj-Dhaka	20.04.2022
47/48	Dhaka-Dewanganj Bazar-Dhaka	14.04.2022
51/52	Dewanganj Bazar-Dhaka-Dewanganj Bazar	22.10.2021
33/36 & 34/35	Dhaka-Akhaura-Dhaka	07.12.2021
49/50	Dhaka-Mymensingh-Dhaka	07.12.2021
5/6, 551/554	Dhaka-Chapai, Chapai-Sirajganj Bazar, Ishurdi-Dhaka, Sirajganj Bazar-Ishurdi	31.05.2025
23/24, 27/28	Khulna-Parbatipur, Parbatipur-Khulna, Parbatipur-Chilahati, Chilahati-Parbatipur	31.05.2026
15/16, 585/25/26	Khulna-Chapai, Rohanpur-Khulna, Chapai-Rohanpur, Khulna-Goalondo-Khulna	31.05.2026
31/32	Parbatipur-Rajshahi-Parbatipur	24.09.2021
513/506/505/ 508/507	Rajbari-Goalondo, Goalondo-Poradaha, Poradaha-Goalondo, Goalondo-Poradaha-Rajbari	15.03.2020

On Board Services:

701/702	Chittagong-Dhaka-Chittagong	15.12.2022
703/742	Chittagong-Dhaka-Chittagong	31.07.2022
705/706	Dhaka-B.M.Sirazul Islam-Dhaka	
707/708	Dhaka-Dewanganj Bazar-Dhaka	09.07.2022
709/710	Dhaka-Sylhet-Dhaka	31.10.2021
721/722	Chittagong-Dhaka-Chittagong	08.07.2022
725/726	Khulna-Dhaka-Khulna	
737/750	Dhaka-Kishorganj-Dhaka	17.12.2020
749/738	Dhaka-Kishorganj-Dhaka	17.12.2020
771/772	Rangpur-Dhaka-Rangpur	
769/770	Dhaka-Rajshahi-Dhaka	
773/774	Dhaka-Sylhet-Dhaka	31.08.2022
777/778	Dhaka-Mohanganj-Dhaka	31.07.2022
787/788	Dhaka-Chittagong-Dhaka	25.10.2022
789/790	Dhaka-Mohanganj-Dhaka	07.02.2021

- "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 (1973-1978)	Rehabilitation and reconstruction of damaged Railway system.	1,261.30	5,276.10
Second Two Year Plan (1995-1997)	Completion of spilled over projects of fourth Five Year Plan period.	3,986.70	45,479.00
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.	24,000.00	18,000.00
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 signaling & interlocking systems of different stations. Procurement of new carriages and locomotive for improvement of passenger services.	75,573.10	
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 & signaling system.	29,685.50	
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 Foudzherhat to Chittagong Port. • Rehabilitation of Dhaka-Narayanganj 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.	435,098.10	

Plan Period	Major Objectives	Allocation in Million Tk.	
		Bangladesh Railway	Transport Sector
Seventh Five year Plan (2016-2020)	• Undertake Construction of 856 Kilometer of new railway track. • Undertake dual gauge double tracking of 1110 kilometer. • Under take rehabilitation of 725 kilometer of existing rail track. • Construction of bridges and other infrastructure for operational improvement. • Procure new coaches for passenger comfort. • Procure new locomotives to improve service quality. • Upgrade railway workshops and maintenance. • Improve speed and safety of train running. • Improve efficiency of railway. • Increase railway revenue.	663,377.10	
Railway Master Plan (2010-2030)	• The 20 years Railway Master Plane was approved on 30.06.2013. • The Master Plan includes 235 development projects in 4 phases. • The Plan is expected to guide the overall development of Bangladesh Railway in the foreseeable future. • The potential of the railway in Bangladesh needs to be unlocked through investment in track, signaling rolling stock, maintenance and human resource. • A prospective lines and compatibility of standards with neighboring countries and Trans Asian Railway Network. • For the unification of Gauge system MG railway network should be gradually converted into BG network over the plan period.	2,339,440.00	
Updated Railway Master Plan (2016-2045)	• The 30 years Railway Master Plan was approved on 29.01.2018 • The Master Plan includes 230 development projects in 6 phases. • The Plan is expected to guide the overall development of Bangladesh Railway in the foreseeable future. • To enhance operational capacity, obtaining a greater share of freight market, more efficient management of railway assets and improved financial efficiency. • A prospective lines and compatibility of unification of gauge system MG railway track into BG network as well as doubling of track over the plan period as per project railway methodology.	5,536,620.00	

TRACK, BRIDGES AND STATIONS

The network:

Bangladesh Railway has a total of 3,093 route kilometers at the end of the year 2019-2020. East Zone has 1,299 route kilometers of MG and 34.89 route kilometers of DG track only, and West Zone has 380.79 route kilometers of MG, 879.849 route kilometers of BG and 498.812 route kilometers of DG track. The total length of running track on double line, in the yards and sidings is 4,438 kilometers. A comparison on the Railway network at the end of 2019-2020 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 2019-2020 only 43 Civil Districts of the country could be connected by Railway. The District-wise Railway stations and Route kilometers are shown in Table No. 4



Honorable Prime Ministers of Bangladesh and India jointly inaugurated Chilahati-Haldibarirail link on 17 December 2020.

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 the year 2019-2020, there were a total of 3553 bridges of which 3206 are minor and 347 are major ones. Foot over-bridges are provided in important cities and district towns.

Level Crossings:

At the end of the year 2019-2020, there were 1,737 Nos. level crossing of which 512 Nos. level crossing are east zone and 1225 Nos. level crossing are west zone. Busy level crossings are being gradually provided with quick operating lifting barriers. Safety devices are being provided at very busy level crossings. Unapproved level crossings are 222 Nos. in west zone.

Stations:

Bangladesh Railway had a total of 489 stations at the end of the year 2019-2020. These include One block hut, Fifteen train halts and Four goods booking points.



Handover Ceremony of 10 BG Locomotives to Bangladesh Railway by Indian Railways on 27 July 2020.

SIGNALING & TELECOMMUNICATION

SIGNALING:

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

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

Sl. No.	Type of Signaling System	No. of Stations		Total	Remarks
		East Zone	West Zone		
1	Computer based Interlocking (CBI)	82	30	112	According to the Master Plan of Bangladesh Railway, the system will be upgrade by different phases.
2	Relay-Interlocking	20	02	22	
3	Double Wire Mechanical Interlocking	11	23	34	
4	Mechanical Interlocking (Indirect)	-	34	34	
5	Electro Mechanical Interlocking (Direct)	-	03	03	
6	Non-Interlocked Mechanical	03	14	17	
7	Non-Interlocked Color Light	54	83	137	
Total signaling station		170	189	359	

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

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

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

TELECOMMUNICATION:

Till late eighties, most of the Telecommunication facilities of BR used to be taken on lease from the then Bangladesh Telegraph and Telephone Board (BTTB). These facilities were land line based, prone to interference and unreliable. In 1984, BR went for the modernization of its Telecommunication Facilities & Installed 1600 km. Optical fiber based Integrated telecommunication network under a project and connected 300 Railway Stations. Later on, the network was expanded about 1022.68 km at various section. Recently Bangladesh Railway has completed a project of 583.06 km optical fiber cable along with the Rail line of the remaining secondary Rail Lines for introducing uniform Telecommunication Network. Now, the total length of BR Optical Fiber based telecommunication network is about 3205.06 km of which 2071.70 km optical fiber are leased to GP and 2190.64 km optical fiber cable are leased to Robi Axizta Ltd. BR's Telecommunication system provides about 357 Train Control Telephones, 633 number of Station to Station telephones and 1700 m-Centrex telephone. Copper cable are being replaced gradually with optical fiber for Block Instruments and Block Telephones.

Again Bangladesh Railway is now taking initiative to lease out the dark optical fiber by applying open tender to the different telecom operators as a part of achievement of digitalization of Bangladesh and it will also strengthen the revenue earning of Bangladesh Railway.



Girder erection of Bridge No. 3 over Sangu River under "Construction of Single Line Dual Gauge Railway Track from Dohazari to Cox's Bazar via Ramu and Ramu to Gundum near Myanmar" Project.

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 2020 is 260 out of which 171 MG Diesel Electric and 89 BG DE. The type-wise breakdown of the locomotives during the past years is showing in table No.6.

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

Electrical:

To ensure easy and comfortable traveling of passengers, Electrical department is to provide light, fan and air conditioning facilities in the running trains. In the past power supply for the operation of light, fan and air conditioning system of trains were activated by Axle driven Alter motor & Dynamo only. To improve the service with adequate reliability and cheaper cost, the Conventional System is being replaced by Mid on Generation (MOG)/End on Generation (EOG) system gradually. Out of 167 numbers Passenger Trains, 155 Nos. run as MOG & 10 Nos. runs as conventional in West Zone and out of 188 Nos. Passenger trains, 100 Nos. runs as MOG/EOG & 88 Nos. runs as Conventional in East Zone. There are, 81 Nos. Power Car & 89 Nos. air condition coaches in West Zone and 68 Nos. Power Car & 105 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 54 numbers electric sub-station in East zone and 445 numbers in West Zone to provide electricity at Railway Stations, Workshop, Sheds, Hospital, Deep well Turbine and submersible water pumps, Service and residential building through overhead and underground cable network system. Moreover, there are two 33/11KV substation to feed Saidpur Workshop & CLW/PBT which is maintained by electrical department.

Coaching Vehicles:

At the end of the year 2019-2020, BR had a total of 2362 coaching vehicles out of which 2299 are for conveyance of passengers and 63 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 2019-2020, BR had a total of 3831 wagons comprising 1215 covered wagons and 2616 special type wagons. The gauge-wise breakdown of the wagons owned by BR over the past years is given in Table No.16.

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 are 13 marine vessels under the rolling stock Department of Bangladesh Railway at the end of the year 2019-2020. The fleet consists of: ● Motor Tug = 2 Nos. ● Wagon Ferry Barge = 2 Nos. ● Wagon Ferry Pontoon = 2 Nos. ● Berthing Pontoon = 2 Nos. ● Passenger Landing Station = 1 Nos. ● Marine Workshop = 1 Nos. ● Girder Boat = 2Nos. ● Welding Boat = 1 Nos.

Other than the above mentioned marine vessels, there are one speed-boat, two marking boats and three shore-girders.

This is to be mentioned that currently no passenger ferry or wagon ferry services are not in operation due to navigability crisis.

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. There are two stocking depots at Pahartali and Saidpur for carriage and wagon spare parts and about 10,000 items are stocked there. Besides these, there are four stocking depots for locomotive spare parts near by the locomotive workshop at Pahartali, Dhaka, Parbatipur where 30815 items are stocked as per consumer department requirement.

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 Ticket (Nos.)	Printed Card ticket	Money Value form	General Form	
		(Nos.)	(Books)	Books	Sheets
2009-2010	41,47,400	91,83,200	39,625	6,600	1,52,177
2010-2011	55,86,000	132,42,700	38,205	17,371	56,470
2011-2012	63,62,600	127,11,000	34,800	3,151	3,30,800
2012-2013	80,76,000	112,18,300	27,500	21,188	-
2013-2014	83,39,000	95,32,500	34,895	-	-
2014-2015	69,30,500	92,63,900	-	25,254	4,500
2015-2016	97,54,500	1,25,30,100	21,392	500	20,000
2016-2017	97,54,501	1,25,30,101	21,392	500	20,000
2017-2018	12,402,000	95,134,000	38,164	1,977	6,000
2018-2019	11,018,000	7,555,700	32,460	1,297	8,000
2019-2020	11,588,900	7,663,400	9,840	1,300	6,000

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 2019-2020, about 63.99 million passengers were transported by Bangladesh Railway against about 92.71 million during 2018-2019. In order to render better services to the passengers, Bangladesh Railway introduced Intercity Train services in 1985. At present there are 102 Nos. of Intercity trains running. Around 49.68% of the total passengers of Bangladesh Railway are being carried by the Intercity trains which contribute approximately 89.35% 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 2019-2020 was 3179.68 thousand Metric Tonnes against 3959.25 Thousand Metric tonnes during 2018-2019.



The long cherished dream of the nation The Padma multipurpose Bridge is being realized keeping provision of Broad Gauge railway track.

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) Directional flow of traffic (4) Frequent change of Ghat due to soil erosion. (5) Old tottering rail line (6) Shortage of Rolling stock i.e Locomotives, Coaches and wagons (7) Shortage of essential staff i.e Station master, Guard, Locomotive Master (8) Longer block section and absence of third line in Ishwardi-Joydebpur Section and (9) Speed restriction on Bangabandhu Bridge.

The railway link over the Bangabandhu Bridge connecting the East and West zones through the construction of 99 km new dual gauge line and rehabilitation and conversion of 245 km Broad Gauge line from Jamtoil to Parbatipur to Dual Gauge has eased out these operational problems considerably. Improvement will be achieved after completion of the following ongoing/proposed work, viz.(a) Railway link between western side of Jamuna Bridge to Bogra. (b) Track doubling between Tongi-Bhairab Bazar and Laksham-Akhaura of Dhaka-Chittagong corridor. Further improvement will be achieved after implementation of 8th five year plan which commenced from 2016.



Honorable Minister, Md. Nurul Islam Sujan, MP, Ministry of Railways Inaugurated Digital Attendance System at Railbhaban on 14 December 2020.

OFFICERS & STAFF WELFARE

Numbers:

As on date 30th June, 2020, there are 414 officers & 26,035 staffs (Total 26,449) of different categories. The staff are graded/classified as Class-III and Class-IV staff. The officers and staffs is about 1.57%.

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 Haliashahar, Chittagong. Four workshop training units at Pahartali, Dhaka, Parbatipur and Ishurdi have been transferred under the control of Rector/Railway Training Academy, Haliashahar, Chittagong w.e.f. 03-01-2004 for imparting Training in Locomotive maintenance and operation staff of Mechanical department. In the year 2019-2020 total 494 persons of different categories were trained including 35 Nos. BCS Cadre Officers.

Festival & Bengali New Year Allowance:

The system of giving festival allowance to the employees was introduced in the year 1984. This is not linked with productivity/profit. The festival allowance is given twice in a year. Each allowance is equal to the one month's basic salary of the employee concerned. Bengali New Year allowance 20% of basic pay once in a year introduced from 2015-2016.

Medicare & family welfare:

Well equipped network of hospital and dispensaries have been working in the system to provide proper medical care to the employees & their dependents. There are around 10 well equipped hospitals with a total of 440 beds, one Modern Chest Disease Hospital at Chittagong with 50 beds, and 30 dispensaries with qualified doctors. BR has also family welfare programme. At present there are 12 maternity & child welfare 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. 20.14 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 2659 such families were given grant to the extent of Tk. 27.00 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. 115 Nos. of claim for death amounting to Tk. 11.63 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. 102.70 million was spent on management of these Schools during the year 2019-2020. Besides, 138 Nos. privately managed Schools, Colleges & Madrashes are functioning in Railway premises.

Trade Union:

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

SOCIAL COST

Bangladesh Railway is one of the largest Govt. enterprises in the country, playing a vital role in the socio-economic development & industrialization of the country. Bangladesh Railway is expected to serve both as a commercial enterprise and as a public utility service. As a commercial enterprise, Bangladesh Railway 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. Bangladesh Railway 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, Bangladesh Railway 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:

Bangladesh Railway 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 1993-1994. This replaced the open-ended subsidy and Bangladesh Railway has been able to cover its operating expenses.

SECURITY

The Government Railway Police:

Bangladesh Police which is administered under the Ministry of Home Affairs of the Government of Bangladesh is the sole law enforcement agency of Bangladesh. As Bangladesh Railway covered a length of 3018.88 route kilometers and constitutes one of the most important public transport systems of Bangladesh, so Railway Police is one of the significant organs of Bangladesh Police to ensure maintenance of law and order in railway premises and protection of lives and property of the passengers. The Railway police is under the administrative control of Inspector General, Bangladesh Police and is headed by an Additional Inspector General of Bangladesh Police. To come to the modern stage, Railway Police has undergone a lot of evolutions and developments in its long strenuous journey.

1. Evolution of the Railway Police:

- First railway was established in 1853 in Indian Subcontinent and subsequently the Railway commenced their operations here in 1854.
- Train Communication was started for the first time in Bangladesh, the then east Bengal in 15 November, 1862 through establishing 53 KM long Railway line from Darshana (Chuadanga) to Jagati (Kustia).
- Soon after the commencement, it has been a major concern for the British ruling government in Indian subcontinent to ensure maintenance and security of Railways, which became the vital artery of national communication and economic progress.
- Since railways have a linear territory traversing inter-state lines, a foolproof security system had been hard to provide.
- Nevertheless, the genesis of such an endeavor can be traced back to 1854 when East Indian Railways employed certain staff designated as 'Police' to denote its own force and deployed a contingent for the security of the railway with the owner companies bearing their upkeep. The Railway Companies exercised full control over this Police Force.
- On the recommendation of Railway Police Committee, 1872, Railway Police was organized into 'Govt. Police' (The precursor of Railway police) for Law enforcement and 'Company Police' (The precursor of RNB) for Watch and Ward duties in Railways.

- The actual separation of duties came into effect in 1881.
- By 1882, as a result of formal division of the Police Force deployed on the railways into "Government Police" and "Private (Companies) Police", the Railway Companies directly assumed the responsibility of protection and Security of their property as well as of the goods entrusted to them by public for carriage.
- Police commission, 1902-03. The provincial system found acceptance on recommendation of Railway Police Committee, 1921 and the present Railway police came into existence. The 'Company Police' evolved into present RNB in 1976 passing through an ordinance.

2. Roles of the 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 Bangladesh police Headquarters 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:-

- 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.
- The control of vehicular and other traffic in the station compound.
- The maintenance of law and order at stations and in standing passengers trains, prevention of overcrowding.
- Watching loaded passenger trains when standing in the station.
- The arrest of those found committing nuisances or suffering from infectious disease and keeping the station premises clear of idlers and beggars.
- 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:
- The removal of bodies and persons dying in the train and on station premises and the conveyance to hospital of the sick people.

- Investigation into cognizable offences committed with railway limits and prevention of the same.
- 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.
- 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.
- The prosecution of cognizable cases as well as non-cognizable cases under Railway act, 1890 on behalf of the management.
- Any other decision or direction circulated by Ministry of Home or Police Headquarters is carried out in order to maintain Law and order situation and Public safety.

3. Organization of the Railway Police:

- Railway Districts: 06 (Dhaka, Chittagong, Saidpur, Pakshi, Sylhet & Khulna)
- Railway Thana: 24
- Railway Fari: 33
- Total Manpower: 2432

The Railway Nirapatta Bahini:

Prevention and detection of crime against passengers and their properties and also maintenance of law and order in the railway premises and the responsibility of the Government Railway Police (GRP) working under the control of the ministry of Home Affairs. The responsibility of providing security to the Railway properties and the properties entrusted to it for carrying falls under the duties of Railway Nirapatta Bahini (RNB).

01. The Government Railway Police is responsible for:-

- Maintenance of law and order in the Railway premises.
- Providing security to the passengers and their properties of the passenger trains.
- Prevention and detection of crimes on Railway.

The GRP is headed by Deputy Inspector General of Police with its head quarter at Dhaka. He is assisted by four superintendents of police with their head quarters at Chattagram, Dhaka, Saidpur and Paksey.

02. The Railway Nirapatta Bahini (RNB) is responsible for:-

- Protecting and safe guarding the Railway properties.
- Removing any obstacle in the movement of Railway, its properties and properties entrusted to it for carrying.
- Escorting pay and cash and protecting the pay Offices of the Railway.
- Providing security to the goods trains, luggage/parcel vans of the passenger trains.
- To arrest leakage of Railway Revenue.
- Conducting eviction of unauthorized occupants from the Railway premises under the supervision of Railway Estate Officer or Magistrate in aid to police.
- Escorting container & oil tanks from loading station to destination station. In addition to above RNB is also assisting the Railway authority in the areas of ticket less traveling. Roof ridding and also to do any other act conducive to better protection and security of Railway properties.
- Assisting during block check and mobile court.
- Moreover different duties assigned time to time by the government.

03. The RNB is headed by two Chief Commandants is two zones with their head quarters at Chittagong and Rajshahi under the General supervision of General Managers of the respective zone. Two Chief Commandants are assisted by six Commandants at Commandant HQ/CRB, Dhaka, Chittagong, Paksey, Rajshahi and Lalmonirhat. Moreover Commandants are assisted by assistant Commandant.

04. The RNB is guided by Railway Nirapatta Bahini Act. 2016 and Railway Properties (Illegal Possession Recovered) act, 2016. The Railway Nirapatta Bahini has the powers of the inquiry and prosecution by the Railway Properties (Illegal Possession Recovered) act, 2016 for unlawful possession of Railway properties. Up to June 2020, total 612 cases by Railway Properties (Illegal Possession Recovered) act, 2016 were Registered in different chowkies of RNB which prosecuted in the different court by the RNB authorities with 824 accuses, out of these cases 303 accused have been punished with rigorous imprisonment for different terms. Besides these cases at the cud of 2019-2020 Total 788 persons were handed over to GRP and 5,979 persons charged TK. 7,90,757.00 with penalty for roof riding on the train.

FINANCIAL SUMMERY

The total operating revenue without considering the effect of Public Service Obligation (PSO) and Welfare Grant of Bangladesh Railway for the year 2019-2020 amounted to Tk.11,258.51 million. After meeting the total operating expenses of Tk. 31,889.75 million, the net operating income for the year came to Tk. (-) 20,631.24 million.

On the other hand, Government paid an amount of Tk. 860.00 million as PSO compensation and Tk. 833.12 million as Welfare Grant respectively. As a result, the total operating revenue duly considering the effect of PSO and Welfare Grant for the year 2019-2020 amounted to Tk. 12,951.63 million. So, after meeting the total operating expenses of Tk. 31,889.75 million, the net operating income for the year came to Tk. (-) 18,938.12 million.

The interest and installments on foreign loans taken on replacement account amounted to Tk. 230.00 million and Tk. 700.00 million respectively.

During the year 2019-2020 there was increase in average revenue per passenger as always passenger-kilometer as compared to those of 2018-2019. Revenue per passenger increase to Tk. 108.29 from Tk. 95.20 i.e. 12.09% and revenue per passenger-kilometer increase to 69.59 paisa from 61.57 paisa i.e. 11.52%. Average distance travelled by passenger was from 154.63 kilometers in 2018-2019 to 155.62 kilometers in 2019-2020.

In goods traffic, there was decrease in average revenue per tonne and decrease average revenue per tonne-kilometer. Average revenue per tonne decreased by 67.33% from Tk. 732.70 in 2018-2019 to Tk. 437.87 in 2019-2020 and revenue per tonne-kilometer decreased by 125.69% i.e. from 313.58 paisa in 2018-2019 to 138.94 paisa in 2019-2020. The average lead of freight traffic was 230.74 kilometers in 2018-2019 and 315.56 kilometers in 2019-2020.

The total operating revenue without considering PSO and welfare grant for the year 2019-2020 amounted to Tk. 11,258.51 million as compared to Tk. 14,065.79 million in 2018-2019, representing a decrease of 24.93%. Passenger earnings in 2019-2020 amounted to Tk. 6,929.16 million, showing a decrease of 27.37% as compared to the earning of 2018-2019 amounting to Tk. 8,825.34 million. Other coaching (Parcel and Luggage) earnings in 2019-2020 was Tk. 124.164296 million as compared to Tk. 245.28 million in 2018-2019 representing a decrease of Tk. 97.54%. Miscellaneous earnings showed a decrease of 19.71% from Tk. 2,094.23 million in 2018-2019 to Tk. 1,749.39 million in 2019-2020.

The total operating expenses for the year 2019-2020 amounting to Tk. 31,889.75 million, exhibits an increase of 4.34% as compared to the working expenses of 2018-2019 amounting to Tk. 30,506.52 million. The operating ratio increased 23.43% over the previous year from 216.88% in 2018-2019 to 283.25% in 2019-2020 without considering the effect of PSO and Welfare Grant. The operating ratio increased 21.39% over the previous year from 193.55% in 2018-2019 to 246.22% in 2019-2020 considering the effect of PSO and Welfare Grant.



Honorable Minister, Md. Nurul Islam Sujan, MP, Ministry of Railways inspects the railway viaduct of Padma Bridge Rail Link Project at Jazira point, Shariatpur on 24 September 2020.

STATISTICAL HIGHLIGHTS

Item	1969-1970	2018-2019	2019-2020	Percentage of Increase or decrease in 2019-2020 as compared to 2018-2019
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1. PLANT:

▪ Route kilometers	2,858.23	3,018.88	3,093.38	(+) 2.41
▪ Track kilometers	4,448.02	4,355.72	4,438.40	(+) 1.86

2. LOCOMOTIVES:

▪ Steam	343	-	-	-
▪ Diesel	143	263	260	(-) 1.15

3. COACHING VEHICLES (in units):

▪ Passenger carriages	1,165	1,605	2,299	(+) 30.19
▪ Other coaching vehicles (including departmental vehicles)	478	159	63	(-) 152.38

4. FREIGHT WAGONS (including departmental wagons):

▪ In Units	16,823	3,809	3,831	(+) 0.57
▪ In terms of four-wheelers	19,616	7,026	7,174	(+) 2.06

5. SERVICE (Figures in millions):

▪ Passenger carried	72.90	92.71	63.99	(-) 44.88
▪ Passenger-kilometers	3,317.00	14,334.76	9,957.77	(-) 43.96
▪ Tonnes carried	4.88	3.96	3.18	(-) 24.54
▪ Tonne-kilometers	1,265.00	1,535.62	1,003.15	(-) 53.08
▪ Average Kilometers a tonne of goods was carried	259.30	230.74	315.56	(+) 26.88

6. OPERATIONS (Vehicle-kilometers per-vehicle day on line):

▪ Passenger Carriages	BG	243	626	1,060	(+) 40.94
	MG	211	289	287	(-) 0.70
▪ Other coaching Vehicles	BG	145	256	82	(-) 212.20
	MG	79	98	92	(-) 6.52

STATISTICAL HIGHLIGHTS

Item		1969-1970	2018-2019	2019-2020	Percentage of Increase or decrease in 2019-2020 as compared to 2018-2019
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Operations-Contd.

▪ Average number of passengers per 4-wheeled vehicle	BG	16	45	37	(-) 23.31
	MG	19	40	33	(-) 22.74
▪ Average number of passengers per train	BG	220	705	499.45	(-) 41.16
	MG	315	605	499.45	(-) 21.13
▪ Wagon-kilometers per wagon day on line	BG	24.5	75.15	74.35	(-) 1.08
	MG	29.3	18.45	19.85	(+) 7.05
▪ Average wagon load during the run (in tonnes)	BG	13.7	22.36	22.7	(+) 1.50
	MG	9.3	5.8	9.88	(+) 41.30
▪ Wagons per train	BG	41.9	50.5	49.2	(-) 2.64
	MG	50.1	50.5	65.9	(+) 23.37
▪ Net load per train (in tonnes)	BG	338	543	558	(+) 2.69
	MG	320	450.5	294	(-) 53.23
▪ Net tonne-kilometers per wagon day	BG	229	690	669	(-) 3.14
	MG	190	88	87	(-) 1.15
▪ Net tonne-kilometers Per train hour	BG	7898	8550	6,696	(-) 27.69
	MG	3,550	6,333	3,629	(-) 74.50
▪ Engine kilometers per day per engine on line	BG	130	171	180	(+) 5.00
	MG	137	226	377	(+) 40.05
▪ Engine kilometers per day per engine in use	BG	230	302	203	(-) 48.77
	MG	206	309	520	(+) 40.58
▪ Engine kilometers per day per goods engine in use	BG	155	180	147	(-) 22.45
	MG	143	223	392	(+) 43.11

STATISTICAL HIGHLIGHTS

Item	1969-1970	2018-2019	2019-2020	Percentage of Increase or decrease in 2019-2020 as compared to 2018-2019
7. RATES AND LEAD:				
▪ Passenger earning (Million)	1.02	8,825.34	6,929.16	(-) 27.37
▪ Other coaching earning (Million)	-	245.28	124.16	(-) 97.54
▪ Miscellaneous earning (Million)	-	2,094.23	1,749.39	(-) 19.71
▪ Revenue per passenger (Taka)	1.38	95.20	108.29	(+) 12.09
▪ Revenue per passenger-kilometers (Paisha)	3.04	61.57	69.59	(+) 11.52
▪ Revenue per tonne (Taka)	33.54	732.70	437.87	(-) 67.33
▪ Revenue per tonne-kilometer (Paisha)	12.70	313.58	138.94	(-) 125.69
▪ Average revenue of kilometers a passenger travelled	45.50	154.63	155.62	(+) 0.64
▪ Average revenue of kilometers a tonne of goods carried	259.30	230.74	315.56	(+) 26.88
8. EARNINGS AND EXPENSES: (Figures in Crore Taka)				
▪ Total Operating Revenue				
◊ Without Considering PSO & welfare grant	30.30	1,406.58	1,125.85	(-) 24.93
◊ Considering PSO & welfare grant	-	1,576.15	1,295.16	(-) 21.70
▪ Total Operating Expenses	25.28	3,050.65	3,188.97	(+) 4.34
▪ Net operating income				
◊ Without Considering PSO & welfare grant)	5.03	(-) 1,644.07	(-) 2,063.12	(+) 20.31
◊ Considering PSO & welfare grant	-	(-) 1,474.50	(-) 1,893.81	(+) 22.14
▪ Operating ratio (percent)				
◊ Without Considering PSO & welfare grant	83.40	216.88	283.25	(+) 21.39
◊ Considering PSO & welfare grant	-	193.55	246.22	(+) 23.43
9. EMPLOYEES:				
▪ Number of employees	55,825.00	25,526.00	26,449.00	(+) 3.49
▪ Number of employees per 1,000 train kilometers	3.23	1.29	0.87	(-) 48.06
▪ Cost of employees in crore (Taka)	12.37	1,107.57	1,139.19	(+) 2.78
▪ Average cost per employee per month (Taka)	185.00	36,158.36	35,892.64	(-) 0.74
▪ Percentage of cost of employees to Total operating expenses	48.90%	36.31%	35.72%	(-) 1.63

Note : Details are given in subsequent Tables.

STATISTICAL TABLES

Table-1

RAILWAY STATIONS

Bangladesh Railway has a total of 489 railway stations at the end of the year 2019-2020, (228 Nos. in the Eastern Zone and 261 Nos. in the Western Zone). The figures include one block hut, Fifteen train halts and four goods booking points on the East and West Zone. Year-wise position is indicated below:

Year July-June	BG	MG			Total System		
		East Zone	West Zone	Total	East Zone	West Zone	Total
1969-1970	158	-	-	312	-	-	470
2008-2009	134	226	80	306	226	214	440
2009-2010	134	226	80	306	226	214	440
2010-2011	134	229	80	309	229	214	443
2011-2012	134	230	80	310	230	214	444
2012-2013	134	230	80	310	230	214	444
2013-2014	146	230	80	310	230	226	456
2014-2015	151	229	80	309	229	231	460
2015-2016	146	229	80	309	229	226	455
2016-2017	151	229	80	309	229	231	460
2017-2018	156	228	82	310	228	238	466
2018-2019	175	228	80	308	228	255	483
2019-2020	181	228	80	308	228	261	489

Table-2

BLOCK AND NON-BLOCK STATIONS

Bangladesh Railway has a total of 489 block and non-block railway stations at the end of the year 2019-2020, (228 Nos. in the Eastern Zone and 261 Nos. in the Western Zone). Out of total 489 stations, 360 are Block stations and 129 Non-block stations. The break-up is indicated below:

Zone Gauge	Block Station	Non- Block Station	Total
---------------	------------------	--------------------------	-------

East Zone

MG	190	38	228
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West Zone

BG	105	76	181
MG	65	15	80
Total	170	91	261

Grand Total (East & West)	360 *	129	489
---------------------------	-------	-----	-----

Note: * Out of 360 block stations, 359 stations are provided with different types of Interlocking System as given below:

SN	Type of Signaling system	East Zone	West Zone	Total Number
1	Computer based Interlocking (CBI)	82	30	112
2	Relay-Interlocking	20	02	22
3	Double Wire Mechanical Interlocking	11	23	34
4	Mechanical Interlocking (Indirect)	-	34	34
5	Electro Mechanical Interlocking (Direct)	-	03	03
6	Non-Interlocked Mechanical	03	14	17
7	Non-Interlocked Color Light	54	83	137
	Total=	170	189	359

Table-3

ROUTE KILOMETERS

Bangladesh Railway has a total of 3093.381 route kilometers at the end of the year 2019-2020, (1333.93 Kilometers in the Eastern Zone and 1759.451 Kilometers in the Western Zone). These figures represent the total point to point length of the main lines and branch lines. The year-wise position is indicated below:

(Figures are in Kilometers)

Year July-June	MG			BG			DG			Total System		
	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total
1969-1970	-	-	-	-	-	-	-	-	-	1,935.16	923.07	2,858.230
2008-2009	1,266.21	534.67	1,800.88	-	659.33	659.33	-	374.83	374.83	1,266.21	1,568.83	2,835.040
2009-2010	1,266.21	534.67	1,800.88	-	659.33	659.33	-	374.83	374.83	1,266.21	1,568.83	2,835.040
2010-2011	1,222.21	534.67	1,756.88	-	659.33	659.33	-	374.83	374.83	1,222.21	1,568.83	2,791.040
2011-2012	1,273.38	534.67	1,808.05	-	659.33	659.33	34.89	374.83	409.72	1,308.27	1,568.83	2,877.100
2012-2013	1,273.38	534.67	1,808.05	-	659.33	659.33	34.89	374.83	409.72	1,308.27	1,568.83	2,877.100
2013-2014	1,273.38	534.67	1,808.05	-	659.33	659.33	34.89	374.83	409.72	1,308.27	1,568.83	2,877.100
2014-2015	1,273.38	534.67	1,808.05	-	659.33	659.33	34.89	374.83	409.72	1,308.27	1,568.83	2,877.100
2015-2016	1,273.38	534.67	1,808.05	-	659.33	659.33	34.89	374.83	409.72	1,308.27	1,568.83	2,877.100
2016-2017	1,299.04	546.37	1,845.41	-	651.30	651.30	34.89	397.89	432.78	1,333.93	1,595.56	2,929.492
2017-2018	1,299.04	547.05	1,846.09	-	676.66	676.66	34.89	397.89	432.78	1,333.93	1,621.60	2,955.532
2018-2019	1,299.04	353.11	1,652.15	-	831.54	831.54	34.89	500.30	535.19	1,333.93	1,684.95	3,018.880
2019-2020	1,299.04	380.79	1,679.83	-	879.85	879.85	34.89	498.81	533.70	1,333.93	1,759.451	3,093.381

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

Table-4

DISTRICT-WISE STATION & ROUTE KILOMETERS

Bangladesh Railway has a total of 489 Railway stations and 3093.381 route kilometers at the end of the year 2019-2020, Spread over 43 civil districts. The district-wise break-up of stations and route kilometers is appended below:

Sl.	District	Stations	Kilometers	Sl.	District	Stations	Kilometers
1.	Khulna	06	8.130	23.	Gaibandha	14	80.950
2.	Jashore	12	100.700	24.	Bogura	15	84.150
3.	Jhenaidaha	06	36.200	25.	Tangail	08	95.200
4.	Chuadanga	10	95.600	26.	Jamalpur	18	109.550
5.	Faridpur	18	81.340	27.	Netrokona	13	65.000
6.	Gopalganj	09	55.520	28.	Kishorganj	12	73.750
7.	Rajbari	15	89.900	29.	Mymensingh	20	149.550
8.	Kushtia	10	95.600	30.	Gazipur	12	52.450
9.	Sirajganj	08	42.365	31.	Dhaka	08	30.000
10.	Pabna	21	137.100	32.	Narayanganj	03	9.500
11.	Chapainawabganj	08	65.280	33.	Narsingdi	10	40.970
12.	Rajshahi	11	63.000	34.	Sunamganj	03	13.900
13.	Natore	11	37.000	35.	Brahmanbaria	15	75.120
14.	Naogaon	05	27.000	36.	Habiganj	10	85.400
15.	Joypurhat	07	54.000	37.	Moulvibazar	12	125.330
16.	Thakurgaon	06	47.100	38.	Sylhet	04	60.600
17.	Panchagarh	03	18.320	39.	Noakhali	08	39.400
18.	Nilphamari	09	68.516	40.	Chandpur	11	40.660
19.	Kurigram	08	42.500	41.	Cumilla	17	106.900
20.	Dinajpur	19	165.500	42.	Feni	05	64.200
21.	Lalmonirhat	15	114.000	43.	Chattogram	45	178.450
22.	Rangpur	09	67.680				

Total Stations:	489
Total Districts:	43
Total Route KM:	3093.381

Table-5
TRACK KILOMETERS OPERATED

Total length of track (including track on double line, yards and sidings) operated by Bangladesh Railway was 4438.396 Kilometers at the end of the year 2019-2020, (2151.79 Kilometers in the Eastern Zone and 2286.606 Kilometers in the Western Zone). The year-wise position is indicated below:

Year July-June	MG			BG			DG			Total System		
	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total
1969-1970	-	-	2,908.33	-	-	1,539.69	-	-	-	-	-	4,448.02
2008-2009	1,879.25	677.57	2,556.82	-	932.62	932.62	-	484.05	484.05	1,879.25	2,094.24	3,973.49
2009-2010	1,879.25	677.57	2,556.82	-	932.62	932.62	-	484.05	484.05	1,879.25	2,094.24	3,973.49
2010-2011	1,879.25	677.57	2,556.82	-	932.62	932.62	-	484.05	484.05	1,883.49	2,094.24	3,977.73
2011-2012	1,766.27	677.57	2,443.84	-	932.62	932.62	115.35	484.05	599.40	1,881.62	2,094.24	3,975.86
2012-2013	1,766.27	677.57	2,443.84	-	932.62	932.62	115.35	484.05	599.40	1,881.62	2,094.24	3,975.86
2013-2014	1,766.49	677.57	2,444.06	-	932.62	932.62	115.35	484.05	599.40	1,881.84	2,094.24	3,976.08
2014-2015	1,173.45	701.78	1,875.23	-	974.64	974.64	115.35	464.29	579.64	1,952.44	2,140.71	4,093.15
2015-2016	1,913.04	696.70	2,609.74	-	974.64	974.64	115.35	464.29	579.64	2,028.39	2,135.63	4,164.02
2016-2017	2,040.90	696.70	2,737.60	-	979.09	979.09	110.89	464.29	575.18	2,151.79	2,140.08	4,291.87
2017-2018	2,040.90	696.70	2,737.60	-	1,011.97	1,011.97	110.89	464.29	575.18	2,151.79	2,172.96	4,324.75
2018-2019	2,040.90	533.60	2,574.50	-	1,050.16	1,050.16	110.89	620.17	731.06	2,151.79	2,203.93	4,355.72
2019-2020	2,040.90	533.06	2,573.96	-	1,133.38	1,133.38	110.89	620.17	731.06	2,151.79	2,286.61	4,438.40

Table-6
LOCOMOTIVES

Bangladesh Railway owned a total of 260 diesel-electric locomotives at end of the year 2019-2020, although actual availability for effective service was 260 diesel locomotives. Year-wise position is indicated below:

Year July-June	BG		MG		Total (BG & MG)		Total Locomotives
	Steam	Diesel	Steam	Diesel	Steam	Diesel	
1969-1970	121	18	222	125	343	143	486
2008-2009	-	78	-	208	-	286	286
2009-2010	-	78	-	208	-	286	286
2010-2011	-	71	-	188	-	259	259
2011-2012	-	78	-	217	-	295	295
2012-2013	-	73	-	185	-	258	258
2013-2014	-	97	-	196	-	293	293
2014-2015	-	97	-	186	-	282	282
2015-2016	-	94	-	184	-	278	278
2016-2017	-	94	-	179	-	273	273
2017-2018	-	94	-	178	-	272	272
2018-2019	-	90	-	173	-	263	263
2019-2020	-	89	-	171	-	260	260

Table-7

COACHING VEHICLES

At the end of the year 2019-2020, Bangladesh Railway has a total of 2299 vehicles meant for the conveyance of passengers and 63 vehicles for conveyance of luggage, parcels, mails, automobiles etc. as well as departmental vehicles. Year-wise breakdown of the vehicles (in terms of units) is given below:

Year July-June	BG		MG		Total		Total Coaching Vehicles
	Passenger Carriages	Other Coaching Vehicles	Passenger Carriages	Other Coaching Vehicles	Passenger Carriages	Other Coaching Vehicles	
1969-1970	275	143	890	335	1165	478	1643
2008-2009	312	14	1139	21	1451	35	1486
2009-2010	322	4	1150	33	1472	37	1509
2010-2011	312	12	930	17	1242	29	1271
2011-2012	312	12	1144	21	1456	33	1489
2012-2013	312	12	1160	21	1472	33	1505
2013-2014	312	12	1164	21	1476	33	1509
2014-2015	312	12	1162	21	1474	33	1507
2015-2016	335	12	883	19	1218	31	1249
2016-2017	425	10	956	19	1381	29	1410
2017-2018	416	12	1129	29	1545	41	1586
2018-2019	459	107	1146	52	1605	159	1764
2019-2020	933	33	1366	30	2299	63	2362

Table-8

TYPE-WISE PASSENGER COACHING VEHICLES

Type-wise descriptions of passenger carriages owned (in units) at the end of the year 2019-2020 are given below.

SL	Type of Bogie Carriages	BG	MG
1.	Fully Air-Conditioned Chair Coach (WJC, WJCC)	132	132
2.	Partial Air-Conditioned (WJFC, JFC)	2	8
3.	Shovan Air conditioned (WJEC, WJCCDR)	19	6
4.	Chair Car (WCC)	0	19
5.	First Class Shovan Coupe (WFC, WFE, FC)	20	55
6.	First Class Compartment (F)	1	0
7.	Shovan Class (WE)	71	136
8.	Shovan Guard Coach (WES, WER, WECR)	4	29
9.	Shovan Chair Coach (WEC)	263	288
10.	Composite Air Condition, Guard Room, Power Car (WJPCR)	0	0
11.	Second Class (S)	122	279
12.	Composite First & Shulov Class (WFY, WFC,)	0	29
13.	Composite First & Second Class (FS)	16	1
14.	Composite Dining Car with Shovan Class (WECD, WECDR, WECCD) WCDE	66	70
15.	Composite Dining Car with Shulov Class (WCDY, CDY, WCD)	4	3
16.	Composite Dining Car with Guard Room (WCDR)	0	1
17.	Composite Dining Car with Second Class (CDS)	0	2
18.	Composite Shovan chair, with Luggage & Guard Room (WELR, WECLR)	26	31
19.	Composite Shulov Class with Luggage & Guard Room (WYLR)	0	0
20.	Composite Second Class with Luggage & Guard Room (SLR)	10	88
21.	Composite Second Class with Postal Van (SPP)	0	8
22.	Composite Second Class with Guard Room (SR)	10	1
23.	Composite Power Car with Shovan Class (WEPC, WECPCR)	57	62
24.	Luggage Van (L) (VK) (SV)	20	43
25.	Composite Power Car with Shulov Class (WPC)	0	38
26.	Motor Van (VK)	0	10
27.	Composite Power Car and Guard Room with Second Class (SPC, SPR) WSPC	24	6
28.	Rail Cars (ZSZ)	2	0
29.	Reserved Store (RS)	2	2
30.	Vestibufed first class with shovan chair (WSEC)	5	0
31.	AC Power car with guard and luggage (WJPCR)	19	0
32.	Shovan chair car and Panty (WECp)	38	0
33.	Vestibufed dining car with shovan chair (CDE)	0	1
34.	DEMU (Set) Each set consists of 3 composite	0	18
Total Passenger Carriages		933	1366

Table 9

TYPE-WISE OTHER COACHING VEHICLES

Type-wise descriptions of other coaching vehicles owned (in units) at the end of the year 2019-2020 are given below.

SL	Type of Bogie Carriages	BG	MG
1.	Dining Cars (CD, WCD)	4	2
2.	Tourist Cars (CT)	-	-
3.	Luggage Vans (L, VE)	20	6
4.	Motor Vans (VK)	-	-
5.	Miscellaneous including brake-vans (CR, CRCD, PV etc.)	-	-
6.	Railway Service vehicles (FCH, CE, RA etc.)	5	9
7.	Store Vans (RS)	4	8
8.	Miscellaneous including brake-vans (EVG, EVKP, EVE, ELRO, ERH, etc.)	-	5
9.	Railway service vehicles (ERB, ERD, DRS, DRH, ERT, CE, etc.)	-	-
Total		33	30

Table-10

ABANDONMENT OF COACHING VEHICLES

During the year 2019-2020 there are 192 passenger carriages and 27 other coaching vehicles were withdrawn from service. The gauge-wise breakdown of abandoned vehicles (in terms of units) is given below:

Year July-June	BG		MG		Total		Total Coaching Vehicles
	Passenger Carriages	Other Coaching Vehicles	Passenger Carriages	Other Coaching Vehicles	Passenger Carriages	Other Coaching Vehicles	
1969-1970	18	7	24	13	42	20	62
2008-2009	-	-	-	-	-	-	-
2009-2010	-	-	-	-	-	-	-
2010-2011	-	-	-	-	-	-	-
2011-2012	-	-	-	-	-	-	-
2012-2013	-	-	-	-	-	-	-
2013-2014	-	-	2	-	2	-	2
2014-2015	-	-	-	-	-	-	-
2015-2016	-	-	-	29	-	29	29
2016-2017	-	-	6	-	6	-	6
2017-2018	-	-	-	-	-	-	-
2018-2019	-	-	-	-	-	-	-
2019-2020	90	23	102	4	192	27	219

Table-11

ADDITION OF COACHING VEHICLES

There were 94 Nos. passenger carriages and 0 Nos. coaching vehicles during the end of the year 2019-2020. Year-wise breakdown of vehicles by gauges (in terms of units) is given below:

Year July-June	BG		MG		Total		Total Coaching Vehicles
	Passenger Carriages	Other Coaching Vehicles	Passenger Carriages	Other Coaching Vehicles	Passenger Carriages	Other Coaching Vehicles	
1969-1970	6	-	20	16	26	16	42
2008-2009	-	-	-	-	-	-	-
2009-2010	-	-	-	-	-	-	-
2010-2011	-	-	-	-	-	-	-
2011-2012	-	-	-	-	-	-	-
2012-2013	-	-	-	-	-	-	-
2013-2014	-	-	15	-	15	-	15
2014-2015	-	-	-	-	-	-	-
2015-2016	-	-	-	-	-	-	-
2016-2017	-	-	-	-	-	-	-
2017-2018	-	-	-	-	-	-	-
2018-2019	-	-	-	-	-	-	-
2019-2020	-	-	94	-	94	-	94

Table-12

FREIGHT WAGONS

The number of freight wagons owned by Bangladesh Railway at the end of the year 2019-2020, was 3831, (in units). The gauge-wise breakdown of the wagons in terms of units and four-wheelers is given below:

Year July-June	BG		MG		Total System	
	Unit	Four-Wheelers	Unit	Four-Wheelers	Unit	Four-Wheelers
1969-1970	4,464	4,632	12,359	14,984	16,823	19,616
2008-2009	1,929	2,680	7,069	9,229	8,998	11,909
2009-2010	1,916	2,667	8,054	10,441	9,970	13,108
2010-2011	1,916	2,667	6,944	9,168	8,860	11,835
2011-2012	1,916	2,667	8,058	10,383	9,974	13,050
2012-2013	2,087	3,009	7,792	10,100	9,879	13,109
2013-2014	2,087	3,009	7,614	9,915	9,701	12,924
2014-2015	2,079	3,001	7,100	9,601	9,179	12,602
2015-2016	1,830	2,751	6,847	9,303	8,677	12,054
2016-2017	1,706	2,627	6,448	8,897	8,154	11,524
2017-2018	956	1,874	4,343	6,821	5,299	8,695
2018-2019	956	1,874	2,853	5,152	3,809	7,026
2019-2020	994	1,914	2,837	5,260	3,831	7,174

Table-13

TYPE-WISE FREIGHT WAGONS

WAGONS	BG		MG	
	Unit	Four-Wheelers	Unit	Four-Wheelers
COVERED WAGONS:				
Four-Wheeled (C, CJ, XC, MCG)	16	16	233	233
Bogie (BC, BSC, BCFG)	452	904	467	934
Bogie Covered Fertilizer (BCF, BCFR)	-	-	47	94
Total	468	920	747	1,261
SPECIAL TYPE WAGONS:				
Open Wagons-High Sided-				
Four-Wheeled (KC)	14	14	11	11
Bogie (BKC, SCT)	-	-	250	500
Open Wagons-Low Sided-				
Four-Wheeled (KL, KM)	24	24	49	49
Bogie (BKL)	-	-	54	108
Flat Wagons-				
Bogie (BFR,BXFT,BKU,BFU,BFW,IBT,MBFR,BFT)	27	54	194	388
Four-Wheeled (FCT)	-	-	20	20
Bogie (BFCT Container)	-	-	466	932
Other Wagons				
Petrol Tank Wagons-				
Bogie (BTP, WD BTK, TW)	-	-	34	68
Oil Tank Wagons-				
Bogie (BTK,BTL,BTO,BXTK,BTPR,BTPA)	308	616	318	636
Molasses Tank Wagons-				
Four-Wheeled (TM, BTM, TL)	-	-	-	-
Bogie (BTM)	83	166	273	546
Departmental Wagons-				
Four- wheeled (KH,KN,TW,FD,BVG,ERL XVH,VH,BBV)	20	20	101	101
Bogie (BKH) F.G.	49	98	318	636
BXWL	1	2	-	-
	-	-	2	4
Total	526	994	2,090	3,999
Grand Total	994	1,914	2,837	5,260

Table-14

ABANDONMENT OF FREIGHT WAGONS

During the year 2019-2020, 826 wagons were withdrawn from service. The gauge-wise breakdown of abandoned wagons in terms of both units and four wheelers are given below:

Year July-June	BG		MG		Total System	
	Unit	Four-Wheelers	Unit	Four-Wheelers	Unit	Four-Wheelers
1969-1970	163	163	728	975	891	1,138
2008-2009	-	-	110	110	110	110
2009-2010	13	13	-	-	13	13
2010-2011	-	-	-	-	-	-
2011-2012	-	-	-	-	-	-
2012-2013	-	-	247	247	247	247
2013-2014	-	-	178	178	178	178
2014-2015	-	-	210	210	210	210
2015-2016	-	-	83	83	83	83
2016-2017	-	-	-	-	-	-
2017-2018	750	750	1,457	1,457	2,207	2,207
2018-2019	324	324	1,232	1,232	1,556	1,556
2019-2020	12	12	553	814	565	826

Table-15

ADDITION OF FREIGHT WAGONS

During the year 2019-2020, there was 0 Nos. addition of freight wagons. A gauge-wise breakdown of wagons in terms of units and four-wheelers are given below:

Year July-June	BG		MG		Total System	
	Unit	Four-Wheelers	Unit	Four-Wheelers	Unit	Four-Wheelers
1969-1970	10	20	84	164	94	184
2008-2009	-	-	-	-	-	-
2009-2010	-	-	-	-	-	-
2010-2011	-	-	-	-	-	-
2011-2012	-	-	-	-	-	-
2012-2013	-	-	-	-	-	-
2013-2014	-	-	-	-	-	-
2014-2015	-	-	99	99	99	99
2015-2016	-	-	-	-	-	-
2016-2017	-	-	199	199	199	199
2017-2018	-	-	-	-	-	-
2018-2019	-	-	-	-	-	-
2019-2020	-	-	-	-	-	-

Table-16

SUMMARY OF ROLLING STOCK

The Summary of rolling stock owned as on 30th June, 2020 is furnished as under:

Stock:		BG		MG		Total	
Locomotives	Steam	-		-		-	
	Diesel	89		171		260	
	Total	89		171		260	
Carriages	Passenger Carriages	933		1,366		2,299	
	Other Coaching Vehicles	33		30		63	
	Total	966		1,396		2,362	
Freight		Units	4-W	Units	4-W	Units	4-W
	Covered Wagons	468	920	747	1,261	1,215	2,181
	Special Type Wagons	526	994	2,090	3,999	2,616	4,993
	Total	994	1,914	2,837	5,260	3,831	7,174

Note: 4-W = Four-Wheelers

Table-17

AVAILABILITY OF ROLLING STOCK				
ROLLING STOCK	Stock Owned	Ineffective stock	Stock available for effective service	Percentage of availability to stock owned

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

1. Locomotives-

(a) Broad Gauge :

Steam	-	-	-	-
Diesel	89	8	81	91%
Total	89	8	81	91%

(b) Meter Gauge :-

Steam	-	-	-	-
Diesel	171	48	123	71.93%
Total	171	48	123	71.93%

2. Carriages :

(a) Broad Gauge :-

Passenger Carriages	933	105	828	88.75%
Other Coaching Vehicles	33	9	24	72.73%
Total	966	114	852	88.20%

(b) Meter Gauge :

Passenger Carriages	1,366	217	1,149	84.11%
Other Coaching vehicles	30	8	22	73.33%
Total	1,396	225	1,171	83.88%

3. Wagons (in 4-wheelers):

(Excluding departmental wagons)

(a) Broad Gauge	994	334	622	63%
(b) Meter Gauge	2,618	893	1,725	65.89%
Total	3,612	1,227	2,347	64.98%

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

During the year 2019-2020 Bangladesh Railway carried a total of 63987000 Passengers (40293000 Passenger in the Eastern Zone and 23694000 In the Western Zone). Year-wise statistics are indicated below:

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
1969-1970	-	-	72,885	-	-	3,316,993	-	-	45.51
2008-2009	38,863	26,468	65,331	4,643,753	2,156,980	6,800,733	119.49	81.49	104.10
2009-2010	40,138	25,813	65,951	5,106,354	2,198,591	7,304,945	127.22	85.17	110.76
2010-2011	41,271	22,538	63,809	5,715,149	2,337,125	8,052,274	138.48	103.70	126.19
2011-2012	43,771	22,616	66,387	5,808,911	2,978,223	8,787,134	132.71	131.69	132.36
2012-2013	42,105	20,733	62,838	5,545,230	2,708,190	8,253,420	131.70	130.62	131.34
2013-2014	45,061	20,147	65,208	5,493,590	2,641,106	8,134,696	121.91	131.09	124.75
2014-2015	46,047	22,023	68,070	6,072,111	2,639,252	8,711,363	131.87	119.84	127.98
2015-2016	48,125	22,707	70,832	6,432,972	2,734,388	9,167,361	133.67	120.42	129.42
2016-2017	50,647	27,160	77,807	6,769,903	3,270,764	10,040,667	133.67	120.43	129.05
2017-2018	59,509	30,548	90,057	8,477,678	4,516,237	12,993,915	142.46	147.84	144.29
2018-2019	59,799	32,906	92,705	7,818,958	6,515,799	14,334,757	130.75	198.01	154.63
2019-2020	40,293	23,694	63,987	5,266,393	4,691,375	9,957,768	130.70	198.00	155.62

Table-19

GAUGE WISE PASSENGER TRAFFIC

During the year 2019-2020 Bangladesh Railway carried a total of 46217000 Passengers (40293000 Passenger in the Eastern Zone and 5924000 In the Western Zone). Year-wise statistics are indicated below:

(Figures in Thousand)

Year July-June	BG		MG						BG & MG Combined	
	Number of Passenger Carried	Passenger kilometers	Number of Passenger Carried			Passenger kilometers			Number of Passenger Carried	Passenger kilometers
			East Zone	West Zone	Total System	East Zone	West Zone	Total System		
1969-1970	20,112	772,540	-	-	52,911	-	-	2,520,703	73,023	3,293,243
2008-2009	14,689	1,652,084	38,863	11,778	50,641	4,643,753	504,896	5,148,649	65,330	6,800,733
2009-2010	14,939	1,737,993	40,138	10,874	51,012	5,106,354	460,598	5,566,952	65,951	7,304,945
2010-2011	14,256	1,884,114	41,271	8,282	49,553	5,714,795	453,011	6,167,806	63,809	8,051,920
2011-2012	14,606	2,301,148	43,771	8,010	51,781	5,808,911	677,175	6,486,086	66,387	8,787,234
2012-2013	14,374	2,151,227	42,105	6,359	48,464	5,545,230	556,963	6,102,193	62,838	8,253,420
2013-2014	13,444	2,106,224	45,061	6,703	51,764	5,493,590	534,882	6,028,472	65,208	8,134,696
2014-2015	14,231	2,077,833	45,426	7,685	53,111	6,072,111	561,419	6,633,530	67,342	8,711,363
2015-2016	14,775	2,157,261	48,125	7,931	56,056	6,432,715	577,127	7,009,842	70,831	9,167,103
2016-2017	18,120	2,182,010	50,647	9,040	59,687	6,769,903	1,088,596	7,858,499	77,807	10,040,509
2017-2018	21,941	3,450,244	59,509	8,607	68,116	8,477,678	1,065,993	9,543,671	90,057	12,993,915
2018-2019	22,988	4,886,849	59,799	9,918	69,717	7,818,958	1,628,950	9,447,908	92,705	14,334,757
2019-2020	17,770	3,518,531	40,293	5,924	46,217	5,266,393	1,172,844	6,439,237	63,987	9,957,768

Table-20 (i)

PASSENGER TRAFFIC AIR-CONDITIONED CLASS

Year July-June	Passengers Carried (Thousand)			Passenger Kilometers (Thousand)			Average lead of a Passenger (Kilometers)		
	East Zone	West Zone	Total Zone	East Zone	West Zone	Total Zone	East Zone	West Zone	Total Zone
1969-1970	-	-	42	-	-	9,128	-	-	217
2008-2009	52	16	68	13,393	6,098	19,491	257.56	381.13	286.63
2009-2010	108	36	144	28,417	14,678	43,095	263.12	407.72	299.27
2010-2011	110	37	147	29,026	14,921	43,947	263.87	403.27	298.96
2011-2012	113	37	150	29,946	14,973	44,919	265.01	404.68	299.46
2012-2013	111	36	147	29,296	14,457	43,753	263.93	401.58	297.64
2013-2014	105	32	136	28,552	13,123	41,675	272.44	416.60	305.76
2014-2015	106	34	139	29,057	13,680	42,737	274.38	408.36	306.58
2015-2016	112	35	147	30,783	14,173	44,957	274.85	404.94	305.83
2016-2017	224	44	268	32,204	16,951	49,155	143.77	385.25	183.41
2017-2018	268	46	314	40,343	23,417	63,760	150.53	509.07	203.06
2018-2019	270	1,226	1,496	37,208	33,784	70,992	137.81	27.56	47.45
2019-2020	1,030	661	1,691	25,015	24,395	49,410	24.29	36.91	29.22

Table-20 (ii)

PASSENGER TRAFFIC FIRST CLASS

Year July-June	Passengers Carried (Thousand)			Passenger Kilometers (Thousand)			Average lead of a Passenger (Kilometers)		
	East Zone	West Zone	Total Zone	East Zone	West Zone	Total Zone	East Zone	West Zone	Total Zone
1969-1970	-	-	334	-	-	43,847	-	-	131.28
2008-2009	508	46	554	141,049	11,032	152,081	277.66	239.83	274.51
2009-2010	493	73	566	137,121	24,105	161,226	278.14	330.21	284.85
2010-2011	497	75	572	139,004	24,754	163,758	279.69	330.05	286.29
2011-2012	503	77	580	141,018	25,263	166,281	280.35	328.09	286.69
2012-2013	499	74	573	139,004	24,889	163,893	278.57	336.34	286.03
2013-2014	464	70	534	136,786	24,254	161,040	294.73	346.98	301.57
2014-2015	515	73	588	154,947	25,546	180,493	300.87	349.47	306.91
2015-2016	546	76	622	164,238	26,467	190,705	300.80	348.25	306.60
2016-2017	573	91	664	172,844	31,655	204,499	301.65	347.86	307.98
2017-2018	696	95	791	216,337	43,713	260,050	310.83	460.14	328.76
2018-2019	698	107	805	199,528	63,067	262,595	285.86	589.41	326.20
2019-2020	4,385	27	4,412	134,140	45,412	179,552	30.59	1,681.93	40.70

Table-21

PASSENGER TRAFFIC SECOND CLASS

Year July-June	Passengers Carried (Thousand)			Passenger Kilometers (Thousand)			Average lead of a Passenger (Kilometers)		
	East Zone	West Zone	Total Zone	East Zone	West Zone	Total Zone	East Zone	West Zone	Total Zone
1969-1970	-	-	72,509	-	-	3,264,018	-	-	45.0
2008-2009	38,303	26,406	64,709	4,489,311	2,139,850	6,629,161	117.21	81.04	102.45
2009-2010	39,537	25,704	65,241	4,940,816	2,159,808	7,100,624	124.97	84.03	108.84
2010-2011	40,664	22,426	63,090	5,547,119	2,297,450	7,844,569	136.41	102.45	124.34
2011-2012	43,155	22,502	65,657	5,637,947	2,937,987	8,575,934	130.64	130.57	130.62
2012-2013	41,495	20,623	62,118	5,376,930	2,668,844	8,045,774	129.58	129.41	129.52
2013-2014	44,492	20,046	64,538	5,328,252	2,603,729	7,931,981	119.76	129.89	122.90
2014-2015	45,426	21,916	67,342	5,888,107	2,600,026	8,488,133	129.62	118.64	126.05
2015-2016	47,467	22,596	70,063	6,237,951	2,693,748	8,931,699	131.42	119.21	127.48
2016-2017	49,850	27,025	76,875	6,564,855	3,222,158	9,787,013	131.69	119.23	127.31
2017-2018	58,545	30,407	88,952	8,220,998	4,449,107	12,670,105	140.42	146.32	142.44
2018-2019	58,831	31,573	90,404	7,582,222	6,418,948	14,001,170	128.88	203.30	154.87
2019-2020	34,878	23,006	57,884	5,107,238	4,621,568	9,728,806	146.43	200.89	168.07

Table-22

CLASS-WISE PERCENTAGE OF PASSENGER TRAFFIC									
Year July-June	Air-Conditioned Class			First Class			Second Class		
	East Zone	West Zone	Total Zone	East Zone	West Zone	Total Zone	East Zone	West Zone	Total Zone
1969-1970	-	-	0.06%	-	-	0.46%	-	-	99.5%
2008-2009	0.08%	0.02%	0.10%	0.78%	0.07%	0.85%	58.6%	40.4%	99.0%
2009-2010	0.16%	0.05%	0.22%	0.75%	0.11%	0.86%	59.9%	39.0%	98.9%
2010-2011	0.17%	0.06%	0.23%	0.78%	0.12%	0.90%	63.7%	35.1%	98.9%
2011-2012	0.17%	0.06%	0.23%	0.76%	0.12%	0.87%	65.0%	33.9%	98.9%
2012-2013	0.18%	0.06%	0.23%	0.79%	0.12%	0.91%	66.0%	32.8%	98.9%
2013-2014	0.16%	0.05%	0.21%	0.71%	0.11%	0.82%	68.2%	30.7%	99.0%
2014-2015	0.16%	0.05%	0.20%	0.76%	0.11%	0.86%	66.7%	32.2%	98.9%
2015-2016	0.16%	0.05%	0.21%	0.77%	0.11%	0.88%	67.0%	31.9%	98.9%
2016-2017	0.29%	0.06%	0.34%	0.74%	0.12%	0.85%	64.1%	34.7%	98.8%
2017-2018	0.30%	0.05%	0.35%	0.77%	0.11%	0.88%	65.0%	33.8%	98.8%
2018-2019	0.29%	1.32%	1.61%	0.75%	0.12%	0.87%	63.5%	34.1%	97.5%
2019-2020	1.61%	1.03%	2.64%	6.85%	0.04%	6.90%	54.5%	36.0%	90.5%

Table-23

CLASS-WISE PERCENTAGE OF PASSENGER KILIMETERS

(Percentage to total)

Year July-June	Air-Conditioned Class			First Class			Second Class		
	East Zone	West Zone	Total Zone	East Zone	West Zone	Total Zone	East Zone	West Zone	Total Zone
1969-1970	-	-	0.28%	-	-	1.32%	-	-	98.40%
2008-2009	0.20%	0.09%	0.29%	2.07%	0.16%	2.24%	66.01%	31.46%	97.48%
2009-2010	0.16%	0.05%	0.22%	1.88%	0.33%	2.21%	67.64%	29.57%	97.20%
2010-2011	0.17%	0.06%	0.23%	1.73%	0.31%	2.03%	68.89%	28.53%	97.42%
2011-2012	0.17%	0.06%	0.23%	1.60%	0.29%	1.89%	64.16%	33.44%	97.60%
2012-2013	0.18%	0.06%	0.23%	1.68%	0.30%	1.99%	65.15%	32.34%	97.48%
2013-2014	0.16%	0.05%	0.21%	1.68%	0.30%	1.98%	65.50%	32.01%	97.51%
2014-2015	0.16%	0.05%	0.20%	1.78%	0.29%	2.07%	67.59%	29.85%	97.44%
2015-2016	0.16%	0.05%	0.21%	1.79%	0.29%	2.08%	68.05%	29.38%	97.43%
2016-2017	0.29%	0.06%	0.34%	1.72%	0.32%	2.04%	65.38%	32.09%	97.47%
2017-2018	0.30%	0.05%	0.35%	1.66%	0.34%	2.00%	63.27%	34.24%	97.51%
2018-2019	0.29%	1.32%	1.61%	1.39%	0.44%	1.83%	52.89%	44.78%	97.67%
2019-2020	1.61%	1.03%	2.64%	1.35%	0.46%	1.80%	51.29%	46.41%	97.70%

Table-24

INTERCITY PASSENGER TRAFFIC

	2018-2019			2019-2020		
	Intercity	Total	Percentage of intercity to total	Intercity	Total	Percentage of intercity to total
1. Passengers Carried (Thousand)						
East Zone	22,486	59,799	37.60%	19,690	40,293	48.87%
West Zone	5,993	32,906	18.21%	12,100	23,694	51.07%
Total System	28,479	92,705	30.72%	31,790	63,987	49.68%
2. Passengers Kilometers (Thousand km)						
East Zone	5,516,881	7,818,958	70.56%	3,715,809	5,266,393	70.56%
West Zone	5,919,374	6,515,799	90.85%	4,262,019	4,691,375	90.85%
Total System	11,436,255	14,334,757	79.78%	7,977,828	9,957,768	80.12%
3. Passengers Earnings (Thousand taka)						
East Zone	4,512,227	5,429,242	83.11%	3,736,793	4,113,572	90.84%
West Zone	1,328,268	3,396,096	39.11%	2,454,300	2,815,583	87.17%
Total System	5,840,495	8,825,338	66.18%	6,191,093	6,929,155	89.35%
4. Average Lead of a Passenger (Kilometers)						
East Zone	245.35	130.75	-	188.72	130.70	-
West Zone	987.71	198.01	-	352.23	198.00	-
Total System	401.57	154.63	-	250.95	155.62	-
5. Average Revenue per Passenger (Taka)						
East Zone	200.67	90.79	-	189.78	102.09	-
West Zone	221.64	103.21	-	202.83	118.83	-
Total System	205.08	95.20	-	194.75	108.29	-
6. Average Revenue per Passenger Kilometers (Paisha)						
East Zone	81.79	69.44	-	100.56	78.11	-
West Zone	22.44	52.12	-	57.59	60.02	-
Total System	51.07	61.57	-	77.60	69.59	-

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 2019-2020.

July-June	Passengers Carried (Thousand)			Passenger Kilometer (Thousand)			Average Lead of passenger Kilometer			Passenger Earning (Taka of Thousand)			Percentage of Earning to Total
Class	East Zone	West Zone	Total System	East Zone	West Zone	Total System	East Zone	West Zone	Total System	East Zone	West Zone	Total System	
Intercity Trains:													
Air-Conditioned	1,025	661	1,686	23,014	24,395	47,409	22.5	36.9	28.1	728,190	469,800	1,197,990	17.29%
First Class	4,370	27	4,397	129,027	45,412	174,439	29.5	1,681.9	39.7	875,513	8,400	883,913	12.76%
Shovan Class	14,295	11,412	25,707	3,563,768	4,192,212	7,755,980	249.3	367.4	301.7	2,133,090	1,976,100	4,109,190	59.30%
Total	19,690	12,100	31,790	3,715,809	4,262,019	7,977,828	188.7	352.2	251.0	3,736,793	2,454,300	6,191,093	89.35%
Mail & Express Trains:													
Air-Conditioned	5	-	5	2,001	-	2,001	400.2	-	400.2	2,993	-	2,993	0.04%
First Class	15	-	15	5,113	-	5,113	340.9	-	340.9	3,793	-	3,793	0.05%
Second Class	14,145	5,206	19,351	1,361,782	340,220	1,702,002	96.3	65.4	88.0	290,587	196,900	487,487	7.04%
Total	14,165	5,206	19,371	1,368,896	340,220	1,709,116	96.6	65.4	88.2	297,373	196,900	494,273	7.13%
Ordinary Passenger Trains:													
Second Class	6,438	6,388	12,826	181,688	89,136	270,824	28.2	14.0	21.1	79,406	164,383	243,789	3.52%
Grand Total	40,293	23,694	63,987	5,266,393	4,691,375	9,957,768	130.7	198.0	155.6	4,113,572	2,815,583	6,929,155	100%

Table 26

OCCUPANCY OF INTERCITY TRAINS

The Occupancy of Intercity trains has been calculated to indicate the percentage of occupancy of the nominal seat kilometer produced i.e. the percentage of the actual passenger kilometer to the total scheduled seat kilometer. Class-wise position for the year 2019-2020 shown in the table below:

Class	BG	MG		Total System
		East Zone	West Zone	
Air-Conditioned Class	88%	92%	88%	89%
First Class	85%	89%	85%	85%
Snigdha Class	89%	88%	90%	90%
Shovan Class	118%	132%	125%	125%
Second Class	145%	139%	139%	141%
Total	105%	108%	105%	106%

Table 27

NUMBER OF FREIGHT WAGONS LOADED

During the year 2019-2020, 86661 wagons in terms of four wheelers were loaded on the Broad Gauge and 148050 (145720 in the Eastern Zone and 2330 In the Western Zone) on the Meter Gauge. Year-wise position is indicated below:

Year July-June	BG	MG			Total System
		East Zone	west Zone	Total	
1969-1970	135,281	-	-	369,612	504,893
2008-2009	63,547	142,418	6,491	148,909	212,456
2009-2010	66,805	97,131	2,080	99,211	166,016
2010-2011	58,995	94,205	3,161	97,366	156,361
2011-2012	46,448	93,151	2,971	96,122	142,570
2012-2013	37,302	90,096	2,458	92,554	129,856
2013-2014	54,171	86,921	3,915	90,836	145,007
2014-2015	51,330	95,526	2,098	97,624	148,954
2015-2016	29,288	98,862	4,348	103,210	132,498
2016-2017	116,140	112,963	4,286	117,249	233,389
2017-2018	131,432	127,539	5,127	132,666	264,098
2018-2019	113,696	125,469	6,634	132,103	245,799
2019-2020	86,661	145,720	2,330	148,050	234,711

Table-28

FREIGHT TONNES CARRIED

The total tonnes of freight carried by Bangladesh Railway during the year 2019-2020, was 3179000 and these tonnes were carried a total of 1003151000 Tonne kilometer, averaging 315.56 Kilometers per each tonne. Year-wise position is indicated below:

Year July-June	Freight tons carried (Thousand)			Net tonne Kilometers (Thousand)			Average Kilometers a tonne of goods was carried		
	East Zone	West Zone	Total Zone	East Zone	West Zone	Total Zone	East Zone	West Zone	Total Zone
1969-1970	-	-	4,879	-	-	1,265,063	-	-	259.3
2008-2009	1,390	2,067	3,457	425,042	375,117	800,159	305.8	181.5	231.5
2009-2010	1,187	1,969	3,156	357,584	352,480	710,064	301.3	179.0	225.0
2010-2011	1,247	1,787	3,034	373,750	318,890	692,640	299.7	178.4	228.3
2011-2012	1,223	1,426	2,649	326,448	255,659	582,107	266.9	179.3	219.7
2012-2013	1,242	1,128	2,370	326,162	199,211	525,373	262.6	176.6	221.7
2013-2014	1,291	1,812	3,103	366,915	310,444	677,359	284.2	171.3	218.3
2014-2015	1,403	1,955	3,358	358,747	335,089	693,836	255.7	171.4	206.6
2015-2016	1,024	1,462	2,486	261,836	413,262	675,098	255.7	282.7	271.6
2016-2017	1,154	2,722	3,876	313,568	739,109	1,052,677	271.7	271.5	271.6
2017-2018	1,521	3,034	4,555	368,323	868,172	1,236,495	242.2	286.1	271.5
2018-2019	1,322	2,637	3,959	272,105	641,377	913,482	205.8	243.2	230.7
2019-2020	1,017	2,162	3,179	321,008	682,143	1,003,151	315.6	315.5	315.6

Table-29

GAUGE WISE FREIGHT TONNES CARRIED

During the year 2019-2020, the tonnes of freight carried was 2035 thousand on the Broad Gauge and 361134 thousand on the Meter Gauge. 1003151 thousand Tonne kilometers on the Broad Gauge and Meter Gauge respectively. Year-wise position is indicated below:

(Figures in Thousand)

Year July-June	BG		MG						Total System	
			Tonnes Carried			Tonne kilometers				
	Tonnes Carried	Tonne kilometers	East Zone	West Zone	Total	East Zone	West Zone	Total	Tonnes Carried	Tonne kilometers
1969-1970	1,716	327,170	-	-	3,553	-	-	937,893	5,269	1,265,063
2008-2009	1,881	342,497	1,390	186	1,576	425,042	32,620	457,662	3,457	800,159
2009-2010	1,867	334,695	1,187	102	1,289	357,584	17,785	375,369	3,156	710,064
2010-2011	1,699	303,600	1,247	88	1,335	373,750	15,290	389,040	3,034	692,640
2011-2012	1,336	239,959	1,223	90	1,313	326,448	15,700	342,148	2,649	582,107
2012-2013	1,068	189,003	1,242	60	1,302	326,162	10,208	336,370	2,370	525,373
2013-2014	1,710	293,059	1,291	102	1,393	366,915	17,385	384,300	3,103	677,359
2014-2015	1,899	325,590	1,403	56	1,459	358,747	9,499	368,246	3,358	693,836
2015-2016	1,407	397,716	1,024	55	1,079	261,836	413,262	675,098	2,486	1,072,814
2016-2017	2,630	534,077	1,154	92	1,246	313,568	739,109	1,052,677	3,876	1,586,754
2017-2018	2,932	838,975	1,521	102	1,623	368,323	868,172	1,236,495	4,555	2,075,470
2018-2019	2,548	622,136	1,322	89	1,411	272,105	641,377	913,482	3,959	1,535,618
2019-2020	2,035	642,017	1,017	127	1,144	321,008	40,126	361,134	3,179	1,003,151

Table 30

PRINCIPAL COMMODITIES CARRIED

The tonnes of principal commodities over Bangladesh Railway and the percentage that those bear to the total tonnes carried are given below:

(Figures in Thousand)

SL	Commodities	1969-1970		2018-2019		2019-2020	
		Tonnes	Percent	Tonnes	Percent	Tonnes	Percent
1.	Cement	292	5.98%	-	-	-	-
2.	Coal	138	2.83%	-	-	-	-
3.	Cotton raw	34	0.70%	-	-	-	-
4.	Fire wood and other fuel	22	0.45%	-	-	-	-
5.	Fertilizer	213	4.37%	120.69	3.05%	16.88	0.53%
6.	Fodder	6	0.12%	-	-	-	-
7.	Fuel for the railway	-	-	-	-	-	-
8.	Gram & pulses	54	1.11%	-	-	-	-
9.	Iron & steel	187	3.83%	2.20	0.06%	-	-
10.	Jute raw	664	13.61%	-	-	-	-
11.	Jute Manufactured	47	0.96%	-	-	-	-
12.	Kerosene oil	194	3.98%	-	-	-	-
13.	Live stock	1	0.02%	-	-	-	-
14.	Marble & Stone	139	2.85%	1,375.61	34.74%	1,184.22	37.24%
15.	Military traffic	16	0.33%	8.86	0.22%	0.77	0.02%
16.	Molasses	24	0.49%	-	-	-	-
17.	Oil fuel	155	3.18%	1,027.46	25.95%	731.25	23.00%
18.	Oil seeds	18	0.37%	-	-	-	-
19.	Other Grains	-	-	-	-	-	-
20.	Provision	56	1.15%	-	-	-	-
21.	Petrol	19	0.39%	-	-	-	-
22.	Paddy	72	1.48%	-	-	-	-
23.	Rice	459	9.41%	-	-	-	-
24.	Railway Stores and materials	369	7.56%	20.58	0.52%	9.72	0.31%
25.	Salt	101	2.07%	-	-	-	-
26.	Sugar Cane	246	5.04%	-	-	-	-
27.	Sugar	86	1.76%	-	-	-	-
28.	Tea	44	0.90%	0.16	0.00%	-	-
29.	Tobacco	20	0.41%	-	-	-	-
30.	Vegetable Oil	12	0.25%	-	-	-	-
31.	Wheat/Food Grain	623	12.77%	73.56	1.86%	84.52	2.66%
32.	Wood unwrought	56	1.15%	-	-	-	-
33.	Container	-	-	706.69	17.85%	700.06	22.02%
34.	All other commodities	512	10.49%	623.45	15.75%	452.27	14.22%
	Total	4,879	100%	3,959.25	100%	3,179.68	100%

Table 31

EARNING FROM PRINCIPAL COMMODITIES

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

(Earning in Thousand Taka)

SL	Commodities	1969-1970		2018-2019		2019-2020	
		Earnings	Percent	Earnings	Percent	Earnings	Percent
1.	Cement	8,177	5.02%	-	-	-	-
2.	Coal	3,060	1.88%	-	-	-	-
3.	Cotton raw	562	0.35%	-	-	-	-
4.	Fire wood and other fuel	577	0.35%	-	-	-	-
5.	Fertilizer	8,204	5.04%	74,020	2.58%	12,808.79	0.92%
6.	Fodder	130	0.08%	-	-	-	-
7.	Fuel for the railway	-	-	-	-	-	-
8.	Gram & pulses	1,666	1.02%	-	-	-	-
9.	Iron & steel	8,284	5.09%	374	0.01%	-	-
10.	Jute raw	32,214	19.78%	-	-	-	-
11.	Jute Manufactured	2,208	1.36%	-	-	-	-
12.	Kerosene oil	8,131	4.99%	-	-	-	-
13.	Live stock	67	0.04%	-	-	-	-
14.	Marble & Stone	2,933	1.80%	658,554	22.99%	18,832.37	1.35%
15.	Military traffic	487	0.30%	3,106	0.11%	391.45	0.03%
16.	Molasses	853	0.52%	-	-	-	-
17.	Oil fuel	4,152	2.55%	761,446	26.58%	229,424.76	16.48%
18.	Oil seeds	734	0.45%	-	-	-	-
19.	Other Grains	-	-	-	-	-	-
20.	Provision	4,430	2.72%	-	-	-	-
21.	Petrol	1,294	0.79%	-	-	-	-
22.	Paddy	1,321	0.81%	-	-	-	-
23.	Rice	15,588	9.57%	-	-	-	-
24.	Railway Stores and materials other than fuel	523	0.32%	12,872	0.45%	8,633.96	0.62%
25.	Salt	4,923	3.02%	-	-	-	-
26.	Sugar Cane	1,626	1.00%	-	-	-	-
27.	Sugar	2,662	1.63%	-	-	-	-
28.	Tea	2,583	1.59%	188	0.01%	-	-
29.	Tobacco	1,194	0.73%	-	-	-	-
30.	Vegetable Oil	417	0.26%	-	-	-	-
31.	Wheat/Food Grain	18,906	11.61%	63,147	2.20%	43,792.73	3.15%
32.	Wood unwrought	2,000	1.23%	-	-	-	-
33.	Container	-	-	1,041,171	36.35%	1,077,885.71	77.42%
34.	All other commodities	22,925	14.08%	249,621	8.71%	522.98	0.04%
	Total	162,831	100%	2,864,499	100%	1,392,292.74	100%

Table 32
FREIGHT TRAFFIC IN DESCENDING ORDER
OF TONNES CARRIED DURING THE YEAR 2019-2020

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

SL	Commodities	Tonnes	Percent	(Figures in Thousand)			
				Tonnes Kilometers	Percent	Earnings	Percent
1.	Marble & Stone	1,184.22	37.24%	373,573	37.28%	18,832	1.35%
2.	Oil fuel	731.25	23.00%	229,722	22.93%	229,425	16.48%
3.	Container	700.06	22.02%	220,894	22.04%	1,077,886	77.42%
4.	All other commodities	452.27	14.22%	142,648	14.24%	523	0.04%
5.	Wheat/Food Grain	84.52	2.66%	26,684	2.66%	43,793	3.15%
6.	Fertilizer	16.88	0.53%	5,317	0.53%	12,809	0.92%
7.	Railway Stores and materials other than fuel	9.72	0.31%	3,009	0.30%	8,634	0.62%
8.	Military traffic	0.77	0.02%	201	0.02%	391	0.03%
9.	Iron & steel	-	-	-	-	-	-
10.	Tea	-	-	-	-	-	-
11.	Cement	-	-	-	-	-	-
12.	Coal	-	-	-	-	-	-
13.	Cotton raw	-	-	-	-	-	-
14.	Fire wood and other fuel	-	-	-	-	-	-
15.	Fodder	-	-	-	-	-	-
16.	Fuel for the railway	-	-	-	-	-	-
17.	Gram & pulses	-	-	-	-	-	-
18.	Jute raw	-	-	-	-	-	-
19.	Jute Manufactured	-	-	-	-	-	-
20.	Kerosene oil	-	-	-	-	-	-
21.	Live stock	-	-	-	-	-	-
22.	Molasses	-	-	-	-	-	-
23.	Oil seeds	-	-	-	-	-	-
24.	Other Grains	-	-	-	-	-	-
25.	Provision	-	-	-	-	-	-
26.	Petrol	-	-	-	-	-	-
27.	Paddy	-	-	-	-	-	-
28.	Rice	-	-	-	-	-	-
29.	Salt	-	-	-	-	-	-
30.	Sugar Cane	-	-	-	-	-	-
31.	Sugar	-	-	-	-	-	-
32.	Tobacco	-	-	-	-	-	-
33.	Vegetable Oil	-	-	-	-	-	-
34.	Wood unwrought	-	-	-	-	-	-
	Total	3,179.68	100%	1,002,047	100%	1,392,293	100%

Table-33

PASSENGER TRAINS AND TRAIN-KILOMETERS (BG)

During the year 2019-2020, a total of 27155 passenger trains run on the Broad Gauge, (Intercity 12041, Mail Express 7006 and local 8108). They covered a total of 5823209 train kilometers, (Intercity 3667787, Mail Express 1320403 & local 835019).

Year July - June	Number of passenger trains run				Train kilometers (Thousand)			
	Intercity trains	Mail & Express trains	Local trains	Total	Intercity trains	Mail & Express trains	Local trains	Total
1969-1970	-	-	-	33,011	-	-	-	3,734
2008-2009	7,675	5,631	7,249	20,555	2,346	1,083	607	4,036
2009-2010	8,135	5,595	7,047	20,777	2,359	1,094	607	4,060
2010-2011	8,258	5,652	5,887	19,797	2,521	1,097	608	4,226
2011-2012	8,236	5,706	4,832	18,774	2,790	1,198	654	4,642
2012-2013	8,188	6,190	6,151	20,529	2,793	1,242	617	4,652
2013-2014	9,148	6,228	5,731	21,107	2,912	1,249	792	4,953
2014-2015	9,946	6,323	5,707	21,976	2,887	1,248	703	4,838
2015-2016	10,154	6,592	5,806	22,552	2,962	1,280	721	4,963
2016-2017	10,372	7,830	6,570	24,772	2,923	1,324	538	4,785
2017-2018	11,462	6,666	7,720	25,848	3,113	1,116	691	4,920
2018-2019	11,805	6,869	7,949	26,623	3,596	1,295	818	5,709
2019-2020	12,041	7,006	8,108	27,155	3,668	1,320	835	5,823

Note: Daily number of trains run in June 2020 was 103 including 42 Intercity trains.

Table-34

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

During the year 2019-2020, a total of 92556 passenger trains run on the meter Gauge, (Intercity 20244000, Mail Express 36047000 & local 36265000). They covered a total of 12516939 train kilometers, (Intercity 5382294, Mail Express, 5144944 & local 1989701).

Year July - June	Number of passenger trains run				Train kilometers (Thousand)			
	Intercity trains	Mail & Express trains	Local trains	Total	Intercity trains	Mail & Express trains	Local trains	Total
1969-1970				92,776				8,060
2008-2009	19,929	16,627	33,125	69,681	4,263	3,338	2,594	10,195
2009-2010	20,332	17,817	30,755	68,904	4,259	3,336	2,650	10,245
2010-2011	20,347	18,228	28,293	66,868	4,257	3,869	2,650	10,776
2011-2012	21,569	19,217	28,839	69,625	4,306	3,980	2,582	10,868
2012-2013	21,981	20,635	29,126	71,742	4,748	4,072	2,395	11,215
2013-2014	23,061	25,016	29,009	77,086	4,774	4,715	2,682	12,171
2014-2015	24,539	26,462	27,141	78,142	4,890	4,648	2,050	11,588
2015-2016	24,831	30,257	28,270	83,358	5,216	4,958	2,186	12,360
2016-2017	19,216	35,030	33,383	87,629	5,360	5,064	1,900	12,324
2017-2018	20,142	35,864	36,080	92,086	5,239	5,002	1,913	12,154
2018-2019	20,194	35,957	36,174	92,325	5,329	5,094	1,970	12,393
2019-2020	20,244	36,047	36,265	92,556	5,382	5,145	1,990	12,517

Note: Daily number of trains run in June 2020 was 248 including 60 Intercity trains.

Table-35
PASSENGER TRAINS AND TRAIN-KILOMETERS (MG Zone WISE)

During the year 2019-2020, a total of 69955 passenger train run on the Meter Gauge in the Eastern Zone & a total of 22601 passenger train run in the Western Zone. They covered a total of 8868816 train kilometers run in the Eastern Zone & a total of 3648123 train kilometers run in the Western Zone . Year wise position is indicated below:

Year July-June	Number of trains run									Passenger Train kilometers (Thousand)								
	Passenger train			Mixed train			Total Number of trains											
	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total						
										92,776			8,000					
1969-1970	76,166									16,610			92,776			8,000		
2008-2009	50,751	12,672	63,423	3,338	2,920	6,258	54,089	15,592	69,681	7,717	2,478	10,195						
2009-2010	52,437	11,357	63,794	2,190	2,920	5,110	54,627	14,277	68,904	7,737	2,508	10,245						
2010-2011	53,341	9,417	62,758	2,190	2,920	5,110	55,531	12,337	67,868	7,998	2,777	10,775						
2011-2012	55,865	10,100	65,965	1,464	2,196	3,660	57,329	12,296	69,625	7,940	2,928	10,868						
2012-2013	58,145	11,407	69,552	-	2,190	2,190	58,145	13,597	71,742	8,167	3,048	11,215						
2013-2014	63,703	11,193	74,896	-	2,190	2,190	63,703	13,383	77,086	8,847	3,324	12,171						
2014-2015	64,210	11,742	75,952	-	2,190	2,190	64,210	13,932	78,142	8,144	3,444	11,588						
2015-2016	66,331	21,298	87,629	-	2,190	2,190	66,331	23,488	89,819	8,917	3,407	12,324						
2016-2017	66,331	19,108	85,439	-	2,190	2,190	66,331	21,298	87,629	8,917	3,407	12,324						
2017-2018	69,591	20,305	89,896	-	2,190	2,190	69,591	22,495	92,086	8,612	3,542	12,154						
2018-2019	69,776	20,359	90,135	-	2,190	2,190	69,776	22,549	92,325	8,781	3,612	12,393						
2019-2020	69,955	20,411	90,366	-	2,190	2,190	69,955	22,601	92,556	8,869	3,648	12,517						

Table-36

RUNNING OF PASSENGER TRAINS (MG Zone-wise)

During the year 2019-2020, a total of 69946 passenger trains run on the Meter Gauge in the Eastern Zone, (Intercity: 15307, Mail Express: 27858 and Local: 26781) and a total of 22610 passenger trains were run on the Meter Gauge in the Western Zone. (Intercity: 4937, Mail & Express: 8189 and Local: 9484). Year-wise position is indicated below:

Year July-June	Number of trains run											Total Number of trains			
	Intercity trains			Mail & Express trains			Local trains								
	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total
1990-1991	7,922	2,048	9,970	9,204	2,113	11,317	39,580	9,221	48,801	56,706	13,382	70,088			
2008-2009	16,462	3,467	19,929	13,391	3,236	16,627	24,236	8,889	33,125	54,089	15,592	69,681			
2009-2010	17,070	3,262	20,332	13,933	3,884	17,817	23,624	7,131	30,755	54,627	14,277	68,904			
2010-2011	17,009	3,338	20,347	14,126	4,102	18,228	23,396	4,897	28,293	54,531	12,337	66,868			
2011-2012	17,689	3,880	21,569	14,514	4,703	19,217	25,126	3,713	28,839	57,329	12,296	69,625			
2012-2013	18,068	3,913	21,981	14,892	5,743	20,635	25,185	3,941	29,126	58,145	13,597	71,742			
2013-2014	19,275	3,786	23,061	18,759	6,257	25,016	25,669	3,340	29,009	63,703	13,383	77,086			
2014-2015	20,466	4,073	24,539	20,247	6,215	26,462	23,497	3,644	27,141	64,210	13,932	78,142			
2015-2016	15,238	3,978	19,216	26,470	8,560	35,030	24,623	8,760	33,383	66,331	21,298	87,629			
2016-2017	15,238	3,978	19,216	26,470	8,560	35,030	24,623	8,760	33,383	66,331	21,298	87,629			
2017-2018	15,230	4,912	20,142	27,716	8,148	35,864	26,645	9,435	36,080	69,591	22,495	92,086			
2018-2019	15,269	4,925	20,194	27,788	8,169	35,957	26,714	9,460	36,174	69,771	22,554	92,325			
2019-2020	15,307	4,937	20,244	27,858	8,189	36,047	26,781	9,484	36,265	69,946	22,610	92,556			

Table-37

PASSENGER TRAIN-KILOMETERS (MG Zone-wise)

During the year 2019-2020, a total of 8865786 train kilometers run on the Meter Gauge in the Eastern Zone, (Intercity: 4011723, Mail Express: 3743063 and Local: 1111000) and a total of 3651153 train kilometers were run on the Meter Gauge in the Western Zone, (Intercity: 1370571, Mail Express: 1401881 and Local: 878701).

Year July-June	Intercity trains						Mail & Express trains			Local trains			Total Number of trains		
	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total
1990-1991	2,519	399	2,918	2,321	321	2,642	3,182	978	4,160	8,022	1,698	9,720			
2008-2009	3,102	1,161	4,263	2,949	389	3,338	1,666	928	2,594	7,717	2,478	10,195			
2009-2010	3,103	1,156	4,259	2,915	421	3,336	1,719	931	2,650	7,737	2,508	10,245			
2010-2011	3,102	1,154	4,256	3,177	692	3,869	1,719	931	2,650	7,998	2,777	10,775			
2011-2012	3,187	1,199	4,386	3,059	921	3,980	1,774	808	2,582	8,020	2,928	10,948			
2012-2013	3,261	1,486	4,747	3,126	946	4,072	1,780	615	2,395	8,167	3,047	11,214			
2013-2014	3,327	1,447	4,774	3,724	991	4,715	1,796	886	2,682	8,847	3,324	12,171			
2014-2015	3,443	1,447	4,890	3,537	1,111	4,648	1,164	886	2,050	8,144	3,444	11,588			
2015-2016	3,929	1,430	5,359	3,916	1,147	5,063	1,072	828	1,900	8,917	3,405	12,322			
2016-2017	3,929	1,430	5,359	3,916	1,147	5,063	1,050	828	1,878	8,895	3,405	12,300			
2017-2018	3,905	1,334	5,239	3,639	1,363	5,002	1,068	845	1,913	8,612	3,542	12,154			
2018-2019	3,972	1,357	5,329	3,706	1,388	5,094	1,100	870	1,970	8,781	3,612	12,393			
2019-2020	4,012	1,371	5,382	3,743	1,402	5,145	1,111	879	1,990	8,866	3,651	12,517			

Table-38

PUNCTUALITY OF PASSENGER TRAINS (MG & BG)

During the year 2019-2020, the punctuality i.e. the percentage of trains not losing time to total No. of trains run was 87.5 (MG) and 78 (BG) percent in Intercity trains, 75.3 (MG) and 55 (BG) percent in Mail Express trains and 91.2 (MG) and 53 (BG) percent in Local trains. Year-wise position is indicated below:

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

Year July-June	MG			BG		
	Intercity trains	Mail & Express trains	Local trains	Intercity trains	Mail & Express trains	Local trains
1969-1970	-	90.5	90.1	-	72.4	79.0
2008-2009	88.3	83.6	62.3	61.0	65.5	83.1
2009-2010	67.3	71.4	58.5	69.3	57.5	72.0
2010-2011	69.6	68.4	59.0	41.9	42.5	77.6
2011-2012	75.2	71.9	69.4	49.0	50.8	81.2
2012-2013	82.2	77.8	76.1	51.1	49.7	82.0
2013-2014	77.2	72.3	71.2	42.2	43.7	80.2
2014-2015	83.7	73.2	73.1	42.3	49.4	84.3
2015-2016	89.8	78.8	79.8	62.0	66.5	75.6
2016-2017	91.2	80.3	79.5	77.2	69.9	81.8
2017-2018	91.7	80.5	79.7	77.6	70.0	82.5
2018-2019	89.5	86.1	87.5	80.3	74.8	74.5
2019-2020	87.5	75.3	91.2	78.0	55.0	53.0

Note: The figure of other passenger and Mixed trains for the year 1969-1970 have been included in local trains.

Table-39

PUNCTUALITY OF PASSENGER TRAINS (MG Zone-wise)

During the year 2019-2020, the punctuality i.e. the percentage of trains not losing time to total No. of Trains run was 82.71 Percent in the Eastern Zone and 79 percent in the Western Zone in Intercity train, 61.22 percent in the Eastern Zone and 58 percent in the Western Zone in Mail Express trains and 90.75 percent in the Eastern Zone and 54 percent in the Western Zone in local trains. Year-wise position is indicated below:

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

Year July-June	Intercity trains		Mail & Express trains		Local trains	
	East Zone	West Zone	East Zone	West Zone	East Zone	West Zone
1987-1988	50.6	67.4	24.2	20.8	66.1	31.5
2008-2009	56.5	82.3	59.7	89.6	89.5	65.7
2009-2010	65.8	72.8	36.4	78.6	83.8	60.1
2010-2011	36.7	68.5	35.4	67.0	83.2	51.0
2011-2012	72.0	72.6	41.0	69.7	83.6	64.8
2012-2013	62.0	72.5	38.0	64.0	84.7	64.5
2013-2014	73.0	59.4	57.0	56.4	83.2	57.2
2014-2015	74.0	70.1	61.0	68.9	87.8	61.7
2015-2016	92.0	82.5	82.0	77.6	87.8	71.2
2016-2017	94.0	86.2	83.0	73.6	90.4	73.2
2017-2018	93.0	87.5	83.0	72.7	90.8	73.3
2019-2020	82.7	79.0	61.2	58.0	90.8	54.0

Table-40

COACHING VEHICLES PER TRAIN AND COACHING VEHICLE KILOMETERS (BG)

During the year 2019-2020, a total of passenger trains run on Broad Gauge with an average of 13.55 coaching vehicles, (Intercity: 17.65, Mail Express: 14.5 and local: 8.5) and 0.95 freight wagons. The total kilometerage travelled by the coaching vehicles on passenger 90979.94555 thousand Kilometerage (Intercity: 64736.44055 thousand, Mail Express: 19145.8435 thousand & local: 7097.6615 thousand). Year-wise position is indicated below:

Year July-June	Average number of vehicles per train					Vehicle kilometers (Thousand)			
	Intercity trains	Mail & Express trains	Local trains	Total	Freight wagons	Intercity trains	Mail & Express trains	Local trains	Total
2001-2002	18.5	13.2	9.1	14.6	1.22	25,256	13,971	6,145	45,372
2008-2009	20.6	15.5	11.0	17.8	0.97	48,268	16,776	6,674	71,718
2009-2010	20.6	15.5	11.0	17.8	1.14	48,676	16,983	6,674	72,333
2010-2011	19.6	15.5	11.0	17.3	0.98	49,426	16,983	6,674	73,083
2011-2012	18.8	15.3	12.4	17.0	1.20	52,321	18,326	8,116	78,763
2012-2013	18.7	15.4	12.2	17.0	1.27	52,332	19,119	7,531	78,982
2013-2014	19.1	15.6	12.1	17.1	0.90	55,714	19,537	9,546	84,797
2014-2015	19.3	15.5	12.2	17.3	1.14	55,720	19,349	8,570	83,639
2015-2016	21.1	15.2	11.2	16.6	0.65	61,881	19,385	5,701	86,967
2016-2017	21.1	15.2	11.2	16.6	1.01	61,881	19,385	5,701	86,967
2017-2018	21.1	15.2	11.2	16.6	1.07	61,881	19,385	5,701	86,967
2018-2019	20.1	16.3	10.7	15.7	1.07	59,970	19,385	5,701	85,056
2019-2020	17.7	14.5	8.5	13.6	0.95	64,736	19,146	7,098	90,980

Table-41

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

During the year 2019-2020, a total of passenger trains run on the Meter Gauge with an average of 17.1 coaching vehicles, (Intercity: 20, Mail Express: 17.8 and local: 13.5) and 4.26 freight wagons. The total kilometerage traveled by the coaching vehicles on passenger 231360563.8 Kilometers (Intercity: 108966456, Mail and Express: 95091776.2 & local: 27302331.6).

Year July-June	Average number of vehicles per train					Vehicle kilometers (Thousand)			
	Intercity trains	Mail & Express trains	Local trains	Total	Freight wagons	Intercity trains	Mail & Express trains	Local trains	Total
1990-1991	23.5	16.5	14.5	17.5	0.46	68,459	43,609	60,105	172,173
2008-2009	26.2	17.1	11.1	19.4	0.31	111,630	57,186	28,846	197,662
2009-2010	26.2	17.3	10.9	19.3	0.32	111,664	57,676	28,846	198,186
2010-2011	26.4	17.2	10.9	19.3	0.33	112,185	66,412	28,912	207,509
2011-2012	26.1	17.2	11.0	19.3	0.34	112,321	68,498	28,490	209,309
2012-2013	25.9	17.1	11.6	19.6	0.24	123,082	69,544	27,691	220,317
2013-2014	26.0	17.6	11.9	19.7	0.29	124,263	83,215	31,849	239,327
2014-2015	25.9	17.2	12.2	19.9	0.44	126,746	79,852	25,055	231,653
2015-2016	28.3	16.6	13.2	21.1	0.41	151,715	94,837	28,089	274,641
2016-2017	28.3	16.6	13.2	21.5	0.63	151,715	93,971	25,245	270,931
2017-2018	28.3	16.6	13.2	21.5	0.69	146,465	94,631	26,195	267,291
2018-2019	25.3	15.2	14.5	18.3	5.00	151,715	83,971	25,244	260,930
2019-2020	20.0	17.8	13.5	17.1	4.26	108,966	95,092	27,302	231,361

Table-42

COACHING VEHICLES PER TRAIN AND COACHING VEHICLE KILOMETERS (MG Zone-wise)

During the year 2019-2020, a total of passenger trains run on the Meter Gauge in the Eastern Zone with an average of 18.4 coaching vehicles, (Intercity: 20.5, Mail Express: 19.3 and local: 15.4) and a total of passenger train were run on the Meter Gauge in the Western Zone an average of 15.8 coaching vehicles, (Intercity: 19.5, Mail & Express: 16.3, local: 11.6) and 8.52 freight wagons. The total kilometerage traveled by the coaching vehicles on the Meter Gauge in the Eastern Zone 171590.8374 thousand, (Intercity: 82240.3215 thousand, Mail Express: 72241.1159 thousand and local: 17109.4 thousand) and in the Western Zone 59769.7264 thousand (Intercity: 26726.1345 thousand, Mail & Express: 22850.6603 thousand and local: 10192.9316 thousand). Year-wise position is indicated

	Year July-June	MG East	MG West	MG Combined
1. Average number of vehicles per train				
(a) Intercity train	2018-2019	30.50	20.00	25.25
	2019-2020	20.50	19.50	20.00
(b) Mail & Express train	2018-2019	17.80	12.60	15.20
	2019-2020	19.30	16.30	17.80
(c) Local Train	2018-2019	15.60	13.33	14.47
	2019-2020	15.40	11.60	13.50
Total	2018-2019	21.30	15.31	18.31
	2019-2020	18.40	15.80	17.10
Freight wagons	2018-2019	-	10.00	5.00
	2019-2020	-	8.52	4.26
2. Coaching vehicle KM on Passenger (Thousand)				
(a) Intercity train	2018-2019	119,849	31,866	151,715
	2019-2020	82,240	26,726	108,966
(b) Mail & Express train	2018-2019	69,376	14,595	83,971
	2019-2020	72,241	22,851	95,092
(c) Local Train	2018-2019	16,119	9,125	25,244
	2019-2020	17,109	10,193	27,302
Total	2018-2019	205,344	55,586	260,930
	2019-2020	171,591	59,770	231,361

Table-43

FREIGHT TRAINS (BG)

During the year 2019-2020, the number of freight trains run on the Broad Gauge total 5250 and they covered 585000 kilometers. Year-wise position is indicated below:

Year July-June	Number of freight trains run	Freight Train kilometers (Thousand)	Number of loaded Wagons per train	Total Number of wagons per train	Wagon kilometers (Thousand)
1969-1970	6,440	732	29.1	41.9	35,082
2008-2009	4,517	413	29.2	50.4	22,948
2009-2010	4,566	414	29.2	50.5	23,046
2010-2011	4,656	440	29.5	50.9	24,580
2011-2012	4,652	427	28.2	48.9	23,295
2012-2013	4,654	434	29.2	50.5	24,232
2013-2014	4,800	445	28.8	47.7	24,656
2014-2015	5,046	472	29.7	49.6	27,513
2015-2016	4,909	459	29.0	48.2	26,769
2016-2017	4,968	465	29.2	48.7	27,091
2017-2018	5,030	471	29.6	49.3	27,430
2018-2019	4,915	367	29.2	50.5	26,966
2019-2020	5,250	585	32.2	49.2	28,782

Table-44

FREIGHT TRAINS (MG)

During the year 2019-2020, the number of freight trains run on the Meter Gauge total 4387 and they covered a total 751000 train kilometers. Year-wise position is indicated below:

Year July-June	Number of freight trains run	Freight Train kilometers (Thousand)	Number of loaded Wagons per train	Total Number of wagons per train	Wagon kilometers (Thousand)
1969-1970	30,517	2,858	35.1	50.1	144,028
2008-2009	13,450	1,059	38.0	46.9	54,149
2009-2010	13,063	1,086	37.0	46.9	55,485
2010-2011	13,122	1,123	36.0	45.8	56,088
2011-2012	13,051	1,089	38.6	47.9	54,609
2012-2013	13,088	1,096	37.9	47.7	55,348
2013-2014	13,536	1,085	38.7	48.6	56,155
2014-2015	13,805	1,165	36.4	48.2	60,093
2015-2016	13,432	1,133	35.4	46.9	58,470
2016-2017	13,594	1,147	35.8	47.4	59,173
2017-2018	13,764	1,161	36.2	47.9	59,913
2018-2019	15,028	1,243	39.2	50.5	56,815
2019-2020	4,387	751	51.6	65.9	52,945

Table-45

FREIGHT TRAINS (MG Zone-wise)

During the year 2019-2020 the number of freight trains run in the Eastern Zone on the Meter Gauge total 2587 and those run in the Western Zone total 1800. The former covered a total of 571000 kilometers and the later 180000 kilometers. Year-wise position is indicated below:

(Vehicles and wagons in terms of four-wheelers)

	Year July-June	East Zone	West Zone	Meter Gauge Combined
1. Number of freight train run	2018-2019	11,680	3,348	15,028
	2019-2020	2,587	1,800	4,387
2. Freight train kilometers (Thousand)	2018-2019	961	282	1,243
	2019-2020	571	180	751
3. Number of loaded wagons per train	2018-2019	32.8	6.4	39.20
	2019-2020	44.4	7.2	51.60
4. Total number of wagons per train	2018-2019	40.5	10.0	50.50
	2019-2020	56.5	9.4	65.90
5. Wagon kilometers (Thousand)	2018-2019	49,423	7,392	56,815
	2019-2020	51,253	1,692	52,945

Table-46

FREIGHT TRAINS GROSS TONNE KILOMETERS

During the year 2019-2020, a total of 642017000 Freight trains gross tonne kilometers were operated on the Broad Gauge and on the Meter Gauge System were 361134000 (Eastern Zone 321008000 and Western Zone 40126000). Year-wise position is indicated below:

Year July-June	BG	MG			Total System
	West Zone	East Zone	West Zone	Total	
1990-1991	207,003	715,701	185,056	900,757	1,107,760
2008-2009	367,962	789,743	107,396	897,139	1,265,101
2009-2010	368,855	792,129	124,497	916,626	1,285,481
2010-2011	392,426	809,755	136,213	945,968	1,338,394
2011-2012	381,328	789,722	129,030	918,752	1,300,080
2012-2013	386,887	799,739	125,598	925,337	1,312,224
2013-2014	397,151	805,100	113,575	918,675	1,315,826
2014-2015	421,359	861,884	124,622	986,506	1,407,865
2015-2016	409,979	836,610	121,256	957,866	1,367,845
2016-2017	534,077	313,568	205,032	518,600	1,052,677
2017-2018	638,975	368,323	229,197	597,520	1,236,495
2018-2019	558,082	247,948	107,452	355,400	913,482
2019-2020	642,017	321,008	40,126	361,134	1,003,151

Table-47

CONTAINER SERVICES

During the year 2019-2020, a total of 87479 number of containers were handled at Chittagong Port and Dhaka ICD. A total of 1135060 tonnes of different commodities were transported in those containers, which contributed a total of Tk. 890690000 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 (Tonnes)	Dhaka ICD to Ctg. Port (Tonnes)	Total All (Tonnes)	Earnings (Tk. In Thousand)
	Loaded	Empty	Loaded	Empty					
2001-2002	26,935	2,198	12,940	16,238	58,311	295,918	123,744	419,662	326,199
2008-2009	35,840	982	19,560	17,449	73,831	399,988	213,454	613,442	576,146
2009-2010	32,320	428	19,509	13,576	65,833	306,162	223,764	529,926	449,024
2010-2011	32,366	80	18,898	14,057	65,401	365,080	213,450	578,530	494,380
2011-2012	33,017	-	20,544	13,636	67,197	360,876	224,310	585,186	531,874
2012-2013	30,768	145	20,160	11,427	62,500	352,997	219,253	572,250	614,489
2013-2014	30,567	2	20,240	9,597	60,406	350,494	217,698	568,192	592,107
2014-2015	33,239	-	21,573	12,130	66,942	360,722	223,647	584,369	700,820
2015-2016	34,989	226	34,251	10,187	79,653	371,991	230,635	602,626	732,892
2016-2017	36,421	217	28,308	9,364	74,310	356,368	220,948	577,316	811,172
2017-2018	35,046	479	27,111	10,568	73,204	473,258	293,420	766,678	808,158
2018-2019	43,541	70	28,624	15,774	88,009	1,155,803	471,724	1,627,527	891,317
2019-2020	42,802	-	26,538	18,139	87,479	681,036	454,024	1,135,060	890,690

Note: Container service was introduced in 1986-1987 and is being operated between Chattogram port and Dhaka Inland Container Depot (ICD).

Table-48

SPEED AND NET LOAD OF FREIGHT TRAINS (BG)

During the year 2019-2020, average speed of through goods and van goods trains on the Broad Gauge were 12.5 and 10.2 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 (Tonnes)	Net Load per train (Tonnes)	Net tonne kilometers per train hour
	Through Goods	Van Goods	All Goods			
1969-1970	17.2	6.92	9.14	13.7	338	4,006
2008-2009	12.5	10.6	12.1	25.7	752	10,082
2009-2010	12.3	10.7	12.0	25.1	733	10,328
2010-2011	12.5	10.9	12.1	21.3	63	8,358
2011-2012	12.3	10.3	11.9	17.9	504	7,499
2012-2013	12.6	10.7	12.4	13.5	436	5,386
2013-2014	12.2	10.5	11.9	19.7	658	7,118
2014-2015	12.3	10.7	11.9	19.8	588	8,478
2015-2016	12.3	10.9	12.2	20.3	604	8,722
2016-2017	12.3	10.9	12.2	22.6	530	8,722
2017-2018	12.5	10.8	12.1	22.8	570	8,974
2018-2019	12.4	10.7	11.6	22.4	543	8,550
2019-2020	12.5	10.2	12.0	22.7	558	6,696

Table-49

SPEED AND NET LOAD OF FREIGHT TRAINS (MG)

During the year 2019-2020, average speed of through goods and van goods trains on the Meter Gauge were 12.265 and 10.485 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 (Tonnes)	Net Load per train (Tonnes)	Net tonne kilometers per train hour
	Through Goods	Van Goods	All Goods			
1969-1970	13.60	6.79	10.50	9.30	320	3,550
2008-2009	12.10	10.50	12.00	10.40	397	4,801
2009-2010	12.20	10.90	12.10	8.58	317	4,088
2010-2011	12.40	10.60	12.20	8.84	318	4,236
2011-2012	12.30	10.50	12.10	7.78	300	4,122
2012-2013	12.50	10.70	12.20	7.64	290	3,732
2013-2014	12.30	10.70	12.10	8.60	333	4,115
2014-2015	12.30	10.70	12.30	7.69	298	3,882
2015-2016	12.60	10.90	12.60	7.90	306	3,989
2016-2017	12.60	10.90	12.60	10.60	306	3,989
2017-2018	12.70	10.90	12.50	10.90	313	3,995
2018-2019	12.70	10.88	12.01	5.80	451	6,333
2019-2020	12.27	10.49	13.74	9.88	294	3,629

Table-50

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

During the year 2019-2020, average speed of freight trains in the Eastern and Western Zone of the Meter Gauge section were 11.93 and 12.6 kilometers per hour. Year-wise position is indicated below:

(Vehicles and wagons in terms of four-wheelers)

	Year July-June	East Zone	West Zone	Meter Gauge Combined
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1. Speed of Goods trains (Kilometers per hour)

Through goods	2018-2019	12.90	12.50	12.70
	2019-2020	11.93	12.60	12.27
Van goods	2018-2019	11.20	10.55	10.88
	2019-2020	10.07	10.90	10.49
All goods	2018-2019	12.50	11.52	12.01
	2019-2020	14.88	12.60	13.74

2. Average wagon load (Tonnes)

2018-2019	9.55	2.05	5.80
2019-2020	9.85	9.91	9.88

3. Net load per train (Tonnes)

2018-2019	325	576	451
2019-2020	340	248	294

4. Net Tonne-Kilometers per train hour

2018-2019	4,025	8,640	6,333
2019-2020	4,133	3,125	3,629

Table-51

COACHING VEHICLE PERFORMANCE (BG)

During the year 2019-2020, average daily kilometerage traveled by a passenger carriage and other coaching vehicle on the Broad Gauge was 1060 and 82 respectively. The unserviceable passenger carriages constituted 62 percent of the total number of passenger carriages on line and the unserviceable other coaching vehicles 20 percent of the total number of other coaching vehicles on line. Year-wise position is indicated

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		
1969-1970	243	145	12.60	11.00	16	220
2008-2009	366	144	20.50	19.00	23	409
2009-2010	368	145	22.10	14.30	39	434
2010-2011	374	150	25.30	8.36	28	446
2011-2012	398	155	38.90	10.00	32	496
2012-2013	413	144	24.40	16.70	27	462
2013-2014	423	190	24.30	9.52	28	434
2014-2015	448	186	25.00	16.70	34	545
2015-2016	469	194	26.10	17.50	36	571
2016-2017	560	230	31.00	20.80	42	679
2017-2018	607	276	33.70	24.90	43	708
2018-2019	626	256	26.10	23.40	45	705
2019-2020	1060	82	62.00	20.00	37	499

Table-52

COACHING VEHICLE PERFORMANCE
(MG East & West Zone Combined)

During the year 2019-2020, average daily kilometerage traveled by a passenger carriage and other coaching vehicles on the Meter Gauge was 287 and 92 respectively. The unserviceable passenger carriages constituted 27 percent of the total number of passenger carriages on line and the unserviceable other coaching vehicles 31 percent of the total number of other coaching vehicles on line. Year-wise position is indicated below:

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		
1969-1970	211	79	13.40	5.40	19	315
2008-2009	264	90	11.30	15.20	26	505
2009-2010	265	90	11.90	13.50	30	549
2010-2011	249	73	8.85	16.00	34	572
2011-2012	261	79	23.60	2.02	34	597
2012-2013	294	117	19.40	9.52	28	544
2013-2014	261	71	22.90	38.00	28	501
2014-2015	257	87	25.10	33.30	28	524
2015-2016	262	89	25.60	33.90	33	535
2016-2017	275	93	26.80	35.50	35	562
2017-2018	288	97	28.00	35.10	38	590
2018-2019	289	98	28.50	35.65	40	605
2019-2020	287	92	27.00	31.00	33	499

Table-53

FREIGHT WAGON PERFORMANCE (BG)

During the year 2019-2020 average daily kilometerage traveled by a freight wagon was 74.35. Unserviceable wagons constituted 14.85 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 Kilometer per engine hour	Net tonne Kilometers per wagon day	Average Turn Round of a wagon	
					Covered	Open
1969-1970	24.50	6.10	154	229	8.50	45.40
2008-2009	136.00	128.50	220	2043	10.50	5.78
2009-2010	29.20	31.10	220	424	9.75	-
2010-2011	31.80	27.00	235	393	8.99	10.00
2011-2012	153.30	76.30	214	1580	9.00	10.60
2012-2013	172.40	18.70	228	1345	9.58	10.90
2013-2014	54.00	31.30	217	642	9.60	10.70
2014-2015	60.30	23.00	244	714	10.40	10.30
2015-2016	58.60	10.80	237	674	9.62	0.45
2016-2017	76.10	14.00	308	876	38.10	1.78
2017-2018	75.20	13.60	326	679	35.50	1.33
2018-2019	75.15	16.13	398	690	17.00	0.00
2019-2020	74.35	14.85	349	669	15.60	0.89

Table-54

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

During the year 2019-2020 average daily kilometerage traveled by a freight wagon was 19.85. Unserviceable wagons constituted 32.65 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 Kilometer per engine hour	Net tonne Kilometers per wagon day	Average Turn Round of a wagon	
					Covered	Open
1969-1970	29.30	8.10	134	190	10.20	24.20
2008-2009	10.70	5.56	222	91	15.70	5.89
2009-2010	17.30	21.50	231	117	11.80	9.32
2010-2011	11.20	23.70	235	79	12.50	5.98
2011-2012	13.70	7.17	226	86	11.90	9.32
2012-2013	14.00	15.00	228	85	9.78	11.00
2013-2014	9.80	18.40	229	68	11.30	6.60
2014-2015	10.40	18.60	236	64	12.10	11.70
2015-2016	10.10	18.60	229	62	30.40	30.40
2016-2017	13.30	24.10	297	80	28.50	50.00
2017-2018	22.90	36.10	394	90	34.50	48.55
2018-2019	18.45	34.09	385	88	32.91	47.20
2019-2020	19.85	32.65	375	87	30.12	46.15

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 2019-2020 average distance traveled by a Broad Gauge Locomotive was 180 kilometers per day. Average kilometerage travelled by a locomotive all engine actually in use was 203 kilometers per day . Average distance covered by a goods locomotives actually in use, was 147 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		
1969-1970	130	230	154	8.30	10.30
2008-2009	182	286	170	20.30	17.00
2009-2010	199	282	162	21.20	13.20
2010-2011	195	285	169	23.60	14.70
2011-2012	197	284	172	19.70	14.10
2012-2013	198	286	171	17.30	16.10
2013-2014	197	287	173	14.90	17.10
2014-2015	176	288	175	21.90	9.30
2015-2016	184	301	182	22.80	9.70
2016-2017	195	319	192	24.10	10.20
2017-2018	175	286	172	21.60	9.20
2018-2019	171	302	180	18.36	6.00
2019-2020	180	203	147	9.00	8.18

Table-56

**LOCOMOTIVE PERFORMANCE
(MG- East & West Zone Combined)**

During the year 2019-2020, average distance travelled by a Meter Gauge Locomotive was 377 kilometers per day. Average kilometerage travelled by a locomotive all engine actually in use was 520 kilometers per day. Average distance covered by a goods locomotive actually in use, was 392 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 Engines	Goods Engines		
1969-1970	137	206	143	14.20	13.90
2008-2009	172	238	174	18.70	10.10
2009-2010	168	235	173	27.40	13.80
2010-2011	172	240	171	20.10	13.70
2011-2012	173	242	174	28.50	15.00
2012-2013	172	241	173	33.70	13.70
2013-2014	171	243	174	31.60	17.90
2014-2015	173	242	174	24.10	11.40
2015-2016	230	321	231	32.00	15.10
2016-2017	243	340	244	33.90	11.70
2017-2018	223	306	219	30.40	10.50
2018-2019	226	309	223	31.25	11.24
2019-2020	377	520	392	33.95	14.97

Table-57

**ENGINE KILOMETERS
PASSENGER, GOODS & OTHERS (BG)**

During the year 2019-2020 a total of 5317852 Engine kilometers run on the Broad Gauge in the Western Zone, (Passenger 4518807, Goods 419405 and others 379640). Year-wise position is indicated below:

Year July-June	Engine Kilometers			
	Passenger	Goods	Others	Total
1989-1990	4,122,833	256,910	854,266	5,234,009
2008-2009	4,074,045	467,505	645,000	5,186,550
2009-2010	4,074,040	467,517	618,528	5,160,085
2010-2011	4,256,197	498,655	594,371	5,349,223
2011-2012	4,665,383	487,186	666,922	5,819,491
2012-2013	4,676,030	493,368	688,823	5,858,221
2013-2014	4,981,758	504,396	749,693	6,235,847
2014-2015	4,866,876	537,044	767,220	6,171,140
2015-2016	4,993,628	525,252	786,952	6,305,832
2016-2017	4,497,000	819,148	1,010,117	6,326,265
2017-2018	4,445,712	814,003	1,001,850	6,261,565
2018-2019	5,574,204	815,284	1,006,112	7,395,600
2019-2020	4,518,807	419,405	379,640	5,317,852

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

Table-58

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

During the year 2019-2020 a total of 12076683 Engine kilometers run on the Meter Gauge in the Eastern and Western Zone Combined (Passenger 9252242, Goods 1121176 and others 1703265). Year-wise position is indicated below:

Year July-June	Engine Kilometers			
	Passenger	Goods	Others	Total
1989-1990	10,279,148	1,346,897	3,247,721	14,873,766
2008-2009	10,344,672	1,130,146	1,281,653	12,756,471
2009-2010	10,344,653	1,158,140	1,288,936	12,791,729
2010-2011	10,967,143	1,200,687	1,073,124	13,240,954
2011-2012	11,061,023	1,171,384	1,346,457	13,578,864
2012-2013	11,407,555	1,174,404	1,325,846	13,907,805
2013-2014	12,333,510	1,177,176	1,489,280	14,999,966
2014-2015	11,747,332	1,285,256	1,600,360	14,632,948
2015-2016	12,529,948	1,249,952	1,757,533	15,537,433
2016-2017	12,339,870	1,556,177	2,724,176	16,620,223
2017-2018	13,036,902	1,585,569	2,994,965	17,617,436
2018-2019	13,463,128	1,548,138	3,106,426	18,117,692
2019-2020	9,252,242	1,121,176	1,703,265	12,076,683

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

Table-59

FUEL CONSUMPTION

During the year 2019-2020 Bangladesh Railway consumed 239.45 metric tonnes of coal, 155 metric tonnes of furnace oil and 34767.47 metric tonnes 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 this year was Tk. 131400 per metric tonne for coal, Tk. 48626 per metric tonne for furnace oil and Tk. 74136.86 per metric tonne for diesel oil.

Year-wise quantities of fuel consumed is indicated below:

Year July-June	Coal (Metric tonnes)			Furnace oil (Metric tonnes)			Diesel oil (Metric tonnes)		
	Locomotives Purpose	Other Purpose	Total	Locomotives Purpose	Other Purpose	Total	Locomotives Purpose	Other Purpose	Total
1969-1970	87,880	33,957	121,837	83,951	773	84,724	27,059	878	27,937
2008-2009	-	310	310	-	737	737	34,563	1,092	35,655
2009-2010	-	282	282	-	465	465	34,264	1,290	35,554
2010-2011	-	255	255	-	539	539	34,098	1,387	35,485
2011-2012	-	233	233	-	433	433	33,831	1,131	34,962
2012-2013	-	236	236	-	197	197	33,585	1,452	35,037
2013-2014	-	167	167	-	209	209	34,916	1,336	36,252
2014-2015	-	167	167	-	209	209	35,567	1,325	36,892
2015-2016	-	189	189	-	99	99	40,113	1,585	41,698
2016-2017	-	221	221	-	134	134	43,965	2,586	46,551
2017-2018	-	205	205	-	115	115	43,491	1,819	45,310
2018-2019	-	192	192	-	438	438	49,613	4,296	53,909
2019-2020	-	239	239	-	155	155	33,295	1,473	34,767

Table-60

FUEL CONSUMPTION (Zone-wise)

The Zone-wise breakdown of coal, furnace oil and diesel oil consumed during the year 2018-2019 and 2019-2020 is given below:

(Figures in Metric Tonnes)

Fuel Zone	Locomotive Purposes		Other Purposes		Total Consumption	
	2018-2019	2019-2020	2018-2019	2019-2020	2018-2019	2019-2020
1. Coal						
East Zone	-	-	192	166	192	166
West Zone	-	-	-	73	-	73
Total	-	-	192	239	192	239
2. Furnace Oil						
East Zone	-	-	-	-	-	-
West Zone	-	-	438	155	438	155
Total	-	-	438	155	438	155
3. Diesel Oil						
East Zone	25,272	16,699	1,299	1,438	26,571	18,137
West Zone	24,341	16,596	2,997	34.53	27,338	16,630
Total	49,613	33,295	4,296	1,473	53,909	34,767

Table-60-1

TRAFFIC DENSITY (EAST ZONE)																
SL NO	Section	1969-1970					2018-2019					2019-2020				
		Passenger & Mixed trains.	Freight trains.	Coaching Vehicles.	Wagons.	Tonnes.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tonnes.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tonnes.
1.	Chattogram-Feni	18.35	13.35	418	831	6,334	39.25	5.90	870	330	5,124	39.25	5.90	870	330	5,124
2.	Feni-Laksham	20.35	13.03	445	794	6,288	38.12	5.90	872	330	5,225	38.12	5.90	872	330	5,225
3.	Laksam-Akhaura	19.70	12.68	424	715	6	44.60	5.90	945	330	5,180	44.60	5.90	945	330	5,180
4.	Chattogram-Sholashahar	24.00	2.02	324	49	223	23.35	0.87	405	14	-	23.35	0.87	405	14	-
5.	Sholashahar-Dohazari	14.00	1.74	203	31	133	2.15	0.42	35	7	-	2.15	0.42	35	7	-
6.	Sholashahar-Nazirhat	10.00	0.32	158	8	35	23.35	0.45	203	7	-	23.35	0.45	203	7	-
7.	Chandpur-Laksam	12.38	1.61	200	45	266	8.65	-	202	-	-	8.65	-	202	-	-
8.	Noakhali-Laksam	14.48	1.02	240	13	54	8.55	-	182	-	-	8.55	-	182	-	-

SL NO	Section	1969-1970				2018-2019				2019-2020				(Per day)			
		Passenger & Mixed trains.	Freight trains.	Coaching Vehicles.	Wagons.	Tonnes.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tonnes.	Passenger & Mixed trains.	Freight trains.			Coaching vehicles.	Wagons.
9.	Narayanganj-Dhaka	16.00	3.05	283	146	1	33.95	-	530	-	33.95	-	530	-	-	-	-
10.	Dhaka-Tejgaon	28.00	6.84	597	266	1,766	105.20	5.15	2,168	246	4,162	105.20	5.15	2,168	246	4,162	-
11.	Tejgaon-Tongi	28.00	9.42	596	497	3,427	104.20	5.15	2,186	246	4,125	104.20	5.15	2,186	246	4,125	-
12.	Bhairab Bazar-Tongi	16.00	6.62	344	348	2,468	51.78	5.15	1,158	266	4,285	51.78	5.15	1,158	266	4,285	-
13.	Akhaura-Bhairab Bazar	20.00	12.06	453	682	5,254	47.20	5.15	1,006	266	4,599	47.20	5.15	1,006	266	4,599	-
14.	Bhairab Bazar-Gouripur Mymensingh	12.00	4.96	223	279	1,633	18.10	0.03	185	9	280	18.10	0.03	185	9	280	-
15.	Gouripur Mymensingh-Mymensingh	24.12	6.48	390	331	1,790	23.88	0.03	605	9	280	23.88	0.03	605	9	280	-
16.	Mymensingh-Jamalpur Town	14.04	5.79	321	279	1,683	23.85	0.03	605	8	565	23.85	0.03	605	8	565	-
17.	Jamalpur Town-Dewanganj Bazar	12.00	6.36	212	315	2,068	15.01	0.03	400	-	524	15.01	0.03	400	-	524	-
18.	Dewanganj Bazar-Bahadurabad	8.12	4.90	147	277	1,965	-	-	-	-	-	-	-	-	-	-	-

SL NO	Section	1969-1970					2018-2019					2019-2020					(Per day)	
		Passenger & Mixed trains.	Freight trains.	Coaching Vehicles.	Wagons.	Tonnes.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tonnes.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tonnes.		
19.	Tongi-Joydebpur	12.64	2.94	266	153	1,319	57.55	0.15	998	48	765	57.55	0.15	998	48	765		
20.	Joydebpur-Mymensingh	12.64	2.94	266	153	13	23.88	0.25	605	48	604	23.88	0.25	605	48	604		
21.	Jamalpur town-Bangabandhu East	7.02	0.22	180	21	109	10.80	0.10	202	-	405	10.80	0.10	202	-	405		
22.	Akhaura-Shaistaganj	13.98	3.55	278	132	902	22.52	0.54	499	24	605	22.52	0.54	499	24	605		
23.	Shaistaganj-Kulaura	12.00	3.52	245	201	1,573	19.88	0.54	476	24	594	19.88	0.54	476	24	594		
24.	Kulaura-Shahbazzur	8.00	-	62	15	41	-	-	-	-	-	-	-	-	-	-		
25.	Kulaura-Sylhet	12.00	4.83	245	128	1,034	19.25	0.54	473	24	505	19.25	0.54	473	24	505		
26.	Sylhet-Chatakbar	6.00	2.06	97	56	408	4.45	-	65	-	-	4.45	-	65	-	-		
27.	Gouripur Mymensingh-Shamganj	-	-	-	-	-	17.01	-	251	-	-	17.01	-	251	-	-		
28.	Shamganj-Jaria jhanjail	8.00	-	122	9	28	8.62	-	105	-	-	8.62	-	105	-	-		
29.	Shamganj-Mohanganj	10.12	1.25	141	24	80	8.62	-	149	-	-	8.62	-	149	-	-		

Table-60-2

**TRAFFIC DENSITY
(WEST ZONE)**

SL NO	Section	1969-1970					2018-2019					2019-2020					(Per day)
		Passenger & Mixed trains.	Freight trains.	Coaching Vehicles.	Wagons.	Tonnes.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tonnes.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tonnes.	
1.	Khulna-Jessore	16.00	4.00	270	198	1,772	23.69	3.26	376	182	2,281	26.00	4.00	-	240	2,500	
2.	Jessore-Darsana	14.00	4.09	249	216	1,813	19.36	3.85	346	193	2,105	28.00	6.00	-	360	4,050	
3.	Darsana-Poradaha	20.00	5.44	321	220	2,461	21.33	4.65	383	201	2,476	33.00	7.00	-	420	4,725	
4.	Poradaha-Bhairamara	14.00	6.39	254	292	2,995	23.44	4.92	403	199	2,485	33.00	5.00	-	300	3,375	
5.	Bhairamara-Ishurdi	14.00	7.23	255	294	2,998	24.05	4.69	405	201	2,505	33.00	5.00	-	300	3,375	
6.	Ishurdi-Abdulpur	24.00	7.58	429	307	3,151	40.78	1.45	525	85	2,403	33.00	7.00	-	420	4,725	
7.	Abdulpur-Santahar	14.00	5.77	262	282	2,784	25.98	1.02	315	49	995	59.00	4.00	-	240	2,500	
8.	Santahar-Parbatipur	14.00	3.02	258	138	1,213	23.77	0.85	306	48	575	28.00	4.00	-	240	2,500	
9.	Parbatipur-Saidpur	10.00	1.71	168	62	297	15.00	0.65	235	19	465	14.00	-	-	-	-	
10.	Saidpur-Chilahati	8.78	0.71	144	25	137	10.66	-	198	-	422	14.00	-	-	-	-	
11.	Ishurdi-Jamtoli	-	-	-	-	-	29.80	-	385	-	-	38.00	4.00	-	240	2,500	

SL NO	Section	1969-1970					2018-2019					2019-2020					(Per day)
		Passenger & Mixed trains.	Freight trains.	Coaching Vehicles.	Wagons.	Tonnes.	Passenger & Mixed trains.	Freight trains.	Coaching Vehicles.	Wagons.	Tonnes.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tonnes.	
12.	Jamtoil-Sirajganjhat	-	-	-	-	-	4.33	-	39	-	-	4.00	2.00	-	120	1,250	
13.	Jamtoil-Joydebpur	-	-	-	-	-	27.68	-	325	-	-	42.00	2.00	-	120	1,250	
14.	Joydebpur-Tongi	-	-	-	-	-	27.82	-	282	-	-						
15.	Tongi-Dhaka Cant.	-	-	-	-	-	27.75	-	275	259	4,220						
16.	Da cantt - Dhaka	-	-	-	-	-	27.66	-	282	267	4,190						
17.	Poradha-Kalukhali	-	-	-	-	-	10.85	-	146	-	-	10.00	2.00	-	120	1,350	
18.	kalukhali-Rajbari	14.00	2.03	230	57	304	10.78	-	144	-	-	10.00	1.00	-	60	675	
19.	Rajbari-Goalonda	15.00	0.00	226	8	72	10.90	-	180	-	-	10.00	1.00	-	60	675	
20.	Jessore-Benapole	2.72	0.00	30	21	45	2.19	-	30	-	-	2.00	1.00	-	6	675	
21.	Abdulpur-Rajshahi	10.00	2.80	185	88	670	27.80	0.95	26	45	590	26.00	3.00	-	180	2,025	
22.	Rajshahi-Amnura	9.76	1.10	170	34	59	12.85	0.25	502	15	435	12.00	2.00	-	120	1,250	
23.	Amnura-Chapainawabganj	12.00	-	207	13	59	12.98	0.15	165	14	425	12.00	-	-	-	-	
24.	ALM-CNBG	-	-	-	-	-	8.75	0.35	79	18	156						
25.	Amnura-Rohanpur	-	-	-	-	-	8.64	0.14	136	14	115	8.00	2.00	-	120	1,350	

SL NO	Section	1969-1970						2018-2019						2019-2020						(Per day)
		Passenger & Mixed trains.	Freight trains.	Coaching Vehicles.	Wagons.	Tonnes.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tonnes.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tonnes.				
METER GAUGE																				
26.	Santahar-Bonarpara	12.00	4.66	218	188	970	19.26	0.85	336	26	166	18.00	0.06	-	-	4	22.50			
27.	Bonarpara-Kaunia	12.00	4.90	240	232	1220	16.98	0.99	329	55	260	18.00	-	-	-	-	-	-		
28.	Kawnia-Lalmonirhat	18.00	5.34	229	189	813	23.36	0.36	568	32	178	26.00	0.53	-	-	50	281			
29.	Kaunia-Parbatipur	14.26	3.77	271	146	740	25.66	0.90	396	52	369	24.00	-	-	-	-	-	-		
30.	Tistamukghat-Bonarpara	8.00	5.50	293	285	1,762	-	-	-	-	-	-	-	-	-	-	-	-		
31.	Trimohini-Balashi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
32.	Lalmonirhat-Burimari	6.00	0.47	94	9	38	12.78	0.30	202	20	125	12.00	-	-	-	-	-	-		
33.	Parbatipur-Kanchan	14.95	2.76	267	91	350	21.36	0.44	290	30	165	22.00	1.26	-	-	84.4	474.9			
34.	Kanchan-Panchagarh	6.58	3.25	120	67	238	10.82	-	93	-	-	8.00	0.26	-	-	13.3	74.98			
35.	Tista-Ramna Bazar	6.82	0.51	90	13	57	6.60	-	41	-	-	2.00	-	-	-	-	-	-		
36.	Kanchan-Biral	4.00	-	38	17	48	2.15	-	19	-	-	8.00	1.00	-	-	60	550			
37.	Parbatipur-Saidpur	-	-	-	-	-	15.01	-	-	-	-	8.00	-	-	-	-	-	-		
38.	Santahar-Abdulpur	-	-	-	-	-	25.61	0.70	195	29	355	8.00	-	-	-	-	-	-		
39.	Abdulpur-Ishurdi	-	-	-	-	-	40.38	0.70	198	29	360	8.00	-	-	-	-	-	-		
40.	Ishurdi-Jamtoil	-	-	-	-	-	30.00	0.75	197	30	375	8.00	-	-	-	-	-	-		
41.	Jamtoil-Joydebpur	-	-	-	-	-	27.75	0.69	190	29	350	8.00	-	-	-	-	-	-		

Table-61

TRAIN ACCIDENTS

During the year 2019-2020, there occurred a total of 80 train accidents on the Bangladesh Railway consisting of 72 cases of derailments and 7 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 (Thousand Taka)
1974-1975	14	202	2	9	227	20.30	-
2008-2009	7	408	-	34	449	28.60	2,332
2009-2010	2	403	-	34	439	27.70	-
2010-2011	1	392	-	18	411	24.80	14,505
2011-2012	-	138	-	16	154	9.04	7,293
2012-2013	3	133	-	15	151	8.68	6,330
2013-2014	1	158	-	18	177	9.49	1,928
2014-2015	-	292	-	20	312	17.27	345
2015-2016	-	123	-	43	166	6.11	345
2016-2017	2	44	1	33	80	4.05	487
2017-2018	3	78	-	10	91	5.33	5,696
2018-2019	3	78	-	10	91	5.03	5,696
2019-2020	1	72	-	7	80	4.36	8,165

Table-62
ANALYSIS OF TRAIN ACCIDENTS

During the year 2019-2020, 35% of the total train accidents were attributable to the failure of human elements and 2.5% were caused by technical defects in rolling stock, track, signaling and interlocking apparatus. The balance 46.25% accidents occurred due to other miscellaneous causes. The comparative figures for 2018-2019 and 2019-2020 are shown below:

Cause	Year July-June	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.	2018-2019	2	31	-	2	35	38.46%
	2019-2020	1	26	-	1	28	35.00%
(ii) Passing of signals at danger	2018-2019	1	-	-	-	1	1.10%
	2019-2020	-	2	-	-	2	2.50%
(iii) Breach of rules by Master and Asstt. Locomotive Master	2018-2019	-	-	-	-	-	-
	2019-2020	-	-	-	-	-	-
B. Technical defects:							
(i) Engines	2018-2019	-	-	-	3	3	3.30%
	2019-2020	-	-	-	3	3	3.75%
(ii) Vehicles	2018-2019	-	-	-	2	2	2.20%
	2019-2020	-	-	-	2	2	2.50%
(iii) Tracks	2018-2019	-	-	-	-	-	-
	2019-2020	-	-	-	-	-	-
(iv) Signaling and interlocking apparatus	2018-2019	-	2	-	-	2	2.20%
	2019-2020	-	4	-	1	5	6.25%
(v) Other technical's defects	2018-2019	-	-	-	3	3	3.30%
	2019-2020	-	3	-	-	3	3.75%
C. Miscellaneous causes							
	2018-2019	-	45	-	10	55	60.44%
	2019-2020	-	37	-	-	37	46.25%
Grand Total							
	2018-2019	3	78	-	10	91	100%
	2019-2020	1	72	-	7	80	100%

Table-63

CASUALTIES

During the year 2019-2020, a total of 38 persons, i.e, passengers, railway employees and other persons were killed and 106 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 thousand)
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured		
1974-1975	13	111	13	583	57	22	83	716	2.43	13.10
2008-2009	1	10	1	25	20	64	22	99	0.17	3,036.00
2009-2010	-	-	-	98	11	40	11	138	-	88.00
2010-2011	-	-	7	143	10	17	17	160	-	-
2011-2012	-	-	11	94	35	56	46	150	-	13.00
2012-2013	-	-	2	112	38	54	40	166	-	1.17
2013-2014	2	5	5	87	23	63	30	155	0.11	0.15
2014-2015	-	9	17	94	65	61	82	164	0.13	0.29
2015-2016	-	-	-	-	27	9	27	9	0.50	0.33
2016-2017	3	7	-	-	-	-	3	7	0.12	0.24
2017-2018	12	35	-	5	-	-	12	40	0.52	0.79
2018-2019	8	35	-	-	7	6	15	41	0.44	0.08
2019-2020	6	60	-	20	32	26	38	106	0.17	0.02

Table-64

PASSENGER AND FREIGHT REVENUE						
Year July-June	Passenger			Freight		
	Revenue from passengers carried (Thousand Taka)	Revenue per passenger (Taka)	Revenue per passenger kilometer (Paisa)	Revenue from freight Tonnes carried (Thousand Taka)	Revenue per tonne (Taka)	Revenue per tonne kilometer (paisa)
1969-1970	101,711	1.38	3.04	163,831	33.54	12.70
2008-2009	2,715,962	41.77	38.47	1,311,236	435.63	158.40
2009-2010	2,917,686	44.45	38.58	1,163,612	428.74	157.70
2010-2011	3,215,503	50.61	38.60	1,143,654	447.78	158.90
2011-2012	3,509,663	53.06	38.55	961,121	438.47	158.80
2012-2013	4,952,300	79.11	57.91	1,093,661	543.84	200.30
2013-2014	4,880,750	75.14	57.84	1,426,068	565.00	202.50
2014-2015	5,226,836	77.62	57.92	1,739,316	680.75	238.33
2015-2016	5,350,779	75.62	59.35	1,766,810	691.15	242.14
2016-2017	7,147,074	91.85	79.27	2,641,412	681.30	362.00
2017-2018	9,053,031	100.50	69.67	2,859,466	627.90	237.97
2018-2019	8,825,338	95.20	61.57	2,900,936	732.70	313.58
2019-2020	6,929,155	108.29	69.59	1,392,293	437.87	138.94

Table-65
CLASS-WISE PASSENGER EARNINGS AND PASSENGER-KILOMETERS

(Figures in millions)

Year July-June	Air-conditioned Class		First Class		Shovan		Second Class		Shulov Class		Total	
	TK.	Kms.	TK.	Kms.	TK.	Kms.	TK.	Kms.	TK.	Kms.	TK.	Kms.
1969-1970	1.47	9.13	5.17	43.80	-	-	95.10	3,264.00	-	-	101.74	3,316.93
2008-2009	31.70	19.50	114.50	152.10	1,873.60	4,496.30	551.00	1,718.00	145.20	414.80	2,716.00	6,800.70
2009-2010	69.20	43.10	123.30	161.20	2,123.20	5,232.00	602.00	1,868.60	-	-	2,917.70	7,304.90
2010-2011	65.50	43.90	116.80	163.40	2,400.00	5,888.90	633.10	1,955.60	-	-	3,215.40	8,051.80
2011-2012	72.90	44.90	127.30	166.40	2,777.90	6,785.20	532.30	1,790.70	-	-	3,510.40	8,787.20
2012-2013	78.40	43.70	156.10	163.90	3,946.60	6,175.50	771.20	1,870.30	-	-	4,952.30	8,253.40
2013-2014	74.90	41.70	153.80	161.00	3,948.90	6,173.50	703.20	1,885.50	-	-	4,880.80	8,261.70
2014-2015	76.80	42.70	172.50	180.60	4,134.50	6,467.60	843.00	2,020.10	-	-	5,226.80	8,711.00
2015-2016	78.60	44.90	176.60	190.10	4,232.60	6,806.20	862.90	2,125.90	-	-	5,350.70	9,167.10
2016-2017	104.60	49.10	232.50	204.40	5,658.20	7,503.90	1,151.70	2,283.00	-	-	7,147.00	10,040.40
2017-2018	132.10	63.70	290.00	260.00	7,173.80	9,772.30	1,457.00	2,897.60	-	-	9,052.90	12,993.60
2018-2019	872.73	70.99	325.95	262.60	4,667.46	11,113.40	2,959.20	2,887.77	-	-	8,825.34	14,334.76
2019-2020	1,200.98	49.41	887.71	179.55	4,109.19	7,755.98	731.28	1,972.83	-	-	6,929.16	9,957.77

Table-66

CLASS-WISE PASSENGER EARNINGS AND PASSENGER-KILOMETERS

During the year 2019-2020, average revenue per passenger kilometer were 2430.65 paisa in Air-Conditioned Class, 494.4 paisa in First Class, 52.98 paisa in Shovan Class, and 37.07 paisa in Second Class. Year-wise position is indicated below:

Revenue per Passenger-kilometer (Paisa)

Year July-June	Air- conditioned Class	First Class	Shovan	Second Class	Shulov Class	Total
1969-1970	16.01	1.8	-	3.3	-	3.04
2009-2009	154.5	72.0	39.7	32.0	34.4	38.50
2009-2010	152.9	74.0	38.9	32.1	-	38.58
2010-2011	141.3	68.4	39.1	32.3	-	38.60
2011-2012	152.9	73.4	39.3	29.6	-	38.55
2012-2013	170.4	91.4	61.3	41.1	-	57.90
2013-2014	171.1	91.2	61.3	39.8	-	57.84
2014-2015	171.1	91.6	61.3	41.6	-	57.92
2015-2016	175.3	93.9	62.8	42.6	-	59.35
2016-2017	192.0	102.8	68.7	46.6	-	65.01
2017-2018	207.2	111.5	73.4	50.3	-	69.67
2018-2019	1,229.3	124.1	42.0	102.5	-	61.57
2019-2020	2,430.6	494.4	53.0	37.1	-	69.59

OPERATING REVENUE & THEIR PERCENTAGE

106

Table-68

OPERATING EXPENSES & THEIR PERCENTAGE															
Year July-June	General Administration		Repairs and maintenance		Operation Staff		Operation fuel		Operation other than staff & fuel		Miscellaneous expenses		Depreciation		Total Taka (Taka in thousand)
	Taka	Percent	Taka	Percent	Taka	Percent	Taka	Percent	Taka	Percent	Taka	Percent	Taka	Percent	
1969-1970	39,285	15.54%	78,481	31.05%	39,333	15.56%	43,155	17.07%	9,345	3.70%	13,093	5.18%	30,059	11.89%	252,751
2008-2009	1,514,424	12.91%	3,976,287	33.91%	713,582	6.08%	2,214,313	18.88%	1,025,440	8.74%	2,283,448	19.47%	-	-	11,727,494
2009-2010	1,725,467	13.72%	4,339,518	34.52%	809,309	6.44%	2,058,057	16.37%	988,879	7.87%	2,650,817	21.09%	-	-	12,572,047
2010-2011	2,345,351	15.72%	4,529,277	30.36%	832,456	5.58%	2,104,039	14.10%	1,272,855	8.53%	3,834,216	25.70%	-	-	14,918,194
2011-2012	1,990,390	12.70%	4,827,563	30.81%	767,558	4.90%	2,561,018	16.34%	1,265,510	8.08%	4,259,117	27.18%	-	-	15,671,156
2012-2013	1,997,358	12.78%	4,896,362	31.34%	702,976	4.50%	2,979,423	19.07%	1,208,474	7.73%	3,839,221	24.57%	-	-	15,623,814
2013-2014	2,376,198	14.84%	5,147,944	32.14%	882,625	5.51%	3,365,282	21.01%	1,416,013	8.84%	2,828,902	17.66%	-	-	16,016,964
2014-2015	2,773,737	15.34%	5,928,565	32.79%	943,627	5.22%	3,615,909	20.00%	1,464,313	8.10%	3,356,833	18.56%	-	-	18,082,984
2015-2016	3,564,794	15.99%	7,169,926	32.16%	1,269,995	5.70%	3,618,574	16.23%	1,737,916	7.80%	4,931,649	22.12%	-	-	22,292,854
2016-2017	4,074,804	14.37%	8,552,879	30.16%	1,383,908	4.88%	3,996,890	14.10%	2,189,486	7.72%	8,157,283	28.77%	-	-	28,355,250
2017-2018	3,961,996	13.65%	9,931,732	34.04%	1,309,249	4.49%	4,099,466	14.05%	2,102,048	7.20%	7,755,781	26.58%	-	-	29,180,272
2018-2019	3,041,147	9.97%	9,444,336	30.96%	1,412,643	4.63%	4,114,519	13.49%	2,343,270	7.68%	10,150,605	33.27%	-	-	30,506,520
2019-2020	2,947,288	9.24%	10,575,087	33.16%	1,340,007	4.20%	5,478,199	17.18%	2,384,462	7.48%	9,164,706	28.74%	-	-	31,889,748

Table-69

NET OPERATING INCOME
(Without considering PSO & Welfare grant)

During the year 2019-2020, net operating income of Bangladesh Railway amounted to a deficit Tk. (-) 20,631,239,486.00. Figures of total operating revenue, total operating expenses and net operating income are given below:

(Figures in Thousand Taka)

Year July-June	Total operating revenue	Total operating expenses	Net operating income
1969-1970	303,039	252,751	(+) 50,288
2008-2009	6,253,528	11,727,494	(-) 5,473,966
2009-2010	5,663,042	12,572,047	(-) 6,909,005
2010-2011	6,295,456	14,918,194	(-) 8,622,738
2011-2012	6,034,293	15,671,156	(-) 9,636,863
2012-2013	8,042,626	15,623,814	(-) 7,581,188
2013-2014	8,001,796	16,016,964	(-) 8,015,168
2014-2015	9,354,584	18,082,984	(-) 8,728,400
2015-2016	9,040,196	22,292,204	(-) 13,252,008
2016-2017	13,037,642	28,355,250	(-) 15,317,608
2017-2018	14,861,592	29,180,272	(-) 14,318,680
2018-2019	14,065,788	30,506,520	(-) 16,440,732
2019-2020	11,258,508	31,889,748	(-) 20,631,239

Table-70

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

During the year 2019-2020, net operating income worked out to Tk. (-) 18,938,120,886.00 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 1992-1993. Since no depreciation was charged, the Operating Ratio is reduced to working Ratio. Year-wise position is indicated below:

(Figures in Thousand Taka)

Year July-June	Public Service obligation compensation	Welfare grant	Total Operating Revenue	Total Operating Expenses	Net Operating Income	Total Operating Ratio
1998-1999	860,000	149,361	4,518,433	4,333,642	(+) 184,791	95.9%
2008-2009	860,000	265,745	7,379,273	11,727,494	(-) 4,348,221	158.9%
2009-2010	860,000	208,578	6,731,620	12,572,047	(-) 5,840,427	186.8%
2010-2011	860,000	315,246	7,470,702	14,918,194	(-) 7,447,492	199.7%
2011-2012	860,000	369,955	7,264,248	15,671,156	(-) 8,406,908	215.7%
2012-2013	860,000	390,694	9,293,320	15,623,814	(-) 6,330,494	168.1%
2013-2014	860,000	358,975	9,220,771	16,016,964	(-) 6,796,193	173.7%
2014-2015	860,000	393,570	10,608,154	18,082,984	(-) 7,474,830	170.5%
2015-2016	860,000	372,668	10,272,864	22,292,204	(-) 12,019,340	217.0%
2016-2017	860,000	553,908	14,451,550	28,355,250	(-) 13,903,700	196.2%
2017-2018	860,000	656,911	16,378,503	29,180,272	(-) 12,801,769	178.2%
2018-2019	860,000	835,695	15,761,483	30,506,520	(-) 14,745,037	193.6%
2019-2020	860,000	833,119	12,951,627	31,889,748	(-) 18,938,121	246.2%

Table-71

ZONE-WISE OPERATING REVENUE

The Zone-wise breakdown of operating revenue under different heads during the year 2018-2019 and 2019-2020 are given below:

(Figures in Thousand Taka)

Source	Year July-Jun	East Zone		West Zone		Total	
		TK.	Percent	TK.	Percent	TK.	Percent
Passenger Earning							
	2018-2019	5,429,242	63.53%	3,396,096	61.52%	8,825,338	62.74%
	2019-2020	4,113,572	59.57%	2,815,583	64.68%	6,929,155	61.55%
Other Coaching Earning							
	2018-2019	176,149	2.06%	69,131	1.25%	245,280	1.74%
	2019-2020	83,774	1.21%	40,391	0.93%	124,164	1.10%
Freight Earning							
	2018-2019	1,446,000	16.92%	1,454,936	26.36%	2,900,936	20.62%
	2019-2020	1,374,492	19.90%	1,081,310	24.84%	2,455,802	21.81%
Miscellaneous Earning							
	2018-2019	1,493,950	17.48%	600,284	10.87%	2,094,234	14.89%
	2019-2020	1,333,599	19.31%	415,788	9.55%	1,749,387	15.54%
Total							
	2018-2019	8,545,341	-	5,520,447	-	14,065,788	-
	2019-2020	6,905,437	-	4,353,071	-	11,258,508	-

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 2018-2019 and 2019-2020 are given below:

(Figures in Thousand Taka)

Type of Expenses	Year July-Jun	East Zone		West Zone		Total	
		Taka	Percent	Taka	Percent	Taka	Percent
General Administration							
	2018-2019	1,755,697	10.60%	1,285,450	9.22%	3,041,147	9.97%
	2019-2020	1,745,436	10.94%	1,201,851	7.54%	2,947,288	9.24%
Repairs and maintenance							
	2018-2019	4,538,327	27.40%	4,906,009	35.18%	9,444,336	30.96%
	2019-2020	4,662,149	29.21%	5,912,938	37.11%	10,575,087	33.16%
Operation Staff							
	2018-2019	786,698	4.75%	625,945	4.49%	1,412,643	4.63%
	2019-2020	703,857	4.41%	636,150	3.99%	1,340,007	4.20%
Operation Fuel							
	2018-2019	2,072,168	12.51%	2,042,351	14.65%	4,114,519	13.49%
	2019-2020	2,575,166	16.14%	2,903,033	18.22%	5,478,199	17.18%
Operation other than staff and fuel							
	2018-2019	1,246,980	7.53%	1,096,290	7.86%	2,343,270	7.68%
	2019-2020	1,183,253	7.41%	1,201,209	7.54%	2,384,462	7.48%
Miscellaneous Expenses							
	2018-2019	6,162,045	37.21%	3,988,560	28.60%	10,150,605	33.27%
	2019-2020	5,088,467	31.89%	4,076,239	25.59%	9,164,706	28.74%
Total							
	2018-2019	16,561,915		13,944,605		30,506,520	
	2019-2020	15,958,327		15,931,421		31,889,748	

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

Table-73

OPERATING RATIO
(Without considering PSO & Welfare grant)

During the year 2019-2020, net operating ratio of Bangladesh Railway was 283.25%, i.e. total expenses were 283.25% of total earnings. Expenses on General Administration were 26.18%, Repairs and maintenance 93.93%, Operation staff 11.9%, Operation fuel 48.66%, Operation other than staff and fuel 21.18%, Miscellaneous expenses 81.4% and Depreciation 0%. Year-wise position is indicated below:

Year July-June	General Adminis- tration	Repairs and maintenance	Operation staff	Operation fuel	Operation other than staff and fuel	Miscellane- ous expenses	Depreci- ation	Total (Operating ratio)
1969-1970	13.00%	25.90%	13.00%	14.20%	3.08%	4.32%	9.92%	83.4%
2008-2009	24.20%	63.60%	11.40%	35.40%	16.40%	36.50%	-	187.50%
2009-2010	30.50%	76.60%	14.30%	36.30%	17.50%	46.80%	-	222.00%
2010-2011	37.30%	71.90%	13.20%	33.40%	20.20%	60.90%	-	236.90%
2011-2012	33.00%	80.00%	12.70%	42.40%	21.00%	70.60%	-	259.70%
2012-2013	24.80%	60.90%	8.80%	37.10%	15.00%	47.70%	-	194.30%
2013-2014	29.70%	64.30%	11.00%	42.10%	17.70%	35.40%	-	200.20%
2014-2015	29.60%	63.40%	10.10%	38.70%	15.60%	35.90%	-	193.30%
2015-2016	39.40%	79.30%	14.00%	40.10%	19.20%	54.50%	-	246.60%
2016-2017	31.20%	65.60%	10.60%	30.60%	16.70%	62.50%	-	217.50%
2017-2018	26.80%	66.80%	8.80%	27.60%	14.10%	52.20%	-	196.30%
2018-2019	21.62%	67.14%	10.04%	29.25%	16.66%	72.17%	-	216.88%
2019-2020	26.18%	93.93%	11.90%	48.66%	21.18%	81.40%	-	283.25%

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)
1969-1970	55,825	123,715	3.23	185	48.90
2008-2009	30,444	4,018,992	1.93	12,711	39.60
2009-2010	27,971	4,355,686	1.76	12,976	34.60
2010-2011	26,349	5,401,458	1.59	17,083	37.60
2011-2012	26,458	4,935,617	1.55	15,545	36.10
2012-2013	25,939	6,442,290	1.49	20,697	41.20
2013-2014	27,535	5,472,000	1.38	17,781	34.20
2014-2015	27,620	5,694,000	1.53	17,180	31.50
2015-2016	25,782	6,119,000	1.50	19,778	27.50
2016-2017	25,226	9,786,138	1.03	32,328	34.50
2017-2018	25,823	10,727,882	1.21	34,619	36.70
2018-2019	25,526	11,075,740	1.29	36,158	36.31
2019-2020	26,449	11,391,893	0.87	35,893	35.72

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

Table-75

DEPARTMENT-WISE NUMBER OF EMPLOYEES												
Year July-June	Adminis- trations	Nirapatta Bahini	Accounts	Engineering	Signal & Tele Communication	Estate	Mechanical	Traffic	Electrical	Medical	Stores	Total
1969-1970	3,138	-	1,440	12,019	-	-	20,005	11,885	2,160	3,204	1,974	55,825
2008-2009	1,052	2,369	1,019	5,285	1,379	181	9,392	6,012	1,644	1,180	931	30,444
2009-2010	998	2,273	941	4,918	1,305	170	8,519	5,361	1,493	1,132	861	27,971
2010-2011	953	2,184	845	4,674	1,256	163	7,910	5,085	1,430	1,054	795	26,349
2011-2012	948	2,467	1,120	4,437	1,241	170	8,134	4,838	1,353	1,024	726	26,458
2012-2013	911	2,659	1,062	4,285	1,225	163	7,772	4,734	1,297	1,076	755	25,939
2013-2014	939	2,533	1,058	4,322	1,220	164	7,397	4,759	1,246	1,252	756	25,646
2014-2015	993	2,492	1,007	5,816	1,283	157	7,651	4,708	1,414	1,328	771	27,620
2015-2016	889	2,473	879	5,793	977	137	6,642	4,312	1,456	1,434	790	25,782
2016-2017	895	2,592	824	5,024	1,010	119	7,024	4,318	1,409	1,349	662	25,226
2017-2018	941	2,312	824	5,336	1,227	133	6,896	4,821	1,360	1,316	657	25,823
2018-2019	943	2,364	761	5,256	1,167	130	6,788	4,824	1,326	1,323	644	25,526
2019-2020	906	2,397	700	6,165	1,192	126	7,006	4,648	1,342	1,322	645	26,449
Note: Administrative includes General Administration, Personnel Branch, Planning Department, Railway School, Railway Prashikkhan Academy.												

Table-76
ZONE-WISE NUMBER OF EMPLOYEES
 (As on June 2020)

Department	Central Establishments			East Zone			West Zone			Grand Total		
	Officer	Staff	Total	Officer	Staff	Total	Officer	Staff	Total	Officer	Staff	Total
1. Administration	78	273	351	20	292	312	20	223	243	118	788	906
2. Nirapatta Bahini	-	-	-	6	1,315	1,321	5	1,071	1,076	11	2,386	2,397
3. Accounts	-	-	-	30	381	411	21	268	289	51	649	700
4. Engineering	-	-	-	22	2,901	2,923	20	3,222	3,242	42	6,123	6,165
5. Signal & Tele.	-	-	-	19	644	663	11	518	529	30	1,162	1,192
6. Estate	-	-	-	5	61	66	4	56	60	9	117	126
7. Mechanical	-	-	-	23	3,602	3,625	24	3,357	3,381	47	6,959	7,006
8. Traffic	-	-	-	24	2,499	2,523	17	2,108	2,125	41	4,607	4,648
9. Electrical	-	-	-	8	676	684	6	652	658	14	1,328	1,342
10. Medical	-	-	-	19	783	802	11	509	520	30	1,292	1,322
11. Stores	10	272	282	5	183	188	6	169	175	21	624	645
Total	88	545	633	181	13,337	13,518	145	12,153	12,298	414	26,035	26,449

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

Central Establishment		Number
a. Planning Department including Statistical Branch		69
b. Railway Training Academy		57
c. Director General's Office		225
Total :		351
East Zone		
a. General Branch		47
b. Personnel Branch		157
c. Railway School		108
Total :		312
West Zone		
a. General Branch		49
b. Personnel Branch		131
c. Railway School		63
Total :		243
Total Central Establishment		906

Table-77

DEPARTMENT WISE PERCENTAGE OF EMPLOYEES											
Year July-June	Administration	Nirapatta Bahini	Accounts	Engineering	Signal & Telecom.	Estate	Mechanical	Traffic	Electrical	Medical	Stores
1969-1970	5.62	--	2.58	21.50	--	--	35.80	21.30	3.88	5.74	3.54
2008-2009	3.45	7.78	3.34	17.40	4.52	0.59	30.90	19.70	5.40	3.87	3.05
2009-2010	3.57	8.13	3.36	17.60	4.67	0.61	30.50	19.20	5.33	4.05	3.08
2010-2011	3.62	8.29	3.21	17.70	4.77	0.62	30.00	19.30	5.43	4.00	3.02
2011-2012	3.58	9.32	4.23	16.80	4.69	0.64	30.70	18.30	5.11	3.87	2.74
2012-2013	3.51	10.25	4.10	16.52	4.72	0.63	29.96	18.25	5.00	4.15	2.91
2013-2014	3.66	9.88	4.13	16.85	4.76	0.64	28.84	18.56	4.86	4.88	2.94
2014-2015	3.60	9.02	3.63	21.06	4.65	0.57	27.70	17.05	5.12	4.81	2.79
2015-2016	3.45	9.59	3.41	22.47	3.79	0.53	25.76	16.72	6.56	5.56	3.06
2016-2017	3.35	10.28	3.27	19.52	4.00	0.47	27.84	17.12	5.59	5.35	2.62
2017-2018	3.64	8.95	3.19	20.66	4.75	0.52	26.70	18.67	5.27	5.10	2.54
2018-2019	3.69	9.26	2.98	20.59	4.57	0.51	26.59	18.90	5.19	5.18	2.52
2019-2020	3.43	9.06	2.65	23.31	4.51	0.48	26.49	17.57	5.07	5.00	2.44

Table-78

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

The number of Officers and Staff of the Project Management Organization as on 30th June, 2020 is appended below:

Department	Officers	Staff	Total
1. Accounts	4	8	12
2. Engineering	44	29	73
Total	48	37	85

LIST OF CLOSED BRANCH LINE

Statistical Section No	Name of Branch Line	Date of Closure
1.	Faridpur-Pukuria	15.07.1990
2.	Bheramara-Riota	15.07.1990
3.	Lalmonirhat-Moghalhat	02.10.1996
4.	Kalukhali-Bhatiapara Ghat	19.07.1997
5.	Rupsha East-Bagerhat	16.08.1997
6.	Feni-Belonia	17.08.1997
7.	Habiganj-Shaistaganj	16.03.2003
8.	Shaistaganj-Balla	08.04.2003
9.	Kulaura-Shahbazpur	07.07.2002
10.	Sirajganj Bazar-Sirajganj Ghat	25.08.1998
11.	Kurigram-Old Kurigram	06.10.2003
12.	Modukhali-Kumarkhali	07.07.2002

* Pachuria-Faridpur Section opened on 20.08.2014

* Kalukhali-Bhatiapara Ghat opened on 02.11.2013

* Kashiani-Gopalganj-Tungipara opened on 01.11.2018

LIST OF PRINCIPAL OFFICERS

(As on 31.12.2020)

Director General's Office

MD. SHAMSUZZAMAN	Director General
MD. ABUL KALAM	Addl. Director General (Infrastructure)
SARDER SHAHADAT ALI	Addl. Director General (Operation)
MD. MONJUR UL ALAM CHOWDHURY	Addl. Director General (Rolling Stock)
MD. RAFIQUUL ISLAM	Addl. Director General (Finance)
AKM ABDULLAH AL BAKI	Addl. Director General (Marketing & Corporate Planning)
MD. SHAHIDUL ISLAM	Joint Director General (Engineering)
TABASSUM BINTE ISLAM	Joint Director General (Mechanical)
RASHIDA SULTANA GANI	Joint Director General (Operation)
MOHAMMAD MAHMUD HOSSAIN	Joint Director General (Finance)
SADRUL HAQ	Director (Establishment)

Planning Cell

MD. ARIFUZZAMAN	Chief Planning Officer
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Training Academy

SARDER SHAHADAT ALI	Rector, Railway Training Academy & Director Training
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Stores

RUHUL QUADER AZAD	Chief Controller of Stores
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Kallyan Trust

S.M. MURAD HOSSAIN	Managing Director, Karmachari Kallyan Trust
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Tele-Communication

BANU RANJAN SARKAR	Chief Signal & Tele- Communication Engineer (Telecom)
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EAST ZONE

(As on 31.12.2020)

MD. JAHANGIR HOSSAIN	General Manager
FAKIR MD. MOHIUDDIN	Addl. General Manager
AM SALAH UDDIN	Chief Operating Superintendent
MOHAMMAD NAZMUL ISLAM	Chief Commercial Manager
MD. SHUBOKTAGIN	Chief Engineer
FAKIR MD. MOHIUDDIN	Chief Mechanical Engineer
MD. MIZANUR RAHMAN	Chief Signal & Telco-communication Engineer
KAMRUN NAHAR	Financial Advisor & Chief Accounts Officer
MD. HABIBUR RAHMAN	Chief Electrical Engineer
IBNE SAFI ABDUL AHAD	Chief Medical Officer
MD. MIZANUR RAHMAN	Chief Personnel Officer
KONGKON CHAKMA	Chief Estate Officer
FARID AHMED	Controller of Stores
MD. JAHIRUL ISLAM	Chief Commandant (RNB)
MD. SADEKUR RAHMAN	Divisional Railway Manager (Dhaka)
TAREQ MOHAMMAD SHAMS TUSHAR	Divisional Railway Manager (Chittagong)
KAZI MD. OMAR FARUK	Divisional Superintendent (Workshop), Pahartali

WEST ZONE

(As on 31.12.2020)

MIHIR KANTI GUHA	General Manager
AJOY KUMAR PODDER	Addl. General Manager
MD. SHAHIDUL ISLAM	Chief Operating Superintendent
MOHAMMED AHASAN ULLAH BHUIYAN	Chief Commercial Manager
AL FATTAH MD MASUDUR RAHMAN	Chief Engineer
MUHAMMED KUDRAT-E-KHUDA	Chief Mechanical Engineer
SHUSHIL KUMAR HULDAR	Chief Signal & Tele-communication Engineer
JAMSHED MINHAZ RAHMAN	Financial Advisor & Chief Accounts Officer
MOHAMMED SHAFIQR RAHMAN	Chief Electrical Engineer
DR. SUJIT KUMAR ROY	Chief Medical Officer
SUJIT KUMAR BISWAS	Chief Personnel Officer
MD. RAZAUL KARIM	Chief Estate Officer
MOHAMMED RASHEDUL AMIN	Controller of Stores
MD. ASHABUL ISLAM	Chief Commandant (RNB)
MD. SHAHIDUL ISLAM	Divisional Railway Manager (Paksey)
SHAH SUFI NUR MOHAMMAD	Divisional Railway Manager (Lalmonirhat)
MD. ZAIDUL ISLAM	Divisional Superintendent (Workshop), Saidpur
MD. RAFIQL ISLAM	Chief Executive (Central Locomotive Workshop) Parbatipur

PROJECT MANAGEMENT ORGANIZATION

(As on 31.12.2020)

MD. ROMZAN ALI	General Manager (ALDLP)
MD. JAHANGIR HOSSAIN	Project Director (Khulna-Mongla Rail Project)
GOLAM FAKHRUDDIN A. CHOWDHURY	Project Director (Padma Bridge Rail Link Project)
MD. BURHAN UDDIN	Chief Mechanical Engineer (Development)
MIAJEE MD. SHAIFULLA SHOBHAN	Chief Mechanical Engineer (Project) & Project Director
KAMALESH CHANDRA ROY	Financial Advisor & Chief Accounts Officer (Project)
MD. MOFIZUR RAHMAN	Project Director (Dohazari to Cox's Bazar via Ramu and Ramu to Gundum Near Myanmar Project.)
MD. BURHAN UDDIN	CME (Dev. & Project Director) 'Procurement of Meter Gauge and Broad Gauge Passenger Carriages'.
NUR AHMED HOSSAIN	CME Project & Project Director "Procurement of Locomotives, Relief Cranes and Locomotive Simulator"
MD. QUAMRUL AHSAN	Project Director (Bangabandhu Sheikh Mujib Railway Bridge.)

MOHAMMAD HASSAN MANSUR	General Manager & Project Director "Procurement of 20 Nos. Meter Gauge Diesel Electric Locomotives and 150 Nos. Meter Gauge Passenger Carriages"
MD. MIZANUR RAHMAN	Project Director (General Manager/Project) "ROLLING STOCK PROCUREMENT Project."
MD. ABU ZAFOR MIAH	Project Director & Director Engg. "Construction of Dual Gauge Railway Line from Bogra to Shahid M. Mansur Ali Station"
MD. MONIRUL ISLAM FIROZI	Project Director "Construction of Dual Gauge Double line between Joydebpur-Ishurdi section."
MD. AFZAL HOSSAIN	Project Director "Construction of 3rd & 4th Dual Gauge Line in Dhaka-Tongi and Dual Gauge Double Line in Dhaka-Joydevpur Section."
ASHADUL HAQUE	Project Director "Construction of Broad Gauge Rail Line From Madhukhali to Magura Via Kamarkhali."

OTHER PRINCIPAL OFFICERS

(As on 31.12.2020)

ASIM KUMAR TALUKDER	Government Inspector of Bangladesh Railway
MD. DIDAR AHMED BPM, PPM (Sheba)	Additional IG, Bangladesh Police Railway Police Headquarters, Dhaka.

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126

INFORMATION MIRROR-2020

1.	Route kilometers	3,093.38
2.	Track kilometers	4,438.40
3.	Number of Stations	489
4.	Number of Districts connected to Railway Network	43
5.	Passengers carried (million)	63.99
6.	Passenger-kilometers (million)	9,957.77
7.	Average lead of a passenger (kilometers)	155.62
8.	Tonnes Carried (million)	3.18
9.	Tonne-kilometers (million)	1,003.15
10.	Average lead of a tonne of freight (kilometers)	315.56
11.	Number of passenger trains daily	328
12.	Number of freight trains daily	26
13.	Revenue per passenger (Taka)	108.29
14.	Revenue per passenger-kilometer (Paisha)	69.59
15.	Revenue per tonne (Taka)	437.87
16.	Revenue per tonne-kilometer (Paisha)	138.94
17.	Total operating revenue (million Taka):	
	Without considering PSO & Welfare grant	11,258.51
	Considering PSO & welfare grant	12,951.63
18.	Total operating expenses (million Taka)	31,889.75
19.	Net operating income (million Taka):	
	Without considering PSO & Welfare grant	(-) 20,631.24
	Considering PSO & Welfare grant	(-) 18,938.12
20.	Operating Ratio:	
	Without considering PSO & Welfare grant	283.25%
	Considering PSO & Welfare grant	246.22%
21.	Employees (As on June 2020):	
	Number of employees	26,449
	Cost of employees (million Taka)	11,391.89
	Average cost per employee per month (Taka)	35,893

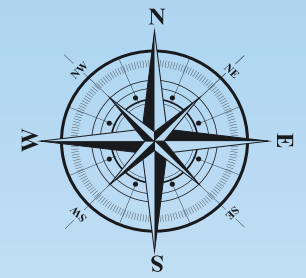
88° (E)

89°

90°

91°

92°



BANGLADESH RAILWAY NETWORK-2020

Scale 1:2,027,520 or 1" = 32 Miles

15 5 0 10 20 30 40 Miles

- BG DOUBLE LINE -
- BG SINGLE LINE -
- BG SINGLE LINE NEWLY CONSTRUCTED -
- BG SINGLE LINE UNDER CONSTRUCTION -
- MG DOUBLE LINE -
- MG SINGLE LINE -
- DG DOUBLE LINE -
- DG DOUBLE LINE UNDER CONSTRUCTION -
- DG SINGLE LINE -
- DG SINGLE LINE UNDER CONSTRUCTION -
- TEMPORARY COLSED LINE -
- INTERNATIONAL BOUNDARY -
- RIVER & LAKE, CAPITAL -

