

INFORMATION BOOK 2022



BANGLADESH RAILWAY

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PUBLISHED BY THE CHIEF PLANNING OFFICER
BANGLADESH RAILWAY, RAILBHABAN, DHAKA

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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. 88.15
1 Pound Sterling = Tk. 109.75
1 Taka = 0.011344 U.S. Dollar
1 Taka = 0.009111 Pound Sterling
4. Lakh = 100,000
5. The abbreviations 'BG' and 'MG' indicate Broad Gauge (5'-6" or 1676 mm) and Meter Gauge (3'-3¾" 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 feet	= 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 3,101 route kilometers managed by 23,376 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 Chattogram and Cumilla and 50.89 km. Meter Gauge lines between Laksam and Chandpur by Assam Bengal Railway.
- 3 Nov. 1895 : Chattogram to Chattogram 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 Chattogram-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.
- 17 Dec. 2020 : Construction of (Main line 6.72 Km. & 4.00 Km. loop line) Broad Gauge Rail line between Chilahati-Chilahati Border for connectivity with India.
- 13 Sep. 2021 : Bangladesh Railway has created 195 cadre posts permanently and another 5278 posts temporarily in the revenue post. A total of 40,728 posts including 102 cadre posts have been abolished. Finally 47,637 posts have been sanctioned.

2009 to 2022 : Achievements under development projects:

Sl.	Items	Unit	Progress	Remarks
1.	Construction of new railway lines	KM	650.11	
2.	Conversion of Meter Gauge rail lines to Dual Gauge	KM	280.28	
3.	Rehabilitation/Reconstruction of Railway Lines	KM	1297.14	
4.	Construction of new station building	Nos.	126	

Sl.	Items	Unit	Progress	Remarks
5.	Rehabilitation/reconstruction of station building	Nos.	223	
6.	Construction of new railway bridge	Nos.	732	
7.	Rehabilitation/reconstruction of railway bridges	Nos.	774	
8.	Locomotive Procurement	Nos.	96	50 Nos. Meter Gauge (MG) & 46 Nos. Broad Gauge (BG) and 20 Nos. DEMU
9.	Procurement of passenger carriages	Nos.	520	220 Nos. MG & 300 Nos. BG
10.	Rehabilitation of passenger carriages	Nos.	500	210 Nos. BG & 250 Nos. MG
11.	Procurement of freight wagons	Nos.	516	516 Nos. Wagon & 30 Nos. Break Van.
12.	Rehabilitation of freight wagons	Nos.	277	
13.	Modernization of signaling system	Nos.	130	
14.	Rehabilitation of signaling systems	Nos.	9	Kalukhali-Bhatiapara section
15.	Launch of new trains	Nos.	142	(With "MITALI EXPRESS")
16.	Extension of existing train services/routes	Nos.	44	
17.	Installation of wheel lathe machine	Nos.	1	
18.	Procurement of load monitoring devices to ensure safety of Bangabandhu Bridge	Nos.	2	
19.	Procurement of relief cranes	Nos.	6	
20.	Procurement of train washing plants	Nos.	2	
21.	Procurement of Locomotive Simulator	Nos.	2	
22.	Construction of new railway sections	Nos.	4	(i) Tarakandi-Bangabandhu Bridge (East) (35km) (ii) Pabna-Dhalarchar (78.80km) (iii) Amnura Bypass (2km) (iv) Kashiani-Gobra (43.682km)
23.	Reopening of closed railway sections	Nos.	4	(i) Kalukhali-Bhatiapara (75.50km) (ii) Pachuria-Faridpur (25km) (iii) Birol-Radhikapur (8.50km) (iv) Chilahati-Chilahati Border (7km)

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) Withdrawal of concessions in tariff, (iii) 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 and approving and arranging funding of BR's long-term investments. 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).

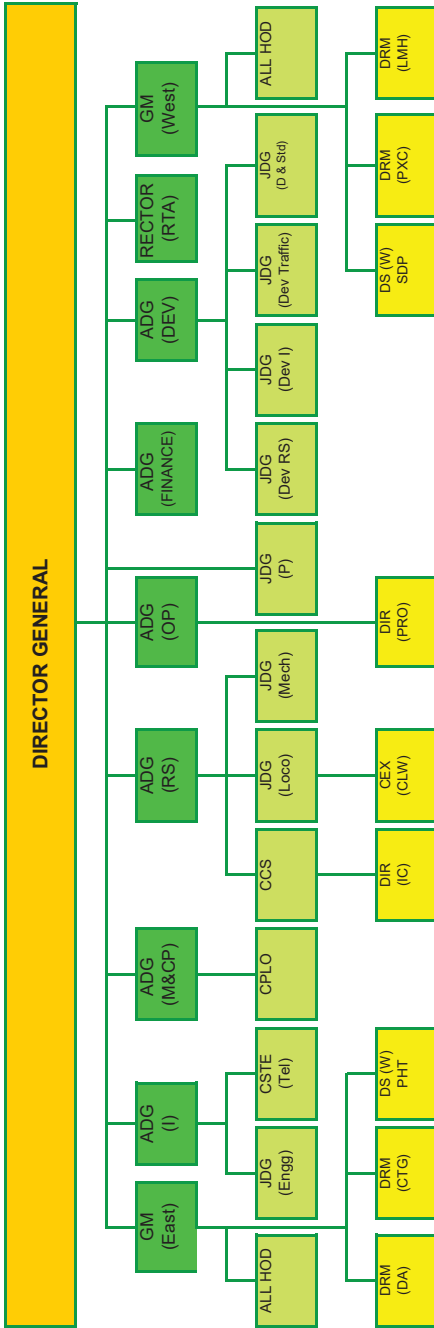
Under this reform programme, it is proposed that BR will be restructured in 8 (Eight) Lines of Business (LoB) i.e. Passenger, Freight, Infrastructure, Rolling Stock, Finance, Corporate Services, Project and Estate LoBs. There will be a Railway Advisory Board vested with the policy making authority on 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.



Railway bridge over Matamuhuri river

ORGANOGRAM OF BANGLADESH RAILWAY



Elaboration:

ADG = Additional Director General	GM = General Manager	DA = Dhaka	DS(W) = Divisional Superintendent (Workshop)	TEL = Telecommunication
RS = Rolling Stock	CPLO = Chief Planning Officer	CTG = Chattogram	RTA = Railway Training Academy	Mech = Mechanical
I = Infrastructure	JDG = Joint Director General	PHT = Pahartali	Engg = Engineering	PRO = Public Relations Officer
OP = Operation	HOD = Heads of Department	LMH = Lalmonirhat	CLW = Central Locomotive Workshop	IC = Inventory Control
M&CP = Marketing & Corporate Planning	CCS = Chief Controller of Stores	PXC = Paksey	Loco = Locomotive	P = Personnel
DEV = Development	DRM = Divisional Railway Manager	SDP = Saidpur	CEX = Chief Executive	D & Sid = Design & Standardisation

PRIVATE SECTOR ASSOCIATION

Bangladesh Railway started private sector association of its commercial and other activities from 1997. As on June, 2022, 'Commercial Activities' of 36 Nos. Mail, Express & Local trains and 'On Board services' of 32 Nos. of Intercity trains were licensed out.

Commercial Activities:

Train Number	Section	Date of Licensing
29/30	Chattogram-Chandpur-Chattogram	14.02.2021
3/4	Chattogram-Dhaka-Chattogram	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	Chattogram-Dhaka-Chattogram	22.05.2023
703/742	Chattogram-Dhaka-Chattogram	31.07.2024
705/706	Dhaka-B.M.Sirazul Islam-Dhaka	
707/708	Dhaka-Dewanganj Bazar-Dhaka	09.07.2024
709/710	Dhaka-Sylhet-Dhaka	31.10.2023
721/722	Chattogram-Dhaka-Chattogram	08.07.2024
725/726	Khulna-Dhaka-Khulna	
737/750	Dhaka-Kishorganj-Dhaka	17.12.2022
749/738	Dhaka-Kishorganj-Dhaka	31.12.2023
771/772	Rangpur-Dhaka-Rangpur	31.12.2022
769/770	Dhaka-Rajshahi-Dhaka	
773/774	Dhaka-Sylhet-Dhaka	31.08.2024
777/778	Dhaka-Mohanganj-Dhaka	31.07.2024
787/788	Dhaka-Chattogram-Dhaka	22.06.2023
789/790	Dhaka-Mohanganj-Dhaka	30.06.2025
785/786	Chattogram-Mymensingh-Chattogram	11.02.2024

- "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: <ul style="list-style-type: none"> • Reform of BR. • Doubling of Dhaka-Chattogram 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)	<ul style="list-style-type: none"> • Construction of Dhaka-Mawa-Janjira-Bhanga BG rail line including feasibility study, Single track MG Railway line from Dohazari-Ramu-Cox's Bazar and Ramu-Gundum & Double Tracking of Fouzderhat to Chattogram 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	

Plan Period	Major Objectives	Allocation in Million Tk.	
		Bangladesh Railway	Transport Sector
Seventh Five year Plan (2016-2020)	<ul style="list-style-type: none"> • 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	
Railway Master Plan (2010-2030)	<ul style="list-style-type: none"> • 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	
Updated Railway Master Plan (2016-2045)	<ul style="list-style-type: none"> • The 30 years Railway Master Plan was approved on 29.01.2018 • The Master Plan includes 230 development projects in 6 phases. • The Plan is expected to guide the overall development of Bangladesh Railway in the foreseeable future. • To enhance operational capacity, obtaining a greater share of freight market, more efficient management of railway assets and improved financial efficiency. • A prospective lines and compatibility of unification of gauge system MG railway track into BG network as well as doubling of track over the plan period as per project railway methodology. 	5,536,620	

TRACK, BRIDGES AND STATIONS

The network:

Bangladesh Railway has a total of 3,101 route kilometers at the end of the year 2021-2022. 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 505.98 route kilometers of DG track. The total length of running track on double line, in the yards and sidings is 4,440 kilometers. A comparison on the Railway network at the end of 2021-2022 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 2021-2022 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



Inauguration train of Padma rail bridge

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-Chattogram main line for track maintenance.

Bridges:

At the end of the year 2021-2022, there were a total of 3537 bridges of which 3169 are minor and 368 are major ones. Foot over-bridges are provided in important cities and district towns.

Level Crossings:

At the end of the year 2021-2022, there were 1841 Nos. level crossing of which 653 Nos. level crossing are east zone and 1188 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.

Stations:

Bangladesh Railway had a total of 485 stations at the end of the year 2021-2022. These include One block hut, Fifteen train halts and Four goods booking points.



Cumilla railway station

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 based Interlocked (CBI), Relay Interlocking system, Mechanical Interlocking system both of double wire and single wire, Non-Interlocked colour light & Non-Interlocked Mechanical signaling system CBI is the most upgraded and modern system of Bangladesh Railway. In addition Bangladesh Railway introduced the CTC System for Laksam to Chattogram system at this moment. After implementing AKA-LAKSAM project the system will be adjoined to the existing CTC system.

Statistics of existing Signaling & Interlocking system of "A" and "B" class stations of Bangladesh Railway are given below:

Sl. No.	Type of Signaling System	No. of Stations		Total	Remarks
		East Zone	West Zone		
1	Relay-Interlocking Signaling system	10	01	11	
2	Computer based Interlocking system	91	35	126	
3	Mechanical Interlocked Signaling system (Double Wire & Single)	11	62	73	According to the Master Plan of Bangladesh Railway the system will be upgraded by difference phases.
4	Non-Interlocked Color Light Signaling system	52	84	136	
5	Non-Interlocked Mechanical Signaling system	05	08	13	
Total signaling station		169	190	359	

There are also several types of Block communications. Which are (i) Tablet block instrument, (ii) Token block instrument and (iii) Tokenless block instrument.

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

Non interlocked colour light signal has been introduced in 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 Axiata Ltd. BR's Telecommunication system provides about 328 Train Control Telephones, 382 number of Station to Station telephones (Bi-directional) 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 an initiative to lease out the dark optical fiber by applying 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.



Rupsha Railway Bridge

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 2022 is 287 out of which 185 MG Diesel Electric and 102 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 159 numbers Passenger Trains, 156 Nos. run as MOG & 3 Nos. runs as conventional in West Zone and out of 148 Nos. Passenger trains, 100 Nos. runs as MOG/EOG & 48 Nos. runs as Conventional in East Zone. There are, 81 Nos. Power Car & 89 Nos. air condition coaches in West Zone and 71 Nos. Power Car & 122 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 55 numbers electric sub-station in East zone and 45 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 2021-2022, BR had a total of 2440 coaching vehicles out of which 2377 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 2021-2022, BR had a total of 3,723 wagons comprising 1,163 covered wagons and 2,560 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 Chattogram 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 320 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, Chattogram.
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, Chattogram.

Railway Ferry Services:

There are 13 marine vessels under the rolling stock Department of Bangladesh Railway at the end of the year 2021-2022. 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 = 2 Nos. Welding Boat = 1 Nos.

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

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

All of marine vessels are declared surplus as per the CME (west), Rajshahi office. At last, of the marine vessels are hand over to buyer on 12-02-2024. At present, of the marine vessels has no Railway Ferry service.

Stores Department

The Stores Department of Bangladesh Railway carries out the responsibilities of assessing, purchasing, inspecting, stocking, preserving, and supplying materials as required and demanded by different departments. In addition to this, the stores department collects the scrap (obsolete and unserviceable) materials from the consuming departments and sells them to earn revenue for the government. To carry out the aforesaid activities, there are 3 procurement units, 2 selling units, 2 quality assurance units, an inventory control cell, 6 Stores depots, and an offset printing press across the country under the stores department.

Stores departments function similarly to modern supply chain management. The process begins at the Stores depot, where stock recoupment is generated based on the consumption of stock items. Then it is sent to the inventory control cell. The inventory control cell makes the decision of make-or-buy or inter-depot transfer after checking the current stock of all relevant depots. If the decision is for procurement, a purchase indent is generated and sent to the respective purchase unit. After the procurement task completed by the concerned purchase unit, the material is sent to the quality assurance unit for testing to ensure the required quality. Finally, the quality materials are sent to the respective depot for stocking and issuing to the consumer for rail operations.

Brief description of different units of Stores Department:

Stores Depot:

Bangladesh Railway, as previously stated, has six stores depots. These depots serve the purpose of stocking, preserving, and issuing materials to the consumer based on their requisition. There are two scrap storage sub-depots under Pahartali and Saidpur general depots where obsolete and unserviceable materials are stocked for sale. The majority of the time, materials are delivered from the depot to the consumer end via a Stores van or hot car. Inside a Stores depot, there are different wards for stocking the material based on its class. Stores depots are located close to the respective workshop. Basic information about six stores depot is mentioned below:

Name of the stores depot	Type of Stock item	Location	Specialization
Diesel Depot, Pahartali	8000	Pahartali, Chattogram.	Stock only diesel spares Part
Diesel Depot, Dhaka	3499	Kamlapur Rail Station, Dhaka.	Stock only diesel spares Part
Diesel Depot, Parbatipur	9846	Parbatipur, Dinajpur.	Stock only diesel spares Part
Diesel Depot, CLW	14395	Central Locomotive	Stock only diesel spares Part
General Depot, Pahartali	4641	Pahartali, Chattogram.	Stock all type of spare parts except locomotive's
General Depot, Saidpur	12740	Saidpur, Rangpur.	Stock all type of spare parts except locomotive's

Inventory Control Cell:

There are almost 30,000 type diesel spare parts and 13,000 type carriage, wagon and other materials in Bangladesh Railway. Due to this large size of the inventory, a central stock control system was developed by Bangladesh Railway in 1991 called Inventory Control Cell with the aim of saving capital cost through proper inventory management. Since 1998, the computerized inventory database has been managed by Bangladesh Railway's Inventory Control Cell. But initially this system was limited to inventory management of diesel spares. Currently, efforts are being made to introduce automation by digitizing all stores management-related areas, as well as computerized inventory management for diesel and non-diesel items. To manage these activities, the following online web-based database application software has been introduced:

- Bangladesh Railway Automated Support System-I (BRASS-I).
- Bangladesh Railway Automated Support System-II (BRASS-II).
- Bangladesh Railway Shipping & Inspection Processing and Information Management System.
- Bangladesh Railway Procurement Processing and Information Management System.

Procurement Units:

Stores department is dedicated to supply of all stores required for the use of the railway. The purchase jurisdiction of the three-procurement unit is decided by Director General of Bangladesh Railway.

- Chief Controller of Stores, Pahartali:
 - Mainly perform the procurement of all locomotive spare parts.
 - Procurement of all DEMU spare parts, Rolling stock bearing, diesel engines.
 - Procurement of selected carriage and wagon spare parts.
 - Procurement of capital asset and other specialized materials etc.
- Controller of stores/East and Controller of stores/West:
 - The offices of Controller of Stores/East, CRB, Chattogram and Controller of Stores/West, Rajshahi will undertake the procurement of materials required for the respective regions (essential spare parts of workshop, consumables required for daily operations of various departments) which are available in the domestic market in the form of manufactured or imported in the country.
 - Selling obsolete and unserviceable Railway materials of respective regions.

Quality Assurance Unit:

Quality assurance unit check the required standard of the purchased materials according to purchased order. There are two quality assurance unit named as District Controller of Stores, Inspection and District Controller of Stores, Shipping in Bangladesh Railway. District Controller of Stores, Shipping work as a clearing and forwarding agent for Bangladesh Railway.

- District Controller of Stores, Inspection checked the quality of the material which is purchased from local or domestic market.

- District Controller of Stores, Shipping checked the quality of the material which is purchased from foreign market.

Stores Department also hires other reputed agency like BSTI, BUET and other reputed organization for ensuring quality of the purchased material as per requirement.

Selling Unit:

Except the above activities, stores department earn revenue every year by selling obsolete and unserviceable railway materials. This task is performed by Controller of stores of each railway zone.

Table: Last 5 years earning of Stores Department (Thousand Tk.)

Fiscal Year	Earning of COS, East	Earning of COS, West	Total Earning
2017-2018	232,698.40	325,300.00	557,998.40
2018-2019	76,909.94	252,200.00	329,109.94
2019-2020	75,442.33	160,400.00	235,842.33
2020-2021	345,801.76	123,000.00	468,801.76
2021-2022	112,115.69	191,100.00	303,215.69

Printing Press:

The stores department also owns an 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
2020-2021	4,939,600	56,45,300	21,392	4,500	51,000
2021-2022	4,344,500	5,291,300	34,735	19,000	-

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 2021-2022, about 56.46 million passengers were transported by Bangladesh Railway against about 36.9 million during 2020-2021. 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 57.11% of the total passengers of Bangladesh Railway are being carried by the Intercity trains which contribute approximately 89.84% 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, stone & boulders, petroleum products etc. to the remote corners of the country at a cheaper rate. The freight traffic during 2021-2022 was 5334.32 thousand Metric Tonnes against 5466.72 Thousand Metric tonnes during 2020-2021.



Jamuna Railway bridge

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-Chattogram corridor. Further improvement will be achieved after implementation of 8th five year plan which commenced from 2016.



Customs and immigration building at Gangasagar rail station

OFFICERS & STAFF WELFARE

Numbers:

As on date 30th June, 2022, there are 417 officers & 22,959 staffs (Total 23,376) of different categories. The staff are graded/classified as Class-III and Class-IV staff. The officers and staffs is about 1.78%.

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, Chattogram. Four workshop training units at Pahartali, Dhaka, Parbatipur and Ishurdi have been transferred under the control of Rector/Railway Training Academy, Haliashahar, Chattogram with effect from 03.01.2004 for imparting Training in Locomotive maintenance and operation staff of Mechanical department. In the year 2021-2022 total 202 persons of different categories were trained including 7 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 Chattogram with 50 beds, and 24 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 Chattogram 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. 26.74 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 2631 such families were given grant to the extent of Tk. 18.36 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. 60 Nos. of claim for death amounting to Tk. 6.60 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. 112.69 million was spent on management of these Schools during the year 2021-2022. Besides, 138 Nos. privately managed Schools, Colleges & Madrasahs 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.

Social Benefits:

Bangladesh Railway is Expend under Pension, Medicals & Schools for operating specific services which are not commercially viable but socially necessary. This concept has been accepted by the Government which are being reflected in the Revenue Budget. This replaced the open-ended subsidy and Bangladesh Railway has been able to cover its operating expenses.

SECURITY

The Railway Police:

Railway Police is one of the significant specialized units of Bangladesh Police to ensure maintenance of law and order in railway premises and protection of life and property of the passengers travelling in Bangladesh railway. Bangladesh railway covers a length of 3100.55 kilometers and constitutes one of the most important public transport systems of Bangladesh. The Railway police is under the administrative control of Inspector General, Bangladesh Police and is headed by an Additional Inspector General. To come to the present stage, Railway Police has undergone a lot of evolution and development in its long strenuous journey.

1. Evolution of the Railway Police:

- Railway was established on November 15, 1862 for the first time in Bangladesh (the then East Bengal) from Darshana, Chuadanga to Jagti, Kushtia (53 km). Soon after the commencement, it has been a major concern for the British government to ensure maintenance and security of Railway which became the vital artery of national communication and economic progress. Since Railway has a linear territory traversing inter-state lines, a full proof security system had been hard to provide.

In 1854, the East Indian Railway employed some personnels designated as 'Police' to denote its own force and the railway companies exercised full control over this police force.

- On the recommendation of the Railway Police Committee, 1872, the Railway Police was organized into 'Government Police' (the forerunner of the Railway Police) for law enforcement.
- By 1882, as a result of formal division of the Police Force deployed on the railways, Government Police was entrusted with maintenance of the law and order and protection of passengers.
- In 1921, Present structure of Railway Police came into existence and since then till today Railway Police has been performing their respective duties with devotion and integrity.

2. Roles of the Railway Police:

Over the time, Present Railway police have to play multifarious roles along with its direct responsibility of prevention and detection of crime committed against passengers travelling by train & their properties and also of maintenance of law and order in the railway premises. Railway police have earned the trust and confidence of the passengers and have been striving to see the happy faces of the travellers in the railways through rendering various services to them.

The general duties of the staff and jurisdiction of Railway Police have been enumerated in regulations from 549 to 610 of the Police Regulation of Bengal 1943 as follows:

- 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 of offenders in cognizable cases and detention of them in custody as well as persons arrested by railway officers and handed over to the police, and their production before the Magistrate.
- The reporting of non-cognizable case or infringement of by-laws of the line to proper authorities as also all instances of oppression or fraud on the part of railway subordinates or others.
- The prosecution of cognizable cases as well as non-cognizable cases under the 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.

Besides these, Railway Police have been providing following services as per the need of the time and situation:

1. Aid to the handicapped, sick, women, helpless, old and children in railway stations and trains.
2. Humanitarian support in time of pandemic and adverse situation.
3. Information desk service at important railway stations for the passengers.
4. Ensuring safe journey during special events like eid, puja, pohela boishak.
5. Preventing journey in train rooftop and engine through sensible policing and modern technique without resorting any harsh method and repression.

3. Strength of Railway Police:

- Railway police is under administrative control of Railway police Headquarters headed by an Additional Inspector General. He is assisted by Two DIGs, Two Addl. DIGs, and other officials.
- Railway Police is divided into six railway districts for better service. The districts are Dhaka, Chattogram, Pakshi, Syedpur, Khulna and Sylhet.
- Total 24 railway thanas are in operational in those six districts.
- Besides these, there are 33 Railway Police Outposts (Fari).
- Total Existing manpower of Railway police is 2435. Moreover, proposal for increasing 1413 manpower for railway police has been in active consideration in The Ministry of Home Affairs.



Central Railway Building, Chattogram

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 Chattogram, 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 in two zones with their head quarters at Chattogram 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, Chattogram, 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 2022, total 1184 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 1681 accuses, out of these cases 507 accused have been punished with rigorous imprisonment for different terms. Besides these cases at the end of 2021-2022 Total 5 persons were handed over to GRP and 2,793 persons charged TK. 6,00,010.00 with penalty for roof riding on the train.

FINANCIAL SUMMARY

The total operating revenue of Bangladesh Railway for the year 2021-2022 amounted to Tk.11,496.83 million. The total operating expenses (Considering Social Benefits) of Tk. 33,348.82 million and (Without Considering Social Benefits) of Tk. 24,888.59 million. The net operating income (Considering Social Benefits) for the year came to Tk. (-) 21,851.99 million and (Without Considering Social Benefits) for the year came to Tk. (-) 13,391.77 million.

The installments on foreign loans taken on replacement account amounted to Tk. 120.00 million respectively.

During the year 2021-2022 there was increase in average revenue per passenger as always passenger-kilometer as compared to those of 2020-2021. Revenue per passenger increase to Tk. 131.47 from Tk. 108.29 i.e. 17.63% and revenue per passenger-kilometer increase to 85.69 paisa from 69.59 paisa i.e. 18.79%. Average distance travelled by passenger was from 155.62 kilometers in 2020-2021 to 153.43 kilometers in 2021-2022.

In goods traffic, there was decrease in average revenue per tonne and decrease average revenue per tonne-kilometer. Average revenue per tonne decreased by 52.54% from Tk. 437.87 in 2020-2021 to Tk. 287.05 in 2021-2022 and revenue per tonne-kilometer increased by 8.99% i.e. from 138.94 paisa in 2020-2021 to 152.67 paisa in 2021-2022. The average lead of freight traffic was 315.56 kilometers in 2020-2021 and 188.07 kilometers in 2021-2022.

The total operating revenue for the year 2021-2022 amounted to Tk. 11,496.83 million as compared to Tk. 11,258.51 million in 2020-2021, representing an increased of 2.07%. Passenger earnings in 2021-2022 amounted to Tk. 7,423.59 million, showing a increase of 6.66% as compared to the earning of 2020-2021 amounting to Tk. 6,929.16 million. Other coaching (Parcel and Luggage) earnings in 2021-2022 was Tk. 202.04 million as compared to Tk. 124.16 million in 2020-2021 representing an increase of Tk. 38.55%. Miscellaneous earnings showed an decrease of 875.78% from Tk. 1,749.39 million in 2020-2021 to Tk. 179.28 million in 2021-2022.

The total operating expenses for the year 2021-2022 (Considering Social Benefits) amounting to Tk. 33,348.82 million and (Without Considering Social Benefits) amounting to Tk. 24,888.59 million.



Annual Government railway inspection of Mohanganj-Mymensingh railway section

STATISTICAL HIGHLIGHTS

Item	1969-1970	2020-2021	2021-2022	Percentage of Increase or decrease in 2021-2022 as compared to 2020-2021
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1. PLANT:

▪ Route kilometers	2,858.23	3,093.38	3,100.55	(+) 0.23
▪ Track kilometers	4,448.02	4,438.40	4,440.27	(+) 0.04

2. LOCOMOTIVES:

▪ Steam	343	-	-	-
▪ Diesel	143	260	287	(+) 9.41

3. COACHING VEHICLES (in units):

▪ Passenger carriages	1,165	2,299	2,377	(+) 3.28
▪ Other coaching vehicles (including departmental vehicles)	478	63	63	0.00

4. FREIGHT WAGONS (including departmental wagons):

▪ In Units	16,823	3,831	3,723	(-) 2.90
▪ In terms of four-wheelers	19,616	7,174	7,126	(-) 0.67

5. SERVICE (Figures in millions):

▪ Passenger carried	72.90	63.99	56.46	(-) 13.32
▪ Passenger-kilometers	3,317.00	9,957.77	8,663.37	(-) 14.94
▪ Tonnes carried	4.88	3.18	5.33	(+) 40.39
▪ Tonne-kilometers	1,265.00	1,003.15	1,002.98	(-) 0.02
▪ Average Kilometers a tonne of goods was carried	259.30	315.56	188.07	(-) 67.79

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

▪ Passenger Carriages	BG	243	1,060	390	(-) 171.79
	MG	211	287	288	(+) 0.35
▪ Other coaching Vehicles	BG	145	82	271	(+) 69.74
	MG	79	92	98	(+) 6.12

STATISTICAL HIGHLIGHTS

Item		1969-1970	2020-2021	2021-2022	Percentage of Increase or decrease in 2021-2022 as compared to 2020-2021
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Operations-Contd.

▪ Average number of passengers per 4-wheeled vehicle	BG	16	37	32	(-) 15.19
	MG	19	32.591	40	(+) 18.52
▪ Average number of passengers per train	BG	220	499.45	494	(-) 1.10
	MG	315	499.45	605	(+) 17.45
▪ Wagon-kilometers per wagon day on line	BG	24.5	74.35	128.58	(+) 42.18
	MG	29.3	19.85	23.5	(+) 15.53
▪ Average wagon load during the run (in tonnes)	BG	13.7	22.7	50.5	(+) 55.05
	MG	9.3	9.88	19.50	(+) 49.33
▪ Wagons per train	BG	41.9	49.2	46	(-) 6.96
	MG	50.1	65.9	43.29	(-) 52.23
▪ Net load per train (in tonnes)	BG	338	558	2,187	(+) 74.49
	MG	320	294	508	(+) 42.13
▪ Net tonne-kilometers per wagon day	BG	229	669	696	(+) 3.88
	MG	190	87	84	(-) 3.57
▪ Net tonne-kilometers Per train hour	BG	7898	6696	7,108	(+) 5.80
	MG	3,550	3,629	6,686	(+) 45.72
▪ Engine kilometers per day per engine on line	BG	130	180	185	(+) 2.70
	MG	137	377	151	(-) 149.67
▪ Engine kilometers per day per engine in use	BG	230	203	217	(+) 6.45
	MG	206	520	132	(-) 293.94
▪ Engine kilometers per day per goods engine in use	BG	155	147	166	(+) 11.45
	MG	143	392	213	(-) 84.04

STATISTICAL HIGHLIGHTS

Item	1969-1970	2020-2021	2021-2022	Percentage of Increase or decrease in 2021-2022 as compared to 2020-2021
7. RATES AND LEAD:				
▪ Passenger earning (Million)	1.02	6,929.16	7,423.59	(+) 6.66
▪ Other coaching earning (Million)	-	124.16	202.04	(+) 38.55
▪ Miscellaneous earning (Million)	-	1,749.39	179.28	(-) 875.78
▪ Revenue per passenger (Taka)	1.38	108.29	131.47	(+) 17.63
▪ Revenue per passenger-kilometers (Paisha)	3.04	69.59	85.69	(+) 18.79
▪ Revenue per tonne (Taka)	33.54	437.87	287.05	(-) 52.54
▪ Revenue per tonne-kilometer (Paisha)	12.70	138.94	152.67	(+) 8.99
▪ Average revenue of kilometers a passenger travelled	45.50	155.62	153.43	(-) 1.43
▪ Average revenue of kilometers a tonne of goods carried	259.30	315.56	188.07	(-) 67.79
8. EARNINGS AND EXPENSES: (Figures in Crore Taka)				
▪ Total Operating Revenue	30.30	1,125.85	1,149.68	(+) 2.07
▪ Total Operating Expenses	25.28			
◇ Considering Social Benefits		3,188.97	3,334.88	(-) 28.13
◇ Without Considering Social Benefits)		3,188.97	2,488.86	(-) 28.13
▪ Net operating income	5.03			
◇ Considering Social Benefits		(-) 2,063.12	(-) 2,185.20	(+) 5.59
◇ Without Considering Social Benefits)		(-) 1,893.81	(-) 1,339.18	(-) 41.42
▪ Operating ratio (percent)				
◇ Considering Social Benefits	83.40	283.25	290.07	(+) 2.35
◇ Without Considering Social Benefits)	-	246.22	216.48	(-) 13.74
9. EMPLOYEES:				
▪ Number of employees	55,825.00	26,449.00	23,376.00	(-) 13.15
▪ Number of employees per 1,000 train kilometers	3.23	0.87	0.76	(-) 14.42
▪ Cost of employees in crore (Taka)	12.37	1,139.19	1,134.02	(-) 0.46
▪ Average cost per employee per month (Taka)	185.00	35,892.64	40,426.85	(+) 11.22
▪ Percentage of cost of employees to Total operating expenses	48.90%	35.72%	34.00%	(-) 5.05

Note : Details are given in subsequent Tables.

STATISTICAL TABLES

Table-1

RAILWAY STATIONS

Bangladesh Railway has a total of 485 railway stations at the end of the year 2021-2022, (230 Nos. in the Eastern Zone and 255 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
2020-2021	181	228	80	308	228	261	489
2021-2022	175	230	80	310	230	255	485

Table-2

BLOCK AND NON-BLOCK STATIONS

Bangladesh Railway has a total of 485 block and non-block railway stations at the end of the year 2021-2022, (230 Nos. in the Eastern Zone and 255 Nos. in the Western Zone). Out of total 485 stations, 359 are Block stations and 126 Non-block stations. The break-up is indicated below:

Zone Gauge	Block Station	Non- Block Station	Total
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East Zone

MG	169	61	230
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West Zone

BG	131	44	175
MG	59	21	80
Total	190	65	255

Grand Total (East & West)	359 *	126	485
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Note: * Out of 359 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	Relay-Interlocking Signaling system	10	01	11
2	Computer based Interlocking system	91	35	126
3	Mechanical Interlocked Signaling system (Double Wire & Single)	11	62	73
4	Non-Interlocked Color Light Signaling system	52	84	136
5	Non-Interlocked Mechanical Signaling system	05	08	13
	Total=	169	190	359

Table-3

ROUTE KILOMETERS

Bangladesh Railway has a total of 3100.549 route kilometers at the end of the year 2021-2022, (1333.93 Kilometers in the Eastern Zone and 1766.619 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:

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	1,759.45	3,093.381
2020-2021	1,299.04	380.79	1,679.83	-	879.85	879.85	34.89	498.81	533.70	1,333.93	1,759.45	3,093.381
2021-2022	1,299.04	380.79	1,679.83	-	879.85	879.85	34.89	505.98	540.87	1,333.93	1,766.62	3,100.549

[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 485 Railway stations and 3100.549 route kilometers at the end of the year 2021-2022, 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	10	100.700	24.	Bogura	16	84.150
3.	Jhenaidaha	05	36.200	25.	Tangail	06	95.200
4.	Chuadanga	10	95.600	26.	Jamalpur	19	109.550
5.	Faridpur	15	81.340	27.	Netrokona	12	65.000
6.	Gopalganj	08	55.520	28.	Kishorganj	12	73.750
7.	Rajbari	12	89.900	29.	Mymensingh	24	149.550
8.	Kushtia	10	95.600	30.	Gazipur	15	52.450
9.	Sirajganj	09	42.365	31.	Dhaka	06	30.000
10.	Pabna	24	144.268	32.	Narayanganj	03	9.500
11.	Chapainawabganj	09	65.280	33.	Narsingdi	10	40.970
12.	Rajshahi	10	63.000	34.	Sunamganj	02	13.900
13.	Natore	10	37.000	35.	Brahmanbaria	15	75.120
14.	Naogaon	05	27.000	36.	Habiganj	14	85.400
15.	Joypurhat	07	54.000	37.	Moulvibazar	11	125.330
16.	Thakurgaon	06	47.100	38.	Sylhet	06	60.600
17.	Panchagarh	03	18.320	39.	Noakhali	07	39.400
18.	Nilphamari	09	68.516	40.	Chandpur	10	40.660
19.	Kurigram	08	42.500	41.	Cumilla	18	106.900
20.	Dinajpur	18	165.500	42.	Feni	05	64.200
21.	Lalmonirhat	15	114.000	43.	Chattogram	42	178.450
22.	Rangpur	09	67.680				

Total Stations: 485

Total Districts: 43

Table-5

TRACK KILOMETERS OPERATED

Total length of track (including track on double line, yards and sidings) operated by Bangladesh Railway was 4440.273 Kilometers at the end of the year 2021-2022, (2151.79 Kilometers in the Eastern Zone and 2288.483 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
2020-2021	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
2021-2022	2,040.90	534.10	2,575.00	-	1,122.34	1,122.34	110.89	632.05	742.94	2,151.79	2,288.48	4,440.27

(Figures are in Kilometers)

Table-6

LOCOMOTIVES

Bangladesh Railway owned a total of 287 diesel-electric locomotives at end of the year 2021-2022, although actual availability for effective service was 287 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
2020-2021	-	92	-	157	-	249	249
2021-2022	-	102	-	185	-	287	287

Table-7

COACHING VEHICLES

At the end of the year 2021-2022, Bangladesh Railway has a total of 2377 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
2020-2021	938	33	1464	31	2402	64	2466
2021-2022	938	33	1439	30	2377	63	2440

Table-8

TYPE-WISE PASSENGER COACHING VEHICLES

Type-wise descriptions of passenger carriages owned (in units) at the end of the year 2021-2022 are given below.

SL	Type of Bogie Carriages	BG	MG
1.	Fully Air-Conditioned Chair Coach (WJC, WJCC)	132	141
2.	Partial Air-Conditioned (WJFC, JFC)	2	8
3.	Shovan Air conditioned (WJEC, WJCCDR)	19	5
4.	Chair Car (WCC)	0	15
5.	First Class Shovan Coupe (WFC, WFE, FC)	21	56
6.	First Class Compartment (F)	2	0
7.	Shovan Class (WE)	72	119
8.	Shovan Guard Coach (WES, WER, WECR)	5	29
9.	Shovan Chair Coach (WEC)	264	322
10.	Composite Air Condition, Guard Room, Power Car (WJPCR)	0	0
11.	Second Class (S)	120	378
12.	Composite First & Shulov Class (WFY, WFC,)	0	0
13.	Composite First & Second Class (FS)	16	1
14.	Composite Dining Car with Shovan Class (WECD, WECDR, WECCD) WCDE	65	76
15.	Composite Dining Car with Shulov Class (WCDY, CDY, WCD)	5	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	30
19.	Composite Shulov Class with Luggage & Guard Room (WYLR)	0	0
20.	Composite Second Class with Luggage & Guard Room (SLR)	12	84
21.	Composite Second Class with Postal Van (SPP)	0	8
22.	Composite Second Class with Guard Room (SR)	10	5
23.	Composite Power Car with Shovan Class (WEPC, WEPCPR)	62	23
24.	Luggage Van (L) (VK) (SV)	20	41
25.	Composite Power Car with Shulov Class (WPC)	0	75
26.	Motor Van (VK)	0	10
27.	Composite Power Car and Guard Room with Second Class (SPC, SPR) WSPC	24	4
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 (WECR)	33	0
33.	Vestibufed dining car with shovan chair (CDE)	0	1
34.	DEMU (Set) Each set consists of 3 composite	0	0
Total Passenger Carriages		938	1439

Table 9

TYPE-WISE OTHER COACHING VEHICLES

Type-wise descriptions of other coaching vehicles owned (in units) at the end of the year 2021-2022 are given below.

SL	Type of Bogie Carriages	BG	MG
1.	Dining Cars (CD, WCD)	5	1
2.	Tourist Cars (CT)	-	-
3.	Luggage Vans (L, VE)	20	6
4.	Motor Vans (VK)	-	-
5.	Miscellaneous including brake-vans (CR, CRCD, PV etc.)	-	5
6.	Railway Service vehicles (FCH, CE, RA etc.)	4	10
7.	Store Vans (RS)	4	8
8.	Miscellaneous including brake-vans (EVG, EVKP, EVE, ELRO, ERH, etc.)	-	-
9.	Railway service vehicles (ERB, ERD, DRS, DRH, ERT, CE, etc.)	-	-
Total		33	30

Table-10

ABANDONMENT OF COACHING VEHICLES

During the year 2021-2022 there are 132 passenger carriages and 51 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
2020-2021	75	23	65	-	140	23	163
2021-2022	76	23	56	28	132	51	183

Table-11

ADDITION OF COACHING VEHICLES

There were 0 Nos. passenger carriages and 0 Nos. coaching vehicles during the end of the year 2021-2022. 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
2020-2021	-	-	70	-	70	-	70
2021-2022	-	-	-	-	-	-	-

Table-12

FREIGHT WAGONS

The number of freight wagons owned by Bangladesh Railway at the end of the year 2021-2022, was 3723, (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
2020-2021	994	1,915	2,644	5,187	3,638	7,102
2021-2022	994	1,915	2,729	5,211	3,723	7,126

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	185	185
Bogie (BC, BSC, BCFG)	452	904	464	928
Bogie Covered Fertilizer (BCF, BCFR)	-	-	46	92
Total	468	920	695	1,205
SPECIAL TYPE WAGONS:				
Open Wagons-High Sided-				
Four-Wheeled (KC)	14	14	18	18
Bogie (BKC, SCT)	-	-	263	526
Open Wagons-Low Sided-				
Four-Wheeled (KL, KM)	24	24	45	85
Bogie (BKL)	-	-	39	78
Flat Wagons-				
Bogie (BFR,BXFT,BKU,BFU,BFW,IBT,MBFR,BFT)	27	57	185	415
Four-Wheeled (FCT)	-	-	20	20
Bogie (BFCT Container)	-	-	450	900
Other Wagons				
Petrol Tank Wagons-				
Bogie (BTP, WD BTK, TW)	-	-	296	592
Oil Tank Wagons-				
Bogie (BTK,BTL,BTO,BXTK,BTPR,BTPA)	308	616	288	576
Molasses Tank Wagons-				
Four-Wheeled (TM, BTM, TL)	-	-	-	-
Bogie (BTM)	83	158	25	50
Departmental Wagons-				
Four- wheeled (KH,KN,TW,FD,BVG,ERL XVH,VH,BBV)	20	26	94	122
Bogie (BKH) F.G.	49	98	309	618
BXWL	1	2	-	-
MBW	-	-	2	6
Total	526	995	2,034	4,006
Grand Total	994	1,915	2,729	5,211

Table-14

ABANDONMENT OF FREIGHT WAGONS

During the year 2021-2022, 199 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
2020-2021	12	12	400	359	412	371
2021-2022	12	12	113	187	125	199

Table-15

ADDITION OF FREIGHT WAGONS

During the year 2021-2022, 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	-	-	-	-	-	-
2020-2021	-	-	-	-	-	-
2021-2022	-	-	-	-	-	-

Table-16

SUMMARY OF ROLLING STOCK

The Summary of rolling stock owned as on 30th June, 2022 Is furnished as under:

Stock:		BG		MG		Total	
Locomotives	Steam	-		-		-	
	Diesel	102		185		287	
	Total	102		185		287	
Carriages	Passenger Carriages	938		1,439		2,377	
	Other Coaching Vehicles	33		30		63	
	Total	971		1,469		2,440	
Freight		Units	4-W	Units	4-W	Units	4-W
	Covered Wagons	468	920	695	1,205	1,163	2,125
	Special Type Wagons	526	995	2,034	4,006	2,560	5,001
	Total	994	1,915	2,729	5,211	3,723	7,126

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
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1. Locomotives-

(a) Broad Gauge :

Steam	-	-	-	-
Diesel	102	17	85	83%
Total	102	17	85	83%

(b) Meter Gauge :-

Steam	-	-	-	-
Diesel	185	63	122	65.95%
Total	185	63	122	65.95%

2. Carriages :

(a) Broad Gauge :-

Passenger Carriages	938	101	837	89.23%
Other Coaching Vehicles	25	6	19	76.00%
Total	963	107	856	88.89%

(b) Meter Gauge :

Passenger Carriages	1,439	294	1,145	79.57%
Other Coaching vehicles	28	2	26	92.86%
Total	1,467	296	1,171	79.82%

3. Wagons (in 4-wheelers):

(Excluding departmental wagons)

(a) Broad Gauge	994	467	527	53%
(b) Meter Gauge	2,729	843	1,886	69.11%
Total	3,723	1,310	2,413	64.81%

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 2021-2022 Bangladesh Railway carried a total of 56,464,000 Passengers (34,388,000 Passenger in the Eastern Zone and 22,076,000 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
2020-2021	21,976	14,922	36,898	2,333,096	3,293,159	5,626,255	106.17	220.69	152.48
2021-2022	34,388	22,076	56,464	5,268,242	3,395,127	8,663,369	153.20	153.79	153.43

Table-19

GAUGE WISE PASSENGER TRAFFIC

During the year 2021-2022 Bangladesh Railway carried a total of 39,525,000 Passengers (32,410,000 Passenger in the Eastern Zone and 7,115,000 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
2020-2021	11,192	2,469,869	21,976	3,730	25,706	2,333,096	823,290	3,156,386	36,898	5,626,255
2021-2022	16,939	3,811,882	32,410	7,115	39,525	3,590,100	1,261,387	4,851,487	56,464	8,663,369

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
2020-2021	862	687	1,549	20,133	25,370	45,503	23.36	36.93	29.38
2021-2022	1,342	1,092	2,434	35,522	40,007	75,529	26.47	36.64	31.03

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
2020-2021	6,137	22	6,159	184,728	37,237	221,965	30.10	1,692.59	36.04
2021-2022	11,944	36	11,980	2,462,131	60,397	2,522,528	206.14	1,677.69	210.56

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
2020-2021	14,977	14,213	29,190	2,128,235	3,230,552	5,358,787	142.10	227.30	183.58
2021-2022	21,102	20,948	42,050	2,770,589	3,294,723	6,065,312	131.30	157.28	144.24

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%
2020-2021	2.34%	1.86%	4.20%	16.63%	0.06%	16.69%	40.6%	38.5%	79.1%
2021-2022	2.38%	1.93%	4.31%	21.15%	0.06%	21.22%	37.4%	37.1%	74.5%

Table-23

CLASS-WISE PERCENTAGE OF PASSENGER KILOMETERS

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%
2020-2021	2.34%	1.86%	4.20%	3.28%	0.66%	3.95%	37.83%	57.42%	95.25%
2021-2022	2.38%	1.93%	4.31%	28.42%	0.70%	29.12%	31.98%	38.03%	70.01%

Table-24

INTERCITY PASSENGER TRAFFIC						
	2020-2021			2021-2022		
	Intercity	Total	Percentage of intercity to total	Intercity	Total	Percentage of intercity to total
1. Passengers Carried (Thousand)						
East Zone	12,733	21,976	57.94%	18,494	34,388	53.78%
West Zone	9,014	14,922	60.41%	13,755	22,076	62.31%
Total System	21,747	36,898	58.94%	32,249	56,464	57.11%
2. Passengers Kilometers (Thousand km)						
East Zone	1,625,477	2,333,096	69.67%	3,843,122	5,268,242	72.95%
West Zone	2,997,155	3,293,159	91.01%	2,981,120	3,395,127	87.81%
Total System	4,622,632	5,626,255	82.16%	6,824,242	8,663,369	78.77%
3. Passengers Earnings (Thousand taka)						
East Zone	2,584,768	2,871,964	90.00%	4,115,120	4,572,356	90.00%
West Zone	1,810,996	1,935,031	93.59%	2,554,424	2,851,238	89.59%
Total System	4,395,764	4,806,996	91.45%	6,669,544	7,423,594	89.84%
4. Average Lead of a Passenger (Kilometers)						
East Zone	127.66	106.17	-	207.80	153.20	-
West Zone	332.50	220.69	-	216.73	153.79	-
Total System	212.56	152.48	-	211.61	153.43	-
5. Average Revenue per Passenger (Taka)						
East Zone	203.00	130.69	-	222.51	132.96	-
West Zone	200.91	129.68	-	185.71	129.16	-
Total System	202.13	130.28	-	206.81	131.47	-
6. Average Revenue per Passenger Kilometers (Paisa)						
East Zone	159.02	123.10	-	107.08	86.79	-
West Zone	60.42	58.76	-	85.69	83.98	-
Total System	95.09	85.44	-	97.73	85.69	-

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 2021-2022.

July-June	Passengers Carried (Thousand)			Passenger Kilometer (Thousand)			Average Lead of passenger Kilometer			Passenger Earning (Taka of Thousand)			Percentage of Earning to Total					
	East Zone	West Zone	Total System	East Zone	West Zone	Total System	East Zone	West Zone	Total System	East Zone	West Zone	Total System						
Intercity Trains:																		
Air-Conditioned	1,338	1,092	2,430				40,007	33,918		73,925	25.3	36.6	30.4	868,748	541,735	1,410,483	19.00%	
First Class	11,923	36	11,959	2,454,973			60,397	2,515,370		205.9	1,677.7	210.3		1,828,942	16,822	1,845,764	24.86%	
Shovan Class	5,233	12,627	17,860	1,354,231			2,880,716	4,234,947		258.8	228.1	237.1		1,417,430	1,995,867	3,413,297	45.98%	
Total	18,494	13,755	32,249	3,843,122			2,981,120	6,824,242		207.8	216.7	211.6		4,115,120	2,554,424	6,669,544	89.84%	
Mail & Express Trains:																		
Air-Conditioned	4	-	4	1,604			-	1,604		401.0	-	-		401.0	2,286	-	2.286	0.03%
First Class	21	-	21	7,158			-	7,158		340.9	-	-		340.9	4,572	-	4.572	0.06%
Second Class	10,076	6,629	16,705	1,252,839			389,139	1,641,978		124.3	58.7	98.3		283,486	99,794	383,280	5.16%	
Total	10,101	6,629	16,730	1,261,601			389,139	1,650,740		124.9	58.7	98.7		290,344	99,794	390,138	5.26%	
Ordinary Passenger Trains:																		
Second Class	5,793	1,692	7,485	163,519			24,868	188,387		28.2	14.7	25.2		166,892	197,020	363,912	4.90%	
Grand Total	34,388	22,076	56,464	5,268,242			3,395,127	8,663,369		153.2	153.8	153.4		4,572,356	2,851,238	7,423,594	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 2021-2022 shown in the table below:

Class	BG	MG		Total System
		East Zone	West Zone	
Air-Conditioned Class	89%	74%	83%	82.00%
First Class	81%	79%	85%	81.67%
Snigdha	89%	83%	83%	85.00%
Shovan Chair	90%	84%	88%	87.33%
Shovan	86%	81%	99%	88.67%
Total	87%	80%	87.6%	84.93%

Table 27

NUMBER OF FREIGHT WAGONS LOADED

During the year 2021-2022 a total of 3182,330 wagons in terms of four wheelers were loaded on the Broad Gauge and 169,040 (167,466 in the Eastern Zone and 1,574 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
2020-2021	136,592	127,421	45,531	172,952	309,544
2021-2022	182,330	167,466	1,574	169,040	351,370

Table-28

FREIGHT TONNES CARRIED

The total tonnes of freight carried by Bangladesh Railway during the year 2021-2022 was 5,333,000 and these tonnes were carried a total of 1,002,976,000 Tonne kilometer, averaging 188.07 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
2020-2021	1,695	3,772	5,467	310,979	692,180	1,003,159	183.5	183.5	183.5
2021-2022	1,760	3,573	5,333	250,744	752,232	1,002,976	142.5	210.5	188.1

Table-29

GAUGE WISE FREIGHT TONNES CARRIED

During the year 2021-2022, the tonnes of freight carried was 3,413 thousand on the Broad Gauge and 361,071 thousand on the Meter Gauge. 1,002,976 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
2020-2021	3,499	642,022	1,695	273	1,968	310,979	50,158	361,137	5,467	1,003,159
2021-2022	3,413	641,905	1,760	160	1,920	330,982	30,089	361,071	5,333	1,002,976

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		2020-2021		2021-2022	
		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%	83.21	1.52%	24.45	0.46%
6.	Fodder	6	0.12%	-	-	-	-
7.	Fuel for the railway	-	-	-	-	-	-
8.	Gram & pulses	54	1.11%	-	-	-	-
9.	Iron & steel	187	3.83%	-	-	-	-
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%	1,293.59	23.66%	1,791.39	33.58%
15.	Military traffic	16	0.33%	1.62	0.03%	1.08	0.02%
16.	Molasses	24	0.49%	-	-	-	-
17.	Oil fuel	155	3.18%	847.40	15.50%	877.21	16.44%
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%	20.90	0.38%	38.42	0.72%
25.	Salt	101	2.07%	-	-	-	-
26.	Sugar Cane	246	5.04%	-	-	-	-
27.	Sugar	86	1.76%	-	-	-	-
28.	Tea	44	0.90%	-	-	-	-
29.	Tobacco	20	0.41%	-	-	-	-
30.	Vegetable Oil	12	0.25%	-	-	-	-
31.	Wheat/Food Grain	623	12.77%	214.89	3.93%	212.67	3.99%
32.	Wood unwrought	56	1.15%	-	-	-	-
33.	Container	-	-	704.03	12.88%	831.42	15.59%
34.	All other commodities	512	10.49%	2,301.09	42.09%	1,557.68	29.20%
	Total	4,879	100%	5,466.72	100%	5,334.32	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		2020-2021		2021-2022	
		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%	51,308	1.47%	20,681.63	1.35%
6.	Fodder	130	0.08%	-	-	-	-
7.	Fuel for the railway	-	-	-	-	-	-
8.	Gram & pulses	1,666	1.02%	-	-	-	-
9.	Iron & steel	8,284	5.09%	-	-	-	-
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%	601,159	17.17%	21,241.20	1.39%
15.	Military traffic	487	0.30%	695	0.02%	627.95	0.04%
16.	Molasses	853	0.52%	-	-	-	-
17.	Oil fuel	4,152	2.55%	665,167	19.00%	295,192.15	19.28%
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%	26,157	0.75%	11,724.92	0.77%
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%	-	-	-	-
29.	Tobacco	1,194	0.73%	-	-	-	-
30.	Vegetable Oil	417	0.26%	-	-	-	-
31.	Wheat/Food Grain	18,906	11.61%	137,017	3.91%	44,487.54	2.91%
32.	Wood unwrought	2,000	1.23%	-	-	-	-
33.	Container	-	-	1,017,096	29.06%	1,135,833.29	74.18%
34.	All other commodities	22,925	14.08%	1,001,926	28.62%	1,425.44	0.09%
	Total	162,831	100%	3,500,526	100%	1,531,214.13	100%

Table 32
FREIGHT TRAFFIC IN DESCENDING ORDER
OF TONNES CARRIED DURING THE YEAR 2021-2022.

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

SL	Commodities	Tonnes	Percent	Tonnes Kilometers	Percent	(Figures in Thousand)	
						Earnings	Percent
1.	Marble & Stone	1,791.39	33.58%	336,799.34	33.58%	21,241	1.39%
2.	All other commodities	1,557.68	29.20%	292,868.99	29.20%	1,425	0.09%
3.	Oil fuel	877.21	16.44%	164,889.25	16.44%	295,192	19.28%
4.	Container	831.42	15.59%	156,363.96	15.59%	1,135,833	74.18%
5.	Wheat/Food Grain	212.67	3.99%	40,018.74	3.99%	44,488	2.91%
6.	Railway Stores and materials	38.42	0.72%	7,221.43	0.72%	11,725	0.77%
7.	Fertilizer	24.45	0.46%	4,613.69	0.46%	20,682	1.35%
8.	Military traffic	1.08	0.02%	200.60	0.02%	628	0.04%
9.	Wood unwrought	-	-	-	-	-	-
10.	Vegetable Oil	-	-	-	-	-	-
11.	Tobacco	-	-	-	-	-	-
12.	Tea	-	-	-	-	-	-
13.	Sugar	-	-	-	-	-	-
14.	Sugar Cane	-	-	-	-	-	-
15.	Salt	-	-	-	-	-	-
16.	Rice	-	-	-	-	-	-
17.	Paddy	-	-	-	-	-	-
18.	Petrol	-	-	-	-	-	-
19.	Provision	-	-	-	-	-	-
20.	Other Grains	-	-	-	-	-	-
21.	Oil seeds	-	-	-	-	-	-
22.	Molasses	-	-	-	-	-	-
23.	Live stock	-	-	-	-	-	-
24.	Kerosene oil	-	-	-	-	-	-
25.	Jute Manufactured	-	-	-	-	-	-
26.	Jute raw	-	-	-	-	-	-
27.	Iron & steel	-	-	-	-	-	-
28.	Gram & pulses	-	-	-	-	-	-
29.	Fuel for the railway	-	-	-	-	-	-
30.	Fodder	-	-	-	-	-	-
31.	Fire wood and other fuel	-	-	-	-	-	-
32.	Cotton raw	-	-	-	-	-	-
33.	Coal	-	-	-	-	-	-
34.	Cement	-	-	-	-	-	-
	Total	5,334.32	100%	1,002,976.00	100%	1,531,214	100%

Table-33

PASSENGER TRAINS AND TRAIN-KILOMETERS (BG)

During the year 2021-2022, a total of 27,746 passenger trains run on the Broad Gauge, (Intercity 12208, Mail Express 7214 and local 8324). They covered a total of 5,987,295 train kilometers, (Intercity 3,173,267, Mail Express 1,957,845 & local 856,183 KM).

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
2020-2021	12,187	7,201	8,310	27,698	3,742	1,366	832	5,940
2021-2022	12,208	7,214	8,324	27,746	3,173	1,958	856	5,987

Note: Daily number of trains run in June 2022 was 103 including 46 Intercity trains.

Table-34

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

During the year 2021-2022, a total of 94,861 passenger trains run on the meter Gauge, (Intercity 20,869,000, Mail Express 36,616,000 & local 37,376,000). They covered a total of 13,812,511 train kilometers, (Intercity 5,939,380, Mail Express, 5,663,130 & local 2,210,001 KM).

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
2020-2021	20,770	36,819	36,818	94,407	5,921	5,645	2,202	13,768
2021-2022	20,869	36,616	37,376	94,861	5,939	5,663	2,210	13,813

Note: Daily number of trains run in June 2022 was 248 including 66 Intercity trains.

Table-35

PASSENGER TRAINS AND TRAIN-KILOMETERS (MG Zone WISE)

During the year 2021-2022, a total of 70,430 passenger train run on the Meter Gauge in the Eastern Zone & a total of 24,431 passenger train run in the Western Zone. They covered a total of 9,848,320 train kilometers run in the Eastern Zone & a total of 3,964,191 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	
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	
2020-2021	70,237	21,980	92,217	-	2,190	2,190	70,237	24,170	94,407	9,776	3,992	13,768	
2021-2022	70,430	22,241	92,671	-	2,190	2,190	70,430	24,431	94,861	9,848	3,964	13,813	

Table-36

RUNNING OF PASSENGER TRAINS (MG Zone-wise)

During the year 2021-2022, a total of 70,383 passenger trains run on the Meter Gauge in the Eastern Zone, (Intercity: 15,652; Mail Express: 28,194 and Local: 26,537) and a total of 24,478 passenger trains were run on the Meter Gauge in the Western Zone. (Intercity: 5,217; Mail & Express: 8,422 and Local: 10,839). Year-wise position is indicated below:

Year July-June	Number of trains run							Total Number of trains		
	Intercity trains			Mail & Express trains			Local trains			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	70,088
2008-2009	16,462	3,467	19,929	13,391	3,236	16,627	24,236	8,889	33,125	69,681
2009-2010	17,070	3,262	20,332	13,933	3,884	17,817	23,624	7,131	30,755	68,904
2010-2011	17,009	3,338	20,347	14,126	4,102	18,228	23,396	4,897	28,293	66,868
2011-2012	17,689	3,880	21,569	14,514	4,703	19,217	25,126	3,713	28,839	69,625
2012-2013	18,068	3,913	21,981	14,892	5,743	20,635	25,185	3,941	29,126	71,742
2013-2014	19,275	3,786	23,061	18,759	6,257	25,016	25,669	3,340	29,009	77,086
2014-2015	20,466	4,073	24,539	20,247	6,215	26,462	23,497	3,644	27,141	78,142
2015-2016	15,238	3,978	19,216	26,470	8,560	35,030	24,623	8,760	33,383	87,629
2016-2017	15,238	3,978	19,216	26,470	8,560	35,030	24,623	8,760	33,383	87,629
2017-2018	15,230	4,912	20,142	27,716	8,148	35,864	26,645	9,435	36,080	92,086
2018-2019	15,269	4,925	20,194	27,788	8,169	35,957	26,714	9,460	36,174	92,325
2019-2020	15,307	4,937	20,244	27,858	8,189	36,047	26,781	9,484	36,265	92,556
2020-2021	15,577	5,193	20,770	28,351	8,468	36,819	26,309	10,509	36,818	94,407
2021-2022	15,652	5,217	20,869	28,194	8,422	36,616	26,537	10,839	37,376	94,861

Table-37

PASSENGER TRAIN-KILOMETERS (MG Zone-wise)

During the year 2021-2022, a total of 9,707,433 train kilometers run on the Meter Gauge in the Eastern Zone, (Intercity: 4,335,747, Mail Express: 4,134,085 and Local: 1,237,601) and a total of 4,105,078 train kilometers were run on the Meter Gauge in the Western Zone, (Intercity: 1,603,633, Mail Express: 1,529,045 and Local: 972,400).

Year July-June	Train kilometer (Thousand)									
	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	
1990-1991	2,519	399	2,918	2,321	321	2,642	3,182	978	4,160	8,022
2008-2009	3,102	1,161	4,263	2,949	389	3,338	1,666	928	2,594	7,717
2009-2010	3,103	1,156	4,259	2,915	421	3,336	1,719	931	2,650	7,737
2010-2011	3,102	1,154	4,256	3,177	692	3,869	1,719	931	2,650	7,998
2011-2012	3,187	1,199	4,386	3,059	921	3,980	1,774	808	2,582	8,020
2012-2013	3,261	1,486	4,747	3,126	946	4,072	1,780	615	2,395	8,167
2013-2014	3,327	1,447	4,774	3,724	991	4,715	1,796	886	2,682	8,847
2014-2015	3,443	1,447	4,890	3,537	1,111	4,648	1,164	886	2,050	8,144
2015-2016	3,929	1,430	5,359	3,916	1,147	5,063	1,072	828	1,900	8,917
2016-2017	3,929	1,430	5,359	3,916	1,147	5,063	1,050	828	1,878	8,895
2017-2018	3,905	1,334	5,239	3,639	1,363	5,002	1,068	845	1,913	8,612
2018-2019	3,972	1,357	5,329	3,706	1,388	5,094	1,100	870	1,970	8,781
2019-2020	4,012	1,371	5,382	3,743	1,402	5,145	1,111	879	1,990	8,866
2020-2021	4,381	1,539	5,921	4,121	1,524	5,645	1,274	928	2,202	9,776
2021-2022	4,336	1,604	5,939	4,134	1,529	5,663	1,238	972	2,210	9,707
										4,105
										13,813

Table-38

PUNCTUALITY OF PASSENGER TRAINS (MG & BG)

During the year 2021-2022, the punctuality i.e. the percentage of trains not losing time to total No. of trains run was 92.29 (MG) and 87 (BG) percent in Intercity trains, 83.54 (MG) and 81 (BG) percent in Mail Express trains and 90.63 (MG) & 92 (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	-	90.50	90.10	-	72.40	79.00
2008-2009	88.30	83.60	62.30	61.00	65.50	83.10
2009-2010	67.30	71.40	58.50	69.30	57.50	72.00
2010-2011	69.60	68.40	59.00	41.90	42.50	77.60
2011-2012	75.20	71.90	69.40	49.00	50.80	81.20
2012-2013	82.20	77.80	76.10	51.10	49.70	82.00
2013-2014	77.20	72.30	71.20	42.20	43.70	80.20
2014-2015	83.70	73.20	73.10	42.30	49.40	84.30
2015-2016	89.80	78.80	79.80	62.00	66.50	75.60
2016-2017	91.20	80.30	79.50	77.20	69.90	81.80
2017-2018	91.70	80.50	79.70	77.60	70.00	82.50
2018-2019	89.50	86.05	87.45	80.25	74.80	74.50
2019-2020	87.50	75.30	91.20	78.00	55.00	53.00
2020-2021	80.10	76.15	58.05	89.30	70.41	60.60
2021-2022	92.29	83.54	90.63	87.00	81.00	92.00

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 2021-2022, the punctuality i.e. the percentage of trains not losing time to total No. of trains run was 92.58% in the Eastern Zone and 92% in the Western Zone in Intercity train, 82.08% in the Eastern Zone and 85% in the Western Zone in Mail Express trains and 86.25% in the Eastern Zone and 95% 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	50.60	67.40	24.20	20.80	66.10	31.50
2008-2009	56.50	82.30	59.70	89.60	89.50	65.70
2009-2010	65.80	72.80	36.40	78.60	83.80	60.10
2010-2011	36.70	68.50	35.40	67.00	83.20	51.00
2011-2012	72.00	72.60	41.00	69.70	83.60	64.80
2012-2013	62.00	72.50	38.00	64.00	84.70	64.50
2013-2014	73.00	59.40	57.00	56.40	83.20	57.20
2014-2015	74.00	70.10	61.00	68.90	87.80	61.70
2015-2016	92.00	82.50	82.00	77.60	87.80	71.20
2016-2017	94.00	86.20	83.00	73.60	90.40	73.20
2017-2018	93.00	87.50	83.00	72.70	90.80	73.30
2019-2020	82.71	79.00	61.22	58.00	90.75	54.00
2020-2021	88.00	92.00	80.00	73.00	92.00	71.00
2021-2022	92.58	92.00	82.08	85.00	86.25	95.00

Table-40

COACHING VEHICLES PER TRAIN AND COACHING VEHICLE KILOMETERS (BG)

During the year 2021-2022, a total of passenger trains run on Broad Gauge with an average of 14.87 coaching vehicles, (Intercity: 19.6, Mail Express: 14.5 and local: 10.5) and 1.11 freight wagons. The total kilometerage travelled by the coaching vehicles on passenger 87,805 thousand Kilometerage (Intercity: 66,590 thousand, Mail Express: 14,650 thousand & local: 6,565 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
2020-2021	19.6	14.5	10.5	14.9	1.11	66,590	14,650	6,565	87,805
2021-2022	19.6	14.5	10.5	14.9	1.11	66,590	14,650	6,565	87,805

Table-41

COACHING VEHICLES PER TRAIN AND COACHING VEHICLE KILOMETERS (MG)

During the year 2021-2022, a total of passenger trains run on the Meter Gauge with an average of 18 coaching vehicles, (Intercity: 19.375, Mail Express: 19.175 and local: 13.95) and 9.85 freight wagons. The total kilometerage traveled by the coaching vehicles on passenger 312,309,000 Kilometers (Intercity: 179,264,000, Mail and Express: 85,980,000 & local: 47,065,000).

Average number of vehicles per train						Vehicle kilometers (Thousand)			
Year July-June	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
2020-2021	19.3	15.1	14.1	16.1	5.00	174,241	85,091	45,529	304,861
2021-2022	19.4	19.2	14.0	17.5	9.85	179,264	85,980	47,065	312,309

Table-42

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

During the year 2021-2022, a total of passenger trains run on the Meter Gauge in the Eastern Zone with an average of 17 coaching vehicles, (Intercity: 18.75, Mail Express: 18.35 and local: 15.3) and a total of passenger train were run on the Meter Gauge in the Western Zone an average of 17.53 coaching vehicles, (Intercity: 20, Mail & Express: 20, local: 12.6) and 10 freight wagons. The total kilometerage traveled by the coaching vehicles on the Meter Gauge in the Eastern Zone 260,765 thousand, (Intercity: 155,078 thousand, Mail Express: 68,815 thousand and local: 36,872 thousand) and in the Western Zone 51,544 thousand (Intercity: 24,186 thousand, Mail & Express: 17,165 thousand and local: 10,193 thousand). Year-wise position is indicated below:

	Year July-June	MG East	MG West	MG Combined
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1. Average number of vehicles per train

(a) Intercity train	2020-2021	18.60	20.00	19.30
	2021-2022	18.75	20.00	19.38
(b) Mail & Express train	2020-2021	17.50	12.60	15.05
	2021-2022	18.35	20.00	19.18
(c) Local Train	2020-2021	14.80	13.33	14.07
	2021-2022	15.30	12.60	13.95
Total	2020-2021	16.97	15.31	16.14
	2021-2022	17.47	17.53	17.50
Freight wagons	2020-2021	-	10.00	5.00
	2021-2022	9.70	10.00	9.85

2. Coaching vehicle KM on Passenger (Thousand)

(a) Intercity train	2020-2021	150,055	24,186	174,241
	2021-2022	155,078	24,186	179,264
(b) Mail & Express train	2020-2021	67,926	17,165	85,091
	2021-2022	68,815	17,165	85,980
(c) Local Train	2020-2021	36,261	9,268	45,529
	2021-2022	36,872	10,193	47,065
Total	2020-2021	254,242	50,619	304,861
	2021-2022	260,765	51,544	312,309

Table-43

FREIGHT TRAINS (BG)

During the year 2021-2022, the number of freight trains run on the Broad Gauge total 6078 and they covered 474,000 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	29.10	41.90	35,082
2008-2009	4,517	413	29.20	50.40	22,948
2009-2010	4,566	414	29.20	50.50	23,046
2010-2011	4,656	440	29.50	50.90	24,580
2011-2012	4,652	427	28.20	48.90	23,295
2012-2013	4,654	434	29.20	50.50	24,232
2013-2014	4,800	445	28.80	47.70	24,656
2014-2015	5,046	472	29.70	49.60	27,513
2015-2016	4,909	459	28.98	48.20	26,769
2016-2017	4,968	465	29.20	48.70	27,091
2017-2018	5,030	471	29.60	49.30	27,430
2018-2019	4,915	367	29.20	50.50	26,966
2019-2020	5,250	585	32.15	49.20	28,782
2020-2021	6,188	629	35.08	49.15	30,925
2021-2022	6,078	474	43.30	46.00	28,430

Table-44

FREIGHT TRAINS (MG)

During the year 2021-2022, the number of freight trains run on the Meter Gauge total 4273 and they covered a total 821,000 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
2020-2021	3,122	739	58.2	62.2	54,599
2021-2022	4,273	821	41.3	43.3	48,328

Table-45

FREIGHT TRAINS (MG Zone-wise)

During the year 2021-2022 the number of freight trains run in the Eastern Zone on the Meter Gauge total 4220 and those run in the Western Zone total 53. The former covered a total of 785,000 kilometers and the later 36,000 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	2020-2021	3,076	46	3,122
	2021-2022	4,220	53	4,273
2. Freight train kilometers (Thousand)	2020-2021	735	4	739
	2021-2022	785	36	821
3. Number of loaded wagons per train	2020-2021	54.0	4.2	58.17
	2021-2022	11.3	30.0	41.29
4. Total number of wagons per train	2020-2021	54.0	8.2	62.15
	2021-2022	11.3	32.0	43.29
5. Wagon kilometers (Thousand)	2020-2021	54,563	36	54,599
	2021-2022	46,219	2,109	48,328

Table-46

FREIGHT TRAINS GROSS TONNE KILOMETERS

During the year 2021-2022, a total of 481,428,000 Freight trains gross tonne kilometers were operated on the Broad Gauge and on the Meter Gauge System were 521,548,000 (Eastern Zone 318,144,000 and Western Zone 203,404,000). 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
2020-2021	642,022	310,979	50,158	361,137	1,003,159
2021-2022	481,428	318,144	203,404	521,548	1,002,976

Table-47

CONTAINER SERVICES

During the year 2021-2022, a total of 102097 number of containers were handled at Chattogram Port and Dhaka ICD. A total of 1,556,324 tonnes of different commodities were transported in those containers, which contributed a total of Tk. 1,135,833,293 to the Railway revenue. Year-wise position is indicated below:

Year July-June	Chattogram Port to Dhaka ICD		Dhaka ICD to Chattogram Port		Total all	Chattogram 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
2020-2021	45,087	-	22,657	23,102	90,846	422,416	281,611	704,027	1,017,096
2021-2022	51,183	-	21,582	29,332	102,097	964,921	591,403	1,556,324	1,135,833

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 2021-2022, average speed of through goods and van goods trains on the Broad Gauge were 27 and 21 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
2020-2021	45.0	25.0	35.0	50.5	2,352	23,520
2021-2022	27.0	21.0	24.0	50.5	2,187	7,108

Table-49

SPEED AND NET LOAD OF FREIGHT TRAINS (MG)

During the year 2021-2022, average speed of through goods and van goods trains on the Meter Gauge were 15.75 and 4.85 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
2020-2021	15.33	10.73	15.33	6.17	479	4,889
2021-2022	15.75	4.85	16.17	19.50	508	6,686

Table-50

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

During the year 2021-2022, average speed of freight trains in the Eastern and Western Zone of the Meter Gauge section were 7.5 and 24 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
1. Speed of Goods trains (Kilometers per hour)				
Through goods	2020-2021	18.06	12.60	15.33
	2021-2022	7.50	24.00	15.75
Van goods	2020-2021	10.55	10.90	10.73
	2021-2022	9.70	-	4.85
All goods	2020-2021	18.06	12.60	15.33
	2021-2022	8.33	24.00	16.17
2. Average wagon load (Tonnes)				
	2020-2021	9.93	2.40	6.17
	2021-2022	5.00	34.00	19.50
3. Net load per train (Tonnes)				
	2020-2021	358	600	479
	2021-2022	372	644	508
4. Net Tonne-Kilometers per train hour				
	2020-2021	3,752	6,025	4,889
	2021-2022	3,981	9,391	6,686

Table-51

COACHING VEHICLE PERFORMANCE (BG)

During the year 2021-2022, average daily kilometerage traveled by a passenger carriage and other coaching vehicle on the Broad Gauge was 390 and 271 respectively. The unserviceable passenger carriages constituted 100 percent of the total number of passenger carriages on line and the unserviceable other coaching vehicles 4 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	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
2020-2021	1060	82	62.00	20.00	37	499
2021-2022	390	271	100.00	4.00	32	494

Table-52

COACHING VEHICLE PERFORMANCE (MG East & West Zone Combined)

During the year 2021-2022, average daily kilometerage traveled by a passenger carriage and other coaching vehicles on the Meter Gauge was 288 and 98 respectively. The unserviceable passenger carriages constituted 28.4 percent of the total number of passenger carriages on line and the unserviceable other coaching vehicles 35.4 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
2020-2021	280	98	28.70	35.80	40	620
2021-2022	288	98	28.40	35.40	40	605

Table-53

FREIGHT WAGON PERFORMANCE (BG)

During the year 2021-2022 average daily kilometerage traveled by a freight wagon was 128.58. Unserviceable wagons constituted 65.73 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
2020-2021	148.30	78.50	384	985	19.50	6.05
2021-2022	128.58	65.73	378	696	17.50	6.05

Table-54

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

During the year 2021-2022 average daily kilometrage traveled by a freight wagon was 23.5. Unserviceable wagons constituted 35.5 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
2020-2021	25.70	37.40	387	84	32.60	48.80
2021-2022	23.50	35.50	387	84	30.45	46.58

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 2021-2022 average distance traveled by a Broad Gauge Locomotive was 185 kilometers per day. Average kilometerage travelled by a locomotive all engine actually in use was 217 kilometers per day . Average distance covered by a goods locomotives actually in use, was 166 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
2020-2021	168	196	145	9.90	11.70
2021-2022	185	217	166	14.01	9.87

Table-56

LOCOMOTIVE PERFORMANCE (MG- East & West Zone Combined)

During the year 2021-2022, average distance travelled by a Meter Gauge Locomotive was 151 kilometers per day. Average kilometerage travelled by a locomotive all engine actually in use was 132 kilometers per day. Average distance covered by a goods locomotive actually in use, was 213 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
2020-2021	158	205	204	26.64	11.71
2021-2022	151	132	213	37.67	14.84

Table-57

ENGINE KILOMETERS PASSENGER, GOODS & OTHERS (BG)

During the year 2021-2022 a total of 6,087,933 Engine kilometers run on the Broad Gauge in the Western Zone, (Passenger 5,212,384; Goods 756,277 & others 119,272). 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
2020-2021	4,033,571	741,500	128,191	4,903,262
2021-2022	5,212,384	756,277	119,272	6,087,933

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 2021-2022 a total of 9,122,218 Engine kilometers run on the Meter Gauge in the Eastern and Western Zone Combined (Passenger 6,058,437; Goods 1,300,777 & others 1,763,004). 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
2020-2021	5,580,301	1,302,274	2,513,887	9,396,462
2021-2022	6,058,437	1,300,777	1,763,004	9,122,218

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

Table-59

FUEL CONSUMPTION

During the year 2021-2022 Bangladesh Railway consumed 89 metric tonnes of coal, 0 metric tonnes of furnace oil and 24,585 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. 83,085 per metric tonne for coal, Tk. 0 per metric tonne for furnace oil and Tk. 64,670 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
2020-2021	-	245	245	-	132	132	28,885	1,673	30,558
2021-2022	-	89	89	-	-	-	22,096	2,489	24,585

Table-60

FUEL CONSUMPTION (Zone-wise)

The Zone-wise breakdown of coal, furnace oil and diesel oil consumed during the year 2020-2021 and 2021-2022 is given below:

(Figures in Metric Tonnes)

Fuel Zone	Locomotive Purposes		Other Purposes		Total Consumption	
	2020-2021	2021-2022	2020-2021	2021-2022	2020-2021	2021-2022

1. Coal

East Zone	-	-	168	89.48	168	89.48
West Zone	-	-	77	-	77	-
Total	-	-	245	89.48	245	89.48

2. Furnace Oil

East Zone	-	-	-	-	-	-
West Zone	-	-	132	-	132	-
Total	-	-	132	-	132	-

3. Diesel Oil

East Zone	13,720	18,774	1,645	2,440	15,365	21,214
West Zone	15,165	3,322	28	49	15,193	3,371
Total	28,885	22,096	1,673	2,489	30,558	24,585

Table-61

TRAFFIC DENSITY (EAST ZONE)																
SL NO	Section	1969-1970				2020-2021					2021-2022					(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.	
1.	Chattogram-Feni	18.35	13.35	418	831	6,334	29.80	8.31	870	446	3,348	-	-	-	-	-
2.	Feni-Laksham	20.35	13.03	445	794	6,288	29.80	8.31	872	446	3,348	-	-	-	-	-
3.	Laksam-Akhaura	19.70	12.68	424	715	6	29.80	8.31	945	446	3,348	-	-	-	-	-
4.	Chattogram-Sholashahar	24.00	2.02	324	49	223	15.20	1.02	405	16	98	-	-	-	-	-
5.	Sholashahar-Dohazari	14.00	1.74	203	31	133	1.05	1.02	35	16	98	-	-	-	-	-
6.	Sholashahar-Nazirhat	10.00	0.32	158	8	35	7.00	1.02	203	16	98	-	-	-	-	-
7.	Chandpur-Laksam	12.38	1.61	200	45	266	6.50	-	202	-	-	-	-	-	-	-
8.	Noakhali-Laksam	14.48	1.02	240	13	54	6.30	-	182	-	-	-	-	-	-	-

(Per day)

SL NO	Section	1969-1970					2020-2021					2021-2022				
		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.
9.	Narayanganj-Dhaka	16.00	3.05	283	146	1	20.80	-	530	-	-	-	-	-	-	-
10.	Dhaka-Tejgaon	28.00	6.84	597	266	1,766	90.50	5.10	2,168	303	2,270	-	-	-	-	-
11.	Tejgaon-Tongi	28.00	9.42	596	497	3,427	90.50	5.10	2,186	303	2,270	-	-	-	-	-
12.	Bhairab Bazar-Tongi	16.00	6.62	344	348	2,468	40.06	5.08	1,158	337	2,525	-	-	-	-	-
13.	Akhaura-Bhairab Bazar	20.00	12.06	453	682	5,254	38.20	6.08	1,006	350	2,628	11.29	-	-	275.23	-
14.	Bhairab Bazar-Gouripur Mymensingh	12.00	4.96	223	279	1,633	15.00	0.29	185	14	82	-	-	-	-	-
15.	Gouripur Mymensingh-Mymensingh	24.12	6.48	390	331	1,790	-	-	-	-	-	-	-	-	-	-
16.	Mymensingh-Jamalpur Town	14.04	5.79	321	279	1,683	18.20	0.29	251	14	82	-	-	-	-	-
17.	Jamalpur Town-Dewanganj Bazar	12.00	6.36	212	315	2,068	-	-	-	-	-	-	-	-	-	-
18.	Dewanganj Bazar-Bahadurabad	8.12	4.90	147	277	1,965	-	-	-	-	-	-	-	-	-	-

SL NO	Section	1969-1970					2020-2021					2021-2022					(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	60.05	0.75	998	38	425	-	-	-	-	-	-	-
20.	Joydebpur-Mymensingh	12.64	2.94	266	153	13	-	-	-	-	-	-	-	-	-	-	-	-
21.	Jamalpur town- Bangabandhu East	7.02	0.22	180	21	109	-	-	-	-	-	-	-	-	-	-	-	-
22.	Akhaura-Shaistaganj	13.98	3.55	278	132	902	12.90	1.04	499	59	533	-	-	-	-	-	-	-
23.	Shaistaganj-Kulaura	12.00	3.52	245	201	1,573	12.90	1.04	476	59	533	-	-	-	-	-	-	-
24.	Kulaura-Shahbazpur	8.00	-	62	15	41	-	-	-	-	-	-	-	-	-	-	-	-
25.	Kulaura-Sylhet	12.00	4.83	245	128	1,034	12.90	0.85	473	37	281	-	-	-	-	-	-	-
26.	Sylhet-Chatakbar	6.00	2.06	97	56	408	-	-	-	-	-	-	-	-	-	-	-	-
27.	Gouripur Mymensingh-Shamganj	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
28.	Shamganj-Jaria jhanjail	8.00	-	122	9	28	-	-	-	-	-	-	-	-	-	-	-	-
29.	Shamganj-Mohanganj	10.12	1.25	141	24	80	-	-	-	-	-	-	-	-	-	-	-	-

Table-62

**TRAFFIC DENSITY
(WEST ZONE)**

SL NO	Section	1969-1970					2020-2021					2021-2022					(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	26.00	2.06	-	65	3,084	26.00	2.01	-	64	3,018		
2.	Jessore-Darsana	14.00	4.09	249	216	1,813	28.00	2.17	-	65	3,084	28.00	2.15	-	64	3,085		
3.	Darsana-Poradaha	20.00	5.44	321	220	2,461	33.00	3.17	-	105	5,446	33.00	3.14	-	103	5,430		
4.	Poradaha-Bhairamara	14.00	6.39	254	292	2,995	33.00	2.14	-	62	2,943	33.00	2.14	-	62	2,910		
5.	Bhairamara-Ishurdi	14.00	7.23	255	294	2,998	33.00	2.14	-	62	2,943	59.00	2.14	-	62	2,910		
6.	Ishurdi-Abdulpur	24.00	7.58	429	307	3,151	33.00	1.50	-	43	1,810	32.00	1.45	-	42	1,800		
7.	Abdulpur-Santahar	14.00	5.77	262	282	2,784	60.00	1.50	-	43	1,810	32.00	1.45	-	42	1,800		
8.	Santahar-Parbatipur	14.00	3.02	258	138	1,213	29.00	1.50	-	43	1,810	28.00	1.45	-	42	1,800		
9.	Parbatipur-Saidpur	10.00	1.71	168	62	297	14.00	0.23	-	8	475	14.00	0.21	-	8	473		
10.	Parbatipur-Panchagarh						8.00	-	-	-	-	8.00	-	-	-	-		
11.	Saidpur-Chilahati	8.78	0.71	144	25	137	14.00	-	-	-	-	14.00	-	-	-	-		
12.	Ishurdi-Jamtoli	-	-	-	-	-	38.00	1.21	-	36	2,109	38.00	1.18	-	36	2,107		

SL NO	Section	1969-1970					2020-2021					2021-2022					(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.		
13.	Jamtoli-Sraiganihat	-	-	-	-	-	4.00	0.75	-	22	1,321	4.00	0.71	-	21	1,320		
14.	Jamtoli-Joydebpur	-	-	-	-	-	42.00	-	-	-	-	42.00	-	-	-	-		
15.	Joydebpur-Tongi	-	-	-	-	-	2.00	-	-	-	-	0.00	-	-	-	-		
16.	Tongi-Dhaka Cant.	-	-	-	-	-	2.00	-	-	-	-	0.00	-	-	-	-		
17.	Da cantt - Dhaka	-	-	-	-	-	0.00	-	-	-	-	0.00	-	-	-	-		
18.	Poradha-Kalukhali	-	-	-	-	-	10.00	1.57	-	69	2,818	15.00	1.51	-	65	2,812		
19.	kalukhali-Rajbari	14.00	2.03	230	57	304	10.00	0.92	-	28	1,636	11.00	0.28	-	26	1,627		
20.	Rajbari-Goalonda	15.00	0.00	226	8	72	10.00	-	-	-	-	10.00	-	-	-	-		
21.	Jessore-Benapole	2.72	0.00	30	21	45	2.00	0.47	-	14	481	8.00	0.46	-	14	835		
22.	Abdulpur-Rajshahi	10.00	2.80	185	88	670	26.00	0.26	-	8	298	35.00	0.25	-	8	295		
23.	Rajshahi-Ammura	9.76	1.10	170	34	59	12.00	0.13	-	4	159	21.00	0.10	-	4	159		
24.	Ammura-Chapainawabganj	12.00	-	207	13	59	12.00	-	-	-	-	15.00	-	-	-	-		
25.	Ammura-Rohanpur	-	-	-	-	-	8.00	-	-	-	-	12.00	-	-	-	-		
26.	Santahar-Bonarpara	12.00	4.66	218	188	970	18.00	0.06	-	4	23	18.00	-	-	-	-		

SL NO	Section	1969-1970					2020-2021					2021-2022					(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																	
27.	Bonarpara-Kawnia	12.00	4.90	240	232	1220	18.00	-	-	-	-	18.00	-	-	-	-	-
28.	Kawnia-Lalmonirhat	18.00	5.34	229	189	813	26.00	0.53	-	50	281	26.00	-	-	-	-	-
29.	Kawnia-Parbatipur	14.26	3.77	271	146	740	24.00	-	-	-	-	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	12.00	-	-	-	-	12.00	-	-	-	-	-
33.	Parbatipur-Kanchan	14.95	2.76	267	91	350	22.00	1.26	-	84	475	22.00	-	-	4.2	143.8	-
34.	Kanchan-Panchagarh	6.58	3.25	120	67	238	8.00	0.26	-	13	75	16.00	-	-	4.2	143.82	-
35.	Tista-Ramna Bazar	6.82	0.51	90	13	57	2.00	-	-	-	-	8.00	-	-	-	-	-
36.	Kanchan-Biral	4.00	-	38	17	48	8.00	1.00	-	60	750	2.00	-	-	-	-	-
37.	Parbatipur-Saidpur	-	-	-	-	-	8.00	-	-	-	-	0.00	-	-	-	-	-
38.	Santahar-Abdulpur	-	-	-	-	-	8.00	-	-	-	-	10.00	-	-	-	-	-
39.	Abdulpur-Ishurdi	-	-	-	-	-	8.00	-	-	-	-	10.00	-	-	-	-	-
40.	Ishurdi-Jamtoil	-	-	-	-	-	8.00	-	-	-	-	10.00	-	-	-	-	-
41.	Jamtoil-Joydebpur	-	-	-	-	-	8.00	-	-	-	-	10.00	-	-	-	-	-

Table-63

TRAIN ACCIDENTS

During the year 2021-2022, there occurred a total of 79 train accidents on the Bangladesh Railway consisting of 67 cases of derailments and 12 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
2020-2021	3	92	-	16	111	5.63	81,906
2021-2022	-	67	-	12	79	3.99	12,026

Table-64
ANALYSIS OF TRAIN ACCIDENTS

During the year 2021-2022, 39.24% of the total train accidents were attributable to the failure of human elements and 5.06% were caused by technical defects in rolling stock, track, signaling and interlocking apparatus. The balance 29.11% accidents occurred due to other miscellaneous causes. The comparative figures for 2020-2021 and 2021-2022 are shown below:

Cause	Year July-June	Collisions	Deraillments	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.	2020-2021	-	36	-	3	39	33.33%
	2021-2022	-	31	-	-	31	39.24%
(ii) Passing of signals at danger	2020-2021	2	4	-	-	6	5.13%
	2021-2022	-	5	-	2	7	8.86%
(iii) Breach of rules by Master and Asstt. Locomotive Master	2020-2021	-	-	-	-	-	-
	2021-2022	-	-	-	-	-	-
B. Technical defects:							
(i) Engines	2020-2021	-	-	-	5	5	4.27%
	2021-2022	-	3	-	1	4	5.06%
(ii) Vehicles	2020-2021	-	-	-	3	4	3.42%
	2021-2022	-	3	-	1	4	5.06%
(iii) Tracks	2020-2021	-	-	-	-	-	-
	2021-2022	-	-	-	-	-	-
(iv) Signaling and interlocking apparatus	2020-2021	-	7	-	2	9	7.69%
	2021-2022	-	2	-	2	4	5.06%
(v) Other technical's defects	2020-2021	-	2	-	3	5	4.27%
	2021-2022	-	3	-	3	6	7.59%
C. Miscellaneous causes							
	2020-2021	-	43	-	6	49	41.88%
	2021-2022	-	20	-	3	23	29.11%
Grand Total	2020-2021	2	92	-	22	116	100%
	2021-2022	-	67	-	12	79	100%

Table-65

CASUALTIES

During the year 2021-2022, a total of 17 persons, i.e, passengers, railway employees and other persons were killed and 53 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
2020-2021	9	3	2	2	26	11	37	16	0.37	0.00
2021-2022	3	17	1	5	13	31	17	53	0.28	0.0235

Table-66

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
2020-2021	4,806,996	130.28	85.44	3,500,526	640.33	348.95
2021-2022	7,423,594	131.47	85.69	1,531,214	287.05	152.67

Table-67

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
2020-2021	914.77	45.50	1,163.24	221.97	2,322.23	4,360.06	406.76	998.73	-	-	4,807.00	5,626.26
2021-2022	1,412.77	75.53	1,850.34	2,522.53	3,413.30	4,234.95	747.19	1,830.37	-	-	7,423.59	8,663.37

Table-68

CLASS-WISE PASSENGER EARNINGS AND PASSENGER-KILOMETERS

During the year 2021-2022, average revenue per passenger kilometer were 1870.5 paisa in Air-Conditioned Class, 73.35 paisa in First Class, 80.6 paisa in Shovan Class, and 40.82 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
2020-2021	2,010.3	524.1	53.3	40.7	-	85.44
2021-2022	1,870.5	73.4	80.6	40.8	-	85.69

Table-69

OPERATING REVENUE & THEIR PERCENTAGE

Year July-June	Passenger Earning		Other coaching earnings		Freight earnings		Miscellaneous earning		Sale of land		Receivable		Total
	TK.	Percent	TK.	Percent	TK.	Percent	TK.	Percent	TK.	Percent	TK.	Percent	
1969-1970	101,711	33.60%	25,737	8.49%	169,422	55.90%	6,169	12.04%	-	-	-	-	303,039
2008-2009	2,715,962	43.43%	107,977	1.73%	1,313,678	21.01%	2,115,911	33.84%	-	-	-	-	6,253,528
2009-2010	2,917,686	51.52%	116,577	2.06%	1,165,778	20.59%	1,463,001	25.83%	-	-	-	-	5,663,042
2010-2011	3,215,503	51.08%	110,291	1.75%	1,145,779	18.20%	1,823,883	28.97%	-	-	-	-	6,295,456
2011-2012	3,509,663	58.16%	114,286	1.89%	962,901	15.96%	1,447,473	23.99%	-	-	-	-	6,034,323
2012-2013	4,952,300	61.58%	186,215	2.32%	1,095,686	13.62%	1,808,425	22.49%	-	-	-	-	8,042,626
2013-2014	4,880,750	61.00%	225,705	2.82%	1,428,737	17.86%	1,466,604	18.33%	-	-	-	-	8,001,796
2014-2015	5,226,838	55.87%	184,835	1.98%	1,742,612	18.63%	2,200,299	23.52%	-	-	-	-	9,354,584
2015-2016	5,356,979	59.22%	168,415	1.86%	1,766,810	19.53%	1,754,169	19.39%	-	-	-	-	9,046,373
2016-2017	7,147,074	54.83%	191,381	1.47%	2,641,412	20.27%	3,054,471	23.43%	-	-	-	-	13,034,338
2017-2018	9,053,031	60.92%	190,193	1.28%	2,859,466	19.24%	2,758,902	18.56%	-	-	-	-	14,861,592
2018-2019	8,825,338	62.74%	245,280	1.74%	2,900,936	20.62%	2,094,234	14.89%	-	-	-	-	14,065,788
2019-2020	6,929,155	61.55%	124,164	1.10%	2,455,802	21.81%	1,749,387	15.54%	-	-	-	-	11,258,508
2020-2021	4,806,996	43.25%	251,422	2.26%	3,466,931	31.19%	2,590,341	23.30%	-	-	-	-	11,115,690
2021-2022	7,423,594	64.57%	202,043	1.76%	3,691,910	32.11%	179,281	1.56%	-	-	-	-	11,496,828

Table-70

OPERATING EXPENSES & THEIR PERCENTAGE (Considering Social Benefits)

Year July-June	General Administration		Repairs and maintenance		Operation Staff		Operation fuel		Operation other than staff & fuel		Miscellaneous expenses		Depreciation		Total Taka
	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	11.88%	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%	2,068,057	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%	4,896,382	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%	5,928,585	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	3,981,996	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
2020-2021	9,174,930	31.99%	6,785,840	23.66%	-	0.00%	3,078,233	10.73%	755,439	2.63%	8,884,979	30.98%	-	-	28,679,422
2021-2022	17,621,755	52.84%	5,453,177	16.35%	3,904,206	11.71%	1,783,197	5.35%	2,232,897	6.70%	2,353,582	7.06%	-	-	33,348,815

Table-71

OPERATING EXPENSES & THEIR PERCENTAGE (Without Considering Social Benefits)

Year July-June	General Administration		Repairs and maintenance		Operation Staff		Operation fuel		Operation other than staff & fuel		Miscellaneous expenses		Depreciation		Total Taka
	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	3,981,996	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
2020-2021	8,619,834	39.62%	6,785,840	31.19%	-	0.00%	3,078,233	14.15%	755,439	3.47%	2,515,261	11.56%	-	-	21,754,608
2021-2022	9,192,806	36.94%	5,453,177	21.91%	3,904,206	15.69%	1,783,197	7.16%	2,232,897	8.97%	2,322,310	9.33%	-	-	24,888,595

Table-72

NET OPERATING INCOME (Considering Social Benefits)

During the year 2021-2022, net operating income of Bangladesh Railway amounted to a deficit Tk. (-) 21,851,987,498.00. 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
(Without considering PSO & Welfare grant)			
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
(Considering Social Benefits)			
2020-2021	11,115,690	28,679,422	(-) 17,563,731
2021-2022	11,496,828	33,348,815	(-) 21,851,987

Table-73

NET OPERATING INCOME (Without Considering Social Benefits)

During the year 2021-2022, net operating income of Bangladesh Railway amounted to a deficit Tk. (-) 13,391,766,864.00. 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
(Without considering PSO & Welfare grant)			
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
(Without Considering Social Benefits)			
2020-2021	11,115,690	21,754,608	(-) 10,638,917
2021-2022	11,496,828	24,888,595	(-) 13,391,767

Table-74

NET OPERATING INCOME AND OPERATING RATIO
(Considering Social Benefits)

(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
(Considering PSO compensation & Welfare grant)						
1998-1999	860,000	149,361	4,518,433	4,333,642	(+) 184,791	95.91%
2008-2009	860,000	265,745	7,379,273	11,727,494	(-) 4,348,221	158.92%
2009-2010	860,000	208,578	6,731,620	12,572,047	(-) 5,840,427	186.76%
2010-2011	860,000	315,246	7,470,702	14,918,194	(-) 7,447,492	199.69%
2011-2012	860,000	369,955	7,264,248	15,671,156	(-) 8,406,908	215.73%
2012-2013	860,000	390,694	9,293,320	15,623,814	(-) 6,330,494	168.12%
2013-2014	860,000	358,975	9,220,771	16,016,964	(-) 6,796,193	173.71%
2014-2015	860,000	393,570	10,608,154	18,082,984	(-) 7,474,830	170.46%
2015-2016	860,000	372,668	10,272,864	22,292,204	(-) 12,019,340	217.00%
2016-2017	860,000	553,908	14,451,550	28,355,250	(-) 13,903,700	196.21%
2017-2018	860,000	656,911	16,378,503	29,180,272	(-) 12,801,769	178.16%
2018-2019	860,000	835,695	15,761,483	30,506,520	(-) 14,745,037	193.55%
2019-2020	860,000	833,119	12,951,627	31,889,748	(-) 18,938,121	246.22%
(Considering Social Benefits)						
2020-2021			11,115,690	28,679,422	(-) 17,563,731	258.01%
2021-2022			11,496,828	33,348,815	(-) 21,851,987	290.07%

Table-75

NET OPERATING INCOME AND OPERATING RATIO
(Without Considering Social Benefits)

(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
(Considering PSO compensation & Welfare grant)						
1998-1999	860,000	149,361	4,518,433	4,333,642	(+) 184,791	95.91%
2008-2009	860,000	265,745	7,379,273	11,727,494	(-) 4,348,221	158.92%
2009-2010	860,000	208,578	6,731,620	12,572,047	(-) 5,840,427	186.76%
2010-2011	860,000	315,246	7,470,702	14,918,194	(-) 7,447,492	199.69%
2011-2012	860,000	369,955	7,264,248	15,671,156	(-) 8,406,908	215.73%
2012-2013	860,000	390,694	9,293,320	15,623,814	(-) 6,330,494	168.12%
2013-2014	860,000	358,975	9,220,771	16,016,964	(-) 6,796,193	173.71%
2014-2015	860,000	393,570	10,608,154	18,082,984	(-) 7,474,830	170.46%
2015-2016	860,000	372,668	10,272,864	22,292,204	(-) 12,019,340	217.00%
2016-2017	860,000	553,908	14,451,550	28,355,250	(-) 13,903,700	196.21%
2017-2018	860,000	656,911	16,378,503	29,180,272	(-) 12,801,769	178.16%
2018-2019	860,000	835,695	15,761,483	30,506,520	(-) 14,745,037	193.55%
2019-2020	860,000	833,119	12,951,627	31,889,748	(-) 18,938,121	246.22%
(Without Considering Social Benefits)						
2020-2021			11,115,690	21,754,608	(-) 10,638,917	195.71%
2021-2022			11,496,828	24,888,595	(-) 13,391,767	216.48%

Table-76

ZONE-WISE OPERATING REVENUE

The Zone-wise breakdown of operating revenue under different heads during the year 2020-2021 and 2021-2022 are given below:

(Figures in Thousand Taka)

Source	Year July-Jun	East Zone		West Zone		Total	
		TK.	Percent	TK.	Percent	TK.	Percent

Passenger Earning

2020-2021	2,871,964	42.59%	1,935,031	44.25%	4,806,996	43.25%
2021-2022	4,572,356	73.84%	2,851,238	53.75%	7,423,594	64.57%

Other Coaching Earning

2020-2021	147,399	2.19%	104,023	2.38%	251,422	2.26%
2021-2022	117,325	1.89%	84,717	1.60%	202,043	1.76%

Freight Earning

2020-2021	1,436,532	21.31%	2,030,399	46.43%	3,466,931	31.19%
2021-2022	1,433,145	23.14%	2,258,765	42.58%	3,691,910	32.11%

Miscellaneous Earning

2020-2021	2,286,732	33.91%	303,610	6.94%	2,590,341	23.30%
2021-2022	69,776	1.13%	109,505	2.06%	179,281	1.56%

Total

2020-2021	6,742,628	-	4,373,063	-	11,115,690	-
2021-2022	6,192,603	-	5,304,225	-	11,496,828	-

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

Table-77

ZONE-WISE OPERATING EXPENSES (Considering Social Benefits)

The Zone-wise breakdown of operating expenses under different heads during the year 2020-2021 and 2021-2022 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							
	2020-2021	4,840,867	31.22%	4,334,063	32.90%	9,174,930	31.99%
	2021-2022	9,467,736	51.87%	8,154,019	54.01%	17,621,755	52.84%
Repairs and maintenance							
	2020-2021	3,443,726	22.21%	3,342,115	25.37%	6,785,840	23.66%
	2021-2022	2,559,142	14.02%	2,894,036	19.17%	5,453,177	16.35%
Operation Staff							
	2020-2021		0.00%		0.00%	-	0.00%
	2021-2022	2,025,605	11.10%	1,878,601	12.44%	3,904,206	11.71%
Operation Fuel							
	2020-2021	1,440,813	9.29%	1,637,420	12.43%	3,078,233	10.73%
	2021-2022	1,759,046	9.64%	24,151	0.16%	1,783,197	5.35%
Operation other than staff and fuel							
	2020-2021	391,656	2.53%	363,783	2.76%	755,439	2.63%
	2021-2022	892,391	4.89%	1,340,506	8.88%	2,232,897	6.70%
Miscellaneous Expenses							
	2020-2021	5,388,472	34.75%	3,496,507	26.54%	8,884,979	30.98%
	2021-2022	1,548,359	8.48%	805,223	5.33%	2,353,582	7.06%
Total							
	2020-2021	15,505,534		13,173,888		28,679,422	
	2021-2022	18,252,279		15,096,536		33,348,815	

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

Table-78

ZONE-WISE OPERATING EXPENSES (Without Considering Social Benefits)

The Zone-wise breakdown of operating expenses under different heads during the year 2020-2021 and 2021-2022 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							
	2020-2021	4,502,945	38.83%	4,116,889	40.53%	8,619,834	39.62%
	2021-2022	4,804,475	35.39%	4,388,331	38.79%	9,192,806	36.94%
Repairs and maintenance							
	2020-2021	3,443,726	29.69%	3,342,115	32.90%	6,785,840	31.19%
	2021-2022	2,559,142	18.85%	2,894,036	25.58%	5,453,177	21.91%
Operation Staff							
	2020-2021		0.00%		0.00%	-	0.00%
	2021-2022	2,025,605	14.92%	1,878,601	16.60%	3,904,206	15.69%
Operation Fuel							
	2020-2021	1,440,813	12.42%	1,637,420	16.12%	3,078,233	14.15%
	2021-2022	1,759,046	12.96%	24,151	0.21%	1,783,197	7.16%
Operation other than staff and fuel							
	2020-2021	391,656	3.38%	363,783	3.58%	755,439	3.47%
	2021-2022	892,391	6.57%	1,340,506	11.85%	2,232,897	8.97%
Miscellaneous Expenses							
	2020-2021	1,818,345	15.68%	696,916	6.86%	2,515,261	11.56%
	2021-2022	1,533,455	11.30%	788,855	6.97%	2,322,310	9.33%
Total							
	2020-2021	11,597,485		10,157,123		21,754,608	
	2021-2022	13,574,114		11,314,480		24,888,595	

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

Table-79

OPERATING RATIO (Considering Social Benefits)

During the year 2021-2022, net operating ratio of Bangladesh Railway was 290.07%, i.e. total expenses were 290.07% of total earnings. Expenses on General Administration were 153.27%, Repairs and maintenance 47.43%, Operation staff 33.96%, Operation fuel 15.51%, Operation other than staff and fuel 19.42%, Miscellaneous expenses 20.47% and Depreciation 0%. Year-wise position is indicated below:

Year July-June	General Administra- tion	Repairs and maintenance	Operation staff	Operation fuel	Operation other than staff and fuel	Miscellane- ous expenses	Depreci- ation	Total (Operating ratio)
(Without considering PSO & Welfare grant)								
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%
(Considering Social Benefits)								
2020-2021	82.54%	61.05%	0.00%	27.69%	6.80%	79.93%	-	258.01%
2021-2022	153.27%	47.43%	33.96%	15.51%	19.42%	20.47%	-	290.07%

Table-80

OPERATING RATIO (Without Considering Social Benefits)

During the year 2021-2022, net operating ratio of Bangladesh Railway was 216.48%, i.e. total expenses were 216.48% of total earnings. Expenses on General Administration were 79.96%, Repairs and maintenance 47.43%, Operation staff 33.96%, Operation fuel 15.51%, Operation other than staff and fuel 19.42%, Miscellaneous expenses 20.2% and Depreciation 0%. Year-wise position is indicated below:

Year July-June	General Admini- stration	Repairs and maintenance	Operation staff	Operation fuel	Operation other than staff and fuel	Miscellane- ous expenses	Depreci- ation	Total (Operating ratio)
(Without considering PSO & Welfare grant)								
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%
(Without Considering Social Benefits)								
2020-2021	77.55%	61.05%	0.00%	27.69%	6.80%	22.63%	-	195.71%
2021-2022	79.96%	47.43%	33.96%	15.51%	19.42%	20.20%	-	216.48%

Table-81

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
2020-2021	25,733	11,345,499	0.50	36,741	39.56
2021-2022	23,376	11,340,216	0.76	40,427	34.00

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

Table-82

DEPARTMENT-WISE NUMBER OF EMPLOYEES

Year July-June	Adminis- trations	Nirapatta Bahini	Accounts	Engine- ering	Signal & Tele Communication	Estate	Mech- anical	Traffic	Elec- trical	Medi- cal	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
2020-2021	895	2,357	650	6,066	1,147	120	6,702	4,556	1,302	1,344	594	25,733
2021-2022	860	2,230	595	5,320	866	118	6,290	4,272	1,009	1,261	555	23,376

Note: Administrative includes General Administration, Personnel Branch, Planning Department, Railway School, Railway Prashikkhan Academy.

Table-83

ZONE-WISE NUMBER OF EMPLOYEES

(As on June 2022)

Department	Central Establishments			East Zone			West Zone			Grand Total		
	Officer	Staff	Total	Officer	Staff	Total	Officer	Staff	Total	Officer	Staff	Total
1. Administration	84	272	356	18	263	281	17	206	223	119	741	860
2. Nirapatta Bahini	-	-	-	6	1,256	1,262	5	963	968	11	2,219	2,230
3. Accounts	-	-	-	29	327	356	23	216	239	52	543	595
4. Engineering	-	-	-	26	2,343	2,369	23	2,928	2,951	49	5,271	5,320
5. Signal & Tele.	-	-	-	19	386	405	11	450	461	30	836	866
6. Estate	-	-	-	6	57	63	6	49	55	12	106	118
7. Mechanical	-	-	-	16	3,345	3,361	22	2,907	2,929	38	6,252	6,290
8. Traffic	-	-	-	25	2,367	2,392	17	1,863	1,880	42	4,230	4,272
9. Electrical	-	-	-	7	420	427	6	576	582	13	996	1,009
10. Medical	-	-	-	21	792	813	8	440	448	29	1,232	1,261
11. Stores	13	234	247	4	157	161	5	142	147	22	533	555
Total	97	506	603	177	11,713	11,890	143	10,740	10,883	417	22,959	23,376

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

Central Establishment	Number
a. Planning Department including Statistical Branch	67
b. Railway Training Academy	46
c. Director General's Office	243
Total :	356
East Zone	
a. General Branch	44
b. Personnel Branch	142
c. Railway School	95
Total :	281
West Zone	
a. General Branch	44
b. Personnel Branch	120
c. Railway School	59
Total :	223
Total Central Establishment	860

Table-84

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
2020-2021	3.48	9.16	2.53	23.57	4.46	0.47	26.04	17.70	5.06	5.22	2.31
2021-2022	3.68	9.54	2.55	22.76	3.70	0.50	26.91	18.28	4.32	5.39	2.37

Table-85

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

The number of Officers and Staff of the Project Management Organization as on 30th June, 2022 is appended below:

Department	Officers	Staff	Total
1. Accounts	6	8	14
2. Engineering	45	20	65
Total	51	28	79

LIST OF CLOSED BRANCH LINE

Statistical	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.	Rupsha East-Bagerhat	16.08.1997
5.	Feni-Belonia	18.07.1997
6.	Habiganj-Shaistaganj	16.07.2002
7.	Shaistaganj-Balla	11.04.2003
8.	Kulaura-Shahbazzpur	07.07.2002
9.	Sirajganj Bazar-Sirajganj Ghat	25.08.1998
10.	Kurigram-Old Kurigram	06.10.2003
11.	Modukhali-Kumarkhali	07.07.2002
12.	Dewanganj Bazar-Bahadurabad Ghat	16.10.2015
13.	Tarakandi-Jagannathganj Ghat	01.06.2012

* Pachuria-Faridpur Section opened on 20.08.2014

* Kalukhali-Bhatiapara Ghat opened on 02.11.2013

* Kashiani-Gopalganj-Tungipara opened on 01.11.2018

* Chilahati-Haldebari opened on 17 December 2020

LIST OF PRINCIPAL OFFICERS

(As on 31.12.2022)

Director General's Office

MD. QUAMRUL AHSAN	: Director General
MD. SHAHIDUL ISLAM	: Addl. Director General (Infrastructure)
SARDAR SHAHADAT ALI	: Addl. Director General (Operation)
MD. MONJUR UL ALAM CHOWDHURY	: Addl. Director General (Rolling Stock)
QUAMRUN NAHAR	: Addl. Director General (Finance)
AKM ABDULLAH AL BAKI	: Addl. Director General (Marketing & Corporate Planning)
	: Addl. Director General (Development)
MAMUNUL ISLAM PENG	: Joint Director General (Engineering)
	: Joint Director General (Mechanical)
A M SALAH UDDIN	: Joint Director General (Operation)
A H M SHAMSUR RAHMAN	: Joint Director General (Finance)
SADRUL HAQ	: Joint Director General (Personnel)
<u>Planning Cell</u>	
S.M. SALIMULLAH BAHAR	: Chief Planning Officer
MD. BELAL HOSSAIN SARKER	: Additional Chief Planning Officer
<u>Training Academy</u>	
S. M. MURAD HOSSAIN	: Rector, Railway Training Academy & Director Training
<u>Stores</u>	
ENGR FARID AHMED	: Chief Controller of Stores
<u>Kallyan Trust</u>	
BANU RANJAN SARKER	: Managing Director, Karmachari Kallyan Trust
<u>Tele-Communication</u>	
BANU RANJAN SARKER	: Chief Signal & Tele- Communication Engineer

EAST ZONE

(As on 31.12.2022)

MD. JAHANGIR HOSSAIN	: General Manager
S. M. MURAD HOSSAIN	: Addl. General Manager
MOHAMMAD SSHIDUL ISLAM	: Chief Operating Superintendent
MOHAMMAD NAZMUL ISLAM	: Chief Commercial Manager
MD ABU JAFAR MIAH	: Chief Engineer
MD. BORHAN UDDIN	: Chief Mechanical Engineer
SUSIL KUMAR HALDER	: Chief Signal & Telco-communication Engineer
A H M SHAMSUR RAHMAN	: Financial Advisor & Chief Accounts Officer
AJOY KUMAR PODDAR	: Chief Electrical Engineer
IBNE SAFI ABDUL AHAD	: Chief Medical Officer
MD MONIR HOSSAIN CHOWDHURY	: Chief Personnel Officer
SUJON CHOWDHURY	: Chief Estate Officer
MD ANWARUL ISLAM	: Controller of Stores
MD. JAHIRUL ISLAM	: Chief Commandant (RNB)
MD. SADEKUR RAHMAN	: Divisional Railway Manager (Dhaka)
TAREQ MOHAMMAD SHAMS TUSHAR	: Divisional Railway Manager (Chattogram)
TAPOS KUMAR DAS	: Divisional Superintendent (Workshop), Pahartali

WEST ZONE

(As on 31.12.2022)

ASIM KUMAR TALUKDER	: General Manager
MD FARID AHMED	: Addl. General Manager
MOHAMMED AHASAN ULLAH BHUIYAN	: Chief Operating Superintendent
SUJIT KUMAR BISWAS	: Chief Commercial Manager
MD ASHADUL HAQUE	: Chief Engineer
MUHAMMED KUDRAT-E-KHUDA	: Chief Mechanical Engineer
MD. MIZANUR RAHMAN	: Chief Signal & Tele-communication Engineer
MD NAZRUL ISLAM	: Financial Advisor & Chief Accounts Officer
MOHAMMED SHAFIQUK RAHMAN	: Chief Electrical Engineer
DR. SUJIT KUMAR ROY	: Chief Medical Officer
MD. AMINUL HASAN	: Chief Personnel Officer
MD. RAZAUL KARIM	: Chief Estate Officer
ENGINEER RASHED IBNEY AKBAR	: Controller of Stores
MD. ASHABUL ISLAM	: Chief Commandant (RNB)
SHAH SUFI NUR MOHAMMAD	: Divisional Railway Manager (Paksey)
MD ABDUS SALAM	: Divisional Railway Manager (Lalmonirhat)
SADEKUR RAHMAN	: Divisional Superintendent (Workshop), Saidpur
MD. RAFIQUK ISLAM	: Chief Executive (Central Locomotive Workshop) Parbatipur

PROJECT MANAGEMENT ORGANIZATION

(As on 31.12.2022)

MD. SHAHIDUL ISLAM	: General Manager (ALDLP)
MD. ARIFUZZAMAN	: Project Director (Khulna-Mongla Rail Project)
MD. AFZAL HOSSAIN	: Project Director (Padma Bridge Rail Link Project)
NUSRAT FERDOUSI	: 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.)
AL FATTAH MD MASUDUR RAHMAN	: Project Director (Bangabandhu Sheikh Mujib Railway Bridge.)
PARTHA SARKAR	: 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) "Rolling Stock Operations Improvement Project" (Rolling Stock Procurement).
MD MONIRUL ISLAM FIROZI	: Project Director & Director Engg. "Construction of Dual Gauge Railway Line from Bogra to Shahid M. Mansur Ali Station"
MD GOLAM MOSTOFA	: Project Director "Construction of Dual Gauge Double line between Joydebpur-Ishurdi section."

NAZNIN ARA KEYA

: 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 31.12.2022)

RUHUL QUADER AZAD

: Government Inspector of Bangladesh Railway

MD. DIDAR AHMED BPM, PPM (Sheba)

: Additional IG, Bangladesh Police Railway Police Headquarters, Dhaka.

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INFORMATION MIRROR-2022

1.	Route kilometers	3,100.55
2.	Track kilometers	4,440.27
3.	Number of Stations	485
4.	Number of Districts connected to Railway Network	43
5.	Passengers carried (million)	56.46
6.	Passenger-kilometers (million)	8,663.37
7.	Average lead of a passenger (kilometers)	153.43
8.	Tonnes Carried (million)	5.33
9.	Tonne-kilometers (million)	1,002.98
10.	Average lead of a tonne of freight (kilometers)	188.07
11.	Number of passenger trains daily	336
12.	Number of freight trains daily	28
13.	Revenue per passenger (Taka)	131.47
14.	Revenue per passenger-kilometer (Paisha)	85.69
15.	Revenue per tonne (Taka)	287.05
16.	Revenue per tonne-kilometer (Paisha)	152.67
17.	Total operating revenue (million Taka):	11,496.83
18.	Total operating expenses (million Taka)	
	Considering Social Benefits	33,348.82
	Without Considering Social Benefits	24,888.59
19.	Net operating income (million Taka):	
	Considering Social Benefits	(-) 21,851.99
	Without Considering Social Benefits	(-) 13,391.77
20.	Operating Ratio:	
	Considering Social Benefits	290.07%
	Without Considering Social Benefits	216.48%
21.	Employees (As on June 2022):	
	Number of employees	23,376
	Cost of employees (million Taka)	11,340.22
	Average cost per employee per month (Taka)	40,427

88°

89°

90°

91°

92°

BANGLADESH RAILWAY NETWORK-2022

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

10 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 -

