

# INFORMATION BOOK 2019



**BANGLADESH RAILWAY**

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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. 83.75  
1 Pound Sterling = Tk. 106.0381  
1 Taka = 0.01194 U.S. Dollar  
1 Taka = 0.009430 Pound Sterling
4. Lakh = 100,000
5. The abbreviations 'BG' and 'MG' indicate Broad Gauge (5'-6" or 1676 mm) and Meter Gauge (3'-3½" or 1000 mm) respectively.
6. The abbreviation 'DG' indicates Dual Gauge (Broad Gauge and meter Gauge combined)
7. No Broad Gauge System exists in the East Zone.
8. The Zone-wise Statistics have been introduced from the financial year 1982-1983.
9. All Statistics have been expressed in Metric Units.

## CONVERSION COEFFICIENTS

### LENGTH

One mile	= 1.609344 kilometers
One kilometer	= 0.621371 mile
One meter	= 39.369996 inches
	= 3.280833 feet
	= 1.093611 yards
One inch	= 0.0254 meter
One 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 3018.88 route kilometers managed by 25526 regular staff, is Government owned and Government managed transportation agency of the country.

### **Some Historical Events:**

- 15 Nov. 1862 : Construction of 53.11 Km. of Broad Gauge line between Darsana and Jagati of Kushtia district by Eastern Bengal Railway.
- 1 Jan. 1871 : Extension of Darsana-Jagati Railway line upto Goalanda by Eastern Bengal Railway.
- 1874-1879 : Construction of Meter Gauge railway line from Sara (near Paksey) to Chilahati, Parbatipur to Dinajpur and Parbatipur to Kaunia and construction of Broad Gauge Railway line from Damukdia (Opposite to Sara) to Poradaha.
- 1882-1884 : Bengal Central Railway Company constructed Benapole-Khulna Broad Gauge railway line.
- 1 Jul.1884 : Government took over the management of Eastern Bengal Railway.
- 4 Jan. 1885 : Railway Meter Gauge connection between Dhaka and Narayanganj, a distance of 14.98 km. by Dhaka State Railway, which was later on merged with Eastern Bengal State Railway.
- 1885 : Construction of Dhaka-Mymensingh Railway section by Dhaka State Railway.
- 1 Apr. 1887 : Eastern Bengal Railway was merged with Northern Bengal State Railway.
- 1891 : Construction of the Assam-Bengal Railway taken up with British Government assistance but was later on taken over by Assam-Bengal Railway Company.
- 1 Jul. 1895 : Opening of 149.89 km. Meter Gauge lines between Chittagong and Cumilla and 50.89 km. Meter Gauge lines between Laksam and Chandpur by Assam Bengal Railway.
- 3 Nov. 1895 : Chittagong to Chittagong port line was constructed.
- 1896 : Construction of Meter Gauge Railway line from Cumilla to Akhaura and Akhaura to Karimganj.
- 1897 : Single line section between Darsana and Poradaha converted into double line section.



- 1898-1899 : Mymensingh-Jagannathganj Meter Gauge Railway constructed.
- 1899-1900 : Meter Gauge Railway line constructed between Santahar Jn. to Fulschari by Brahmaputra-Sultanpur Railway Company.
- 1903 : Laksam - Noakhali section constructed by Noakhali (Bengal) Railway Company.
- 1 April 1904 : Bengal Central Railway Company and Brahmaputra-Sultanpur Railway Company taken over by Govt. managed Eastern Bengal Railway.
- 1905 : Opening of Kaunia-Bonarpara Meter Gauge section.  
: Govt. purchased the Noakhali (Bengal) Railway Company.
- 1 Jan. 1906 : Noakhali (Bengal) Railway Company merged with Assam Bengal Railway.
- 1909 : Poradaha-Bheramara single line converted into double line.
- 1910-1914 : Akhaura -Tongi section opened. Conversion of Shakole to Santahar Meter Gauge section into Broad Gauge.
- 1912-1915 : Kulaura-Sylhet section opened.
- 1 Jan. 1915 : Hardinge Railway Bridge was opened over the river Padma at Paksey.
- 1915-1916 : Sara-Sirajganj line constructed by Sara-Sirajganj Railway Company.
- 1916 : Bheramara-Raita Broad Gauge section opened.
- 1912-1918 : Gouripur-Mymensingh-Netrokona and Shamganj-Jharia Jhanjail sections constructed by Mymensingh-Bhairab Bazar Railway Company.
- 1915-1932 : Bheramara-Ishurdi-Abdulpur single line section converted into double line.
- 10 June 1918 : Rupsha-Bagerhat Narrow Gauge section constructed by a Branch line Company.
- Jul. 1924 : Conversion of Santahar-Parbatipur Meter Gauge section into Broad Gauge.
- Sep. 1926 : Conversion of Parbatipur-Chilahati Meter Gauge section into Broad Gauge.
- 1928 : Opening of Shaistaganj-Habiganj section.
- 1928-1929 : Tista-Kurigram Narrow Gauge section converted into Meter Gauge.

- 1929 : Shaistaganj-Balla and Chittagong-Hathazari sections opened.
- 1930 : Hathajari-Nazirhat Meter Gauge and Abdulpur-Amnura Broad Gauge sections opened.
- 1931 : Sholashahar-Dohazari section opened.
- 6 Dec. 1937 : Opening of king VI George Bridge connecting Bhairab Bazar and Ashuganj over the river Meghna.
- 1941 : Jamalpur-Bahadurabad Meter Gauge section opened.
- 1 Jan. 1942 : Assam-Bengal Railway taken over by Government and amalgamated with the Eastern Bengal Railway under the name "Bengal and Assam Railway".
- 1 Oct. 1944 : Government took over Sara-Sirajganj Railway Company.
- 1947 : Bengal and Assam Railway was split up and the portion within the boundary of erstwhile East Pakistan was named as "Eastern Bengal Railway" the control remaining with Central Government of Pakistan.
- 1948-1949 : Government takes over Mymensingh-Bhairab Bazar Railway Company and Rupsha-Bagerhat Branch Line Company.
- 21 Apr. 1951 : Jessore-Darsana Railway line opened to traffic.
- Oct. 1954 : Sylhet to Chatak Bazar Railway line opened to traffic.
- 1 Feb. 1961 : Eastern Bengal Railway renamed as Pakistan Eastern Railway .
- 1962 : A Railway Board was formed & management of Railway was placed under the Provincial Government.
- 1972 : Pakistan Eastern Railway was renamed as Bangladesh Railway after emergence of Bangladesh as sovereign state and continued to function under a Railway Board.
- 3 Jun. 1982 : The Railway Board was abolished and its function was placed under the control of Railway Division of Ministry of Communications with the Secretary of the Division being Director General. For administrative convenience and operational reasons, BR was bifurcated into two zones, East and West zone, headed by two General Managers.

- 12 Aug. 1995 : Bangladesh Railway Authority (BRA) was formed comprising 9 members with Hon'ble Minister for Ministry of Communications as Chairman, for giving policy guidance of Bangladesh Railway.
- 23 Jun. 1998 : East-West Railway connectivity over the mighty river Jamuna was established from the day one, the day of formal opening of Jamuna Multipurpose Bridge, after completion of construction of Broad Gauge track from Jamtoil to Ibrahimabad.
- 14 Aug. 2003 : Direct BG Train Communication between Dhaka (Joydebpur) and Rajshahi over Jamuna Multipurpose Bridge was established by introducing first Intercity passenger Train after completion of construction of new Dual Gauge track from Ibrahimabad to Joydebpur.
- 7 Mar. 2004 : Direct MG train communication between Dhaka and Lalmonirhat was established.
- 9 Nov. 2007 : Bangladesh has signed the intergovernmental agreement on the Trans Asian Railways (TAR) network as 20th signatory.
- 14 Apr. 2008 : Direct Communication between Dhaka & Kolkata was established by introducing 'Maitree Express' Train.
- 4 Mar. 2010 : Introduction of ticket selling through mobile phone.
- 4 Dec. 2011 : Ministry of Railways formed by the Honorable Prime Minister vide SRO-361-Rules of Business 1996.
- 14 July 2018 : Construction of 25 Km. of Broad Gauge line between Majhgram-Pabna of Pabna district by Bangladesh Railway.
- 01 Nov. 2018 : Construction of 43 Km. of Broad Gauge line between Kasiani-Gopalganj of Gopalganj district by Bangladesh Railway.

## Railway Recovery and Reform Programme

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

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

- The Organization Reform Programme (Phase-i) launched in 1994 had the key recommendations: (i) To separate Railway Organization from Ministry of Communication, (ii) Formation of Bangladesh Railway Authority (BRA), (iii) Allocation of Authority and Power among Bangladesh Government, BRA and BR Management and (iv) Restructuring of BR. The Phase-ii & Phase-iii of Organizational Reform with the same objective followed subsequently.
- With a view to transform BR into a more market oriented, commercialized and autonomous entity with full public accountability and to improve the operational and financial performance of the network on a sustainable basis, ADB under its Railway Recovery Programme, recommended creation of a Bangladesh Railway Authority (BRA) through a legislative process. However, on grounds of expediting implementation, the GoB created this new structure through a Cabinet Resolution dated August 12, 1995 and delineated the authority matrix between GoB, BRA and BR through another Govt. Resolution dated 9 March 1996. BRA was constituted for providing policy guidance to BR in railway matters with the Minister of Communications chairing this multi disciplinary body consisting of 8 members drawn from Govt. (MoC, Ministry of Finance and Planning Commission). BR [DG (BR) and two functional ADGs] and the private sector (Two number). BRA and BR were placed under the administrative control of the Roads and Railway Division of MoC with the instruction of not exercising the role of a director/controller over the railway management.

At the same time, DG (BR) was appointed from the organized Railway cadre without ex-officio status as Secretary to GoB. The ex-officio status of the other railway functionaries under DG (BR) was also withdrawn. GoB was assigned the role of formulating national transport policy, set safety standards for BR operations, approving and arranging funding of BR's long-term investments and determining the financial implications of public service obligation (PSO) services. BRA was charged with the responsibility to determine policies relating to railway operation in the context of National Transport Policy, ensure accountability of BR management and determine long-term investment plan and strategy of BR. BR, headed by a DG, was assigned responsibility for the day-to-day operations of the Railway. A new Marketing and Corporate Planning Department and a full fledged Personnel Department were also created in the DG's office to focus on the marketing and Human Resource Development (HRD) functions. DG (BR) was made an ex-officio member of BRA along with two ADGs of BR as non-voting members.

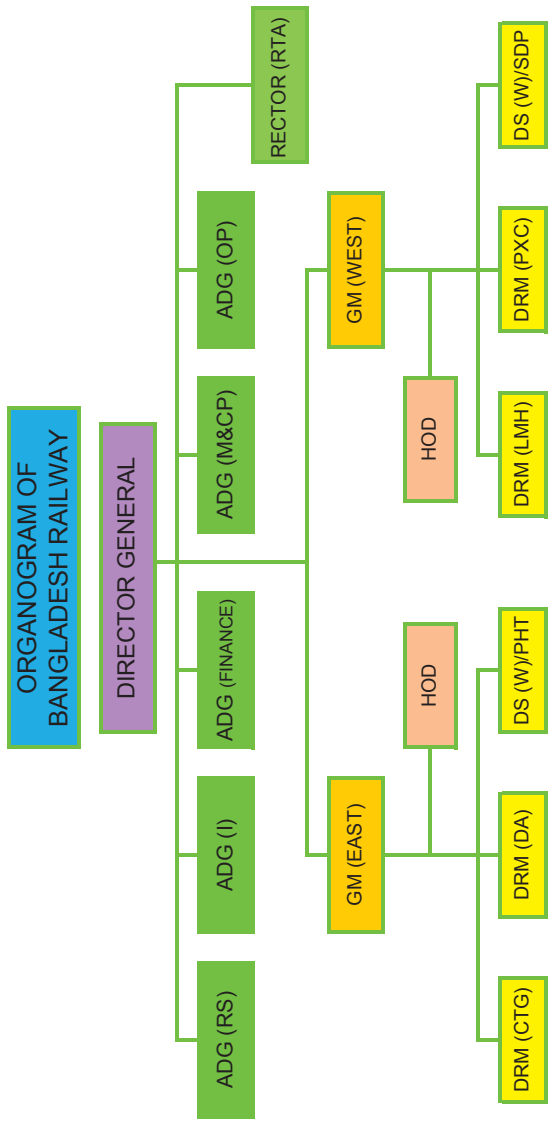
- Bangladesh Railway Reform programme launched in 2006. Bangladesh Railway has embarked upon a comprehensive reform programme to achieve the guidelines of the National Land Transport Policy designed to integrate all aspects covered under earlier programme with more focus on Restructuring BR into Lines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

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

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



Md. Nurul Islam Sujon, MP Honorable Minister, Ministry of Railways inaugurated the additional trip of Maitree Express.



Present organogram of Bangladesh Railway after the formation of BRA

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

## PRIVATE SECTOR ASSOCIATION

Bangladesh Railway started private sector association of its commercial and other activities from 1997. As on June, 2019, 'Commercial Activities' of 36 Nos. Mail, Express & Local trains and 'On Board services' of 30 Nos. of Intercity trains were licensed out.

### Commercial Activities:

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

### On Board Services:

701/702	Chittagong-Dhaka-Chittagong	15.12.2020
703/742	Chittagong-Dhaka-Chittagong	31.07.2022
705/706	Dhaka-B.M.Sirazul Islam-Dhaka	
707/708	Dhaka-Dewanganj Bazar-Dhaka	09.07.2022
709/710	Dhaka-Sylhet-Dhaka	31.10.2021
721/722	Chittagong-Dhaka-Chittagong	08.07.2022
725/726	Khulna-Dhaka-Khulna	
737/750	Dhaka-Kishorganj-Dhaka	17.12.2020
749/738	Dhaka-Kishorganj-Dhaka	17.12.2020
771/772	Rangpur-Dhaka-Rangpur	
769/770	Dhaka-Rajshahi-Dhaka	
773/774	Dhaka-Sylhet-Dhaka	31.08.2022
777/778	Dhaka-Mohanganj-Dhaka	31.07.2022
787/788	Dhaka-Chittagong-Dhaka	25.10.2020
789/790	Dhaka-Mohanganj-Dhaka	07.02.2021

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



## Development Plan Outlays

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

Plan Period	Major Objectives	Allocation in Million Tk.	
		Bangladesh Railway	Transport Sector
First Five Year Plan (1973-1978)	Rehabilitation and reconstruction of damaged Railway system.	1261.30	5276.10
Second Two Year Plan (1995-1997)	Completion of spilled over projects of fourth Five Year Plan period.	3986.70	45479.0
Fifth Five Year Plan (1997-2002)	Establishment of a direct railway link between East and West Zone through Cross Jamuna rail connection, feasibility study on Dohazari - Cox's Bazar rail line, improvement of line capacity and opening up avenues for private sector participation in BR activities.	24000.00	18000.00
Three Year Rolling Investment programme (2004-2007)	Establishment of direct railway connection between the capital city Dhaka and the West Zone by converting Dhaka-Joydebpur MG section to Dual Gauge (DG). Rehabilitation of branch lines. Construction of rail link from western side of Jamuna Bridge to Bogra and eastern side of Jamuna Bridge to Tarakandi. Modernization of signaling & interlocking systems of different stations. Procurement of new carriages and locomotive for improvement of passenger services.	75573.10	

Plan Period	Major Objectives	Allocation in Million Tk.	
		Bangladesh Railway	Transport Sector
Three Year Rolling Investment Programme (2007-2010)	Implementation of NLTP: <ul style="list-style-type: none"> <li>• Reform of BR.</li> <li>• Doubling of Dhaka-Chittagong corridor to increase line capacity.</li> <li>• Eradicate poverty &amp; easing of mass communication.</li> <li>• Maintain Railway tracks, rolling stocks &amp; signaling system.</li> </ul>	29685.50	
Sixth Five Year plan (2011-2015)	<ul style="list-style-type: none"> <li>• 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 &amp; Double Tracking of Fouzderhat to Chittagong Port.</li> <li>• Rehabilitation of Dhaka-Narayanganj Section.</li> <li>• Conversion of Meter Gauge track into DG on Parbatipur-Kanchan-Panchagar &amp; Kanchan-Birol section and MG Track into BG on Birol station-Birol Border section of Bangladesh Railway.</li> </ul>	435098.10	
Seventh Five year Plan (2016-2020)	<ul style="list-style-type: none"> <li>• Undertake Construction of 856 Kilometer of new railway track.</li> <li>• Undertake dual gauge double tracking of 1110 kilometer.</li> <li>• Under take rehabilitation of 725 kilometer of existing rail track.</li> <li>• Construction of bridges and other infrastructure for operational improvement.</li> <li>• Procure new coaches for passenger comfort.</li> <li>• Procure new locomotives to improve service quality.</li> <li>• Upgrade railway workshops and maintenance.</li> <li>• Improve speed and safety of train running.</li> <li>• Improve efficiency of railway.</li> <li>• Increase railway revenue.</li> </ul>	663377.10	

Plan Period	Major Objectives	Allocation in Million Tk.	
		Bangladesh Railway	Transport Sector
Railway Master Plan (2010-2030)	<ul style="list-style-type: none"> <li>• The 20 years Railway Master Plane was approved on 30.06.2013.</li> <li>• The Master Plan includes 235 development projects in 4 phases.</li> <li>• The Plan is expected to guide the overall development of Bangladesh Railway in the foreseeable future.</li> <li>• The potential of the railway in Bangladesh needs to be unlocked through investment in track, signaling rolling stock, maintenance and human resource.</li> <li>• A prospective lines and compatibility of standards with neighboring countries and Trans Asian Railway Network.</li> <li>• For the unification of Gauge system MG railway network should be gradually converted into BG network over the plan period.</li> </ul>	2339440.00	
Updated Railway Master Plan (2016-2045)	<ul style="list-style-type: none"> <li>• The 30 years Railway Master Plan was approved on 29.01.2018</li> <li>• The Master Plan includes 230 development projects in 6 phases.</li> <li>• The Plan is expected to guide the overall development of Bangladesh Railway in the foreseeable future.</li> <li>• To enhance operational capacity, obtaining a greater share of freight market, more efficient management of railway assets and improved financial efficiency.</li> <li>• 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.</li> </ul>	5536620.00	

## TRACK, BRIDGES AND STATIONS

### The network:

Bangladesh Railway has a total of 3018.88 route kilometers at the end of the year 2018-2019. East Zone has 1299.04 route kilometers of MG and 34.89 route kilometers of DG track only, and West Zone has 353.11 route kilometers of MG, 831.54 route kilometers of BG and 500.3 route kilometers of DG track. The total length of running track on double line, in the yards and sidings is 4355.72 kilometers. A comparison on the Railway network at the end of 2018-2019 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 2018-2019 only 43 Civil Districts of the country could be connected by Railway. The District-wise Railway stations and Route kilometers are shown in Table No. 4



Honorable Prime Minister Sheikh Hasina in the inaugural ceremony of 'Benapole Express' train service through video conference from Ganobhaban on 17 July, 2019

**Track Maintenance:**

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

**Bridges:**

At the end of the year 2018-2019, there were a total of 3440 bridges, of which 3119 are minor and 321 are major ones. Foot over-bridges are provided in important cities and district towns.

**Level Crossings:**

At the end of the year 2018-2019, there were 1540 level crossings of which 207 level crossings having heavy road and rail traffic are manned round the clock and 1333 with light traffic are casually manned. Busy level crossings are being gradually provided with quick operating lifting barriers. Safety devices are being provided at very busy level crossings. Unapproved level crossings are 186 Nos. in west Zone.

**Stations:**

Bangladesh Railway had a total of 483 stations at the end of the year 2018-2019. These include One block hut, Fifteen train halts and Four goods booking points.



Engr. D N Mazumder, Government Inspector of Bangladesh (GIBR) Inspecting Darsana-Ishwardi Railway Section on 04 September, 2019

## SIGNALING & TELECOMMUNICATION

### SIGNALING:

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

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

Sl. No.	Type of Signaling System	No. of Stations		Total	Remarks
		East Zone	West Zone		
1	Relay Interlocked signaling system	20	2	22	
2	Computer Based Interlocking system	82	30	112	At present CTC system is connected with 23 stations and waiting for regular train operation system.
3	Mechanical Interlocked signaling system (Double wire & Signal Wire)	11	61	72	
4	Non-Interlocked color light Signaling system	54	68	122	LKM-CDR, SLHR-DHZ, FTWD-NZA, JLX-BBE, SZG-JJL, NRQ-MJGN already non-interlocked color light signaling system installed.
5	Non-Interlocked Mechanical Signaling system	4	21	25	
Total signaling station		171	182	353	

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

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

Non interlocked colour light signal has been introduced in Dhaka-Narayanganj, Jamalpur-Tarakandi, Laksam-Noakhali, Sholashahar-Fatehabad, Abdulpur-Chapainawabganj-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 in recent year. Now, the total length of BR telecommunication network is about 2622.68 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 311 Train Control Telephones, 555 number of Station to Station telephones and 1700 m-Centrex telephone. Copper cable are being replaced gradually with optical fiber for Block Instruments and Block Telephones.

Bangladesh Railway has undertaken a project for installation of another 583.06 km optical fiber along the remaining secondary Rail Lines for introducing uniform Telecommunication Network. This project is now under implementation.



A woman is working in Pahartali Carriage and Wagon Shop on December 09, 2019

## 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 2019 is 263 out of which 173 MG Diesel Electric and 90 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 201 Nos. Passenger trains, 92 Nos. runs as MOG/EOG & 109 Nos. runs as Conventional in East Zone. There are, 61 Nos. Power Car & 91 Nos. air condition coaches in West Zone and 78 Nos. Power Car & 73 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 57 numbers electric sub-station in East zone and 445 numbers in West Zone to provide electricity at Railway Stations, Workshop, Sheds, Hospital, Deep well Turbine and submersible water pumps, Service and residential building through overhead and underground cable network system. Moreover, there are two 33/11KV substation to feed Saidpur Workshop & CLW/PBT which is maintained by electrical department.



### **Coaching Vehicles:**

At the end of the year 2018-2019, BR had a total of 1764 coaching vehicles out of which 1605 are for conveyance of passengers and 159 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 2018-2019, BR had a total of 3809 wagons comprising 1174 covered wagons and 2635 special type wagons. The gauge-wise breakdown of the wagons owned by BR over the past years is given in Table No.16.

### **Containers:**

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

### **Mechanical Workshops:**

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

#### **A. Locomotives are maintained in following workshops:**

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

#### **B. Carriage & wagons are maintained in following workshops:**

1. C&W Shop at Saidpur, Nilphamari.
2. C&W shop at Pahartali, Chittagong.

### **Railway Ferry Services:**

There are 13 marine vessels under the rolling stock Department of Bangladesh Railway at the end of the year 2018-2019. The fleet consists of: ● Motor Tug = 2 Nos. ● Wagon Ferry Barge = 2 Nos. ● Wagon Ferry Pontoon = 2 Nos. ● Berthing Pontoon = 2 Nos. ● Passenger Landing Station = 1 Nos. ● Marine Workshop = 1 Nos. ● Girder Boat = 2Nos. ● Welding Boat = 1 Nos. Other than the above mentioned marine vessels, there are one speed-boat, two marking boats and three shore-girders.

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

## STORES

Railway Material Management Department, known as the Stores Department of Bangladesh Railway carries out the responsibilities of assessing, purchasing, inspecting, stocking, preservation and supplying of the materials as required and demanded by different using departments. There are two stocking depots at Pahartali and Saidpur for carriage and wagon spare parts and about 10,000 items are stocked there. Besides these, there are four stocking depots for locomotive spare parts near by the locomotive workshop at Pahartali, Dhaka, Parbatipur where 30815 items are stocked as per consumer department requirement.

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

Year	Intercity Ticket (Nos.)	Printed Card ticket (Nos.)	Money Value form (Books)	General Form	
				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

## 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 2018-2019, about 92.71 million passengers were transported by Bangladesh Railway against about 90.06 million during 2017-2018. In order to render better services to the passengers, Bangladesh Railway introduced Intercity Train services in 1985. At present there are 100 Nos. of Intercity trains running. Around 30.72% of the total passengers of Bangladesh Railway are being carried by the Intercity trains which contribute approximately 66.18% of the total earning of passenger traffic. Details are shown in Table No. 24 & 25.

### Freight Traffic:

The railway has been facing tough competition with other modes of transport for the high rated traffic, which pay more revenue. On the other hand, the railway is called upon to carry traditional low rated essentials. As a national carrier, BR has obligation to carry essential commodities like food grains, fertilizer, jute, cement, coal, iron and steel, stone & boulders, petroleum products, salt, sugar etc. to the remote corners of the country at a cheaper rate. The freight traffic during 2018-2019 was 3959.25 thousand Metric Tonnes against 4555.63 Thousand Metric Tonnes during 2017-2018.



Newly built Dhalarchar Railway Station under the project 'Construction of a New Railway Line from Ishurdi to Dhalarchar via Pabna'.

## OPERATIONAL PROBLEMS

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

(1) Break of gauge. (2) Riverine points. (3) Directional flow of traffic (4) Frequent change of Ghat due to soil erosion. (5) Old tottering rail line (6) Shortage of Rolling stock i.e Locomotives, Coaches and wagons (7) Shortage of essential staff i.e Station master, Guard, Locomotive Master (8) Longer block section and absence of third line in Ishwardi-Joydebpur Section and (9) Speed restriction on Bangabandhu Bridge.

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



Dream of the nation the Padma multipurpose Bridge is being constructed with Railway track.

## OFFICERS & STAFF WELFARE

### **Numbers:**

As on date 30th June, 2019, there are 25,526 employees (438 officers & 25088 staffs) of different categories. The staff are graded/classified as Class-III and Class-IV staff. The officers and staffs is about 1.72%.

### **Training:**

Bangladesh Railway has got a built- in system of imparting training to Railway Officials including BCS cadre officers and all categories of non-gazette staff to enable them to improve their skills & ability. For safe and efficient operation of the railway a well equipped & modern Railway Training Academy has been established in 1984 which is now located at Haliashahar, Chittagong. Four workshop Training units at Pahartali, Dhaka, Parbatipur and Ishurdi have been transferred under the control of Rector/Railway Training Academy, Haliashahar, Chittagong w.e.f. 03-01-04 for imparting Training in Locomotive maintenance and operation staff of Mechanical department. In the year 2018-2019 total 418 persons of different categories were trained including 13 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 introduce from 2015-2016.

### **Medicare & family welfare:**

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

### **Housing Facilities:**

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

**Kallyan Trust:**

The Trust is doing various welfare activities for railway employees. An amount of Tk. 22.10 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 2751 such families were given grant to the extent of Tk. 28.06 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. 214 Nos. of claim for death amounting to Tk. 14.40 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. 117.01 million was spent on management of these Schools during the year 2018-2019. Besides, 138 Nos. privately managed Schools, Colleges & Madrashas are functioning in Railway premises.

**Trade Union:**

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

## SOCIAL COST

Bangladesh Railway is one of the largest Govt. enterprises in the country, playing a vital role in the socio-economic development & industrialization of the country. Bangladesh Railway is expected to serve both as a commercial enterprise and as a public utility service. As a commercial enterprise, Bangladesh Railway has an obligation to generate sufficient revenue to meet its cost and as a public utility service it has a special responsibility to provide transport facilities to large number of passengers and movement of essential commodities for mass consumption. Bangladesh Railway is also required to provide transport facilities in emergent situations like flood, cyclone, draught etc. In addition, the Railway has to bear some costs in the matter of education and medical care of railway employees and their wards, deployment of police forces in railway premises etc.

In discharging all these social obligations, Bangladesh Railway has to bear certain cost burdens namely 'Social Cost'. Some important items of social cost are noted below:

- Carrying essential commodities and rendering transport facilities to passengers at lower prices than cost of services;
- Operation of un-economic branch lines;
- Carrying Relief Materials at concessional rates;
- Carrying military traffic at less than normal tariff.

### **Compensation for Social Cost:**

Bangladesh Railway is compensated under "Public Service Obligation (PSO)" system for operating specific services which are not commercially viable but socially necessary. This concept has been accepted by the Govt. which are being reflected in the Revenue Budget since 1993-1994. This replaced the open-ended subsidy and Bangladesh Railway has been able to cover its operating expenses.

## SECURITY

### **The Government Railway Police:**

Bangladesh Police which is administered under the Ministry of Home Affairs of the Government of Bangladesh is the sole law enforcement agency of Bangladesh. As Bangladesh Railway covered a length of 2955.53 route kilometers and constitutes one of the most important public transport systems of Bangladesh, so Railway Police is one of the significant organs of Bangladesh Police to ensure maintenance of law and order in railway premises and protection of lives and property of the passengers. The Railway police is under the administrative control of Inspector General, Bangladesh Police and is headed by an Additional Inspector General of Bangladesh Police. To come to the modern stage, Railway Police has undergone a lot of evolutions and developments in its long strenuous journey.

#### **1. Evolution of the Railway Police:**

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



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

## **2. Roles of the Railway Police:**

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

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

- Control of passenger traffic inside the station premises more particularly on the platforms, in the booking office, waiting halls at the entrance and exit gates and wherever specially required on emergency by the station officials.
- The control of vehicular and other traffic in the station compound.
- The maintenance of law and order at stations and in standing passengers trains, prevention of overcrowding.
- Watching loaded passenger trains when standing in the station.
- The arrest of those found committing nuisances or suffering from infectious disease and keeping the station premises clear of idlers and beggars.
- The examination of all empty carriages on arrival at terminal station for property left behind by passengers and to see that carriage fittings have not been tampered with:
- The removal of bodies and persons dying in the train and on station premises and the conveyance to hospital of the sick people.

- Investigation into cognizable offences committed with railway limits and prevention of the same.
- The arrest offenders in cognizable cases and detention of them in custody as well as persons arrested by Railway Officers and made over to the police, and their production before the Magistrate.
- The reporting of non-cognizable case or infringement of bye-laws of the line to proper authorities as also all instances of oppression or fraud on the part of Railway sub-ordinates or others.
- The prosecution of cognizable cases as well as non-cognizable cases under Railway act, 1890 on behalf of the management.
- Any other decision or direction circulated by Ministry of Home or Police Headquarters is carried out in order to maintain Law and order situation and Public safety.

### **3. Organization of the Railway Police:**

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

### **The Railway Nirapatta Bahini:**

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

01. The Government Railway Police is responsible for:-

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

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

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

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

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

04. The RNB is guided by Railway Nirapatta Bahini Act. 2016 and Railway Properties (Illegal Possession Recovered) act, 2016. The Railway Nirapatta Bahini has the powers of the inquiry and prosecution by the Railway Properties (Illegal Possession Recovered) act, 2016 for unlawful possession of Railway properties. Up to June 2019, total 599 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 802 accuses, out of these cases 299 accused have been punished with rigorous imprisonment for different terms. Besides these cases at the cud of 2018-2019 Total 310 persons were handed over to GRP and 12,932 persons charged TK. 18,28,237.00 with penalty for roof riding on the train.

## FINANCIAL SUMMERY

The total operating revenue without considering the effect of Public Service Obligation (PSO) and Welfare Grant of Bangladesh Railway for the year 2018-2019 amounted to Tk.14,065.79 million. After meeting the total operating expenses of Tk. 30,506.52 million, the net operating income for the year came to Tk. (-) 16,440.73 million.

On the other hand, Government paid an amount of Tk. 860 million as PSO compensation and Tk. 835.7 million as Welfare Grant respectively. As a result, the total operating revenue duly considering the effect of PSO and Welfare Grant for the year 2018-2019 amounted to Tk.15,761.48 million. So, after meeting the total operating expenses of Tk. 30,506.52million, the net operating income for the year came to Tk. (-) 14,745.04 million.

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

During the year 2018-2019 there was decrease in average revenue per passenger as always passenger-kilometer as compared to those of 2017-2018. Revenue per passenger decrease to Tk. 95.2 from Tk. 100.5 i.e. 5.57% and revenue per passenger-kilometer decrease to 61.57 paisa from 69.67 paisa i.e. 13.16%. Average distance travelled by passenger was from 144.3 kilometers in 2017-2018 to 154.63 kilometers in 2018-2019.

In goods traffic, there was increase in average revenue per tonne and increase average revenue per tonne-kilometer. Average revenue per tonne increased by 14.3% from Tk. 627.9 in 2017-2018 to Tk. 732.7 in 2018-2019 and revenue per tonne-kilometer increased by 24.11% i.e. from 237.97 paisa in 2017-2018 to 313.58 paisa in 2018-2019. The average lead of freight traffic was 271.5 kilometers in 2017-2018 and 230.74 kilometers in 2018-2019.

The total operating revenue without considering PSO and welfare grant for the year 2018-2019 amounted to Tk. 14,065.79 million as compared to Tk. 14,861.50 million in 2017-2018, representing a decrease of 5.66%. Passenger earnings in 2018-2019 amounted to Tk. 8,825.34 million, showing a decrease of 2.58% as compared to the earning of 2017-2018 amounting to Tk. 9,053.03 million. Other coaching (Parcel and Luggage) earnings in 2018-2019 was Tk. 245.28 million as compared to Tk. 190.19 million in 2017-2018 representing an increase of 27.41%. Miscellaneous earnings showed a decrease of 31.74% from Tk. 2,758.9 million in 2017-2018 to Tk. 2,094.23 million in 2018-2019.

The total operating expenses for the year 2018-2019 amounting to Tk. 30,506.52 million, exhibits an increase of 4.35% as compared to the working expenses of 2017-2018 amounting to Tk. 29,180.2 million. The operating ratio increased 9.49% over the previous year from 196.3% in 2017-2018 to 216.88% in 2018-2019 without considering the effect of PSO and Welfare Grant. The operating ratio increased 7.93% over the previous year from 178.2% in 2017-2018 to 193.55% in 2018-2019 considering the effect of PSO and Welfare Grant.



Contract Signing Ceremony of 'Procurement of 40 BG locomotives' between Bangladesh Railway and Progress Rail, USA at Railhaban on 14 January, 2019

## STATISTICAL HIGHLIGHTS

Item	1969-1970	2017-2018	2018-2019	Percentage of Increase or decrease in 2018-2019 as compared to 2017-2018
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### 1. PLANT:

▪ Route kilometers	2,858.23	2,955.53	3,018.88	(+ 2.10
▪ Track kilometers	4,448.02	4,324.75	4,355.72	(+ 0.71

### 2. LOCOMOTIVES:

▪ Steam	343	-	-	-
▪ Diesel	143	272	263	(-) 3.42

### 3. COACHING VEHICLES (in units):

▪ Passenger carriages	1,165	1,545	1,605	(+ 3.74
▪ Other coaching vehicles (including departmental vehicles)	478	41	159	(+ 74.21

### 4. FREIGHT WAGONS (including departmental wagons):

▪ In Units	16,823	5,299	3,809	(-) 39.12
▪ In terms of four-wheelers	19,616	8,695	7,026	(-) 23.75

### 5. SERVICE (Figures in millions):

▪ Passenger carried	72.90	90.05	92.71	(+ 2.86
▪ Passenger-kilometers	3,317.00	12,993.92	14,334.76	(+ 9.35
▪ Tonnes carried	4.88	4.55	3.96	(-) 14.93
▪ Tonne-kilometers	1,265.00	1,236.50	1,535.62	(+ 19.48
▪ Average Kilometers a tonne of goods was carried	259.30	271.50	230.74	(-) 17.67

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

▪ Passenger Carriages	BG	243	607	626	(+ 3.04
	MG	211	288	289	(+ 0.35
▪ Other coaching Vehicles	BG	145	276	256	(-) 7.81
	MG	79	97	98	(+ 1.02

## STATISTICAL HIGHLIGHTS

Item	1969-1970	2017-2018	2018-2019	Percentage of Increase or decrease in 2018-2019 as compared to 2017-2018
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### Operations-Contd.

▪ Average number of passengers per 4-wheeled vehicle	BG	16	43	45	(+) 6.27
	MG	19	38	40	(+) 5.00
▪ Average number of passengers per train	BG	220	708	705	(-) 0.43
	MG	315	590	605	(+) 2.48
▪ Wagon-kilometers per wagon day on line	BG	24.5	69.6	75.15	(+) 7.39
	MG	29.3	22.9	18.45	(-) 24.12
▪ Average wagon load during the run (in tonnes)	BG	13.7	22.8	22.36	(-) 1.97
	MG	9.3	10.9	5.80	(-) 87.93
▪ Wagons per train	BG	41.9	49.3	50.5	(+) 2.38
	MG	50.1	47.9	50.5	(+) 5.15
▪ Net load per train (in tonnes)	BG	338	570	543	(-) 4.97
	MG	320	313	451	(+) 30.52
▪ Net tonne-kilometers per wagon day	BG	229	679	690	(+) 1.59
	MG	190	90	88	(-) 2.27
▪ Net tonne-kilometers Per train hour	BG	7898	8974	8,550	(-) 4.96
	MG	3,550	3,995	6,333	(+) 36.91
▪ Engine kilometers per day per engine on line	BG	130	175	171	(-) 2.34
	MG	137	223	226	(+) 1.33
▪ Engine kilometers per day per engine in use	BG	230	286	302	(+) 5.30
	MG	206	306	309	(+) 0.97
▪ Engine kilometers per day per goods engine in use	BG	155	172	180	(+) 4.44
	MG	143	219	223	(+) 1.79

### STATISTICAL HIGHLIGHTS

Item	1969-1970	2017-2018	2018-2019	Percentage of Increase or decrease in 2018-2019 as compared to 2017-2018
<b>7. RATES AND LEAD:</b>				
▪ Passenger earning (Million)	1.02	9053.03	8825.34	(-) 2.58
▪ Other coaching earning (Million)	-	190.19	245.28	(+) 22.46
▪ Miscellaneous earning (Million)	-	2758.90	2094.23	(-) 31.74
▪ Revenue per passenger (Taka)	1.38	100.50	95.20	(-) 5.57
▪ Revenue per passenger-kilometers (Paisa)	3.04	69.67	61.57	(-) 13.16
▪ Revenue per tonne (Taka)	33.54	627.90	732.70	(+) 14.30
▪ Revenue per tonne-kilometer	12.70	237.97	313.58	(+) 24.11
▪ Average revenue of kilometers a passenger travelled	45.50	144.30	154.63	(+) 6.68
▪ Average revenue of kilometers a tonne of goods carried	259.30	271.42	230.74	(-) 17.63
<b>8. EARNINGS AND EXPENSES: (Figures in Crore Taka)</b>				
▪ <b>Total Operating Revenue</b>				
◊ Without Considering PSO & welfare grant	30.30	1486.15	1406.58	(-) 5.66
◊ Considering PSO & welfare grant	-	1637.85	1576.15	(-) 3.91
▪ <b>Total Operating Expenses</b>	25.28	2918.02	3050.65	(+) 4.35
▪ <b>Net operating income</b>				
◊ Without Considering PSO & welfare grant)	5.03	-1431.86	-1644.07	(+) 12.91
◊ Considering PSO & welfare	-	-1280.17	-1474.50	(+) 13.18
▪ <b>Operating ratio (percent)</b>				
◊ Without Considering PSO & welfare grant	83.40	196.30	216.88	(+) 7.93
◊ Considering PSO & welfare grant	0	178.20	193.55	(+) 9.49
<b>9. EMPLOYEES:</b>				
▪ Number of employees	55825	25823	25526	(-) 1.16
▪ Number of employees per 1,000 train kilometers	3.23	1.21	1.29	(+) 6.51
▪ Cost of employees in crore (Taka)	12.37	1072.79	1107.57	(+) 3.14
▪ Average cost per employee per month (Taka)	185	34619	36158	(+) 4.26
▪ Percentage of cost of employees to Total operating expenses	48.90	36.76%	36.31%	(-) 1.26

Note : Details are given in subsequent Tables.



## STATISTICAL TABLES

Table-1

### RAILWAY STATIONS

Bangladesh Railway has a total of 483 railway stations at the end of the year 2018-2019, (228 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

Table-2

**BLOCK AND NON-BLOCK STATIONS**

Bangladesh Railway has a total of 483 block and non-block railway stations at the end of the year 2018-2019, (228 Nos. in the Eastern Zone and 255 Nos. in the Western Zone). Out of total 483 stations, 354 are Block stations and 129 Non-block stations. The break-up is indicated below:

Zone Gauge	Block Station	Non- Block Station	Total
<b><u>East Zone</u></b>			
MG	190	38	228
<b><u>West Zone</u></b>			
BG	99	76	175
MG	65	15	80
Total	164	91	255
Grand Total (East & West)	354 *	129	483

Note: \* Out of 354 block stations, 353 stations are provided with different types of Interlocking System as given below:

SN	Type of Signaling system	East Zone	West Zone	Total Number
1	Computer based Interlocking (CBI)	82	30	112
2	Relay-Interlocking	20	02	22
3	Double Wire Mechanical Interlocking	11	23	34
4	Mechanical Interlocking (Indirect)	-	34	34
5	Electro Mechanical Interlocking (Direct)	-	03	03
6	Non-Interlocked Mechanical	04	20	24
7	Non-Interlocked Color Light	54	70	124
	Total=	171	182	353

**Table-3**  
**ROUTE KILOMETERS**

Bangladesh Railway has a total of 3018.88 route kilometers at the end of the year 2018-2019, (1333.93 Kilometers in the Eastern Zone and 1684.95 Kilometers in the Western Zone). These figures represent the total point to point length of the main lines and branch lines. The year-wise position is indicated below:

Figures are in Kilometers

Year July-June	MG		BG		DG		Total System			
	East Zone	West Zone	East Zone	West Zone	East Zone	West Zone	East Zone	West Zone		
1969-1970	-	-	-	-	-	-	1,935.16	923.07	2,858.23	
2008-2009	1,266.21	534.67	1,800.88	-	659.33	659.33	374.83	1,266.21	1,568.83	2,835.04
2009-2010	1,266.21	534.67	1,800.88	-	659.33	659.33	374.83	1,266.21	1,568.83	2,835.04
2010-2011	1,222.21	534.67	1,756.88	-	659.33	659.33	374.83	1,222.21	1,568.83	2,791.04
2011-2012	1,273.38	534.67	1,808.05	-	659.33	659.33	374.83	1,308.27	1,568.83	2,877.10
2012-2013	1,273.38	534.67	1,808.05	-	659.33	659.33	374.83	1,308.27	1,568.83	2,877.10
2013-2014	1,273.38	534.67	1,808.05	-	659.33	659.33	374.83	1,308.27	1,568.83	2,877.10
2014-2015	1,273.38	534.67	1,808.05	-	659.33	659.33	374.83	1,308.27	1,568.83	2,877.10
2015-2016	1,273.38	534.67	1,808.05	-	659.33	659.33	374.83	1,308.27	1,568.83	2,877.10
2016-2017	1,299.04	546.37	1,845.41	-	651.30	651.30	397.89	1,333.93	1,595.56	2,929.49
2017-2018	1,299.04	547.05	1,846.09	-	676.66	676.66	397.89	1,333.93	1,621.60	2,955.53
2018-2019	1,299.04	353.11	1,652.15	-	831.54	831.54	500.30	1,333.93	1,684.95	3,018.88

[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 483 Railway stations and 3018.88 route kilometers at the end of the year 2018-2019, 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	23.24	23.	Gaibandha	14	80.95
2.	Jashore	10	55.92	24.	Bogura	13	58.77
3.	Jhenaidaha	06	47.40	25.	Tangail	10	95.20
4.	Chuadanga	10	46.71	26.	Jamalpur	18	109.55
5.	Faridpur	11	81.60	27.	Netrokona	13	65.00
6.	Gopalganj	09	51.90	28.	Kishorganj	12	73.75
7.	Rajbari	15	89.20	29.	Mymensingh	20	149.55
8.	Kushtia	10	100.60	30.	Gazipur	12	52.45
9.	Sirajganj	08	42.00	31.	Dhaka	08	30.00
10.	Pabna	25	185.63	32.	Narayanganj	03	9.50
11.	Chapainawabganj	09	82.94	33.	Narsingdi	10	40.97
12.	Rajshahi	11	63.00	34.	Sunamganj	03	13.90
13.	Natore	11	37.00	35.	Brahmanbaria	15	75.12
14.	Naogaon	05	27.00	36.	Habiganj	10	85.40
15.	Joypurhat	07	54.00	37.	Moulvibazar	12	125.33
16.	Thakurgaon	06	47.10	38.	Sylhet	04	60.60
17.	Panchagarh	03	18.32	39.	Noakhali	08	39.40
18.	Nilphamari	09	61.79	40.	Chandpur	11	40.66
19.	Kurigram	08	42.50	41.	Cumilla	17	106.90
20.	Dinajpur	17	130.70	42.	Feni	05	64.20
21.	Lalmonirhat	15	119.00	43.	Chattogram	45	178.45
22.	Rangpur	09	55.68				

**Table-5**  
**TRACK KILOMETERS OPERATED**

Total length of track (including track on double line, yards and sidings) operated by Bangladesh Railway was 4355.72 Kilometers at the end of the year 2018-2019, (2151.79 Kilometers in the Eastern Zone and 2203.93 Kilometers in the Western Zone). The year-wise position is indicated below:

Figures are in Kilometers

Year July-June	MG		Total	BG		Total	DG		Total	Total System		Total
	East Zone	West Zone		East Zone	West Zone		East Zone	West Zone		East Zone	West Zone	
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

Table-6

## LOCOMOTIVES

Bangladesh Railway owned a total of 263 diesel-electric locomotives at end of the year 2018-2019, although actual availability for effective service was 263 diesel locomotives. Year-wise position is indicated below:

Year July-June	BG		MG		Total (BG & MG)		Total Locomotive
	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

Table-7

**COACHINE VEHICLES**

At the end of the year 2018-2019, Bangladesh Railway has a total of 1605 vehicles meant for the conveyance of passengers and 159 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

Table-8

### TYPE-WISE PASSENGER COACHING VEHICLES

Type-wise descriptions of passenger carriages owned (in units) at the end of the year 2018-2019 are given below.

SL	Type of Bogie Carriages	BG	MG
1.	Fully Air-Conditioned Chair Coach (WJC, WJCC)	61	80
2.	Partial Air-Conditioned (WJFC, JFC)	1	8
3.	Shovan Air conditioned (WJEC, WJCCDR)	0	5
4.	Chair Car (WCC)	0	19
5.	First Class Shovan Coupe (WFC, WFE, FC)	9	60
6.	First Class Compartment (F)	1	0
7.	Shovan Class (WE)	36	126
8.	Shovan Guard Coach (WES, WER, WECR)	2	29
9.	Shovan Chair Coach (WEC)	107	155
10.	Composite Air Condition, Guard Room, Power Car (WJPCR)	19	0
11.	Second Class (S)	67	342
12.	Composite First & Shulov Class (WFY, WFC,)	0	0
13.	Composite First & Second Class (FS)	8	1
14.	Composite Dining Car with Shovan Class (WECD, WECDR, WECCD) WCDE	64	44
15.	Composite Dining Car with Shulov Class (WCDY, CDY, WCD)	2	2
16.	Composite Dining Car with Guard Room (WCDR)	0	1
17.	Composite Dining Car with Second Class (CDS)	0	3
18.	Composite Shovan chair, with Luggage & Guard Room (WELR, WECLR)	13	26
19.	Composite Shulov Class with Luggage & Guard Room (WYLR)	0	0
20.	Composite Second Class with Luggage & Guard Room (SLR)	5	78
21.	Composite Second Class with Postal Van (SPP)	0	8
22.	Composite Second Class with Guard Room (SR)	8	6
23.	Composite Power Car with Shovan Class (WEPC, WECPCR)	34	54
24.	Luggage Van (L) (VK) (SV)	10	40
25.	Composite Power Car with Shulov Class (WPC)	0	22
26.	Motor Van (VK)	0	10
27.	Composite Power Car and Guard Room with Second Class (SPC, SPR) WSPC	12	2
28.	Rail Cars (ZSZ)	0	7
29.	DEMU (Set) Each set consists of 3 composite	0	18
	<b>Total Passenger Carriages</b>	<b>459</b>	<b>1146</b>



Table 9

**TYPE-WISE OTHER COACHING VEHICLES**

Type-wise descriptions of other coaching vehicles owned (in units) at the end of the year 2018-2019 are given below.

SL	Type of Bogie Carriages	BG	MG
1.	President saloon with Power car (CR+CRCD)	2	2
2.	Dining Cars (CD, WCD)	26	10
3.	Tourist Cars (CT)	-	3
4.	Luggage Vans (L, VE)	10	10
5.	Power Vans (PV)	46	14
6.	Miscellaneous including brake-vans (CR, CRCD, PV etc.)	21	-
7.	Railway Service vehicles (FCH, CE, RA etc.)	-	6
8.	Medical Van	-	1
9.	Store Vans (RS)	2	6
10.	Miscellaneous including brake-vans (EVG, EVKP, EVE, ELRO, ERH, etc.)	-	-
11.	Railway service vehicles (ERB, ERD, DRS, DRH, ERT, CE, etc.)	-	-
	<b>Total</b>	<b>107</b>	<b>52</b>

Table-10

**ABANDONMENT OF COACHING VEHICLES**

During the year 2018-2019 there are 0 passenger carriages and 0 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	-	-	-	-	-	-	-

Table-11

ADDITION OF COACHING VEHICLES
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There were no additions of passenger carriages and no other coaching vehicles during the end of the year 2018-2019. 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	-	-	-	-	-	-	-

Table-12

### FREIGHT WAGONS

The number of freight wagons owned by Bangladesh Railway at the end of the year 2018-2019, was 3809, (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

Table-13

## TYPE-WISE FREIGHT WAGONS

WAGONS	BG		MG	
	Unit	Four-Wheelers	Unit	Four-Wheelers
<b>COVERED WAGONS:</b>				
Four-Wheeled (C, CJ, XC, MCG)	11	11	226	226
Bogie (BC, BSC, BCFG)	452	904	436	872
Bogie Covered Fertilizer (BCF, BCFR)	-	-	49	98
Total	463	915	711	1,196
<b>SPECIAL TYPE WAGONS:</b>				
Open Wagons-High Sided-				
Four-Wheeled (KC)	7	7	12	12
Bogie (BKC, SCT)	-	-	249	449
Open Wagons-Low Sided-				
Four-Wheeled (KL, KM)	12	12	46	46
Bogie (BKL)	-	-	46	92
Flat Wagons-				
Bogie (BFR,BXFT,BKU,BFU,BFW,IBT,MBFR,BFT)	28	56	194	454
Four-Wheeled (FCT)	-	-	32	32
Bogie (BFCT Container)	-	-	466	932
<b>Other Wagons</b>				
Petrol Tank Wagons-				
Bogie (BTP, WD BTK, TW)	-	-	182	361
Oil Tank Wagons-				
Bogie (BTK,BTL,BTO,BXTK,BTPR,BTPA)	308	616	387	774
Molasses Tank Wagons-				
Four-Wheeled (TM, BTM, TL)	-	-	-	-
Bogie (BTM)	75	150	25	50
Departmental Wagons-				
Four- wheeled (KH,KN,TW,FD,BVG,ERL XVH,VH,BBV)	8	8	192	132
Bogie (BBV)	6	12	-	-
Bogie (BKH) F.G.	49	98	311	622
Total	493	959	2,142	3,956
Grand Total	956	1,874	2,853	5,152

Table-14

**ABANDONMENT OF FREIGHT WAGONS**

During the year 2018-2019, 1556 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

Table-15

**ADDITION OF FREIGHT WAGONS**

During the year 2018-2019, there was no 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	-	-	-	-	-	-

Table-16

### SUMMARY OF ROLLING STOCK

The Summary of rolling stock owned as on 30th June, 2019 is furnished as under:

Stock:		BG		MG		Total	
Locomotives	Steam	-		-		-	
	Diesel	90		173		263	
	Total	90		173		263	
Carriages	Passenger Carriages	459		1,146		1,605	
	Other Coaching Vehicles	107		52		159	
	Total	566		1,198		1,764	
Freight		Units	4-W	Units	4-W	Units	4-W
	Covered Wagons	463	915	711	1,196	1,174	2,111
	Special Type Wagons	493	959	2,142	3,956	2,635	4,915
	Total	956	1,874	2,853	5,152	3,809	7,026

Note: 4-W = Four-Wheelers



Table-17

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

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

**1. Locomotives-**

## (a) Broad Gauge :

Steam	-	-	-	-
Diesel	90	-	90	100%
Total	90	-	90	100%

## (b) Meter Gauge :-

Steam	-	-	-	-
Diesel	173	45	128	73.99%
Total	173	45	128	73.99%

**2. Carriages :**

## (a) Broad Gauge :-

Passenger Carriages	459	79	380	82.79%
Other Coaching Vehicles	107	22	85	79.44%
Total	566	101	386	68.20%

## (b) Meter Gauge :

Passenger Carriages	1,127	181	946	83.94%
Other Coaching vehicles	52	15	37	71.15%
Total	1,179	196	962	81.59%

**3. Wagons (in 4-wheelers):**

(Excluding departmental wagons)

(a) Broad Gauge	80	-	80	100%
(b) Meter Gauge	2,510	763	1,747	69.60%

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 2018-2019 Bangladesh Railway carried a total of 92705000 Passengers (59799000 Passenger in the Eastern Zone and 32906000 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

Table-19

**GAUGE WISE PASSENGER TRAFFIC**

During the year 2018-2019 Bangladesh Railway carried a total of 69717000 Passengers (59799000 Passenger in the Eastern Zone and 9918000 In the Western Zone). Year-wise statistics are indicated below:

(Figures in Thousand)

Year July-June	BG		MG					
	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
2008-2009	14,689	1,652,084	38,863	11,778	50,641	4,643,753	504,896	5,148,649
2009-2010	14,939	1,737,993	40,138	10,874	51,012	5,106,354	460,598	5,566,952
2010-2011	14,256	1,884,114	41,271	8,282	49,553	5,714,795	453,011	6,167,806
2011-2012	14,606	2,301,148	43,771	8,010	51,781	5,808,911	677,175	6,486,086
2012-2013	14,374	2,151,227	42,105	6,359	48,464	5,545,230	556,963	6,102,193
2013-2014	13,444	2,106,224	45,061	6,703	51,764	5,493,590	534,882	6,028,472
2014-2015	14,231	2,077,833	45,426	7,685	53,111	6,072,111	561,419	6,633,530
2015-2016	14,775	2,157,261	48,125	7,931	56,056	6,432,715	577,127	7,009,842
2016-2017	18,120	2,182,010	50,647	9,040	59,687	6,769,903	1,088,596	7,858,499
2017-2018	21,941	3,450,244	59,509	8,607	68,116	8,477,678	1,065,993	9,543,671
2018-2019	22,988	4,886,849	59,799	9,918	69,717	7,818,958	1,628,950	9,447,908

Table-20

PASSENGER TRAFFIC AIR-CONDITIONED AND 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

**AIR-CONDITIONED CLASS**

1969-1970	-	-	42	-	-	9,128	-	-	217
2008-2009	52	16	68	13,393	6,098	19,491.00	257.56	381.13	286.63
2009-2010	108	36	144	28,417	14,678	43,095.00	263.12	407.72	299.27
2010-2011	110	37	147	29,026	14,921	43,947.00	263.87	403.27	298.96
2011-2012	113	37	150	29,946	14,973	44,919.00	265.01	404.68	299.46
2012-2013	111	36	147	29,296	14,457	43,753.00	263.93	401.58	297.64
2013-2014	105	32	136	28,552	13,123	41,675.00	272.44	416.60	305.76
2014-2015	106	34	139	29,057	13,680	42,737.00	274.38	408.36	306.58
2015-2016	112	35	147	30,783	14,173	44,957.00	274.85	404.94	305.83
2016-2017	224	44	268	32,204	16,951	49,155.00	143.77	385.25	183.41
2017-2018	268	46	314	40,343	23,417	63,760.00	150.53	509.07	203.06
2018-2019	270	1,226	1,496	37,208	33,784	70,992.00	137.81	27.56	47.45

**FIRST CLASS**

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

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

Table-22

CLASS-WISE PERCENTAGE OF PASSENGER TRAFFIC

(Percentage to total)

Year July-June	Air-Conditioned Class			First Class			Second Class		
	East Zone	West Zone	Total Zone	East Zone	West Zone	Total Zone	East Zone	West Zone	Total Zone
1969-1970	-	-	0.06%	-	-	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%

Table-23

**CLASS-WISE PERCENTAGE OF PASSENGER KILIMETERS**

(Percentage to total)

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

Table-24

## INTERCITY PASSENGER TRAFFIC

	Intercity	Total	Percentage of intercity to total	Intercity	Total	Percentage of intercity to total
	2017-2018			2018-2019		
<b>1. Passengers Carried (Thousand)</b>						
East Zone	22,378	59,509	37.60%	22,486	59,799	37.60%
West Zone	15,263	30,548	49.96%	5,993	32,906	18.21%
Total System	37,641	90,057	41.80%	28,479	92,705	30.72%
<b>2. Passengers Kilometers (Thousand km)</b>						
East Zone	5,981,659	8,477,678	70.56%	5,516,881	7,818,958	70.56%
West Zone	4,102,843	4,516,237	90.85%	5,919,374	6,515,799	90.85%
Total System	10,084,502	12,993,915	77.61%	11,436,255	14,334,757	79.78%
<b>3. Passengers Earnings (Thousand taka)</b>						
East Zone	4,872,408	5,862,622	83.11%	4,512,227	5,429,242	83.11%
West Zone	2,695,875	3,190,409	84.50%	1,328,268	3,396,096	39.11%
Total System	7,568,283	9,053,031	83.60%	5,840,495	8,825,338	66.18%
<b>4. Average Lead of a Passenger (Kilometers)</b>						
East Zone	267.30	142.46	-	245.35	130.75	-
West Zone	268.81	147.84	-	987.71	198.01	-
Total System	267.91	144.29	-	401.57	154.63	-
<b>5. Average Revenue per Passenger (Taka)</b>						
East Zone	217.73	98.52	-	200.67	90.79	-
West Zone	176.63	104.44	-	221.64	103.21	-
Total System	201.06	100.53	-	205.08	95.20	-
<b>6. Average Revenue per Passenger Kilometers (Paisa)</b>						
East Zone	81.46	69.15	-	81.79	69.44	-
West Zone	65.71	70.64	-	22.44	52.12	-
Total System	75.05	69.67	-	51.07	61.57	-



**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 2018-2019.

July-June Class	Passengers Carried (Thousand)		Passenger Kilometer (Thousand)			Average Lead of passenger Kilometer			Passenger Earning (Taka of Thousand)		Earning to Total Percentage of		
	East Zone	West Zone Total System	East Zone	West Zone	Total System	East Zone	West Zone	Total System	East Zone	West Zone Total System			
<b>Intercity Trains:</b>													
Air-Conditioned	251	1,226	34,196	33,784	67,980	136.2	27.6	46.0	75,660	787,724	863,384	9.78%	
First Class	667	107	191,809	63,067	254,876	287.6	589.4	329.3	205,407	104,244	309,651	3.51%	
Shovan Class	21,568	4,660	5,290,876	5,822,523	11,113,399	245.3	1,249.5	423.7	4,231,160	436,300	4,667,460	52.89%	
Total	22,486	5,993	28,479	5,516,881	5,919,374	11,436,255	245.3	987.7	401.6	4,512,227	5,840,495	66.18%	
<b>Mail &amp; Express Trains:</b>													
Air-Conditioned	19	-	19	3,012	-	3,012	158.5	-	158.5	9,344	-	9,344	0.11%
First Class	31	-	31	7,719	-	7,719	249.0	-	249.0	16,296	-	16,296	0.18%
Second Class	30,460	17,011	47,471	2,021,660	472,685	2,494,345	66.4	27.8	52.5	795,258	1,815,028	2,610,286	29.58%
Total	30,510	17,011	47,521	2,032,391	472,685	2,505,076	66.6	27.8	52.7	820,898	1,815,028	2,635,926	29.87%
<b>Ordinary Passenger Trains:</b>													
Second Class	6,803	9,902	16,705	269,686	123,740	393,426	39.6	12.5	23.6	96,117	252,800	348,917	3.95%
<b>Grand Total</b>	59,799	32,906	92,705	7,818,958	6,515,799	14,334,757	130.8	198.0	154.6	5,429,242	3,396,096	8,825,338	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 2018-2019 shown in the table below:

Class	BG	MG		Total System
		East Zone	West Zone	
Air-Conditioned Class	90%	94%	91%	92%
First Class	87%	91%	88%	89%
Snigdha Class	91%	90%	94%	92%
Shovan Class	125%	135%	129%	130%
Second Class	150%	142%	145%	146%
Total	109%	110%	109%	110%

Table 27

**NUMBER OF FREIGHT WAGONS LOADED**

During the year 2018-2019, 113696 wagons in terms of four wheelers were loaded on the Broad Gauge and 132103 (125469 in the Eastern Zone and 6634 In the Western Zone) on the Meter Gauge. Year-wise position is indicated below:

Year July-June	BG	MG			Total System
		East Zone	East 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

Table-28

**FREIGHT TONNES CARRIED**

The total tonnes of freight carried by Bangladesh Railway during the year 2018-2019, was 3959000 and these tonnes were carried a total of 913482000 Tonne kilometer, averaging 230.74 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

Table-29

GAUGE WISE FREIGHT TONNES CARRIED

During the year 2018-2019, the tonnes of freight carried was 2548000 on the Broad Gauge and 913482000 on the Meter Gauge. 1535618000 Tonne kilometers on the Broad Gauge and Meter Gauge respectively. Year-wise position is indicated below:

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

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		2017-2018		2018-2019	
		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%	37.29	0.82%	120.69	3.05%
6.	Fodder	6	0.12%	-	-	-	-
7.	Fuel for the railway	-	-	-	-	-	-
8.	Gram & pulses	54	1.11%	-	-	-	-
9.	Iron & steel	187	3.83%	1.23	0.03%	2.20	0.06%
10.	Jute raw	664	13.61%	-	-	-	-
11.	Jute Manufactured	47	0.96%	-	-	-	-
12.	Kerosene oil	194	3.98%	-	-	-	-
13.	Live stock	1	0.02%	-	-	-	-
14.	Marble & Stone	139	2.85%	1,228.95	26.98%	1,375.61	34.74%
15.	Military traffic	16	0.33%	0.85	0.02%	8.86	0.22%
16.	Molasses	24	0.49%	-	-	-	-
17.	Oil fuel	155	3.18%	1,309.47	28.74%	1,027.46	25.95%
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%	32.60	0.72%	20.58	0.52%
25.	Salt	101	2.07%	-	-	-	-
26.	Sugar Cane	246	5.04%	-	-	-	-
27.	Sugar	86	1.76%	0.37	0.008%	-	-
28.	Tea	44	0.90%	-	-	0.16	0.00%
29.	Tobacco	20	0.41%	-	-	-	-
30.	Vegetable Oil	12	0.25%	-	-	-	-
31.	Wheat/Food Grain	623	12.77%	84.03	1.84%	73.56	1.86%
32.	Wood unwrought	56	1.15%	-	-	-	-
33.	Container	-	-	766.68	16.83%	706.69	17.85%
34.	All other commodities	512	10.49%	1,094.16	24.02%	623.45	15.75%
	<b>Total</b>	<b>4,879</b>	<b>100%</b>	<b>4,555.63</b>	<b>100%</b>	<b>3,959.25</b>	<b>100%</b>

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		2017-2018		2018-2019	
		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%	27,230	0.93%	74,019.95	2.58%
6.	Fodder	130	0.08%	-	-	-	-
7.	Fuel for the railway	-	-	-	-	-	-
8.	Gram & pulses	1,666	1.02%	-	-	-	-
9.	Iron & steel	8,284	5.09%	737	0.03%	373.99	0.01%
10.	Jute raw	32,214	19.78%	-	-	-	-
11.	Jute Manufactured	2,208	1.36%	-	-	-	-
12.	Kerosene oil	8,131	4.99%	-	-	-	-
13.	Live stock	67	0.04%	-	-	-	-
14.	Marble & Stone	2,933	1.80%	605,037	20.56%	658,553.70	22.99%
15.	Military traffic	487	0.30%	481	0.02%	3,106.20	0.11%
16.	Molasses	853	0.52%	-	-	-	-
17.	Oil fuel	4,152	2.55%	971,630	33.02%	761,445.70	26.58%
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%	8,255	0.28%	12,872.46	0.45%
25.	Salt	4,923	3.02%	-	-	-	-
26.	Sugar Cane	1,626	1.00%	-	-	-	-
27.	Sugar	2,662	1.63%	45	0.002%	-	-
28.	Tea	2,583	1.59%	-	-	188.00	0.01%
29.	Tobacco	1,194	0.73%	-	-	-	-
30.	Vegetable Oil	417	0.26%	-	-	-	-
31.	Wheat/Food Grain	18,906	11.61%	60,362	2.05%	63,147.38	2.20%
32.	Wood unwrought	2,000	1.23%	-	-	-	-
33.	Container	-	-	808,158	27.47%	1,041,171.11	36.35%
34.	All other commodities	22,925	14.08%	460,509	15.65%	249,621.00	8.71%
	<b>Total</b>	<b>162,831</b>	<b>100%</b>	<b>2,942,444</b>	<b>100%</b>	<b>2,864,499.49</b>	<b>100%</b>

**Table 32**

**FREIGHT TRAFFIC IN DESCENDING ORDER  
OF TONNES CARRIED DURING THE YEAR 2018-2019**

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

(Figures in Thousand)

SL	Commodities	Tonnes	Percent	Tonnes Kilometers	Percent	Earnings	Percent
1.	Marble & Stone	1,375.61	34.74%	317,332	34.74%	658,554	22.99%
2.	Oil fuel	1,027.46	25.95%	237,040	25.95%	761,446	26.58%
3.	Container	706.69	17.85%	163,050	17.85%	1,041,171	36.35%
4.	All other commodities	623.45	15.75%	143,868	15.75%	249,621	8.71%
5.	Fertilizer	120.69	3.05%	27,860	3.05%	74,020	2.58%
6.	Wheat/Food Grain	73.56	1.86%	16,990	1.86%	63,147	2.20%
7.	Railway Stores and materials other than fuel	20.58	0.52%	4,750	0.52%	12,872	0.45%
8.	Military traffic	8.86	0.22%	2,009	0.22%	3,106	0.11%
9.	Iron & steel	2.20	0.06%	548	0.06%	374	0.01%
10.	Tea	0.16	0.00%	36	0.00%	188	0.01%
11.	Cement	-	-	-	-	-	-
12.	Coal	-	-	-	-	-	-
13.	Cotton raw	-	-	-	-	-	-
14.	Fire wood and other fuel	-	-	-	-	-	-
15.	Fodder	-	-	-	-	-	-
16.	Fuel for the railway	-	-	-	-	-	-
17.	Gram & pulses	-	-	-	-	-	-
18.	Jute raw	-	-	-	-	-	-
19.	Jute Manufactured	-	-	-	-	-	-
20.	Kerosene oil	-	-	-	-	-	-
21.	Live stock	-	-	-	-	-	-
22.	Molasses	-	-	-	-	-	-
23.	Oil seeds	-	-	-	-	-	-
24.	Other Grains	-	-	-	-	-	-
25.	Provision	-	-	-	-	-	-
26.	Petrol	-	-	-	-	-	-
27.	Paddy	-	-	-	-	-	-
28.	Rice	-	-	-	-	-	-
29.	Salt	-	-	-	-	-	-
30.	Sugar Cane	-	-	-	-	-	-
31.	Sugar	-	-	-	-	-	-
32.	Tobacco	-	-	-	-	-	-
33.	Vegetable Oil	-	-	-	-	-	-
34.	Wood unwrought	-	-	-	-	-	-
	<b>Total</b>	<b>3,959.25</b>	<b>100%</b>	<b>913,483</b>	<b>100%</b>	<b>2,864,499</b>	<b>100%</b>



Table-33

**PASSENGER TRAINS AND TRAIN-KILOMETERS (BG)**

During the year 2018-2019, a total of 26623 passenger trains run on the Broad Gauge, (Intercity 11805000 Mail Express 6869000 and local 7949000). They covered a total of 5709028 train kilometers, (Intercity 3595869 Mail Express 1294813 & local 818346).

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

Note: Daily number of trains run in June 2019 was 103 including 46 Intercity trains.

Table-34

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

During the year 2018-2019, a total of 92325 passenger trains run on the meter Gauge, (Intercity 20194000 Mail Express 35957000 & local 36174000). They covered a total of 12393009 train kilometers, (Intercity 5328992 Mail Express, 5093529 & local 1970488).

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

Note: Daily number of trains run in June 2019 was 254 including 54 Intercity trains.

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

During the year 2018-2019, a total of 69776 passenger train run on the Meter Gauge in the Eastern Zone & a total of 22549 passenger train run in the Western Zone. They covered a total of 8781352 train kilometers run in the Eastern Zone & a total of 3611653 train kilometers run in the Western Zone . Year wise position is indicated below:

Year	Number of trains run										Passenger Train kilometers (Thousand)									
	Passenger train			Mixed train			Total Number of trains			Total	East Zone	West Zone								
	East Zone	West Zone	Total	East Zone	West Zone	Total	East Zone	West Zone	Total											
1969-1970			76,166			16,610														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								

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

During the year 2018-2019, a total of 69771 passenger trains run on the Meter Gauge in the Eastern Zone, (Intercity: 15269 Mail Express: 27788 and Local: 26714) and a total of 22554 passenger trains were run on the Meter Gauge in the Western Zone. (Intercity: 4925 Mail & Express: 8169 and Local: 9460). 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	East Zone	West Zone	Total				
1990-1991	7,922	2,048	9,970	9,204	2,113	11,317	39,580	9,221	48,801	56,706	13,382	70,088	
2008-2009	16,462	3,467	19,929	13,391	3,236	16,627	24,236	8,889	33,125	54,089	15,592	69,681	
2009-2010	17,070	3,262	20,332	13,933	3,884	17,817	23,624	7,131	30,755	54,627	14,277	68,904	
2010-2011	17,009	3,338	20,347	14,126	4,102	18,228	23,396	4,897	28,293	54,531	12,337	66,868	
2011-2012	17,689	3,880	21,569	14,514	4,703	19,217	25,126	3,713	28,839	57,329	12,296	69,625	
2012-2013	18,068	3,913	21,981	14,892	5,743	20,635	25,185	3,941	29,126	58,145	13,597	71,742	
2013-2014	19,275	3,786	23,061	18,759	6,257	25,016	25,669	3,340	29,009	63,703	13,383	77,086	
2014-2015	20,466	4,073	24,539	20,247	6,215	26,462	23,497	3,644	27,141	64,210	13,932	78,142	
2015-2016	15,238	3,978	19,216	26,470	8,560	35,030	24,623	8,760	33,383	66,331	21,298	87,629	
2016-2017	15,238	3,978	19,216	26,470	8,560	35,030	24,623	8,760	33,383	66,331	21,298	87,629	
2017-2018	15,230	4,912	20,142	27,716	8,148	35,864	26,645	9,435	36,080	69,591	22,495	92,086	
2018-2019	15,269	4,925	20,194	27,788	8,169	35,957	26,714	9,460	36,174	69,771	22,554	92,325	

Table-37

**PASSENGER TRAIN-KILOMETERS (MG Zone-wise)**

During the year 2018-2019, a total of 8781392 train kilometers run on the Meter Gauge in the Eastern Zone, (Intercity: 3972077, Mail Express: 3705585 and Local: 1100094) and a total of 3611653 train kilometers were run on the Meter Gauge in the Western Zone, (Intercity: 1356915, Mail Express: 1387940 and Local: 870394).

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

Table-38

**PUNCTUALITY OF PASSENGER TRAINS (MG & BG)**

During the year 2018-2019, the punctuality i.e. the percentage of trains not losing time to total No. of trains run was 89.5 (MG) and 80.25 (BG) percent in Intercity trains, 86.05 (MG) and 74.8 (BG) percent in Mail Express trains and 87.45 (MG) and 74.5 (BG) percent in Local trains. Year-wise position is indicated below:

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

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

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 2018-2019, the punctuality i.e. the percentage of trains not losing time to total No. of Trains run was 92 Percent in the Eastern Zone and 87 percent in the Western Zone in Intercity train, 83 percent in the Eastern Zone and 89.1 percent in the Western Zone in Mail Express trains and 94 percent in the Eastern Zone and 80.9 percent in the Western Zone in local trains. Year-wise position is indicated below:

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

Year July-June	Intercity trains		Mail & Express trains		Local trains	
	East Zone	West Zone	East Zone	West Zone	East Zone	West Zone
1987-1988	50.6	67.4	24.2	20.8	66.1	31.5
2008-2009	56.5	82.3	59.7	89.6	89.5	65.7
2009-2010	65.8	72.8	36.4	78.6	83.8	60.1
2010-2011	36.7	68.5	35.4	67.0	83.2	51.0
2011-2012	72.0	72.6	41.0	69.7	83.6	64.8
2012-2013	62.0	72.5	38.0	64.0	84.7	64.5
2013-2014	73.0	59.4	57.0	56.4	83.2	57.2
2014-2015	74.0	70.1	61.0	68.9	87.8	61.7
2015-2016	92.0	82.5	82.0	77.6	87.8	71.2
2016-2017	94.0	86.2	83.0	73.6	90.4	73.2
2017-2018	93.0	87.5	83.0	72.7	90.8	73.3
2018-2019	92.0	87.0	83.0	89.1	94.0	80.9

Table-40

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

During the year 2018-2019, a total of passenger trains run on Broad Gauge with an average of 15.68 coaching vehicles, (Intercity: 20.12, Mail Express: 16.25 and local: 10.66) and 1.07 freight wagons. The total kilometerage travelled by the coaching vehicles on passenger 85056000 Kilometerage (Intercity: 59970000, Mail Express: 19385000 & local: 5701000). Year-wise position is indicated below:

(Vehicles and wagons in terms of four-wheelers)

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



Table-41

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

During the year 2018-2019, a total of passenger trains run on the Meter Gauge with an average of 18.305 coaching vehicles, (Intercity: 25.25, Mail Express: 15.2 and local: 14.465) and 5 freight wagons. The total kilometerage traveled by the coaching vehicles on passenger 260930000 Kilometers (Intercity: 151715000, Mail and Express: 83971000 & local: 25244000).

(Vehicles and wagons in terms of four-wheelers)

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

Table-42

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

During the year 2018-2019, a total of passenger trains run on the Meter Gauge in the Eastern Zone with an average of 21.3 coaching vehicles, (Intercity: 30.5, Mail Express: 17.8 and local: 15.6) and a total of passenger train were run on the Meter Gauge in the Western Zone an average of 15.31 coaching vehicles, (Intercity: 20, Mail & Express: 12.6, local: 13.33) and 10 freight wagons. The total kilometerage (Thousand) traveled by the coaching vehicles on the Meter Gauge in the Eastern Zone 205344, (Intercity: 119849, Mail Express: 69376 and local:16119) and in the Western Zone 55586 (Intercity: 31866, Mail & Express: 14595 and local: 9125). Year-wise position is indicated below:

**(Vehicles and wagons in terms of four-wheelers)**

	Year July-June	MG East	MG West	MG Combined
<b>1. Average number of vehicles per train</b>				
(a) Intercity train	2017-2018	30.40	22.35	28.42
	2018-2019	30.50	20.00	25.25
(b) Mail & Express train	2017-2018	17.74	12.76	16.26
	2018-2019	17.80	12.60	15.20
(c) Local Train	2017-2018	15.02	11.56	13.68
	2018-2019	15.60	13.33	14.47
Total	2017-2018	23.74	16.46	21.88
	2018-2019	21.30	15.31	18.31
Freight wagons	2017-2018	-	3.55	0.78
	2018-2019	-	10.00	5.00
<b>2. Coaching vehicle KM on Passenger (Thousand)</b>				
(a) Intercity train	2017-2018	117,172	29,293	146,465
	2018-2019	119,849	31,866	151,715
(b) Mail & Express train	2017-2018	75,704	18,926	94,630
	2018-2019	69,376	14,595	83,971
(c) Local Train	2017-2018	20,955	5,249	26,204
	2018-2019	16,119	9,125	25,244
Total	2017-2018	213,831	53,468	267,299
	2018-2019	205,344	55,586	260,930

Table-43

**FREIGHT TRAINS (BG)**

During the year 2018-2019, the number of freight trains run on the Broad Gauge total 4915 and they covered 367000 kilometers. Year-wise position is indicated below:

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

Table-44

**FREIGHT TRAINS (MG)**

During the year 2018-2019, the number of freight trains run on the Meter Gauge total 15028 and they covered a total 1243000 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

Table-45

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

During the year 2018-2019 the number of freight trains run in the Eastern Zone on the Meter Gauge total 11680 and those run in the Western Zone total 3348. The former covered a total of 9,61,000 kilometers and the later 2,82,000 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	2017-2018	11,011	2,753	13,764
	2018-2019	11,680	3,348	15,028
2. Freight train kilometers (Thousand)	2017-2018	929	232	1,161
	2018-2019	961	282	1,243
3. Number of loaded wagons per train	2017-2018	28.9	7.3	36.20
	2018-2019	32.8	6.4	39.20
4. Total number of wagons per train	2017-2018	38.3	9.6	47.90
	2018-2019	40.5	10.0	50.50
5. Wagon kilometers (Thousand)	2017-2018	47,930	11,983	59,913
	2018-2019	49,423	7,392	56,815

Table-46

**FREIGHT TRAINS GROSS TONNE KILOMETERS**

During the year 2018-2019, a total of 55,80,82,000 Freight trains gross tonne kilometers were operated on the Broad Gauge and on the Meter Gauge System were 35,54,00,000 (Eastern Zone 24,79,48,000 and Western Zone 10,74,52,000). Year-wise position is indicated below:

(Figures in Thousand)

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

**Table-47**  
**CONTAINER SERVICES**

During the year 2018-2019, a total of 88009 number of containers were handled at Chittagong Port and Dhaka ICD. A total of 1627527 tonnes of different commodities were transported in those containers, which contributed a total of Tk. 891317000 to the Railway revenue. Year-wise position is indicated below:

Year July-June	Chittagong Port to Dhaka ICD		Dhaka ICD to Chittagong Port		Total all	Chittagong Port to Dhaka ICD (Tonnes)	Dhaka ICD to Chittagong 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

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

Table-48

**SPEED AND NET LOAD OF FREIGHT TRAINS (BG)**

During the year 2018-2019, average speed of through goods and van goods trains on the Broad Gauge were 12.4 and 10.7 kilometers per hour respectively. These figures are based on the total time taking by a freight train from its starting point to its destination and include stoppages and shunting enroute. Year-wise position is indicated below:

Year July-June	Speed of Goods trains (Kilometers per hour)			Average wagon load (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



Table-49

**SPEED AND NET LOAD OF FREIGHT TRAINS (MG)**

During the year 2018-2019, average speed of through goods and van goods trains on the Meter Gauge were 12.7 and 10.875 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

Table-50

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

During the year 2018-2019, average speed of freight trains in the Eastern and Western Zone of the Meter Gauge section were 12.9 and 12.5 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
<b>1. Speed of Goods trains (Kilometers per hour)</b>				
Through goods	2017-2018	12.70	12.50	12.60
	2018-2019	12.90	12.50	12.70
Van goods	2017-2018	10.80	10.90	10.85
	2018-2019	11.20	10.55	10.88
All goods	2017-2018	12.10	12.50	12.30
	2018-2019	12.50	11.52	12.01
<b>2. Average wagon load (Tonnes)</b>				
	2017-2018	7.97	2.05	7.89
	2018-2019	9.55	2.05	5.80
<b>3. Net load per train (Tonnes)</b>				
	2017-2018	313	570	298
	2018-2019	325	576	451
<b>4. Net Tonne-Kilometers per train hour</b>				
	2017-2018	3,995	8,974	3,875
	2018-2019	4,025	8,640	6,333

Table-51

**COACHING VEHICLE PERFORMANCE (BG)**

During the year 2018-2019, average daily kilometerage traveled by a passenger carriage and other coaching vehicle on the Broad Gauge was 626 and 256 respectively. The unserviceable passenger carriages constituted 26.1 percent of the total number of passenger carriages on line and the unserviceable other coaching vehicles 23.4 percent of the total number of other coaching vehicles on line. Year-wise position is indicated

(Vehicles in terms of four-wheelers)

Year July-June	Vehicle kilometers per vehicle day on line		Percentage of average number of vehicle under or awaiting repairs daily to average total number on line		Average number of passenger per vehicle	Average number of passenger per train
	Passenger carriages	Other Coaching vehicles	Passenger carriages	Other Coaching vehicles		
1969-1970	243	145	12.60	11.00	16.00	220
2008-2009	366	144	20.50	19.00	23.00	409
2009-2010	368	145	22.10	14.30	39.00	434
2010-2011	374	150	25.30	8.36	28.00	446
2011-2012	398	155	38.90	10.00	32.00	496
2012-2013	413	144	24.40	16.70	27.00	462
2013-2014	423	190	24.30	9.52	28.00	434
2014-2015	448	186	25.00	16.70	34.00	545
2015-2016	469	194	26.10	17.50	35.60	571
2016-2017	560	230	31.00	20.80	42.30	679
2017-2018	607	276	33.70	24.90	42.60	708
2018-2019	626	256	26.10	23.40	45.45	705

Table-52

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

During the year 2018-2019, average daily kilometerage traveled by a passenger carriage and other coaching vehicles on the Meter Gauge was 289 and 98 respectively. The unserviceable passenger carriages constituted 28.5 percent of the total number of passenger carriages on line and the unserviceable other coaching vehicles 35.65 percent of the total number of other coaching vehicles on line. Year-wise position is indicated below:

(Vehicles in terms of four-wheelers)

Year July-June	Vehicle kilometers per vehicle day on line		Percentage of average number of vehicle under or awaiting repairs daily to average total number on line		Average number of passenger per vehicle	Average number of passenger per train
	Passenger carriages	Other Coaching vehicles	Passenger carriages	Other Coaching vehicles		
1969-1970	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

Table-53

**FREIGHT WAGON PERFORMANCE (BG)**

During the year 2018-2019 average daily kilometerage traveled by a freight wagon was 75.15. Unserviceable wagons constituted 16.13 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	-

Table-54

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

During the year 2018-2019 average daily kilometerage traveled by a freight wagon was 18.45. Unserviceable wagons constituted 34.09 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

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 2018-2019 average distance traveled by a Broad Gauge Locomotive was 171 kilometers per day. Average kilometerage travelled by a locomotive all engine actually in use was 302 kilometers per day . Average distance covered by a goods locomotives actually in use, was 180 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	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

Table-56

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

During the year 2018-2019, average distance travelled by a Meter Gauge Locomotive was 226 kilometers per day. Average kilometerage travelled by a locomotive all engine actually in use was 309 kilometers per day. Average distance covered by a goods locomotive actually in use, was 223 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



Table-57

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

During the year 2018-2019 a total of 7395600 Engine kilometers run on the Broad Gauge in the Western Zone, (Passenger 5574204 Goods 815284 and others 1006112). 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

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 2018-2019 a total of 18117692 Engine kilometers run on the Meter Gauge in the Eastern and Western Zone Combined (Passenger 13463128, Goods 1548138 and others 3106426). 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

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

**Table-59**

**FUEL CONSUMPTION**

During the year 2018-2019 Bangladesh Railway consumed 192 metric tonnes of coal, 438 metric tonnes of furnace oil and 53909 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 the year was Tk. 4300838 per metric tonne for coal, Tk. 5049702 per metric tonne for furnace oil and Tk. 5930210 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

Table-60

**FUEL CONSUMPTION ( Zone-wise )**

The Zone-wise breakdown of coal, furnace oil and diesel oil consumed during the year 2017-2018 and 2018-2019 is given below:

(Figures in Metric Tonnes)

Fuel Zone	Locomotive Purposes		Other Purposes		Total Consumption	
	2017-2018	2018-2019	2017-2018	2018-2019	2017-2018	2018-2019
<b>1. Coal</b>						
East Zone	-	-	186	192	186	192
West Zone	-	-	19	-	19	-
Total	-	-	205	192	205	192
<b>2. Furnace Oil</b>						
East Zone	-	-	-	-	-	-
West Zone	-	-	-	438	-	438
Total	-	-	-	438	-	438
<b>3. Diesel Oil</b>						
East Zone	24,031	25,272	1,766	1,299	25,797	26,571
West Zone	19,460	24,341	53	2,997	19,513	27,338
Total	43,491	49,613	1,819	4,296	45,310	53,909

Table-60-1

TRAFFIC DENSITY (EAST ZONE)		(Per day)														
		1969-1970					2017-2018					2018-2019				
		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.
SL NO	Section	18.35	13.35	418	831	6,334	38.08	6.66	867	309	5,100	39.25	5.90	870	330	5,124
1.	Chittagong-Feni	20.35	13.03	445	794	6,288	38.08	6.76	863	313	5,195	38.12	5.90	872	330	5,225
2.	Feni-Laksham	19.70	12.68	424	715	6	44.43	6.71	935	314	5,149	44.60	5.90	945	330	5,180
3.	Laksam-Akhaura	24.00	2.02	324	49	223	23.27	-	399	-	-	23.35	0.87	405	14	-
4.	Chittagong-Sholashahar	14.00	1.74	203	31	133	2.12	-	30	-	-	2.15	0.42	35	7	-
5.	Sholashahar-Dohazari	10.00	0.32	158	8	35	23.27	-	196	-	-	23.35	0.45	203	7	-
6.	Sholashahar-Nazirhat	12.38	1.61	200	45	266	8.46	-	197	-	-	8.65	-	202	-	-
7.	Chandpur-Laksam	14.48	1.02	240	13	54	8.46	-	171	-	-	8.55	-	182	-	-
8.	Noakhali-Laksam															

SL NO	Section	1969-1970					2017-2018					2018-2019					(Per day)
		Passenger & Mixed trains.	Freight trains.	Coaching Vehicles.	Wagons.	Tones.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tones.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tones.	
9.	Narayanganj-Dhaka	16.00	3.05	283	146	1	33.85	-	520	-	33.95	-	530	-	-	-	
10.	Dhaka-Tejgaon	28.00	6.84	597	266	1,766	101.55	4.55	2,144	253	4,120	105.20	5.15	2,168	246	4,162	
11.	Tejgaon-Tongi	28.00	9.42	596	497	3,427	101.55	4.72	2,144	253	4,120	104.20	5.15	2,186	246	4,125	
12.	Bhairab Bazar-Tongi	16.00	6.62	344	348	2,468	50.78	5.16	1,143	300	4,213	51.78	5.15	1,158	266	4,285	
13.	Akhaura-Bhairab Bazar	20.00	12.06	453	682	5,254	46.55	5.82	1,005	329	4,592	47.20	5.15	1,006	266	4,599	
14.	Bhairab Bazar-Gouripur Mymensingh	12.00	4.96	223	279	1,633	17.98	0.60	181	30	278	18.10	0.03	185	9	280	
15.	Gouripur Mymensingh-Mymensingh	24.12	6.48	390	331	1,790	23.27	0.54	601	32	277	23.88	0.03	605	9	280	
16.	Mymensingh-Jamalpur Town	14.04	5.79	321	279	1,683	23.27	0.92	601	119	554	23.85	0.03	605	8	565	
17.	Jamalpur Town-Dewanganj Bazar	12.00	6.36	212	315	2,068	14.81	0.96	399	60	519	15.01	0.03	400	-	524	
18.	Dewanganj Bazar-Bahadurabad	8.12	4.90	147	277	1,965	-	-	-	-	-	-	-	-	-	-	

SL NO	Section	1969-1970					2017-2018					2018-2019				
		Passenger & Mixed trains.	Freight trains.	Coaching Vehicles.	Wagons.	Tones.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tones.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tones.
19.	Tongi-Joydebpur	12.64	2.94	266	153	1,319	57.12	1.36	992	84	763	57.55	0.15	998	48	765
20.	Joydebpur-Mymensingh	12.64	2.94	266	153	13	23.27	1.12	601	64	603	23.88	0.25	605	48	604
21.	Jamalpur town-Bangabandhu East	7.02	0.22	180	21	109	10.58	1.07	201	42	403	10.80	0.10	202	-	405
22.	AKhaura-Shaistaganj	13.98	3.55	278	132	902	22.21	1.90	496	72	603	22.52	0.54	499	24	605
23.	Shaistaganj-Kulaura	12.00	3.52	245	201	1,573	19.04	1.61	472	55	527	19.88	0.54	476	24	594
24.	Kulaura-Shahbazzpur	8.00	-	62	15	41	-	-	-	-	-	-	-	-	-	-
25.	Kulaura-Sylhet	12.00	4.83	245	128	1,034	19.04	1.38	472	49	504	19.25	0.54	473	24	505
26.	Sylhet-Chatakabazar	6.00	2.06	97	56	408	4.23	-	64	-	-	4.45	-	65	-	-
27.	Gouripur Mymensingh-Shamganj	-	-	-	-	-	16.93	-	249	-	-	17.01	-	251	-	-
28.	Shamganj-Jaria jhanjail	8.00	-	122	9	28	8.46	-	103	-	-	8.62	-	105	-	-
29.	Shamganj-Mohanganj	10.12	1.25	141	24	80	8.46	-	146	-	-	8.62	-	149	-	-

Table-60-2  
TRAFFIC DENSITY  
(WEST ZONE)

SL NO	Section	1969-1970					2017-2018					2018-2019				
		Passenger & Mixed trains.	Freight trains.	Coaching Vehicles.	Wagons.	Tones.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tones.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tones.
1.	Khulna-Jessore	16.00	4.00	270	198	1,772	23.27	3.14	365	176	2,261	23.69	3.26	376	182	2,281
2.	Jessore-Darsana	14.00	4.09	249	216	1,813	19.04	3.70	339	185	2,038	19.36	3.85	346	193	2,105
3.	Darsana-Poradaha	20.00	5.44	321	220	2,461	21.16	4.52	365	192	2,414	21.33	4.65	383	201	2,476
4.	Poradaha-Bhairamara	14.00	6.39	254	292	2,995	23.27	4.61	395	192	2,414	23.44	4.92	403	199	2,485
5.	Bhairamara-Ishurdi	14.00	7.23	255	294	2,998	23.27	4.30	395	192	2,461	24.05	4.69	405	201	2,505
6.	Ishurdi-Abdulpur	24.00	7.58	429	307	3,151	40.20	1.26	515	80	2,381	40.78	1.45	525	85	2,403
7.	Abdulpur-Santahar	14.00	5.77	262	282	2,784	25.39	0.93	300	46	947	25.98	1.02	315	49	995
8.	Santahar-Parbatipur	14.00	3.02	258	138	1,213	23.27	0.80	300	44	554	23.77	0.85	306	48	575
9.	Parbatipur-Saidpur	10.00	1.71	168	62	297	14.81	0.51	227	17	455	15.00	0.65	235	19	465
10.	Saidpur-Chilahati	8.78	0.71	144	25	137	10.58	-	189	-	404	10.66	-	198	-	422
11.	Ishurdi-Jamtoli	-	-	-	-	-	29.62	-	365	-	-	29.80	-	385	-	-



Sl No	Section	1969-1970					2017-2018					2018-2019					(Per day)
		Passenger & Mixed trains.	Freight trains.	Coaching Vehicles.	Wagons.	Tones.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tones.	Passenger & Mixed trains.	Freight trains.	Coaching vehicles.	Wagons.	Tones.	
12.	Jamtoi-Sirajganjhat	-	-	-	-	-	4.23	-	38	-	-	4.33	-	39	-	-	
13.	Jamtoi-Joydebpur	-	-	-	-	-	27.50	-	318	-	-	27.68	-	325	-	-	
14.	Joydebpur-Tongi	-	-	-	-	-	27.50	-	262	-	-	27.82	-	282	-	-	
15.	Tongi-Dhaka Cant.	-	-	-	-	-	27.50	-	262	253	4,120	27.75	-	275	259	4,220	
16.	Da cantt - Dhaka	-	-	-	-	-	27.50	-	262	253	4,120	27.66	-	282	267	4,190	
17.	Poradha-Kalukhali	-	-	-	-	-	10.58	-	133	-	-	10.85	-	146	-	-	
18.	kalukhali-Rajbari	14.00	2.03	230	57	304	10.58	-	133	-	-	10.78	-	144	-	-	
19.	Rajbari-Goalonda	15.00	0.00	226	8	72	10.58	-	159	-	-	10.90	-	180	-	-	
20.	Jessore-Benapole	2.72	0.00	30	21	45	2.12	-	25	-	-	2.19	-	30	-	-	
21.	Abdulpur-Rajshahi	10.00	2.80	185	88	670	27.50	0.88	25	43	576	27.80	0.95	26	45	590	
22.	Rajshahi-Amnura	9.76	1.10	170	34	59	12.69	0.19	481	14	408	12.85	0.25	502	15	435	
23.	Amnura-Chepainaabganj	12.00	-	207	13	59	12.69	0.12	146	12	405	12.98	0.15	165	14	425	
24.	ALM-CNNG	-	-	-	-	-	8.46	0.29	73	16	144	8.75	0.35	79	18	156	
25.	Amnura-Rohanpur	-	-	-	-	-	8.46	0.12	126	12	105	8.64	0.14	136	14	115	

SL NO	Section	1969-1970					2017-2018					2018-2019					(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.	
26.	Santahar-Bonarpara	12.00	4.66	218	188	970	19.04	0.80	318	24	144	19.26	0.85	336	26	166	
27.	Bonarpara-Kaunia	12.00	4.90	240	232	1220	16.93	0.92	309	52	257	16.98	0.99	329	55	260	
28.	Kawmia-Laimonirhat	18.00	5.34	229	189	813	23.27	0.34	550	31	175	23.36	0.36	568	32	178	
29.	Kaunia-Parbatipur	14.26	3.77	271	146	740	25.39	0.74	386	44	332	25.66	0.90	396	52	369	
30.	Tistamukghat-Bonarpara	8.00	5.50	293	285	1,762	-	-	-	-	-	-	-	-	-	-	
31.	Trimohini-Balashi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
32.	Laimonirhat-Burimari	6.00	0.47	94	9	38	12.69	0.27	197	17	107	12.78	0.30	202	20	125	
33.	Parbatipur-Kanchan	14.95	2.76	267	91	350	21.16	0.34	275	28	116	21.36	0.44	290	30	165	
34.	Kanchan-Panchagarh	6.58	3.25	120	67	238	10.58	-	85	-	-	10.82	-	93	-	-	
35.	Tista-Ramna Bazar	6.82	0.51	90	13	57	6.35	-	34	-	-	6.60	-	41	-	-	
36.	Kanchan-Biral	4.00	-	38	17	48	2.12	-	17	-	-	2.15	-	19	-	-	
37.	Parbatipur-Saidpur	-	-	-	-	-	14.81	-	-	-	-	15.01	-	-	-	-	
38.	Santahar-Abdulpur	-	-	-	-	-	25.39	0.60	180	28	315	25.61	0.70	195	29	355	
39.	Abdulpur-Ishurdi	-	-	-	-	-	40.20	0.60	180	28	315	40.38	0.70	198	29	360	
40.	Ishurdi-Jamtoil	-	-	-	-	-	29.62	0.60	180	28	315	30.00	0.75	197	30	375	
41.	Jamtoil-Joydebpur	-	-	-	-	-	27.50	0.60	180	28	315	27.75	0.69	190	29	350	

**METER GAUGE**

Table-61

TRAIN ACCIDENTS							
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During the year 2018-19, there occurred a total of 91 train accidents on the Bangladesh Railway consisting of 78 cases of derailments and 10 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	-	64	-	30	94	5.51	657
2018-2019	3	78	-	10	91	5.03	5,696

Table-62

### ANALYSIS OF TRAIN ACCIDENTS

During the year 2018-2019, 38.46% of the total train accidents were attributable to the failure of human elements and 2.2% were caused by technical defects in rolling stock, track, signaling and interlocking apparatus. The balance 49.45% accidents occurred due to other miscellaneous causes. The comparative figures for 2017-2018 and 2018-2019 are shown below:

Cause	Year July-June	Collisions	Deraillments	Fire in trains	Train running into obstruction	Total	Percentage to total
<b>A. Human Elements:</b>							
(i) Breach of rules, Wrong Manipulation of block instruments and wrong setting of points etc.	2017-2018	-	64	-	-	64	68.09%
	2018-2019	2	31	-	2	35	38.46%
(ii) Passing of signals at danger	2017-2018	-	-	-	-	-	-
	2018-2019	1	-	-	-	1	1.10%
(iii) Breach of rules by Master and Asstt. Locomotive Master	2017-2018	-	-	-	-	-	-
	2018-2019	-	-	-	-	-	-
<b>B. Technical defects:</b>							
(i) Engines	2017-2018	-	-	-	15	15	15.96%
	2018-2019	-	-	-	3	3	3.30%
(ii) Vehicles	2017-2018	-	-	-	5	5	5.32%
	2018-2019	-	-	-	2	2	2.20%
(iii) Tracks	2017-2018	-	-	-	-	-	-
	2018-2019	-	-	-	-	-	-
(iv) Signaling and interlocking apparatus	2017-2018	-	-	-	-	-	-
	2018-2019	-	2	-	-	2	2.20%
(v) Other technical's defects	2017-2018	-	-	-	-	-	-
	2018-2019	-	-	-	3	3	3.30%
<b>C. Miscellaneous causes</b>							
	2017-2018	-	-	-	10	10	10.64%
	2018-2019	-	45	-	-	45	49.45%
<b>Grand Total</b>	2017-2018	-	64	-	30	94	100%
	2018-2019	3	78	-	10	91	100%

Table-63

**CASUALTIES**

During the year 2018-2019, a total of 15 persons, i.e. passengers, railway employees and other persons were killed and 41 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

Table-64

**PASSENGER AND FREIGHT REVENUE**

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

Table-65

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	1,865.50	-	-	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

Table-66

**CLASS-WISE PASSENGER EARNINGS AND PASSENGER-KILOMETERS**

During the year 2018-2019, average revenue per passenger kilometer were 1229.33 paisa in Air-Conditioned Class, 124.13 paisa in First Class, 42 paisa in Shovan Class, and 102.47 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
2009-2010	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



**Table-67**  
**OPERATING REVENUE & THEIR PERCENTAGE**

(Taka in thousand)

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

**Table-68**  
**OPERATING EXPENSES & THEIR PERCENTAGE**

Year July-June	General Administration		Repairs and maintenance		Operation Staff		Operation fuel		Operation other than staff & fuel		Miscellaneous expenses		Depreciation		Total Taka
	Taka	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

Table-69

**NET OPERATING INCOME**  
(Without considering PSO & Welfare grant)

During the year 2018-2019, net operating income of Bangladesh Railway amounted to a deficit Tk. (-) 16,44,07,32,000. Figures of total operating revenue, total operating expenses and net operating income are given below:

(Figures in Thousand Taka)

Year July-June	Total operating revenue	Total operating expenses	Net operating income
1969-1970	303,039	252,751	(+) 50,288
2008-2009	6,253,528	11,727,494	(-) 5,473,966
2009-2010	5,663,042	12,572,047	(-) 6,909,005
2010-2011	6,295,456	14,918,194	(-) 8,622,738
2011-2012	6,034,293	15,671,156	(-) 9,636,863
2012-2013	8,042,626	15,623,814	(-) 7,581,188
2013-2014	8,001,796	16,016,964	(-) 8,015,168
2014-2015	9,354,584	18,082,984	(-) 8,728,400
2015-2016	9,040,196	22,292,204	(-) 13,252,008
2016-2017	1,037,642	28,355,250	(-) 27,317,608
2017-2018	14,861,592	29,180,272	(-) 14,318,680
2018-2019	14,065,788	30,506,520	(-) 16,440,732

Table-70

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

During the year 2018-2019, net operating income worked out to Tk. (-) 14,74,50,37,000 duly considering the compensation paid by the Government to the Railway for the loss incurred for operating service which fall under the Public Service Obligation (PSO) of the Government and Welfare Grant paid by the Government for education and health services to the Railway staff which do not constitute operating expenses.

Such payments by the Government started from 1992-1993. Since no depreciation was charged, the Operating Ratio is reduced to working Ratio. Year-wise position is indicated below:

(Figures in Thousand Taka)

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

Table-71

### ZONE-WISE OPERATING REVENUE

The Zone-wise breakdown of operating revenue under different heads during the year 2017-2018 and 2018-2019 are given below:

(Figures in Thousand Taka)

Source	Year July-Jun	East Zone		West Zone		Total	
		TK.	Percent	TK.	Percent	TK.	Percent
<b>Passenger Earning</b>							
	2017-2018	5,862,622	65.58%	3,190,409	53.88%	9,053,031	60.92%
	2018-2019	5,429,242	63.53%	3,396,096	61.52%	8,825,338	62.74%
<b>Other Coaching Earning</b>							
	2017-2018	116,902	1.31%	73,291	1.24%	190,193	1.28%
	2018-2019	176,149	2.06%	69,131	1.25%	245,280	1.74%
<b>Freight Earning</b>							
	2017-2018	1,265,061	14.15%	1,594,405	26.92%	2,859,466	19.24%
	2018-2019	1,446,000	16.92%	1,454,936	26.36%	2,900,936	20.62%
<b>Miscellaneous Earning</b>							
	2017-2018	1,695,136	18.96%	1,063,766	17.96%	2,758,902	18.56%
	2018-2019	1,493,950	17.48%	600,284	10.87%	2,094,234	14.89%
<b>Total</b>							
	2017-2018	8,939,721	-	5,921,871	-	14,861,592	-
	2018-2019	8,545,341	-	5,520,447	-	14,065,788	-

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

Table-72

### ZONE-WISE OPERATING EXPENSES

The Zone-wise breakdown of operating expenses under different heads during the year 2017-2018 and 2018-2019 are given below:

(Figures in Thousand Taka)

Type of Expenses	Year July-Jun	East Zone		West Zone		Total	
		Taka	Percent	Taka	Percent	Taka	Percent
<b>General Administration</b>							
	2017-2018	2,349,155	15.04%	1,632,841	12.04%	3,981,996	13.65%
	2018-2019	1,755,697	10.60%	1,285,450	9.22%	3,041,147	9.97%
<b>Repairs and maintenance</b>							
	2017-2018	4,506,526	28.86%	5,425,206	40.00%	9,931,732	34.04%
	2018-2019	4,538,327	27.40%	4,906,009	35.18%	9,444,336	30.96%
<b>Operation Staff</b>							
	2017-2018	700,786	4.49%	608,463	4.49%	1,309,249	4.49%
	2018-2019	786,698	4.75%	625,945	4.49%	1,412,643	4.63%
<b>Operation Fuel</b>							
	2017-2018	2,290,994	14.67%	1,808,472	13.33%	4,099,466	14.05%
	2018-2019	2,072,168	12.51%	2,042,351	14.65%	4,114,519	13.49%
<b>Operation other than staff and fuel</b>							
	2017-2018	1,134,083	7.26%	967,965	7.14%	2,102,048	7.20%
	2018-2019	1,246,980	7.53%	1,096,290	7.86%	2,343,270	7.68%
<b>Miscellaneous Expenses</b>							
	2017-2018	4,634,782	29.68%	3,120,999	23.01%	7,755,781	26.58%
	2018-2019	6,162,045	37.21%	3,988,560	28.60%	10,150,605	33.27%
<b>Total</b>							
	2017-2018	15,616,326	-	13,563,946	-	29,180,272	
	2018-2019	16,561,915	-	13,944,605	-	30,506,520	

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

Table-73

**OPERATING RATIO**  
(Without considering PSO & Welfare grant)

During the year 2018-2019, net operating ratio of Bangladesh Railway was 216.88%, i.e. total expenses were 216.88% of total earnings. Expenses on General Administration were 21.62%, Repairs and maintenance 67.14%, Operation staff 10.04%, Operation fuel 29.25%, Operation other than staff and fuel 16.66%, Miscellaneous expenses 72.17% and Depreciation 0%. Year-wise position is indicated below:

Year July-June	General Adminis- tration	Repairs and maintenance	Operation staff	Operation fuel	Operation other than staff and fuel	Miscellane- ous expenses	Depreci- ation	Total (Operating ratio)
1969-1970	13.00%	25.90%	13.00%	14.20%	3.08%	4.32%	9.92%	83.4%
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%

Table-74

**NUMBER AND COST OF EMPLOYEES**

Year July-June	Total number of employees	Total Cost of employees (Thousand Taka)	Number of employees per 1,000 Train kilometers	Average cost per employee per month (Taka)	Percentages of cost of employee to total operating expenses (percent)
1969-1970	55,825	123,715	3.23	185	48.90
2008-2009	30,444	4,018,992	1.93	12,711	39.60
2009-2010	27,971	4,355,686	1.76	12,976	34.60
2010-2011	26,349	5,401,458	1.59	17,083	37.60
2011-2012	26,458	4,935,617	1.55	15,545	36.10
2012-2013	25,939	6,442,290	1.49	20,697	41.20
2013-2014	27,535	5,472,000	1.38	17,781	34.20
2014-2015	27,620	5,694,000	1.53	17,180	31.50
2015-2016	25,782	6,119,000	1.50	19,778	27.50
2016-2017	25,226	9,786,138	1.03	32,328	34.50
2017-2018	25,823	10,727,882	1.21	34,619	36.70
2018-2019	25,526	11,075,740	1.29	36,158	36.31

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



Table-75

## DEPARTMENT-WISE NUMBER OF EMPLOYEES

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

Note:(1) Administrative includes General Administration, Personnel Branch, Planning Department, Railway School, Railway Prashikhan Academy. (2) Upto 1993-94, the numbers of Signal & Tele-Communication and Estate Departments were shown under Engineering but have been shown separately since 1984-85 and Signal & Tele-Communication staff position shown Separately.

Table-76

**ZONE-WISE NUMBER OF EMPLOYEES**

(As on June 2019)

Department	Central			East Zone			West Zone			Grand Total		
	Officer	Staff	Total	Officer	Staff	Total	Officer	Staff	Total	Officer	Staff	Total
1. Administration	82	275	357	21	303	324	21	241	262	124	819	943
2. Nirapatta Bahini	-	-	-	7	1,332	1,339	5	1,020	1,025	12	2,352	2,364
3. Accounts	-	-	-	28	418	446	22	293	315	50	711	761
4. Engineering	-	-	-	29	2,264	2,293	17	2,946	2,963	46	5,210	5,256
5. Signal & Tele.	-	-	-	16	613	629	12	526	538	28	1,139	1,167
6. Estate	-	-	-	5	63	68	5	57	62	10	120	130
7. Mechanical	-	-	-	23	3,254	3,277	29	3,482	3,511	52	6,736	6,788
8. Traffic	-	-	-	24	2,544	2,568	14	2,242	2,256	38	4,786	4,824
9. Electrical	-	-	-	9	699	708	7	611	618	16	1,310	1,326
10. Medical	-	-	-	25	754	779	15	529	544	40	1,283	1,323
11. Stores	9	274	283	8	172	180	5	176	181	22	622	644
<b>Total</b>	<b>91</b>	<b>549</b>	<b>640</b>	<b>195</b>	<b>12,416</b>	<b>12,611</b>	<b>152</b>	<b>12,123</b>	<b>12,275</b>	<b>438</b>	<b>25,088</b>	<b>25,526</b>

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

<b>Central Establishment</b>	<b>Number</b>
a. Planning Department including Statistical Branch	72
b. Railway Training Academy	68
c. Director General's Office	217
<b>Total :</b>	<b>357</b>
<b>East Zone</b>	
a. General Branch	47
b. Personnel Branch	167
c. Railway School	110
<b>Total :</b>	<b>324</b>
<b>West Zone</b>	
a. General Branch	53
b. Personnel Branch	141
c. Railway School	68
<b>Total :</b>	<b>262</b>
<b>Total Central Establishment</b>	<b>943</b>

Table-77

## DEPARTMENT WISE PERCENTAGE OF EMPLOYEES

Year July-June	Administration	Nirapatta Bahini	Accounts	Engineering	Signal & Telecom.	Estate	Mechanical	Traffic	Electrical	Medical	Stores
1969-1970	5.62	--	2.58	21.50	--	--	35.80	21.30	3.88	5.74	3.54
2007-2008	3.54	7.53	3.41	17.30	4.42	0.60	31.10	19.60	5.51	3.90	3.09
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

**Table-78**

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

The number of Officers and Staff of the Project Management Organization as on 30th June, 2019 is appended below:

Department	Officers	Staff	Total
1. Accounts	4	15	19
2. Engineering	57	31	88
<b>Total</b>	<b>61</b>	<b>46</b>	<b>107</b>

**LIST OF CLOSED BRANCH LINE**

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

\* Pachuria-Faridpur Section opened on 20.08.2014

\* Kalukhali-Bhatiapara Ghat opened on 02.11.2013

\* Kashiani-Gopalganj-Tongipara opened on 01.11.2018

## LIST OF PRINCIPAL OFFICERS

(As on 31.12.2019)

### Director General's Office

MD. SHAMSUZZAMAN	Director General
MD. ABUL KALAM	Addl. Director General (Infrastructure)
MIHIR KANTI GUHA	Addl. Director General (Operation)
SYED FAROQUE AHMED	Addl. Director General (Rolling Stock)
MD. ZAHURUL ISLAM	Addl. Director General (Finance)
MD. GOLAM AMBIA	Addl. Director General (Marketing & Corporate Planning)
MD. AFZAL HOSSAIN	Joint Director General (Engineering)
MD. MONJUR UL ALAM CHOWDHURY	Joint Director General (Mechanical)
RASHIDA SULTANA GANI	Joint Director General (Operation)
MD. MASIH-UL HASAN	Joint Director General (Finance)
SADRUL HAQ	Director (Establishment)
<b><u>Planning Cell</u></b>	
MD. JAHANGIR HOSSAIN	Chief Planning Officer
<b><u>Training Academy</u></b>	
MD. ANWAR HOSSAIN	Rector, Railway Training Academy & Director Training
<b><u>Stores</u></b>	
RUHUL QUADER AZAD	Chief Controller of Stores
<b><u>Kallyan Trust</u></b>	
S.M. MURAD HOSSAIN (as on 09.01.2020)	Managing Director, Karmachari Kallyan Trust
<b><u>Tele-Communication</u></b>	
AKM ABDULLAH AL BAKI	Chief Signal & Tele- Communication Engineer (Telecom)

**EAST ZONE**  
(As on 31.12.2019)

NASIR UDDIN AHMED	General Manager
SARDER SHAHADAT ALI	Addl. General Manager
NAZMUL ISLAM	Chief Operating Superintendent
S.M. MURAD HOSSAIN	Chief Commercial Manager
MD. SHUBOKTAGIN	Chief Engineer
MD. MIZANUR RAHMAN	Chief Mechanical Engineer
ASIM KUMAR TALUKDAR	Chief Signal & Telco- communication Engineer
KAMRUN NAHAR	Financial Advisor & Chief Accounts Officer
PRODIP KUMAR SHAHA	Chief Electrical Engineer
DR. LUTFUN NAHAR	Chief Medical Officer
KAZI MD. SALIM	Chief Personnel Officer
ISHRAT REZA	Chief Estate Officer
FARID AHMED	Controller of Stores
IQBAL HOSSAIN	Chief Commandant (RNB)
SM SALAH UDDIN	Divisional Railway Manager (Dhaka)
MD. BORHAN UDDIN	Divisional Railway Manager (Chittagong)
KAZI OMAR FARUK	Divisional Superintendent (Workshop), Pahartali

## **WEST ZONE**

(As on 31.12.2019)

MIHIR KANTI GUHA	General Manager
AJOY KUMAR PODDER	Addl. General Manager
MD. SHAHIDUL ISLAM	Chief Operating Superintendent
A. M. M SHAHNEWAJ	Chief Commercial Manager
AL FATTAH MD MASUDUR RAHMAN	Chief Engineer
MRENAL KANTI BANIK	Chief Mechanical Engineer
SHUSHIL KUMAR HULDAR	Chief Signal & Tele-communication Engineer
MOHAMMED MAHMUD HOSSAIN	Financial Advisor & Chief Accounts Officer
AJOY KUMAR PODDER	Chief Electrical Engineer
DR. SHAMSUL ALAM MD EMTEYAZ	Chief Medical Officer
MD. SHAHIDUL ISLAM	Chief Personnel Officer
MD. RAZAUL KARIM	Chief Estate Officer
ENGINEER BELAL HOSSAIN SARKAR	Controller of Stores
MD. FATTAH BHUIYAN	Chief Commandant( RNB)
MOHAMMED AHASAN ULLAH BHUIYAN	Divisional Railway Manager (Paksey)
MOHAMMED SHAFIQR RAHMAN	Divisional Railway Manager (Lalmonirhat)
MD. ZAIDUL ISLAM	Divisional Superintendent (Workshop), Saidpur
MUHAMMED KUDRAT-E-KHUDA	Chief Executive (Central Locomotive Workshop) Parbatipur

## **PROJECT MANAGEMENT ORGANIZATION**

(As on 31.12.2019)

MD. ARIFUZZAMAN	General Manager (ALDLP)
MD. ROMZAM ALI	Project Director (Khulna-Mongla Rail Project)
GOLAM FAKHRUDDIN A. CHOWDHURY	Project Director (Padma Bridge Rail Link Project)
FAKIR MD. MOHIUDDIN	Chief Mechanical Engineer (Development)
NUR AHMED HOSSAIN	Chief Mechanical Engineer (Project) & Project Director
MD. NURUL ISLAM	Financial Advisor & Chief Accounts Officer (Project)

## **OTHER PRINCIPAL OFFICERS**

(As on 31.12.2019)

Engr. D N MAZUMDER	Government Inspector of Bangladesh Railway
MD. SHAMSUDDIN	Deputy Inspector General of Police, Railway Range











## INFORMATION MIRROR-2019

1.	Route kilometers	3,018.88
2.	Track kilometers	4,355.72
3.	Number of Stations	483
4.	Number of Districts connected to Railway Network	43
5.	Passengers carried (million)	92.71
6.	Passenger-kilometers(million)	14,334.76
7.	Average lead of a passenger (kilometers)	154.63
8.	Tonnes Carried (million)	3.96
9.	Tonne-kilometers (million)	913.48
10.	Average lead of a tonne of freight (kilometers)	230.74
11.	Number of passenger trains daily	357
12.	Number of freight trains daily	60
13.	Revenue per passenger (Taka)	95.20
14.	Revenue per passenger-kilometer (Paisa)	61.57
15.	Revenue per tonne (Taka)	732.70
16.	Revenue per tonne-kilometer (Paisa)	313.58
17.	Total operating revenue (million Taka):	
	Without considering PSO & Welfare grant	14,065.79
	Considering PSO & welfare grant	15,761.48
18.	Total operating expenses (million Taka)	30,506.52
19.	Net operating income (million Taka):	
	Without considering PSO & Welfare grant	(-) 16,440.73
	Considering PSO & Welfare grant	(-) 14,745.04
20.	Operating Ratio:	
	Without considering PSO & Welfare grant	216.88%
	Considering PSO & Welfare grant	193.55%
21.	Employees (As on June 2019):	
	Number of employees	25,526
	Cost of employees (million Taka)	11,075.74
	Average cost per employee per month (Taka)	36,158

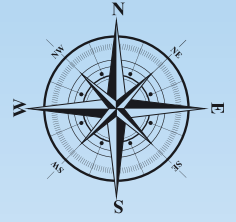
88° (E)

89°

90°

91°

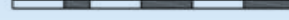
92°
















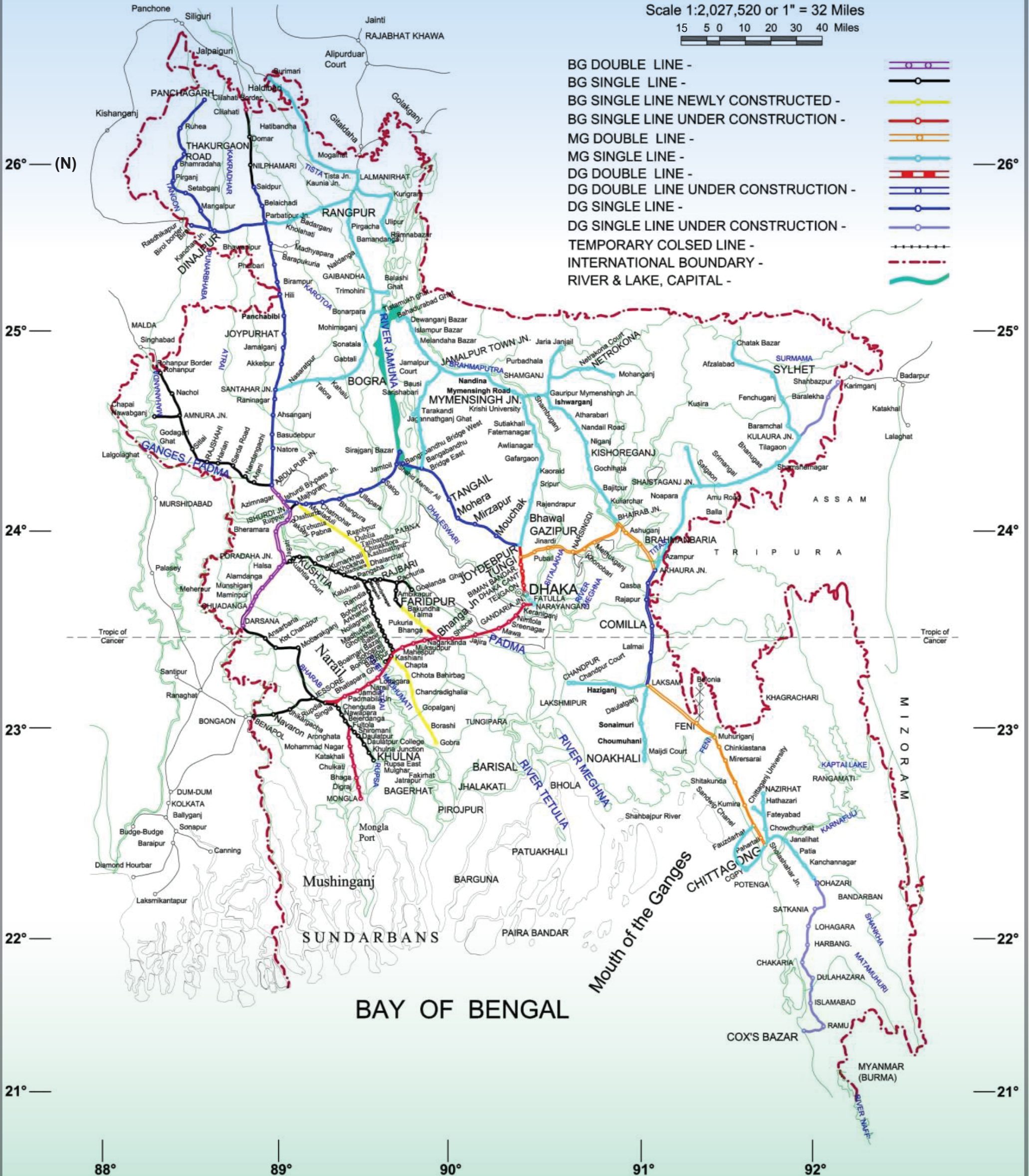
# BANGLADESH RAILWAY NETWORK-2019

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

15 5 0 10 20 30 40 Miles



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



26° (N)

25°

24°

23°

22°

21°

26°

25°

24°

23°

22°

21°

BAY OF BENGAL

Mouth of the Ganges

MIZORAM

MYANMAR (BURMA)

88°

89°

90°

91°

92°