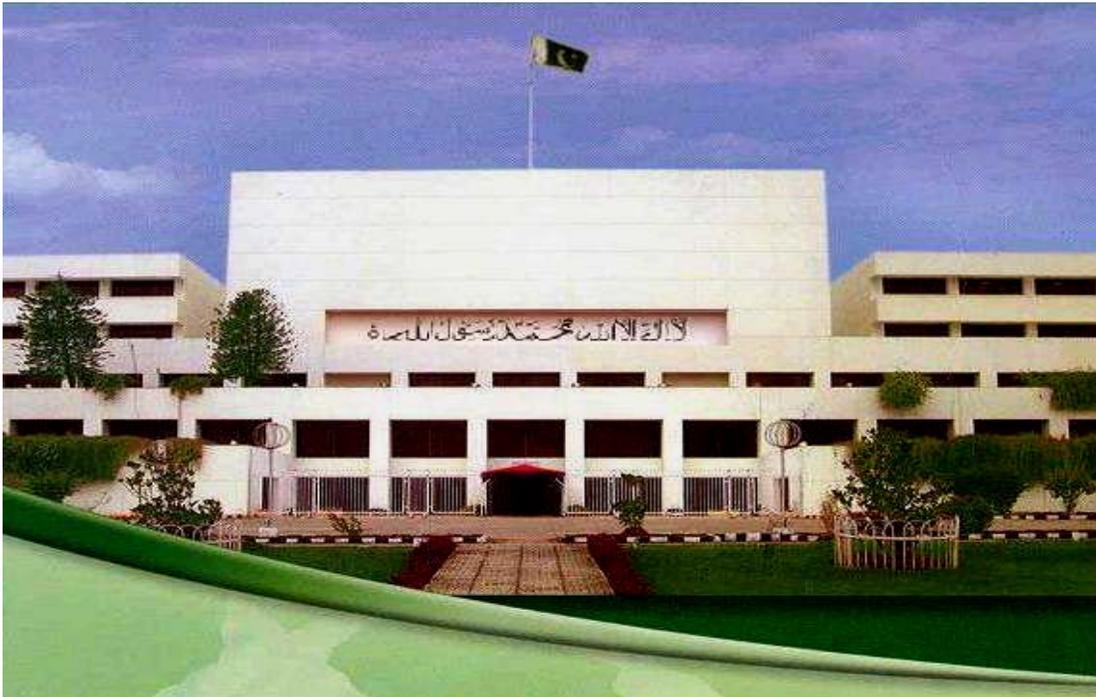




SENATE OF PAKISTAN



REPORT OF THE STANDING COMMITTEE ON COMMUNICATIONS AND RAILWAYS

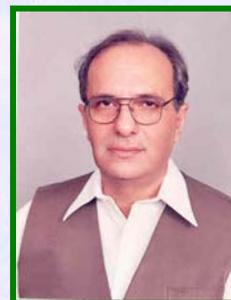
Volume – 3

February 2007

Presented by

Senator Kamil Ali Agha
Chairman Committee

Preface



It gives me immense pleasure to present Volume-3 of the report of the Senate Standing Committee on Communications (Communications and Railways). Since its constitution on 20th April 2004, the Committee has so far held 27 meetings and deliberated upon various matters of public importance relating to the Ministries of Communications and Railways Divisions.

I am grateful to my colleague Senators who are Members of this Committee for their cooperation, active participation in the meetings, deliberations, and sharing their ideas and views in highlighting and resolving various issues relating to the said Ministries. I must acknowledge their wisdom because of which the Committee has been able to play its role, through recommendations, to bring improvement in the areas, where needed.

I appreciate Secretary Committee, my personal staff and all others, for providing every assistance in the holding of the Committee meetings satisfactorily. My P.S. Mr. Abid deserves admiration for his valuable contribution to make this report presentable.

I am sure that circulation of this and future reports will certainly benefit to the better understanding of the Committee System of the Senate of Pakistan, specially, the working and performance of the Senate Standing Committee on Communications and Railways.

Kamil Ali Agha
Chairman Committee

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List of Abbreviations

ACW	Additional Carriage Way
AWI	Assistant Work Inspector
BOT	Build Operate Transfer
CDWP	Central Development Working Party
CNG	Compressed Natural Gas
D.G. Khan	Dera Ghazi Khan
DIG	Deputy Inspector General
D.I. Khan	Dera Ismail Khan
ECW	Existing Carriage Way
FGIR	Federal Government Inspection Railways
FHA	Frontier Highways Authority
FWO	Frontier Works Organization
GM	General Manager
IG	Inspector General
Kms	Kilometers
M/o	Ministry of
MoU	Memorandum of Understanding
NBP	National Bank of Pakistan
NHA	National Highway Authority
NH&MP	National Highways and Motorway Police
NLC	National Logistic Cell
NOC	No Objection Certificate
NTRC	National Transport Research Centre
NWFP	North West Frontier Province
PC-I	Planning Commission (Proforma-I)
P&D	Planning and Development
PSDP	Public Sector Development Programme
PTCL	Pakistan Telecommunications Company Limited
PWI	Permanent Work Inspector
RCC	Re-enforced Cement Concrete
RCD	Regional Cooperation for Development
SECP	Securities and Exchange Commission of Pakistan
SSP	Senior Superintendent of Police

INTRODUCTION

The Standing Committees were first formed in 1973 in pursuance of clause (2) of Article 67 read with clause (3) of Article 265 of the Constitution of the Islamic Republic of Pakistan to regulate the procedure and the conduct of business in the Senate of Pakistan.

Initially there were 6 Standing Committees of the Senate. Ministries of Communications and Railways were covered by the "Standing Committee on Science and Technology, Defense and Defense Production, Political Affairs and Communications".

In pursuance of rule 135(2) of the Rules of Procedure and Conduct of Business in the Senate, 1973, each Committee shall deal with subjects, assigned, under the rules for the allocation and transaction of business of government, to the Ministries or Divisions with which it is concerned or any other matter referred to it by the Senate.

In 1988, the Senate in pursuance of clause (1) of Article 67 of the Constitution of the Islamic Republic of Pakistan increased the number of Standing Committees to 12. The Ministries of Communications and Railways were covered by the "Standing Committee on Commerce, Industries, Production, Communications and Railways".

In 1994, the Rules of Procedure and Conduct of Business in the Senate 1988 were amended increasing the number of Standing Committees to 21. Due to the increase in number of Committees, a separate Standing Committee, namely, "Standing Committee on Communications and Railways" was constituted to deal with the matters relating to the Ministries of Communications and Railways.

In 2005, Rule 140 (1) of the Rules of Procedure and Conduct of Business in the Senate 1988 was amended and the number of Standing Committees was increased to 32. However, nomenclature of Standing Committee on Communications and Runways remained unchanged.



MEETING NO. 1

Introduction:

A meeting of the Standing Committee on Communications (Communications and Railways) was held on 18th January, 2006 at 11:00 a.m. in Committee Room No.1, Parliament House, Islamabad. The meeting was presided over by Senator Hameed Ullah Jan Afridi. The following attended the meeting:-

1.	Senator Muhammad Ali Durrani	Member
2.	Senator Asfandyar Wali	Member
3.	Senator Nawab Muhammad Ayaz Khan Jogezeai	Member

Business of the meeting was:

- i) Briefing on the award of contract for installation of Cat Eyes on M-1 from Islamabad to Burhan indicating also the number of Cat Eyes which were to be installed according to the contract and number of the Cat Eyes actually installed there;
(The matter was raised in the Senate during its sitting on 26-12-2005 by Senator Hameed Ullah Jan Afridi through a supplementary question to starred Question No.1 and the House referred it to the Standing Committee).
- ii) Briefing on the award of contract for supply of certain items to the highest bidder by the NH&MP;
(The matter was raised in the Senate during its sitting on 26-12-2005 by Senator Ayaz Khan Mnadokhel through a supplementary question to starred Question No.4. On the advice of the Chairman, Senator Ayaz Khan Mandokhel and Senator Wali Muhammad Badini have, in a letter, requested the Chairman Standing Committee on communications & Railways to deliberate upon the matter in the Standing Committee meeting)
- iii) Discussion on the incorrect/incomplete information furnished to the Standing Committee by the NH&MP regarding “details of the officers/officials of the NH&MP who received cash reward for two or more times, with their achievements”. The information was desired by the Committee during its meeting held on 19-07-05; and
- iv) Any other item with permission of the Chair.

Summary Report:

Agenda Item (i)

The meeting started with recitation from the Holy Quran by Senator Nawab Muhammad Ayaz Khan Jogezeai. At the outset of the meeting, Senator Hameed Ullah Jan Afridi, mover, said that a 3-member Committee comprising of Minister for Communications, Senator Kamil Ali Agha (Chairman Committee) and himself visited the site in question and observed that the *Cat Eyes* were missing on the said stretch of Islamabad-Burhan section of M-I. He held National Highway Authority responsible for this lapse as they failed to notice

the missing *Cat Eyes* and he, as a road user, brought it to the notice of the concerned authorities instead.

The Chairman, National Highway Authority, while briefing the Committee on the agenda item, submitted that contract for installation of *Cat Eyes* on M-1 from Islamabad to Burhan was awarded through open tender to M/s MP&J/V, the lowest bidder. He further submitted that there are two types of losses; firstly the *Cat Eyes* were installed by nailing and, secondly, now they are fixed with the epoxy on the asphalt. The *Cat Eyes* were prone to loss through nailing due to over loading of trucks resulting in uprooting of the *Cat Eyes*, especially at turns. Another reason for the loss is the stealing of the *Cat Eyes*.

The mover disagreed with the comments of the Chairman NHA and said that the *Cat Eyes* were not only missing from the turning points but from the whole stretch of the said section of the road.

The Chairman NHA assured the Committee that missing *Cat Eyes* will be fixed within two or three days in case of a dry spell.

Senator Asfandyar Wali, commenting on the assurance given by the Chairman NHA, clarified that commitment made before the Standing Committee has legal status of the commitment made on the floor of the Senate. He further clarified that in case of non implementation of the commitment, he would be referring this matter to the Privileges Committee.

The Chairman NHA once again assured the Committee that the instructions given by the Committee for installation of *Cat Eyes*, wherever missing, on the said stretch will be abided by and installed within promised time.

After the assurance given by the Chairman NHA, the mover Senator Hameed Ullah Jan Afridi did not press the matter any further and the Committee disposed it of accordingly.

Agenda Item (ii)

Coming to agenda item (ii), Mr. Ahmed Nasim, I.G. NH&MP submitted that they have a Purchase Committee whose Chairman is DIG (Headquarters). SSP (M-2), Director (Finance) and SSP (N-5) are members. Before purchasing the required items, they float tenders for placing in the samples and then accept the sample according to their specification. All the members of the Purchase Committee inspect the produced items and reject those, which are sub-standard. The lowest bidder is given the purchase order. He said that they have given purchase orders mostly to the lowest bidder except for few items, which were not out right according to the specification and were rejected. For those items the second lowest bidder was given the contract.

On an inquiry by Senator Muhammad Ali Durrani and Senator Asfandyar Wali, the Committee was informed that NH&MP have a vigilance officer to monitor the quality or specification of the items purchased by them who, unfortunately, does not have technical know-how. The NH&MP, however, do send to the laboratory the items of technical specification for testing which justifies their acceptance or rejection. The Committee was told that some items like caps, shoes, etc do not require technical evaluation but some other items like uniform cloth etc. need such evaluation.

The Chairman Committee while replying to the Secretary Communications', observation that Senator Ayaz Khan Mandokhel had not referred to any specific item in his question in the Senate said that Senator Mandokhel will be requested to name the specific items whose information he requires and the Ministry will be informed accordingly.

Senator Muhammad Ali Durrani directed the Secretary, Communications, to provide details regarding the acceptance and rejection of the items for technical justification along with samples to the Committee.

Agenda Item (iii)

Briefing the Committee on agenda item (iii), the Committee was informed that Cash rewards are given to the officers/officials of the NH&MP on securing 25% marks on yearly basis depending on consistent outstanding performance. The outstanding performance was defined and has approval of the Cabinet.

Senator Muhammad Ali Durrani inquired as to why there were discrepancies in the two lists provided by NH&MP regarding cash rewards. He was told that in the earlier list, names of 152 officers/officials were there who had received rewards once or twice. Later on, the list was reviewed and 148 people were named. In this regard a show cause notice was served to the officer who had prepared the earlier list. Senator Durrani pointed out that detail of the achievements of the officers/officials who got cash reward for two or more times had not been given. The Committee directed the NH&MP to provide the same at the earliest.

Agenda Item (iv) "Any other item"

Senator Muhammad Ali Durrani appreciated the improvements made in the service areas and said that a little more is needed to be done. He referred to the toilets of the Petrol Pumps of the said areas which need extra attention of the NHA. He said that the 'C Marts' on the Service Areas on M-2 were directed, through Committee, to place the price lists at an easily visible place which has not yet been done. The Committee redirected the Ministry of Communications to make sure that price list is displayed which should be compatible with the rates of Shezan Bakery, Lahore according to the contract.

Senator Nawab Muhammad Ayaz Khan Jomezai referred to Quetta to Karachi road via Khuzdar and said that since 2002 about 800 skilled people including labourers died in the road accidents due to over speeding and asked if there was any way to check the speed limit there. Secretary, Ministry of Communications assured the Senator that he would personally look into it.

MEETING NO. 2

Introduction:

A meeting of the Standing Committee on Railways (Communications and Railways) was held on February 22, 2006 at 11.00 a.m. in Committee Room No.1, Parliament House, Islamabad. The meeting was chaired by Senator Kamil Ali Agha and the following attended:-

1.	Senator Naeem Hussain Chattha	Member
2.	Senator Engineer Rashid Ahmad Khan	Member
3.	Senator Nawab Muhammad Ayaz Khan Jogezeai	Member
4.	Senator Prof. Muhammad Ibrahim Khan	Member
5.	Senator Muhammad Aslam Buledi	Member
6.	Mian Shamim Haider, Minister for Railways	Ex-Officio Member

Business of the meeting was:

- i) *Details of the train accidents along with loss of life and damage caused to Pakistan Railways during the last three years and inquiry reports thereof;*
- ii) *Discussion on the signal/communication system of Pakistan Railways;*
- iii) *Briefing on the Narrow Gauge sections of Pakistan Railways to be converted into Broad Gauge;*
- iv) *Criteria for leasing out Railways land in all four provinces with particular reference to the province of Balochistan; and*
- v) *Any other item with permission of the Chair.*

Summary Report:

After recitation from the Holy Quran, the Honourable Chairman welcomed the participants to the meeting and invited the Minister for Railways to start the briefing. Mian Shamim Haider, Minister for Railways thanked the Committee for providing him an opportunity to brief the Committee. He gave an overview of the train accidents and passed on the floor to the General Manager (Operations) for detailed briefing.

Agenda Item (i)

General Manager (Operations) Pakistan Railways informed that 382 railway accidents took place during the last 3 years i.e. January 2003 to 31st December 2005 in 11 categories of accidents. The GM (Operations) stated the year wise break up of accidents as per following:-

<u>Year</u>	<u>Number of accidents</u>
2003	112
2004	123
2005	147

He further stated that the highest number of accidents i.e. 153 observed in category of “derailment of goods train” followed by 120 accidents in category, namely, “collision at un-manned level crossings” during the period (last 3 years). The GM also described the accidents by factor wise split which shows that the highest number i.e. 128 accidents during the last 03 years took place due to the negligent driving on the part of road users, followed by 84 accidents because of track defects.

The Honourable Chairman, Committee, was of the view that though the drivers of road transport do not possess civic sense, even then the progressive increase in number of accidents is alarming and needed to be looked in to. He pointed out that the figures are up to December 2005 and do not contain details of the accidents which took place in early this year.

Mr. Shakil Durrani, Secretary/Chairman, Pakistan Railways, informed that while reviewing the categories of accidents, the larger increase in accidents during the period was observed in category of accident i.e. accidents on unmanned level crossings in the country. He further informed that there are 6000 level crossings. Out of which only 50% are manned. He elaborated that under the existing law, the placement of man on railway crossing is the responsibility of relevant provincial government. The Pakistan Railways have already deployed their staff on 100 level crossings on main line in Central Punjab. However, for manning the remaining 2900 level crossings a summary is being submitted to the Cabinet that the relevant provincial/district government may make arrangement to man these level crossings from their own resources.

Briefing the committee regarding causes of the recent accidents of early this year, as pointed out by the Chairman Committee, Mr. Durrani informed that the inquiry is being conducted by the Federal Inspector of Railways. However, prima facie, it appears that removal of “Fish-Plates” happened to be the cause of accidents. He added that in order to address this, Pakistan Railways have introduced night patrolling on railway track for the last two weeks. He mentioned that the night patrolling teams had been able to identify removal of fish plates on main line at two places i.e. Jacobabad & Nowshera which was immediately rectified and accidents avoided. He further informed that night patrolling was previously carried out in areas of high level of threat such as Balochistan. However, for the last two weeks night patrolling on all major lines for safety/security of railway track has been started.

Responding to a question, the Secretary, Ministry of Railways, informed that security of Railway track, beyond the limits of railway stations, is the responsibility of Provincial Police in terms of Pakistan Police Act & Pakistan Police Rule (Rule 28).

On a question asked by the Chairman Committee regarding the day to day and periodical maintenance/repair and inspection of the railway track, the General Manager (Operations) informed the Committee that the track is maintained/looked after/repared by a Gang, comprising of 7-8 persons, including a Key-Man and a Mate on daily basis. One Gang is responsible for a stretch of 7-8 kilometers track. The Gang is supervised by an Assistant Work Inspector (AWI), Permanent Work Inspector (PWI), Assistant Engineer and finally by the Divisional Superintendent. He further informed that report to this effect is prepared on regular basis. At this point, Mr. Durrani added that all out efforts are being made to make it sure that all concerned undertake checking of track as it used to be some 3-decade back.

The Chairman Committee asked the Secretary, Railways, to provide copies of the inspection reports prepared, before the occurrence of the accidents, about the stretch of railway track where this year's three major accidents took place.

Replying to the observation made by the Chairman Committee regarding the second highest number of accidents due to the negligent driving on the part of Pakistan Railways, the Secretary Railways informed the Committee that hundreds of posts of locomotive drivers are lying vacant. Since there is acute shortage of the drivers, therefore Pakistan Railways is coping with its requirements with the existing drivers. He further informed that due to the said factor the drivers have to work for extra hours and as a result become lethargic, restless and tired. At this point, Minister for Railways informed the Committee that while probing a recent train accident in NWFP it was found that the Driver was on duty for 16 hours. He further informed that all out efforts are being made to fill in the vacant posts of Drivers as soon as possible. Moreover, previously, there used to be a common hall for the drivers to take rest. Now, proper arrangements are being made for the provision of separate air-conditioned rooms to each driver at the Railway Stations so that they can stay, sleep and rest in a peaceful atmosphere. Furthermore, their salary is being doubled with a view to lessen their mental worries.

The Committee appreciated the said facilities being provided to the drivers and recommended that their perks and privileges may also be increased enabling them to meet their financial obligations with comfort. The Committee also recommended that duty hours of the Drivers may be arranged in a way that a Driver, in any case, may not be on duty for more than 6 hours. The Chairman Committee said that it is a fact that one having no worries can perform to the best of one's abilities.

The Chairman Committee inquired about the following:-

- i) Total sanctioned strength of Drivers;
- ii) Number of vacancies of Drivers;
- iii) Number of disciplinary proceedings/inquiries initiated, finalized, or in progress against the Drivers during the last 3 years (2003- 2005). In the cases of finalized inquiries, he further inquired as follows:
 - a. Number of Drivers held responsible for the accidents and type of penalties imposed upon them;
 - b. Steps taken by Pakistan Railways in the light of inquiry reports of the train accidents to avoid future mishaps.

The information asked by the Chairman Committee was not readily available with the concerned Railways officials. The Chairman Committee was of the view that this is the basic information which should have been available. The Secretary Railway, while agreeing to the observation of the Chairman Committee, expressed his regrets for having not been able to respond to the inquiries made by the Chairman Committee, assured that the information would be furnished to the august Committee at the earliest.

Senator Nawab Muhammad Ayaz Khan Jogezi proposed to fill all the vacant posts of Drivers as soon as possible. He further proposed that the Drivers should be trained keeping in view the weak and deteriorated position of railway track.

Senator Naeem Hussain Chattha expressed his concerns about corruption and ineffectiveness of staff of Pakistan Railways which turned it into loss and a failed organization. He suggested that a massive overhauling needs to be done to make it profitable and an attractive mean of transportation.

While discussions on the issue of recent train accidents during the months of January and February this year, the Committee unanimously recommended that inquiry reports of the incidents may be completed within two weeks and furnished to the Committee.

Minister for Railways informed the Committee that to prevent future mishaps, steps are being taken, which include, intensive checking system of track, increase in the strength of Gang Men/patrolling parties, introduction of night patrolling system, plying of pilot locomotives, provision of walkie talkie to Station Masters, Train-Drivers and Guards, training courses for technical/field staff, improvement of signaling systems and senior officers have been directed to undertake regular inspections of the tracks.

Agenda Item (ii)

While briefing the Committee on the item of agenda, the Secretary Railways stated that preliminary probe of the unfortunate accident of collision of 3 trains at Sarhad Railway Station in Sindh last year, in which 134 precious lives were lost, revealed that, among others, lapses in the signaling/communication systems was one of the reasons. among others. Therefore, going to the extent to make it 100% fool proof, installation of Communication Base Stations on each railway station on main lines are being set up to have better communication between the Station Master and the Locomotive Driver. In this connection, it was informed that Base Stations at 15% of the railway stations on main line from Peshawar to Karachi have already been set up and are in operation. Rest of the stations on this line would be equipped with the said communication base station by end of this year.

The Committee recommended that efforts should be made for installation of Communication Base Station on all the stations situated on main as well as branch lines as soon as possible to eliminate the factor of human error and to maintain close communication.

Coming to the signaling system of Pakistan Railways, the Chairman, Pakistan Railways informed the Committee that the existing Cabin Interlocked Mechanical Signaling System of Pakistan Railways is very slow and time consuming. At junctions and big stations, mechanical operation of signal gear is very cumbersome and much time consuming, causing delays especially in the case of crossing of trains, thus affecting punctuality. During foggy and rainy weather there are abnormal detentions to trains besides unsafe working resulting into accidents and heavy losses to railways. The system is 50 years old and needs replacement. He further informed that Pakistan Railways has also installed Relay Interlocking and Auto Block systems in 1960s in certain sections which have already outlived their life. Moreover, the existing systems do not meet the safety requirements of higher speeds and growing traffic density. He also gave an overview of the modern systems such as electric/Interlocking based on Relays, micro processors, electric point machines, colour light signals, track circuits, auto/semi auto block system etc. Such systems, he said, provide enhanced safety, higher speeds, better punctuality and efficiency. He said that replacement of the old signaling system with the modern systems is need of

the hour. In this connection a project for up-gradation of signaling systems on main line amounting to Rs.25 billion has already been submitted to Planning Commission for approval. He further said that 60-70% of the systems would be manufactured locally by M/s Siemens/Chinese companies which would be in the best interest of the country in terms of mobilization of local industry, creation of jobs and utilization of expertise.

At this point, the Chairman Committee brought to the notice of honourable Minister for Railways that a letter from one Engineer Suleman Khan has been referred to him for consideration and report by the honourable Chairman Senate in which Mr. Khan has expressed his concerns on the award of project of signaling systems by Pakistan Railways. A copy of the letter was given to the Secretary Railways with the request to submit departmental comments for the kind information of Chairman Senate.

While briefing the Committee on the Communications System of Pakistan Railways, the Secretary, Railways, said that certain initiatives for rehabilitation/improvement of the said system have been undertaken. Describing the existing Communication system, he said, conventional type of equipment is in operation on PTCL overhead leased lines which have deteriorated to such an extent that the failures are occurring frequently and PTCL authorities have shown their inability to maintain these overhead leased lines. Moreover, there are complaints of stealing of overhead wires in Southern Punjab and Sindh. He stated that Pakistan Railways is planning to replace the existing system with the underground Fiber Optic Cable Transmission System. As a temporary arrangement VHF and HF Radios have been provided at the stations and on locomotives in addition to the walkie talkie Radio sets to the Train Guard Incharges.

The Committee suggested to examine the feasibility of introducing wireless system instead of PTCL line because in the case of laying of underground Fiber Optic Cable, possibility of any act of destruction would always be there.

Agenda Item (iii)

The Chairman, Pakistan Railways, while briefing the Committee on the item of agenda, informed that in Balochistan there is 295 km "Bostan-Zhob" "Narrow Gauge" section which was originally laid in 1939 and was closed for all type of traffic in 1991. The section is a difficult one with steep grades and sharp curves. He, however, assured the Committee that conversion of this section into Broad Gauge has been approved and work will be started in the next financial year. Responding to the query made by Senator Nawab Muhammad Ayaz Khan Jomezai regarding auction of the scrap of the existing narrow gauge track, he assured the Committee that the said will be auctioned through open tender in the press inclusive of local newspapers of Balochistan.

Senator Professor Muhammad Ibrahim Khan stressed the need of laying of Broad Gauge track from Zhob-D.I.Khan. He was of the view that existence of a broad gauge line between these sections would open avenues of opportunities and development in the country. The Secretary, Railways, informed the Committee that presently there is no rail link between Zhob-D.I.Khan. New track is to be explored by the consultant to lay Broad Gauge railway line for connecting Zhob (Balochistan) with D.I.Khan (NWFP). Feasibility study to this effect has been started from 01-01-2006 and likely to be completed by the end of August, 2006. He, however, brought to the notice of the Committee that final decision in both the cases would be made after completion of the Feasibility Study.

Agenda Item (iv)

Mr. Shakil Durrani, Chairman/Secretary, Pakistan Railways, gave an overview of the policy for lease of railways land. He informed the Committee that there is a uniform policy for all the four provinces without any discrimination, whatsoever, is observed. He assured the Chairman Committee that if there is any specific reference, he would check it out. The Chairman Committee informed that the matter was included as an agenda item on the written request of Senator Mohim Khan Baloch and do not contain any particular reference. However, on the directions of the Chairman Committee a copy of the letter was given to the Chairman/Secretary, Pakistan Railways, for appropriate action, if any.

The Chairman Committee, in the end, once again stressed upon Pakistan Railways to accelerate the pace of their remedial measures and recommended that additional funds may be allocated for up-gradation of the signaling systems, rehabilitation of track, improvement in goods rolling stocks and regular training of the technical and field staff.

MEETING NO. 3

Introduction:

A meeting of the Standing Committee on Communications and Railways was held on 11th September 2006 in Committee Room No.1, Parliament House, Islamabad, under the Chairmanship of Senator Kamil Ali Agha. The following attended:

1.	Senator Naeem Hussain Chattha	Member
2.	Senator Abdul Ghaffar Qureshi	Member
3.	Senator Lt. Gen. (R) Javed Ashraf	Member
4.	Senator Saeed Ahmed Hashmi	Member
5.	Senator Asfandyar wali	Member
6.	Senator Nawab Muhammad Ayaz Khan Jomezai	Member
7.	Senator Muhammad Saleh Shah	Member
<hr/>		
8.	Senator Sahibzada Khalid Jan	Mover
9.	Senator Hameed Ullah Jan Afridi	Mover

Business of the meeting was:

- i) Consideration of Starred Question No. 45 and 46 regarding (a) completion of work on Mardan – Dargai section of highway and (b) improvement of the condition of roads in Malakand, Swat, Kalam-Maindum and Bahrain:
{The matter was raised in the Senate during its sitting held on 11-8-2006 by Senator Sahibzada Khalid Jan and the House referred it to the Standing Committee on Communications and Railways for consideration and report}
- ii) Consideration of the matter of missing “cat eyes” on M-1 (Islamabad-Burhan) section in the light of the report of visit of the Special Committee to check the missing “cat eyes”
- iii) Finalization of recommendations on the supplementary report on “Third-Party Insurance System” to be incorporated in the final report on the “Existing Public Transport System in the Country” as per recommendations made by the Standing Committee on Communications in its meeting held on 29.11.2005; and
{The matter was raised in the Senate during its sitting held on 21.9.2004 by Senator Raza Muhammad Raza through a motion under Rule 194 and the House referred it to the Standing Committee on Communications for consideration and report}
- iv. Any other item with permission of the Chair.

Summary Report:

After recitation from the Holy Quran, the Honourable Chairman welcomed all participants to the meeting and gave an overview of the agenda i.e. Mardan-Dargai (N-45) and passed on the floor to Secretary, M/o Communications for briefing.

Secretary, M/o Communications thanked the august Committee and informed that while transferring a road from Provincial port folio to Federal, we have

procedure/formalities like NOC from provinces, clearance from liabilities, assurance for funding, free from litigation, etc. so as to avoid delay for its completion/improvement. With these remarks, the Secretary M/o Communication requested Chairman, National Highway Authority (NHA) to give detailed briefing on issues on the agenda as well as other programmes/projects of roads/bridge construction.

Agenda Item (i) (a)

Mardan-Dargai section (N-45): Chairman, NHA, informed that Chakdara-Chitral road (309 Km), was federalized in the year 1999. However, possession was taken over by NHA from the Frontier Highways Authority (FHA) on Jan 31, 2004. The road originates from Nowshera and culminates at Chitral after passing through Mardan, Malakand, Chakdara, Dir and Lowari Pass, designated as the National Highway (N-45). Government of NWFP awarded 6 contracts on this road and spent Rs.285.00 million on its construction. The NHA paid Rs.137 million spent by NWFP on this road after verification. He further informed that after take over of the roads, the Contractors awarded contracts by FHA refused to work on those terms and conditions. The NHA started negotiations with them and after 9 months, the new MOU was signed with them by providing some comforts. Accordingly, after a lapse of 9 months, the work has been started in November, 2004.

The Contracts for 4 projects on Mardan-Dargai Section were awarded to the following contractors:-

- a. Takhtbai – Shergarh (15 Km)
Rehab of ECW and construction of ACW
- b. Jalala Bridge (3 Span, 85 m)
Construction of bridge on ACW (Progress 100%)
- c. Tor Bridge (3 Span, 76.8m)
Construction of bridge on ACW (Progress 100%)
- d. Shergarh – Dargai (15 Km)
Rehab of ECW and construction of ACW

Out of 4 projects, 2 projects namely, Jalala bridge and Tor bridge have been completed and the remaining two projects for rehabilitation of existing carriage way and construction of additional carriage way are in advance stage of implementation. The salient features of these two ongoing projects are described as under:-

<u>Description</u>	<u>Shergarh-Dargai Road (15 Km)</u>	<u>Takhtbai-Shergarh (15 Km)</u>
<u>Cost</u>		
Original	Rs.111.998 million	Rs.141.848 million
Revised	Rs.157.735 million	Rs.196.583 million

Project schedule for Completion

Worked resumed	November 1, 2004	November 1, 2004
Original Completion	October 31, 2005	October 31, 2005
Extension of time	October 31, 2006	October 31, 2006
Physical progress		

(As on August 31, 2006)

Planned	87%	85%
Achieved	61%	54%

The Chairman, NHA, described the following major reasons for delayed completion of above projects:-

- a. Land acquisition hiccups
- b. Removal of encroachments
- c. Clearance of ROW
- d. Relocation of utility lines
- e. Excessive rainfall

Dargai-Chakdara (25 Km) and Timargarh-Akhgram (25 Km): The Chairman, NHA, apprised the Committee that NHA is facing difficulties like vacation of encroachment, utility installation for gas, electricity and telephone causing delay in timely completion. The NLC is implementing both the projects. The projects will be completed by December 2007.

Senator Asfandyar Wali mentioned that there is no utility services lines on hilly areas. However, due to lack of diversion being on hilly area, the traffic is generally suspended for many hours. He further mentioned that, once, he kept on waiting for the opening of road for traffic for 14 hours at Malakand top.

Senator Sahibzada Khalid Jan supported the view point of Senator Asfandyar Wali and said that it has been learnt that on this section, the NHA has planned to construct 28-30 culverts against which, only 4 culverts have been constructed so far in 9 months. There are about 75 speed breakers on this section due to which the traffic remains closed for several hours and the public suffer.

The Honourable Chairman asked for the suggestions to address the above said problems. Senator Asfandyar Wali suggested following remedial measures for swift flow of traffic on this section:

- i. Number & design of speed breakers be revised.
- ii. Blasting for widening of road be done on small area and cleared quickly rather to blast an area of 8-10 Km.

After detailed discussion on various options regarding reduction in the timing of traffic closure on above section, so as to address the difficulties of public, the Committee unanimously backed the following proposals of Senator Lt. Gen. (R) Javed Ashraf in this regard:

- i. Deployment of more machinery/staff in line with contractual obligation by the contractor.
- ii. Number and design of speed breakers may be reviewed by NHA.
- iii. The blasting for widening be made on small scale and after clearance further blasting be made.

The Secretary, M/o Communications assured that every effort will be made in the light of above proposal of the Committee to address the public inconvenience.

Responding to a query of Senator Sahibzada Khalid Jan regarding award of contract by NLC to a black listed firm, the Chairman, NHA stated that contract of M/s Ikram & Company was released on request in terms of provision of contract and contract of M/s Amir Muqam was terminated. He informed that the security amounting to Rs.47.3 million was encashed in the case of M. Ikram & Company (Dargai-Chakdara) and guarantee amounting to Rs.14 million in the case of M/s Amir Muqam was also en-cashed.

Lastly, the Chairman, NHA also assured that 70-80% of the problem raised by honourable Senators in preceding paras would be addressed. Accordingly, the Committee disposed of the matter.

Agenda Item (i) (b)

It was informed that PM's Secretariat issued a directive stating therein that the NHA should take over following two northern areas roads:

- a. Chakdara-Mingora-Manglour-Khawazakhela-Madyan-Bahrain-Kalam (135 Km)
- b. Khawazakhela-Karori-Dheri-Rahimabad-Alpuri-Shangla-Besham (64 Km) (Links Swat Valley with Karakorum Highway, N-35)

The Chairman, NHA, informed that due to the past experience of taking over of roads (N-45), the NHA is still resisting to take over the above 2 roads. Accordingly, the NHA wrote letters to all concerned expressing its concerns. The NHA requested the Government that on the following conditions the roads in question may be taken over on Federal Charge:

- a. All contracts awarded by FHA to Contractors be terminated and transferred these roads to NHA free of encumbrances.
- b. NOC in this regard from Provincial Governments
- c. Provision of Rs.200 million in PSDP for the current year to undertake work. Assurance for provision of funds to meet future requirements for completion of these roads.

The Chairman, NHA, informed that Planning Commission has already written a letter to Government of NWFP to quickly take action on the above lines prior to the handing over of these roads.

At this point, the Committee unanimously approved the proposal of the Chairman, NHA, for taking over northern areas road from FHA. The Committee also requested Senator Sahibzada Khalid Jan to discuss the matter with Chief Minister, NWFP that if FHA intend to transfer these roads (Northern Areas Roads) to the NHA, then new construction may be halted and, instead, gear up the process in the light of Planning & Development Division's letter addressed to FHA.

The Committee also observed that NHA may discuss the issue with Deputy Commissioner, Upper Dir regarding public grievances about the road so as to avoid protest of local population in this regard.

Senator Asfandyar Wali informed the Committee that during the recent rains the bridge in Khawazakhela located just out side of Khawazakhela towards Bisham had

been washed away and the locals have constructed temporary bridge which is not in line with the requirement. He, therefore, proposed that the NHA may provide temporary bridge to cater for the requirement of the local population.. After detailed deliberation the Committee recommended that the NHA may set up a temporary bridge at the earliest.

Lastly, the Committee disposed of the matter regarding improvement of Malakand, Swat, Kalam, Bahrain road in view of the detailed information by the ministry.

Agenda Item (ii)

The Honourable Chairman Standing Committee informed the august Committee that a 3-member Committee including the mover visited the site and observed that the cat eyes were found missing on the said stretch of Islamabad-Burhan Section of M-1.

Chairman, NHA informed that after the visit of the Special Committee to the site, the Contractor M/s MP&J/V was directed to install the missing cat eyes (stud) on the said stretch. Accordingly, the contractor installed all missing/leftover cat eyes by 30.01.06. The expenditure in this regard was spent by the contractor from his own account. The Special Committee visited the said stretch of M-1 after completion of the task by the Contractor and found it in order.

Responding to a query regarding loss of cat eyes, the Chairman, NHA, stated that charge of the road has already been taken over by the NHA and the future maintenance etc including cat eyes would be its responsibility.

The mover, Senator Hameed Ullah Jan Afridi, was convinced with the reply given by Chairman, NHA. Therefore, the Committee disposed of the matter accordingly.

Any other item

Charsada Flood : Senator Asfandyar Wali informed that there was temporary bund to protect structure of NHA from water in Charsadda. Due to heavy rains, the water moved back towards villages because of temporary bund and the residents of those affected villages moved to protection bund so as to open the flow of water to drain out water to other side rather to damage their villages.

Senator Asfandyar Wali proposed that Chairman, NHA, may fix a meeting with the public representatives of the area i.e. UC Nazims, MPAs and MNAs so as to resolve the issue. In this regard, he also offered his services.

The Committee appreciated the sentiments of Senator Asfandyar Wali and recommended that NHA may hold meeting with the residents of the affected villages with the kind help of the Senator.

Senator Abdul Ghaffar Qureshi pointed out that a series of accidents took place on the under-construction Karachi-Hyderabad Highway causing loss of lives etc. He emphasized the need to accelerate the pace of work for its early completion so as to open it quickly. The Chairman, NHA, informed the Committee that Karachi-Hyderabad road had been revamped except a stretch of 5 Km. He further informed that the remaining part would be completed and the road opened very soon.

Chairman, NHA, further added that NHA is close to finalize the agreement with a firm to rebuild Super Highway like motorway with 6 lanes on BOT basis which will further improve the situation.

Responding to a query regarding Hala-Moro Section, the NHA Chairman informed that this is an old project of 1992-93. After a cumbersome process, the contract has been terminated and the work is being done by the NHA.

Senator Nawab Muhammad Ayaz Khan Jomezai informed that due to washing out of bridge near DG Khan on Loralai-DG Khan road, the transport carrying fruits and vegetables for Punjab & D.I. Khan from Pishin, Quetta, Ziarat, Qila Saifullah and Loralai, are stuck up for several hours resulting in damage/loss of the out put of the grower of Balochistan. Senator Nawab Muhammad Ayaz Khan Jomezai proposed to improve the diversion in a proper way till the bridge is completed so as to avoid delay caused to traffic on this section.

Senator Nawab Muhammad Ayaz Khan Jomezai pointed out that the under-construction Khanozai-Muslim Bagh road passes through a stretch of 12 K.M. snowfall areas. He proposed that the said stretch may be made of RCC instead of black top for making it sustainable in view of weather conditions.

Responding to another query regarding Khanozai-Loralai road, the Chairman NHA, informed that they had received proposal of the Government of Balochistan to take it as well as other roads, but the NHA is not in a position to take over the new projects in view of our existing portfolio and capacity. The Chairman, NHA added that the NHA attaches high priority to completion of projects of existing portfolio of NHA in Balochistan mainly on account of existing capacity of NHA.

After detailed discussion, the Committee recommended that the NHA should repair all the bridges/roads of Balochistan damaged in the recent rains on priority basis.

The Chairman, NHA, assured the Committee that NHA is putting in its best efforts to construct/rehabilitate the bridges/roads in Balochistan.

Agenda Item (iii)

Chairman, Standing Committee briefly gave an overview of the subject item and said that the first report of NTRC was considered by the Committee in its erstwhile meeting and discussed the option for third party insurance system. The said option proposed collection of premium through adding on gasoline and CNG. However, the Committee did not agree to it for the reason that it would tantamount to raise in the unit price of gasoline/CNG. Thereafter, He asked Mr. Kazim Idress, Chief, NTRC to briefly put before the Committee the new options for third party insurance system. The Chief, NTRC, elaborated the following four options:-

Option-1 : Under option 1, the amount of premium for the purpose is to be paid on annual basis and will vary from Rs.1200 – 3500 as proposed by Insurance Association of Pakistan. This Scheme appears to be difficult to administer on various reasons like collection of fee is a provincial subject, reliance on local police to check its renewal, lump

sum payment of premium may be difficult for users and emerging of fake companies may not be ruled out :-

Option -2 : Option two is same as explained by the Chairman, Standing Committee. Under this option, all vehicles are covered. The collection of premium will be directly collected from oil/gas companies, administrative problems in collection will be fewer. The NTRC stressed upon this option, but the Committee did not approve it.

Option-3: This option is a combination of 1 and 3. It has been designed to enlarge base and minimize the amount of tariff proposed under option-I to create 3rd party motor vehicle insurance fund to compensate on no fault.

Option-4 : He informed the Committee that option-4 has been included on the recommendation of the M/o Communications. Salient features of this option are given below:-

- Only registered insurance firm with SECP are eligible to undertake 3rd party risk insurance.
- Amount of fine for driving an uninsured vehicle for obtaining an insurance policy from unauthorized insurance firm may be increased from Rs.500 to Rs.5000 and imprisonment for 3 months.
- All vehicles should be covered.
- The amount of premium and compensation to be paid on no fault basis in case of death or injury.

The Committee after deliberation decided to increase the level of penalty from Rs.500-5000 to Rs.10,000. The Committee unanimously adopted the report prepared by NTRC and advised the NTRC to take further appropriate action in consultation with all stakeholders as proposed in the recommendations of the report.

The Chairman Standing Committee in his concluding remarks vindicated that the issues raised by our honourable members in the meetings relate to the problems of the common man and should be considered by the concerned seriously. The role of the Committees is by and large supportive and appreciative. He added we should join hands to work for the betterment and prosperity of Pakistan.

MEETING NO. 4

Introduction:

A meeting of the Standing Committee on Railways (Communications & Railways) was held on 18th September 2006 at 11.00. a.m. in Committee Room No.1, Parliament House, Islamabad under the Chairmanship of Senator Kamil Ali Agha. The following attended the meeting:-

1. Senator Naeem Hussain Chattha
 2. Senator Abdul Ghaffar Qureshi
 3. Senator Saeed Ahmed Hashmi
 4. Senator Dr. Muhammad Ismail Buledi
-
5. Senator Talha Mahmood Mover

Business of the meeting was:

- i) Consideration of Starred Question No. 2 raised in the house on 10.8.2006 regarding launching of new train services in the country by Pakistan Railways.
- ii) Briefing on the delay in submission of compliance report/certain information in the light of recommendations made by the Committee in its meeting held on 22nd February, 2006.
- iii) Any other item with permission of the Chair.

Summary Report:

After recitation from the Holy Quran, the Chairman welcomed all to the meeting and passed on the floor to Senator Dr. Muhammad Ismail Buledi. The Honourable Senator Dr. Muhammad Ismail Buledi, expressed his concerns about the absence of the Ministers in the Committee meetings. The Chairman Committee informed that the Federal Minister for Railways could not attend the meeting due to an official visit abroad. He added that MOS for Railways had requested for leave from the Committee for being away from Islamabad in connection with an urgent matter of public importance. He said that the point of honourable member is noted and in future, the meeting will be fixed only when the concerned Minister ensures presence. The further said that Mr. Shakil Durrani, Secretary, M/o Railways, .an experienced and capable officer, is here to brief and reply to our queries/questions. Thereafter, he passed on the floor to Secretary, M/o Railway to start the briefing.

Agenda Item (i)

Secretary, M/o Railways thanked the Committee and gave an overview of the said question raised in the House and the future programmes of M/o Railways to make this mode of transport more efficient. He then passed on the floor to Mr. Naeem Malik, General Manager (Operations), for detailed briefing. Mr. Malik informed the Committee that during the last 3 years until June, 2006, 13 trains were introduced to cater for need of various sections. Subsequently 2 more trains were introduced during July 06 to August 2006. He further informed that the performance of these trains is satisfactory as 120,000 passengers

travel per day and the daily income works out Rs.36 lacs. These trains are introduced on the basis of comprehensive market analysis, commercial viability and passengers' potentials.

It is evident that earnings of these trains are comparable to our average daily earnings of other routs. Mr. Malik added that the prevalent number of trains originating from Peshawar for various destinations is adequate to cater for needs of the traveling public of those areas. The utilization of the allotted shares of seats/berths is given below which reveals that rail facility available on this section exceeds the demand.

<u>Month</u>	<u>Total Quota</u>	<u>Utilization</u>	<u>Percentage</u>
June, 06	21862	9624	44%
July, 06	17234	13650	79%
August 06	23314	11241	48%

Train Plying on Southern Punjab

Several trains services have been plying on Southern Punjab routes as per detail given below:-

- i. Khushhal Khan Khattak Express
- ii. Thall Express
- iii. Three express trains are covering Southern Punjab and part of NWFP i.e. 1-up/2-Down, 13 Up/14 Down, 11-up/12 down to provide direct link for Karachi.
- iv. 319-up/320 down is running between Multan-Mari Indus
- v. 201-up/202 Down

Moreover, Pakistan Railways is running 255 trains adequately distributed on the system. It was added that it is not possible at present for Pakistan Railways to keep on adding loss making trains to badly upset the operating ratio. It was further added that even introduction of new trains depends upon availability of locomotives and rolling stock.

Senator Talaha Mahmood asked for the laid down criteria for introduction of new trains. The representative of Pakistan Railways informed that it depends upon availability of passengers, commercial viability and availability of locomotives and rolling stock. It was informed that sometimes a train is temporarily introduced for three months to assess its commercial viability before it is permanently inducted. Secretary, M/o Railways informed that due to larger duration of travel time by trains, the passengers prefer to avail road transport being efficient service. He further informed that presently Pakistan Railways is in short of locomotives and therefore, introduction of new train on any rout means withdrawal of locomotive from goods trains.

Responding to a query regarding delay and lack of facilities in the existing trains, the Secretary, M/o Railways informed that the trains which were considered to be the best trains in the past have become inefficient mainly because of increase in number of stops and bad condition of coaches.

Responding to a query from Senator Talha Mahmood about the initiatives/steps taken by the Government for improving the rail services, the Secretary, M/o Railways informed that following major steps are being taken:-

- a) Up-gradation of railway tracks through a project costing of Rs.10 billion
- b) The stops of trains are being reviewed to make them faster
- c) Coaches and other facilities are being improved to attract more travelers.
- d) Dualization of railway track is being made.

He informed that a tangible improvement in rail service would be anticipated within 18 months.

Senator Abdul Ghaffar Qureshi opined that the demand for a qualitative train service is always there as a substantial number of passengers travel from Karachi to other parts of the country through road transport. However, he stressed upon the need that Pakistan Railways should improve the speed as well as facilities in order to attract the passengers.

Responding to the it, the Secretary, M/o Railways, brought to the notice of the Committee that Pakistan Railways have improved speed limit of few trains i.e. Havelian-Karachi, Rawalpindi-Lahore (Railcar) and as a result, number of passengers on these two trains has increased tremendously.

Senator Dr. Muhammad Ismail Buledi expressed his view point and said that the demand for efficient/swift train exists in Balochistan but since the thing is other way round, people prefer to travel by road transport.

Secretary, M/o Railways described in detail the ongoing and proposed programmes for strengthening of railway system in Balochistan so as to make it efficient/swift means of communications. The details of mega projects of Pakistan Railways are described in subsequent paragraphs.

- i. A project namely, Railway station/container yard at Gawadar at a cost of Rs.450 million is under implementation. It envisages acquisition of 455 acres land for railway station/railway track from zero point to container yard/station and 25 Kms outside Gawadar. A sum of Rs.400 million paid to Balochistan Government for the land and the balance is to be paid during the current year.
- ii. Following feasibility studies are at various stages of finalization:
 - a) Feasibility study for Gwadar Rail Link with Quetta-Chaman via Mastung. The draft feasibility for rail link from Gawadar through Turbat Khushab-Panjgur-Kalat has finalized. The estimated cost for this link works out Rs.70 - 75 billion and the length of rail line is 961 Km. The draft feasibility was considered and the Government asked the consultant to propose an alternate route for easy gradient.
 - b) Dual utilization of Khojak Tunnel. The feasibility for dual utilization of Khojak tunnel for both rail and road traffic is in progress and report is expected by December 2006.

- c) Feasibility study for conversion of Quetta-Zhob Meter Gauge Section into Broad gauge and further extension of railway line to Peshawar via D.I. Khan-Bannu-Kohat. The work on preparation of feasibility study for conversion of Quetta-Zhob meter gauge section into broad gauge is in progress. Another feasibility study for further extension of railway link to Peshawar via D.I. Khan is also being carried out.

Provision of Rail link from Chaman-Hoshab (Turkmenistan via Afghanistan)

- PC-II for conducting feasibility study for rail link from Kandahar to Hoshab (Turkmenistan) is under submission of P&D Division.
- Funds for construction of Chaman-Spinboldak rail link (11.5 Km) arranged through CRRRA fund US\$7.23 million.
- Feasibility for high speed track from Rawalpindi-Lahore (250 Km)
- Feasibility study for rail link to China (Estimated cost of study is Rs.160 million)

The Committee lauded the future plans of Pakistan Railways and stressed upon it to finalize these studies at the earliest.

The Secretary, M/o Railways informed that Mass Transit Authority has been set up to look into the intra city transport problems of the cities. It was further added that the feasibility for introduction of circular Railway System in eight major cities namely, Islamabad-Rawalpindi, Lahore, Multan, Faisalabad, Karachi, Hyderabad, Kotri, and Peshawar is being carried out. Moreover, work on Karachi circular Railway is being started for which financial assistance amounting to US \$850 million is being provided by the Japanese Government.

The Committee appreciated the efforts of M/o Railways to address the transport problem of major cities and directed to finalize the studies and initiate projects swiftly. The Committee also suggested that Secretary, M/o Railways may hold meeting during next week with Senator Talha Mahmood to discuss intra city circular Railway (Rawalpindi/Islamabad).

The Secretary, M/o Railway informed the Committee about the initiative taken during the last few months to provide swift transport facility to the people. Following new swift trains/facilities/concessions were introduced recently:-

- i. Introduction of new trains:
 - a. Buraq Express
 - b. Sindh Express
 - c. Marvi Express
 - d. Margalla Express
 - e. Thar Express
- ii. 5% reduction in fare of economy class
- iii. New system for supply of ticket to the passengers at doorstep at additional cost of Rs.20/- as service charges.
- iv. Provision of ticket on concessionary rates to journalists.

- v. Introduction of concessionary fare for senior citizens.
- vi. Payment of salary and pension (Retired) employees at home through NBP arrangements.
- vii. Provision of advance equivalent to 15 salaries to employees of Pakistan Railways through NBP.

It was further informed that additional impact of expenditure due to increase in price of fuel comes at Rs.226 million which was absorbed by Pakistan Railways through its own resources by internal adjustment rather to pass on this burden to passenger through increase in fare. The Committee lauded the initiatives of management so as to give relief to the passengers traveling in the economy class. However, the Committee strongly recommended to take further steps so as to provide further relief to the passengers by further reducing the fare of economy class.

Senator Naeem Hussain Chattha, proposed that trains namely Ghori & Faisal running between Lahore/Faisalabad be directed to stop at Sheikhpura being the district headquarter.

The Committee unanimously recommended that the M/o Railways may take all necessary steps so that the trains, namely, Ghouri and Faisal may stop at Sheikhpura within a week so as to address the difficulties being faced by the people of Sheikhpura.

In view of written reply and detailed discussions in the meeting, the Committee convinced with the reply of the M/o Railways that the existing trains are adequately distributed on the system as per prescribed criteria. Therefore, the Committee disposed of the matter accordingly.

Agenda Item (ii)

Chairman Standing Committee informed the Committee that the decisions/recommendation of the Committee in its meeting held on Feb 22, 2006 was referred to M/o Railways. Several reminders were issued by the Senate Secretariat. The meeting to discuss the status of these decisions could not be called for want of status report from M/o Railways. He further informed that it is reported that a copy of document showing progress on the decisions of the Committee was received on September 11, 2006 and subsequently required number of set of the document supplied on September 16, 2006. He emphasized that all efforts be made in future to furnish adequate number of copies of the documents to the Senate Secretariat for timely circulation amongst members for advance study.

Secretary, M/o Railways expressed his strong regrets on this and assured the Committee that in future all efforts would be made to ensure timely supply of all requisite information/documents for circulation amongst Honourable members.

Responding to a query regarding 128 vacant posts of the drivers, the Secretary M/o Railways informed that recruitment process of these posts is being finalized shortly. Secretary further added that prescribed qualification for the post is matric with 3 years diploma and selected candidate would undergo 52-week training before posting as Assistant Driver.

Senator Dr. Ismail Buledi requested to provide province-wise list of employees of the Pakistan Railways for the last 5 years.

Secretary, M/o Railway apprised the Committee about the findings of inquiry report regarding following three accidents occurred in early this year:

- a. Derailment of 108 Down Lahore Express
- b. Derailment of 41 up Karako ram express
- c. Collision of up CCM/Container with KG 17 up.

It was informed that above mentioned two accidents took place due to attempted sabotage by removing fishplates and bolts of the rail joint as per inquiry conducted by Federal Government Inspection Railways (FGIR).

The FGIR rules out the possibility of accidents due to any fault in the track, rolling stock and over speeding in his report. Honourable Chairman asked to apprise the Committee of the measures taken by Pakistan Railways to avoid such type of sabotage in future.

It was informed that several remedial measure in pursuant of the inquiry report were adopted. Major measures are described below:-

- i. FIR registered against unknown saboteurs.
- ii. Patrolling of track by motor trolleys and push trolleys.
- iii. Night foot plate inspections by officers/officials has been intensified.
- iv. Pilot locomotive are being run ahead of important trains.
- v. Strength of district police for security between stations is being increased by Railway Police.
- vi. Walkie Talkie sets are being supplied to all concerned.
- vii. Pakistan Railways started welding of track on 3 degrees curves.
- viii. Pickets/tents are being set up at every 10 Km distances for joint patrolling by Railway Police, District Police & Patrollers.

In response to a query from Senator Saeed Ahmed Hashmi regarding Harnai-Sibi section, the Secretary, M/o Railways informed that this section involves construction/improvement of 5 bridges which would be started soon.

While discussing modernization of signaling system, the Honourable Chairman Standing Committee emphasized to gear up the processing of the project for improvement in signaling system which would eventually help better communications system to avoid accidents.

During the discussions certain issues were raised by the honourable Chairman and Members of the Committee and the Committee unanimously recommended as follows:

- i) The railway bridge at Ranpathani (Sindh) which had been washed away during the recent heavy rains should be reconstructed at the earliest so as to ease the problems being faced by the people.
- ii) The facilities provided at the Zero Point on Khokhrapar Monabao line are inadequate which should be increased as per demand.

- iii) Keeping in view the growing number of passengers, there is a need to increase capacity of the trains.

Responding briefly to the above points, Secretary Railways informed the Committee that a temporary bridge has been constructed to keep the main line operational. Whereas, work on the construction of new permanent bridge is going on in full swing, which would be completed very soon. Coming to the point of provision of facilities to the passengers at Zero Point Khokhrapar-Monabao line, he assured the Committee that he would look into it in order to redress the difficulties. As regards increase in the capacity of trains, he said that Ministry of Railway has sent a reference to the Ministry of Foreign Affairs with the request to negotiate the matter with the Government of India to permit the addition of another Bogi with the existing train to meet the demand.

MEETING NO. 5

Introduction:

A meeting of the Standing Committee on Communications (Communications and Railways) was held on November 21, 2006 in Committee Room No.1, Parliament House, Islamabad. Chairman Committee, Senator Kamil Ali Agha headed the meeting and the following attended:-

1.	Senator Mir Muhammad Naseer Mengal	Member
2.	Senator Naeem Hussain Chattha	Member
3.	Senator Nawab Muhammad Ayaz Khan Jogezeai	Member
4.	Senator Muhammad Saleh Shah	Member
5.	Senator Dr. Muhammad Ismail Buledi	Member
6.	Mr. Muhammad Shamim Siddiqui, Minister for Communications	Member Ex-Officio Member
7.	Senantor Liaqat A. Bangulzai,	(On Special Invitation)

Business of the meeting was:-

- (i) Briefing on Pakistan Post Office Department:
Breakup of employees of Pakistan Post Office Department on basis of provincial/regional quota and province wise break up of post offices in the country.
- (ii) Consider the deployment of Motorway Police on Gawadar-Karachi Coastal Highway to check the extent of accidents on the road:
Breakup of employees of Motorway Police in the country on the basis of provincial/regional quota.
- (iii) Present status of construction of Lakpass Tunnel and proposed date for completion of this project.

Summary Report:-

The meeting started with the recitation from the Holy Quran. The Chairman Committee welcomed Mr. Muhammad Shamim Siddiqui Minister for Communications, Honourable Members of the Committee, Secretary Communications, Inspector General National Highways and Motorway Police and other senior officers present in the meeting. He said that it was a requisitioned meeting summoned in terms of rule 163 (4) of the Rules of Procedure and Conduct of Business in the Senate 1988. Afterwards, he then, invited the Ministry of Communications to start briefing on the items of agenda.

Agenda Item (i)

Minister for Communications Mr. Muhammad Shamim Siddiqui thanked the Chairman and Members of the Committee for providing an opportunity to brief the Committee on the items of agenda. He then, invited Director General, Pakistan Post to start briefing on agenda item (i).

The Director General Post Office, gave an overview of the working and performance of the department and steps taken to introduce market oriented policies in the department. He said that Pakistan Post was providing postal services all over the country through a net work of 12343 Post Offices with the staff of 27826. He further said It had been a one of the self-financing public sector institutions since 1998-99 with an annual profit of Rs.105.6 million in 1998-99 which rose to Rs.139.7 million in 2005-06. The D.G. Pakistan Post also briefed the Committee on the following areas:-

- (i) Background
- (ii) Mission statement
- (iii) Role
- (iv) Postal Net work
- (v) Organization
- (vi) Services being provided-Postal service remittances services, international postal services, agency functions, and other services.
- (vii) Financial performances/weakness
- (viii) Goals & Targets

Responding to a query from the Chair, regarding the bogus forms being sold at a cost of Rs. 150 each at Post Office outlets, offering small loan to the people, the D.G. Pakistan Post informed that there was no such scheme of Pakistan Post. He, however, assured the Committee that matter would be looked into and stern action would be taken against the employees of Pakistan Post involved in the matter.

The Committee expressed its concern over malpractices in the disbursement of Baitul Mal Fund through Pakistan Post Offices and directed that action may be taken against those involved in the corruption to ensure that the poor and the needy were not deprived of their rights. The Committee urged upon Pakistan Post to evolve an error free mechanism in consultation with Pakistan Baitul Mal authorities.

The Chairman Committee pointed out on the basis of his personal experience that there was need to further improve the mail delivery system. The DG, Pakistan Post informed that there is a test letter system to check mail delivery. He, however, assured the Committee that the system would further be closely monitored with a view to improve it.

Senator Dr. Muhammad Ismail Buledi also expressed his concerns regarding delay in the delivery of mail addressed to him at his home town Turbat-Khuzdar. He recommended that in order to improve the delivery system, officers/officials of Pakistan Post may be posted to the Post Offices near to their home towns.

The DG, Pakistan Post informed that 32 additional posts had been allocated to Balochistan against which recruitment is in progress. He informed the Committee that efforts were being made to introduce market oriented culture to make Pakistan Post Office a business hub. He further informed that introduction of new technologies in the department and training of the staff would enable the department to compete in the market.

The Chairman and Members of the Committee appreciated the briefing and hoped that the commitments made by the DG Pakistan Post on the recommendations of the Committee to further improve the working of the Department would be materialized. The Committee, then, moved to agenda item (ii).

Agenda Item (ii)

Inspector General, National Highways and Motorways Police (NH&MP) informed the Committee that in pursuance of Prime Minister's directive, 136 posts under phase-I of the program of policing on the Coastal Highway (N-10) have been sanctioned for two patrol posts. He said that NH&MP have started policing & operation on two patrol posts i.e. Pasni & Gwadar. All the road users are being imparted education about traffic rules. He further informed that volume of traffic at present is low as the proper inauguration of the Highway is yet to be done. However, few accidents had occurred in the said sectors which were mainly due to negligence of drivers.

It was informed that total strength of uniform staff is 3541: Punjab 1823, Sindh 717, NWFP 342, Balochistan 159 and others 500. Minister of Communications informed the Committee that a summary is being submitted to the Prime Minister with the request to relax recruitment policy (onetime) allowing NH&MP to recruit about 2500 persons against all vacant posts on the quota of Balochistan.

The Committee appreciated the efforts of M/o Communications for creation of posts for Balochistan and urged to get it expedited so that the recruitment against the proposed vacancies is made at the earliest.

On the suggestion of Senator Nawab Muhammad Ayaz Khan Jogezi, the Committee strongly recommended that the Quetta-Khuzdar-Karachi (RCD) Highway may be taken over by the NH&MP so as to control the accidents resulting loss of precious lives. Responding to it Minister for Communications informed the Committee that the said Highway would be taken over by the NH&MP in the next phase.

The Chairman Committee drew attention of the Ministry concerned towards lack of rest areas on the Coastal Highway and said that it should be built for proper rest of the long vehicles drivers.

With a view to lessen the problems being faced by the road users in Islamabad with regard to the deposit of fine money in the designated branches of Banks, the Committee recommended that the M/o Interior may also consider the methodology of on the spot collection of fine from the traffic violators as already successfully adopted by the NH&MP.

Agenda Item (iii)

While briefing the Committee on the agenda item Member National Highway Authority (NHA) apprised the august Committee about the latest position of Lakpass Tunnel Project. He informed the Committee that there was a dire need to address blind curves on Lakpass link between N-10 and N-25. Therefore it was decided to construct the Lakpass Tunnel as a permanent solution.

The project for construction of Lakpass Tunnel was considered by the Central Development Working Party (CDWP) and it was decided to construct the project on Build-Operate--Transfer (BOT) basis. Accordingly, an agreement was signed between NHA and M/s. IBEX Construction (Pvt) Ltd; a subsidiary of FWO for construction of Lakpass on BOT basis. The project envisages to construct approximately 180 meter long and 7.3 meter wide tunnel with approach road to the tunnel (4.5 Km). The project is estimated to cost of Rs.679

million. The project was started on June 1, 2006 and shall be completed by November 20, 2007 upto November, 15,2006 the construction had been in line with prescribed schedule i.e. 17 % of the project is completed.

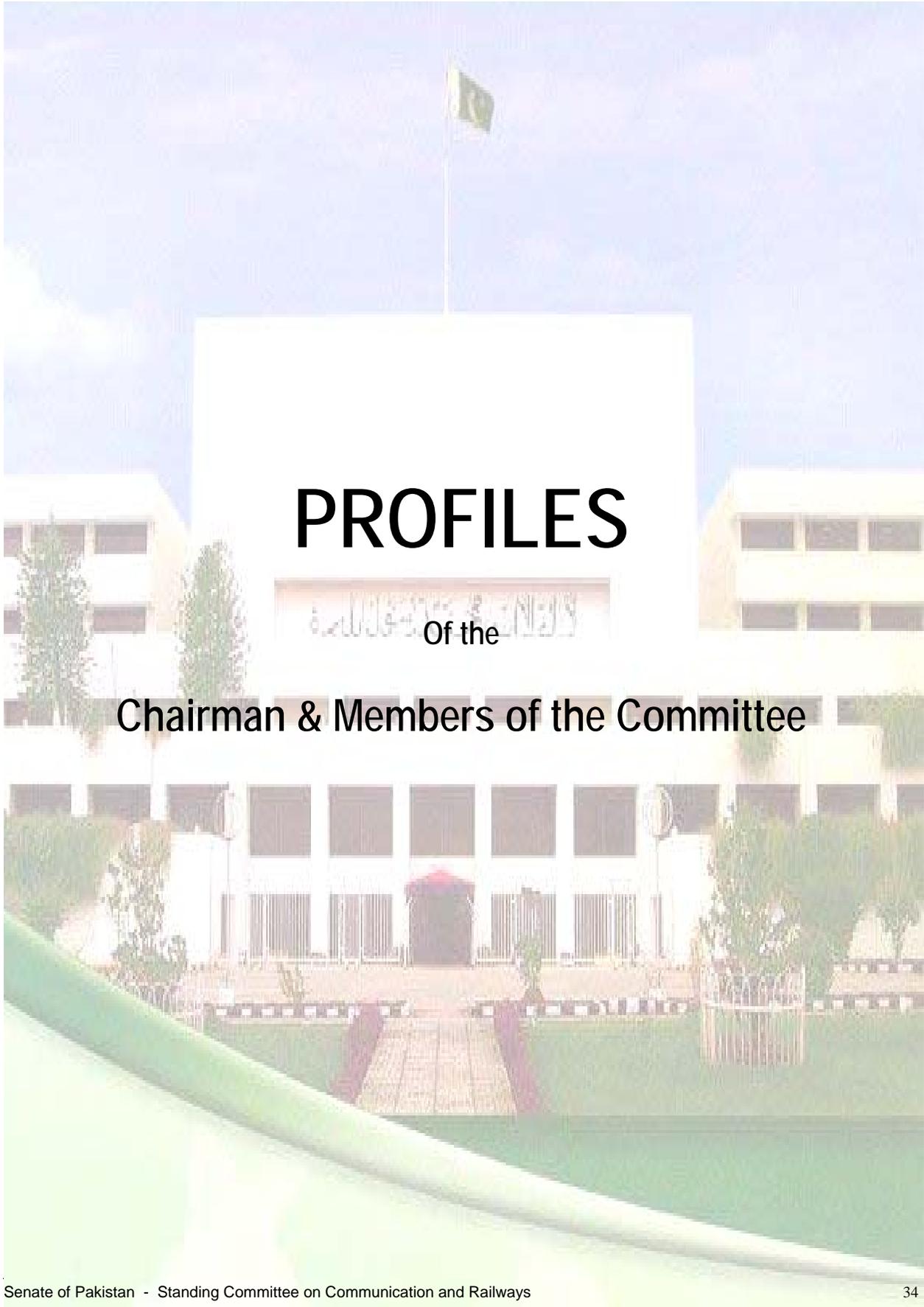
Senator Liaquat A. Bangulzai appreciated the pace of construction work of concerned Lack Pass by the Contractor. He however, pointed out that the machinery meant for digging of tunnel has not yet reached the project site as it has been sent to some other project of the same Contractor He stressed his apprehension that the delay in arrival of machinery may cause delay in the completion of the Project within the time frame i.e. November 2007.

The Member (Maintenance) National Highways Authority apprised the Committee that at present the progress of work is in accordance with the scheduled time. He assured the Committee that he would look into the machinery issue as pointed out by Honourable Senator Mr. Liaquat A. Bangulzai and would report back accordingly.

On the suggestion of Senator Liaquat A Bangulzai, the Committee recommended that the NHA should maintain close liaison with the agencies responsible for laying of utility services lines like electricity/gas etc. and further recommended that the NHA may hold a meeting with Senator Liaquat A. Bangulzai to resolve the issues, if any, in the larger public interest.

At this juncture, on the desire of some of the Honourable Committee Members, the Committee unanimously agreed to visit the Lakpass Tunnel Project in the near future so as to inspect the project and the pace of work thereto.

During the meeting Zhob D.I.Khan project also came under discussion and the Committee also agreed to discuss the project as an agenda item in the next meeting.



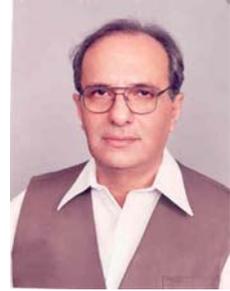
PROFILES

Of the

Chairman & Members of the Committee

Kamil Ali Agha

Chairman, Standing Committee on Communications and Railways;
Chief Whip of PML in the Senate; and
Minister of State for Parliamentary Affairs.



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Committee(s): **Chairman, Standing Committee on Communications and Railways**
Member, Standing Committee on Defence and Defence Production
Member, **Standing Committee on Commerce**
Member, Standing Committee on Interior
Member, **Committee on Rules of Procedure and Privileges**
Member, Senate Finance Committee

Details: B.A. LLB.

Achievements:

- Elected as Councilor in 1979.
- Elected as Chairman, Health and Sanitation, Lahore, in 1979.
- Elected as Councilor in 1983.
- Elected as Deputy House Leader, Lahore Corporation, in 1983.
- Elected as Councilor in 1990.
- Elected as Deputy Mayor, Lahore, in 1990.
- Elected as Member, National Assembly, in 1997.
- Parliamentary Secretary for Foreign Affairs, 1999.
- Elected as Senator in 2003.
- Chief Whip of PML in the Senate since January, 2004.
- Minister of State for Parliamentary Affairs since April, 2006.
- Member Provincial Working Committee, PML, Punjab.
- Member Central Working Committee, PML.
- Additional General Secretary, Pakistan Muslim League, Punjab.
- Secretary Information, Pakistan Muslim League, Punjab.
- Chief Editor "Muslim League News" Nationwide biggest fortnightly Magazine of Pakistan.
- Chief Coordinator to Chief Minister Secretariat, Punjab.
- Advisor to the Government of Punjab.
- Regular Article writer in the National Newspapers.
- 18 years experience in criminal law as a prominent lawyer.

Muhammad Ali Durrani

Federal Minister for Information & Broadcasting



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Committee(s): Member, Standing Committee on Communications and Railways
Member, Standing Committee on Foreign Affairs and Kashmir Affairs and Northern Areas
Member, Functional Committee on Government Assurances
Member, Functional Committee on Human Rights
Member, Senate Finance Committee

Details:

- B.Sc. Mechanical Engineering
- President Wise Education Society.
- Founder of Education for All (EFA)
- Languages: English, Urdu, Punjabi, Seraiki and Pashto.

Achievements:

- Member of Senate of Pakistan.
- Secretary General Millat Party and National Alliance. President Wise Education Society and Women Welfare Society. Founder of the Institute of Afghan Affairs 1985. Launched a campaigns for Kashmir case; For free employment 1997; for S.K.M. Trust Hospital; for collective marriage ceremony; for true freedom-2000; for relief on foreign debt-2001.
- Leading role in establishment of IJI-1988, Millat Party, National Alliance and Grand National Alliance.

Naeem Hussain Chattha



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Committee(s): Standing Committee on Defence and Defence Production
Standing Committee on Communications and Railways
Standing Committee on Labour, Manpower and Overseas Pakistanis (**Chairman Committee**)
Committee on Rules of Procedure and Privileges

Details: B.A. LLB.
* B.A. (Government College Lahore)
* LL.B (Punjab University law College, Lahore)

Achievements: Profession:
* Advocate (Practiced criminal law at Sheikhpura until 1982)
* Agriculturist (Self-managing an agricultural farm of 200 acres on progressive lines since 1955)
Experience:
* President District Bar Association, Sheikhpura, 1982.
* Chairman District Council, Sheikhpura 1983-87.
* Member Punjab Council 1984-85.
* Member Provincial Assembly of the Punjab 1985-88.
* Chairman Punjab Assembly Standing Committee for water and power 1986-88.
* Member National Assembly of Pakistan 1990-93.
* Minister of State for Parliamentary Affairs and women affairs 1991-93.
* Represented Pakistan at U.N Conference in 1991-92 at Vienna (Austria).
* Represented Pakistan in Common Wealth Conference in 1993 at Nicosia (Cyprus).
* Visited Egypt officially in 1993.
* Member National Assembly of Pakistan 1997-99.
* Member National Assembly Standing Committee on Foreign Affairs, 1997-99.
* Member National Assembly Standing Committee on Kashmir, 1997-99.
* Member National Assembly Standing Committee on Food, Agriculture & Live Stock 1997-99.
* Accompanied the Prime Minister during his official visit to China and Hong Kong 1998.
* Accompanied the Prime Minister at SAARC Conference in Bagladesh 1992.
* Traveled to Afghanistan, Belgium, China, France, Germany, Holland Saudi Arabia, Bangladesh, Switzerland, U.K. & USA in different capacities.
* President Pakistan Muslim League, District Sheikhpura (1988-2001).
* Vice President Pakistan Muslim League Punjab (1990-1999).
Social Services/Activities
* Permanent Member of Lahore Gymkhana Club, Lahore.
* Permanent Member of Islamabad Club, Islamabad.
* Permanent Member of Services Club, Sheikhpura.
* President District Lawn Tennis Association, Sheikhpura.
* Permanent Member of Chamber of Agriculture of the Punjab.
* President of Rotary Club, District Sheikhpura 1964-78.
* Permanent Member of the Prisoner's Welfare Association, Sheikhpura.
* Permanent Member of TB Association of Sheikhpura.
* Permanent Member of Patient's Welfare Society, Sheikhpura.

Lt. Gen. (R) Javed Ashraf



Position: Senator
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Committee(s): Standing Committee on Communications and Railways
Standing Committee on Planning and Development and Population Welfare
Standing Committee on Ports and Shipping

Details: Federal Minister for Education.

M. Sc. War Studies and M.Sc. Strategic Studies.
Interpreter German Language
Hilal-i-Imtiaz (Mil)- for Meritorious services for the Nation.
Sitara-i-Basalat (2 times) for display of exceptional leadership and valour during peace time.

Achievements: 1. Director General Military Intelligence 1990-91.
2. Master General of Ordinance 1991-1992.
3. Director General Inter Services Intelligence 1993-95.
4. Corps Commander Gujranwala 1995-1996.
5. Federal Secretary Science and Technology 1996-97.
6. Secretary and Chairman Pakistan Railways 1999-2000.
7. Federal Minister for Communications and Railways 2000-2002.

Mir Muhammad Naseer Mengal



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Committee(s): Standing Committee on Communications and Railways
Standing Committee on Petroleum and Natural Resources
Standing Committee on Labour, Manpower and Overseas Pakistanis
Functional Committee on Problems of Less Developed Areas

Details: Minister of State for Petroleum and Natural & Resources.

M.A. Political Science.
B.A. (Hons) in Economics
M.B.O from PIM,
Diploma Kansas State University (USA)
Experience 10 year Federal Govt. Service at Senior Level.

Achievements: i. Former MPA, Balochistan Assembly.
ii. Former Provincial Minister Govt. of Balochistan for Industries Mineral Resources, Commerce, Revenue & Religious Affairs.
iii. Former Federal Minister Govt. of Pakistan for Labour, Manpower & Pakistan Overseas.
iv. Former Ambassador Govt. of Pakistan.
v. Former Chief Minister Balochistan.
vi. Federal Govt. Service at Senior Level for 10 Years.

Abdul Ghaffar Qureshi



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Committee(s): Standing Committee on Cabinet Secretariat
Standing Committee on Communications and Railways
Standing Committee on Law, Justice and Human Rights and Parliamentary Affairs

Saeed Ahmed Hashmi



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Province: Balochistan
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Committee(s): Standing Committee on Communications and Railways
Standing Committee on Petroleum and Natural Resources
Standing Committee on Planning and Development and Population Welfare (**Chairman Committee**)
Functional Committee on Human Rights
Standing Committee on Women Development

Details: B.Sc. (Mining Engineering)

Achievements: Details of Professional Career:
1. Assistant Mining Engineer, Gillani Company Quetta from 1972 to 1976.
2. General Secretary, Pakistan Mine Owners Association (Central Body) 1975 to 1978.
3. Chairman Institute of Mining Engineers Pakistan (Balochistan Region) 1977 to 1988.
4. Member Pakistan Mineral Coordination Board Islamabad from 1979 to 1992.
5. General Secretary Pakistan Mine Owners Association (Balochistan Region) from 1976 to 1989.
6. Senior Executive Gillani Company Limited from 1976 to 1994.
7. Acting Managing Director Gillani Company Ltd.
8. Managing Partner Hasnain Mining Corporation, Quetta from 1989 to date.

Political Career/Party Offices held:

1. General Secretary Pakistan Muslim League Balochistan from 1986 to 1998.
2. Member Central Working Committee of Pakistan Muslim League (Q) from 2001 to till date.

Public/Private Offices held:

1. Member Federal Council of Pakistan (Majlis-e-Shura) from 1980 to 1985.
2. Member Executive Committee, Chamber of Commerce & Industry Balochistan 1986.
3. Member Balochistan Provincial Assembly/Provincial Minister from 1988 to 1990.
4. Member Balochistan Provincial Assembly/Provincial Minister from 1993 to 1996.
5. Member Balochistan Provincial Assembly/Provincial Minister from 1987 to 1999.
6. Elected as Member Senate of Pakistan on 24-o2-2003.

Waqar Ahmed Khan.

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Committee(s): Standing Committee on Defence and Defence Production
Standing Committee on Communications and Railways
Standing Committee on Petroleum and Natural Resources
Finance Committee

Details: RESUME AND PARLIAMENTARY CAREER OF SENATOR MR. WAQAR AHMED KHAN.

His objectives are: to boost national development through prioritization of core multi-sectoral infrastructure.

Senator Waqar Ahmed Khan was born on July 20, 1963 in Dera Ismail Khan (North West Frontier Province (NWFP) of Pakistan).

He was elected to the Senate of Pakistan for the first time in 1994 as the youngest ever member of the Upper House of Pakistan's Parliament for a six years term. He won by an overwhelming majority, securing the largest number of electoral votes from the provincial assembly of NWFP.

He is son of Senator Gulzar Ahmed Khan, an eminent political personality of Pakistan. The Senior Senator Gulzar Ahmed Khan held key Federal Ministries in the Government of Pakistan and remained special assistant for provincial coordination to the Prime Minister of Pakistan.

The family has a historic parliamentary representation in the Upper House as Senator Waqar's father Gulzar Ahmed Khan and his uncle Mukhtar Ahmed Khan were elected to the Upper House where as his mother Mrs. Razia Sultana served as a member of the Lower House (National Assembly) of Pakistan.

The family created history when Senator Gulzar Ahmed Khan (father) and Senator Waqar Ahmed Khan (son) became members of the Senate simultaneously. Both father and the son returned to the Upper House of the Parliament as Senators from the North West Frontier Province again in 2003 by securing the largest number of votes from the provincial assembly of their home province, NWFP. It is unique example in the history of Pakistan that Ammar Khan, younger brother of Senator Waqar Ahmed Khan, has now been elected as a Senator from NWFP in March 2006 to join his father and brother in the Upper House of the Parliament. In 2005, Senator Waqar's uncle and former Senator Mukhtar Ahmed Khan, was elected as District Nazim of strategically located Dera Ismail Khan.

Senator Waqar Waqar Ahmed Khan went to the prestigious Aitchison College for his initial studies where he rose to the college athletic team captain and won the many laurels for his institution at the inter college, provincial as well as national level competitions. Later, he proceeded to University of Miami from where he attained advance studies in Business Administration and Comparative Economic Systems, with specialization in business management organization.

Senator Waqar Ahmed Khan has tremendous interaction with multi-national companies as well as Development Financial Institutions (DFIs). He also has a vast experience in international and national political and economic strategic affairs.

Senator Waqar Ahmed Khan got married in 1994 and is blessed with a daughter and two sons. He has a firm belief in strong family values.

Senator Waqar Ahmed Khan always remains active in House business affairs and is currently member of Standing Committee of the House on Water and Power, Defence, Communication, Planning & Development, Cabinet and Chairman of the Standing Committee on Textiles.

During his parliamentary career, he has held numerous positions in the House Committees, including:

- Chairman Senate Standing Committee on Labour, Manpower and Overseas Pakistanis.
- Chaired the Special Task Force on Environment.
- Member of the Senate Standing Committees on Cabinet, Establishment and Management Services; Planning and Development; Foreign Affairs and Defence.

Asfandyar Wali



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Committee(s): Standing Committee on Communications and Railways
Committee on Rules of Procedure and Privileges

Details: B.Com. (Hons).

Maulana Mohammad Saleh Shah Qureshi



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Committee(s): Standing Committee on Communications and Railways
Standing Committee on Housing and Works and Environment

Eng. Rashid Ahmed Khan



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Committee(s): Standing Committee on Communications and Railways
Standing Committee on Labour, Manpower and Overseas Pakistanis
Functional Committee on Problems of Less Developed Areas

Details: B.E. (Civil)

Nawab Muhammad Ayaz Khan Jogezi



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Committee(s): Standing Committee on Communications and Railways
Functional Committee on Problems of Less Developed Areas
Standing Committee on Women Development

Dr. Muhammad Ismail Buledi



Position: Senator
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Gender: Male
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Committee(s): Standing Committee on Communications and Railways
Standing Committee on Petroleum and Natural Resources
Committee on Rules of Procedure and Privileges
Standing Committee on Ports and Shipping

Details: B.A.