



SENATE OF PAKISTAN

House of the Federation

REPORT NO. 02

REPORT OF THE SENATE STANDING COMMITTEE ON RAILWAYS

ON

"THE TRANSFER OF RAILWAYS (AMENDMENT) BILL, 2025"

PRESENTED BY

SENATOR JAM SAIFULLAH KHAN

CHAIRMAN

Standing Committee on Railways

SENATE SECRETARIAT

REPORT OF THE SENATE STANDING COMMITTEE ON RAILWAYS ON "THE TRANSFER OF RAILWAYS (AMENDMENT) BILL, 2025"

I, Senator Jam Saifullah Khan, Chairman Senate Standing Committee on Railways, have the honour to present the report, on behalf of the Committee, on "The Transfer of Railways (Amendment) Bill, 2025". The Bill was laid by Senator Azam Nazeer Farar, Minister for law and Justice on behalf of Mr. Muhammad Hanif Abbasi, Minister for Railways, in the Senate sitting held on 5th December, 2025. The Bill, upon introduction was transferred to the Standing Committee on Railways for consideration/report.

2. The Composition of the Standing Committee is as under:-

i) Senator Jam Saifullah Khan	Chairman
ii) Senator Nasir Mehmood	Member
iii) Senator Dost Ali Jeesar	Member
iv) Senator Asad Qasim	Member
v) Senator Saifullah Sarwar Khan Nyazee	Member
vi) Senator Ahmed Khan	Member
vii) Senator Liaqat Khan Tarakai	Member
viii) Senator Muhammad Aurangzeb	Member
ix) Senator Kamil Ali Agha	Member
x) Senator Ashraf Ali Jatoi	Member
xi) Senator Dost Muhammad Khan	Member
xii) Senator Rubina Khalid	Member
xiii) Minister for Railways	Ex-Officio Member

3. The Committee considered the Bill in its meeting held on 12th December, 2025. Besides Chairman Committee, the following Members attended the meeting:-

i) Senator Rubina Khalid	Member
ii) Senator Dost Ali Jeesar	Member
iii) Senator Kamil Ali Agha	Member
iv) Senator Shahadat Awan	Special Invitee

4. The meeting was convened specifically to examine the legislative, administrative, and policy implications of the proposed amendments in light of national transportation needs, federal-provincial coordination, and long-term sustainability of Pakistan Railways.

5. At the outset, the Chairman briefed the Members on the scope and intent of the Bill. Thereafter, the Secretary, Ministry of Railways, provided further amendments and comprehensive

and detailed briefing on the objectives and rationale underlying the Transfer of Railways (Amendment) Bill, 2025.

6. The Secretary informed the Committee that the Bill is principally aimed at facilitating the systematic expansion of railway infrastructure and improving national transportation connectivity. Particular emphasis was placed on enabling efficient and reliable rail-based movement of minerals, including the proposed transportation of mineral resources from Reko Diq to Karachi, which is considered strategically vital for economic growth, export facilitation, and industrial development.

7. He further explained that the Bill seeks to rationalize the existing legal framework governing railways by removing redundant, outdated, and overlapping provisions that have impeded operational efficiency. The proposed amendments also provide for delegation of certain powers of the Federal Government to appropriate regulatory and operational authorities, thereby ensuring timely decision-making, administrative flexibility, and improved governance.

8. The Secretary emphasized that these amendments are fully aligned with the policy objectives of the Government of Pakistan, particularly the promotion of private sector participation through regulated track access, public-private partnerships, and creation of an enabling environment for domestic and foreign investment in the railway sector.

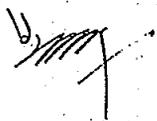
9. The Committee was further apprised that the amended framework explicitly enables provincial governments to participate in and invest in railway infrastructure, including both main lines and branch routes. The Secretary informed the Committee that consultative meetings have been held with the Chief Ministers of Sindh, Balochistan (Quetta), and Khyber Pakhtunkhwa.

10. According to the Secretary, the provincial governments have expressed strong interest, particularly in the development and revival of branch lines within their respective jurisdictions. The Committee noted that this approach is consistent with the spirit of cooperative federalism and is expected to enhance regional connectivity, promote balanced development, and reduce the financial burden on the Federal Government.

11. While examining the governance structure proposed under the Bill, Senator Rubina Khalid raised a substantive concern that strengthening the Board without commensurate political and policy oversight could potentially dilute the role of the Federal Government and weaken democratic accountability.

12. In response, the Secretary clarified that senior federal functionaries, including the Secretaries of Finance, Planning, and other relevant Ministries, are already members of the Board, and that the representation of public members has been deliberately limited to three in order to maintain balance.

13. Notwithstanding this clarification, Senator Rubina Khalid argued that inclusion of the Minister for Railways on the Board would provide necessary policy direction, ensure alignment with government priorities, and strengthen ministerial oversight over strategic decisions of national importance.



14. The Minister for Railways assured the Committee that the proposal to include the Minister for Railways as a member of the Board is well-founded and would be incorporated through a subsequent amendment. The Committee unanimously endorsed this position and recommended that the Ministry of Railways should, at an appropriate legislative stage, move a formal amendment to ensure representation of the Minister for Railways on the Board, thereby reinforcing policy oversight and accountability.

15. After extensive and meaningful deliberations, the Committee observed that the Transfer of Railways (Amendment) Bill, 2025 is a necessary legislative intervention aimed at modernizing the legal and institutional framework of Pakistan Railways. The Committee was of the considered view that the Bill would facilitate infrastructure expansion, attract investment, improve operational efficiency, and strengthen federal-provincial collaboration in the railway sector. While considering the discussion and deliberations held in the meeting, the Committee, by majority consensus adopted the following amendments in the Bill:-

In the Transfer of Railways (Amendment) Bill, 2025,-

(1) In clause (1), for sub-clause (2), the following shall be substituted, namely:-

“(2) Except for section 5 which shall apply to any agreement signed immediately before the commencement of this Act, the remaining provisions shall come into force at once.”

(2) In clause (5), in the proposed Article 4A,-

(i) in the marginal note, after the word “access”, the words “and rail development” shall be inserted;

(ii) for clause (1), the following shall be substituted, namely:-

“(1) For the purposes of this Article, a ‘track access agreement’ means a track access agreement pursuant to which a party is granted, in consideration for track access charges, a right to access the Pakistan Railways network and infrastructure and to operate rolling-stock on the Pakistan Railways network, in accordance with the terms of such track access agreement as amended from time to time, and a ‘rail development agreement’ means an agreement for the purposes of developing the railway infrastructure and network associated with it.

***Explanation.* - A party may enter into only track access agreement, or only a rail development agreement, or both of these through a single agreement of track access and rail development or separate agreements each for track access and rail development.”;**

(iii) in clause (2),-

(i) in sub-clause (a), for the words “track access by private parties”, the words “track access and rail development by parties” shall be substituted; and

(ii) in sub-clause (b), after the words “track access”, the words “and rail development” shall be inserted;

(iv) in clause (3), after the words “track access”, occurring twice, the words “and rail development” shall be inserted;

(v) for clause (4), the following shall be substituted, namely:-

“(4) The Railways Division may enter into track access and rail development agreements with a party,-

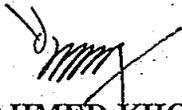
- (a) pursuant to and in accordance with the Inter-Governmental Commercial Transactions law or under the International and Inter-Governmental commitments of the Federal Government; or**
- (b) who is an investor that has invested in a qualified investment duly notified in the First Schedule to the Foreign Investment (Promotion and Protection) Act, 2022 (XXXV of 2022); or**
- (c) who may be a Federal Government Division, Department or subordinate office or any company, corporation or statutory body fully owned, controlled or managed by Federal Government, or a Provincial Government or a Local Government through its respective Department, or any company, corporation or statutory body fully owned, controlled or managed by a Provincial Government; or**
- (d) who may be approved by the Federal Government or notified under any other law for the time being in force; or**
- (e) selected through a competitive bidding.**

Explanation. - For removal of doubt, it is stated that public procurement laws shall apply only in respect of sub-clause (e) of this clause.”;

- (vi) in clause (5),-**
 - (a) for the words “private party”, occurring thrice, the word “party” shall be substituted; and**
 - (b) after the words “track access”, occurring thrice, the words “and rail development” shall be inserted;**
- (vii) in clause (6), after the words “track access”, the words “and rail development” shall be inserted;**
- (viii) in clause (7), for the words “private parties”, the word “parties” shall be substituted;**
- (ix) in clause (8), after the words “track access”, the words “and rail development” shall be inserted;**
- (x) in clause (9), for the words “private parties”, the word “parties” shall be substituted;**
- (xi) in clause (14), for the words “private parties”, the word “parties” shall be substituted;**
- (xii) in clause (16), after the words “track access”, the words “and rail development” shall be inserted ;**
- (xiii) in clause (17), after the words “track access”, the words “and rail development” shall be inserted;**
- (xiv) in clause (20),-**
 - (a) for the words “private party”, the word “party” shall be substituted; and**

- (b) after the words "track access", the words "and rail development" shall be inserted; and
- (3) in the Statement of Objects and Reasons, after the word "track access", occurring twice, the words "and rail development" shall be inserted.

16. Accordingly, the Senate Standing Committee on Railways unanimously passed "The Transfer of Railways (Amendment) Bill, 2025". The Committee recommended that the Bill as reported by the Committee may be passed by the Senate of Pakistan. A copy of the Bill as reported by the Committee is attached herewith as "Annex-A", and as introduced in the House is attached as "Annex-B".



(JAMIL AHMED KHOSO)
Joint Secretary / Secretary
Committee



(SENATOR JAM SAIFULLAH KHAN)
Chairman Committee

AS REPORTED BY COMMITTEE

A

BILL

further to amend the Transfer of Railways Order, 1962

WHEREAS it is expedient further to amend the Transfer of Railways Order, 1962 (P.O. No. 33 of 1962), in the manner and for the purposes hereinafter appearing;

It is hereby enacted as follows:

1. Short title and commencement.— (1) This Act shall be called the Transfer of Railways (Amendment) Act, 2025.

(2) Except for section 5 which shall apply to any agreement signed immediately before the commencement of this Act, the remaining provisions shall come into force at once.

2. Amendment of Article 1, P.O. No. 33 of 1962.— In the Transfer of Railways Order, 1962 (P.O. No. 33 of 1962), hereinafter referred to as “the said Order”, in Article 1, in clause (1), the words “Transfer of” shall be omitted.

3. Amendment of Article 2, P.O. No. 33 of 1962.— In the said Order, in Article 2,—

- (a) in clause (a), after the semicolon, at the end, the word “and” shall be added;
- (b) in clause (b), for the semicolon, at the end, a full stop shall be substituted; and
- (c) clause (c) shall be omitted.

4. Amendment of Article 4, P.O. No. 33 of 1962.— In the said Order, in Article 4,—

- (a) in the marginal note, for the word “Boards”, the word “Board” shall be substituted;
- (b) for clause (3), the following clause shall be substituted, namely:—

“(3) All actions taken by the Board in the discharge of its functions shall be expressed in writing and signed by the Secretary of the Board.”; and

- (c) after clause (3), the following new clause shall be added, namely:—

“(4) The Board shall take decision on the construction of new railway lines or the modification, closing or dismantling of any railway line and shall coordinate on rail movements into and from ports:

Provided that the Board shall not alter the terms and conditions of any contract relating to the conveyance of defence traffic, alter the priority of movement in respect of defence traffic and close or dismantle any railway line or make any modifications in the defence lines except with the approval of Ministry of Defence.”

5. **Insertion of Article 4A, P.O. No. 33 of 1962.-** In the said Order, after Article 4, the following new Article shall be inserted, namely:-

“4A. Track access and rail development.- (1) For the purposes of this Article, a ‘track access agreement’ means a track access agreement pursuant to which a party is granted, in consideration for track access charges, a right to access the Pakistan Railways network and infrastructure and to operate rolling-stock on the Pakistan Railways network, in accordance with the terms of such track access agreement as amended from time to time, and a ‘rail development agreement’ means an agreement for the purposes of developing the railway infrastructure and network associated with it.

Explanation. - A party may enter into only track access agreement, or only a rail development agreement, or both of these through a single agreement of track access and rail development or separate agreements each for track access and rail development.

(2) Notwithstanding anything contained in the Railway Regulatory Authority Ordinance, 2002 (XCII of 2002), hereinafter referred to as ‘Ordinance XCII of 2002’,-

- (a) subject to sub-clauses(b) and (c), until the Railway Regulatory Authority is constituted under Ordinance XCII of 2002, the Board shall exercise overall regulatory oversight and ensure compliance of track access and rail development by parties, both local and foreign, for freight and passenger services;
- (b) Ordinance XCII of 2002 shall not apply to any track access and rail development agreement, including amendments thereto, executed under this Order, prior to or subsequent to the establishment of the Railway Regulatory Authority; and
- (c) the Railway Regulatory Authority, whenever constituted, shall have no jurisdiction to cancel, amend, or otherwise modify any such agreement or amendments thereto, approved and entered into before or after its establishment.

(3) Subject to clauses (4) and (5), the Board is authorized to approve track access and rail development agreements for the access to and use of Pakistan Railways network and infrastructure and Railways Division is authorized to enter into such track access and rail development agreements as approved by the Board.

(4) The Railways Division may enter into track access and rail development agreements with a party,-

- (a) pursuant to and in accordance with the Inter-Governmental Commercial Transactions law or under the International and Inter-Governmental commitments of the Federal Government; or
- (b) who is an investor that has invested in a qualified investment duly notified in the First Schedule to the Foreign Investment (Promotion and Protection) Act, 2022

- (XXXV of 2022); or
- (c) who may be a Federal Government Division, Department or subordinate office or any company, corporation or statutory body fully owned, controlled or managed by Federal Government, or a Provincial Government or a Local Government through its respective Department, or any company, corporation or statutory body fully owned, controlled or managed by a Provincial Government; or
 - (d) who may be approved by the Federal Government or notified under any other law for the time being in force; or
 - (e) selected through a competitive bidding.

Explanation. - For removal of doubt, it is stated that public procurement laws shall apply only in respect of sub-clause (e) of this clause.

(5) The party executing the track access and rail development agreement shall be required to meet the qualification criterion approved and notified by the Board from time to time, and communicated to the party, prior to the entry into such track access and rail development agreement:

Provided that any party that meets the criteria of sub-clause (b) of clause (4) shall be deemed to meet the qualification criteria necessary for track access and rail development agreements.

(6) The track access and rail development agreements entered in pursuance to this Order shall be governed solely by the provisions of this Order and applicable rules and regulations made under to this Order.

(7) Track access shall be materialized by offering Pakistan Railways network and infrastructure to the parties for its efficient use, facilitating competition, revenue generation, improving safety, strategic planning and investments, through operations of freight and passenger train services with their own locomotives and rolling stock.

(8) Any amendment, or purported amendment, of a track access and rail development agreement shall be made with the consent of parties and shall not be effective unless that amendment has been approved by the Board.

(9) The charges, fee, revenue sharing, etc., from parties shall be approved by the Board and included in the relevant track access agreement.

(10) Pakistan Railways may provide train crew or other requisite personnel on mutually agreed terms and, if required, also offer maintenance facilities for locomotives and rolling stock.

(11) The Board shall approve the railway network and infrastructure usage plan (time-tabling) to be submitted by Pakistan Railways keeping due margins for maintenance and rehabilitation works.

(12) The Federal Government Inspector of Railways (FGIR) shall carry out periodic inspections of the railway network for ensuring safety of train operations.

(13) The Board shall sanction the use of any rolling stock on the railway network after ascertaining its suitability and conformance to the prescribed standards.

(14) The Board shall require the parties and Pakistan Railways to furnish periodically, but not later than one year, the operating and financial results and any other information that may be necessary.

- (15) Pakistan Railways shall maintain detailed records of all track access requests, the allocations and capacity usage. An annual report shall be submitted to the Board detailing volume of track access requests and approvals, utilization of network capacity, track access charge revenues, performance matrix, and any incident of non-compliance.
- (16) The Board shall oversee the implementation of track access **and rail development** agreements and investigate complaints and disputes regarding unfair treatment, capacity denial or discriminatory practices.
- (17) Any dispute between the parties to a track access **and rail development** agreement shall be settled in accordance with the terms of the agreement.
- (18) The Board, keeping in view the best International practices, may perform any other function or exercise any power that may be incidental or consequential to the performance of any of its functions or the exercise of any of its powers.
- (19) The agreements which were signed under the Track Access (2005) and are still valid shall continue to be in force subject to fulfillment of conditions precedent and revision of clauses, rates, charges, fee, etc., as may be mutually agreed between the parties.
- (20) The Federal Government may, in the national interest and by notification in the official Gazette, exempt any party or a project from all or any of the provisions of this Order or any other law governing the track access **and rail development**, for the time being in force.”
6. **Amendment of Article 5, P.O. No. 33 of 1962.-** In the said Order, in Article 5,-
- (a) in clause (a), after the semicolon, at the end, the word “and” shall be added;
 - (b) in clause (b), for the word “Provincial”, the word “Federal” shall be substituted and for the semicolon, at the end, a full stop shall be substituted; and
 - (c) clauses (c) and (d) shall be omitted.
7. **Amendment of Article 6, P.O. No. 33 of 1962.-** In the said Order, in Article 6,-
- (a) in clause (1), in sub-clause (a), after the semicolon, at the end, the word “and” shall be added;
 - (b) sub-clause (b) shall be omitted; and
 - (c) clauses (2), (3) and (5) shall be omitted.
8. **Omission of Article 7, P.O. No. 33 of 1962.-** In the said Order, Article 7 shall be omitted.
9. **Omission of Article 8, P.O. No. 33 of 1962.-** In the said Order, Article 8 shall be omitted.
10. **Omission of Article 9, P.O. No. 33 of 1962.-** In the said Order, Article 9 shall be omitted.
11. **Omission of Schedule, P.O. No. 33 of 1962.-** In the said Order, the Schedule, at the end, shall be omitted.

STATEMENT OF OBJECTS AND REASONS

Certain amendments have been proposed in the Transfer of Railways Order, 1962 (P.O. No. 33 of 1962) through the Transfer of Railways (Amendment) Ordinance, 2025 (X of 2025), being laid as a Bill. The purpose of amendments is for creating an enabling environment for track access and rail development. Track access and rail development is very much essential for economic growth of the country through regional connectivity.

2. To lessen the burden on Federal Government, certain functions have been conferred upon Railway Board, including the function of creating or dismantling a railway line, in the aftermath of Mustafa Impex case cited as PLD 2016 SC 808.

3. The redundant provisions regarding eastern and western railways have been omitted.

4. The Bill seeks to achieve the aforesaid object.

MUHAMMAD HANIF ABBASI

Federal Minister for Railways

REGISTERED No. M - 302
L-7646



EXTRAORDINARY
PUBLISHED BY AUTHORITY

ISLAMABAD, MONDAY, NOVEMBER 3, 2025

PART I.

Acts, Ordinances, President's Orders and Regulations

GOVERNMENT OF PAKISTAN
MINISTRY OF LAW AND JUSTICE

Islamabad, the 2nd November, 2025

F. No. 2(1)/2025-Pub.---The following Ordinance Promulgated on 1st November, 2025 by the President is hereby published for general information:—

ORDINANCE NO. X OF 2025

AN

ORDINANCE

further to amend the Transfer of Railways Order, 1962

WHEREAS it is expedient further to amend the Transfer of Railways Order, 1962 (P.O. No. 33 of 1962), in the manner and for the purposes hereinafter appearing;

AND WHEREAS the Senate and the National Assembly are not in session and the President is satisfied that circumstances exist which render it necessary to take immediate action;

(765)

Price : Rs. 10.00

[2224 (2025)/Ex. Gaz.]

NOW, THEREFORE, in exercise of the powers conferred by clause (1) of Article 89 of the Constitution of the Islamic Republic of Pakistan, the President is pleased to make and promulgate the following Ordinance:—

1. **Short title and commencement.**—(1) This Ordinance shall be called the Transfer of Railways (Amendment) Ordinance, 2025.

(2) It shall come into force at once.

2. **Amendment of Article 1, P.O. No. 33 of 1962.**—In the Transfer of Railways Order, 1962 (P.O. No. 33 of 1962), hereinafter referred to as “the said Order”, in Article 1 in clause (1), the words “Transfer of” shall be omitted.

3. **Amendment of Article 2, P.O. No. 33 of 1962.**—In the said Order, in Article 2,—

(a) in clause (a), after the semicolon, at the end, the word “and” shall be added;

(b) in clause (b), for the semicolon, at the end, a full stop shall be substituted; and

(c) clause (c) shall be omitted.

4. **Amendment of Article 4, P.O. No. 33 of 1962.**—In the said Order, in Article 4,—

(a) in the marginal note, for the word “Boards”, the word “Board” shall be substituted;

(b) for clause (3), the following clause shall be substituted, namely:—

“(3) All actions taken by the Board in the discharge of its functions shall be expressed in writing and signed by the Secretary of the Board.”; and

(c) after clause (3), the following new clause shall be added, namely:—

“(4) The Board shall take decision on the construction of new railway lines or the modification, closing or dismantling of any railway line and shall coordinate on rail movements into and from ports:

Provided that the Board shall not alter the terms and conditions of any contract relating to the conveyance of defence traffic, alter the priority of movement in respect of defence traffic

and close or dismantle any railway line or make any modifications in the defence lines except with the approval of Ministry of Defence.”.

5. Insertion of Article 4A, P.O. No. 33 of 1962.—In the said Order, after Article 4, the following new Article shall be inserted, namely:—

“4A. Track access.—(1) For the purposes of this Article, a ‘track access agreement’ means a track access agreement pursuant to which a private party is granted, in consideration for track access charges, a right to access the Pakistan Railways network and infrastructure and to operate rolling-stock, on the Pakistan Railways network, in accordance with the terms of such track access agreement as amended from time to time.

(2) Notwithstanding anything contained, in the Railway Regulatory Authority Ordinance, 2002 (XCII of 2002), hereinafter referred to as ‘Ordinance XCII of 2002’,—

- (a) subject to sub-clauses (b) and (c), until the Railway Regulatory Authority is constituted under Ordinance XCII of 2002, the Board shall exercise overall regulatory oversight and ensure compliance of track access by private parties, both local and foreign for freight and passenger services;
- (b) Ordinance XCII of 2002 shall not apply to any track access agreement, including amendments thereto, executed under this Order, prior to or subsequent to the establishment of the Railway Regulatory Authority; and
- (c) the Railway Regulatory Authority, whenever constituted, shall have no jurisdiction to cancel, amend, or otherwise modify any such agreement or amendments thereto, approved and entered into before or after its establishment.

(3) Subject to clauses (4) and (5), the Board is authorized to approve track access agreements for the access to and use of Pakistan Railways network and infrastructure and Railways Division is authorized to enter into such track access agreements as approved by the Board.

(4) The Railways Division may enter into track access agreements with a private party,—

- (a) pursuant to and in accordance with the Inter-Governmental Commercial Transactions law or under the International and Inter-Governmental commitments of the Federal Government, or
- (b) who is an investor that has invested in a qualified investment duly notified in the First Schedule to the Foreign Investment (Promotion and Protection) Act, 2022 (XXXV of 2022); or
- (c) selected through a competitive bidding.

(5) The private party executing the track access agreement shall be required to meet the qualification criterion approved and notified by the Board from time to time, and communicated to the private party, prior to the entry into such track access agreement:

Provided that any private party that meets the criteria of sub-clause (b) of clause (4) shall be deemed to meet the qualification criteria necessary for track access agreements.

(6) The track access agreements entered in pursuance to this Order shall be governed solely by the provisions of this Order and applicable rules and regulations made under to this Order.

(7) Track access shall be materialized by offering Pakistan Railways network and infrastructure to the private parties for its efficient use, facilitating competition, revenue generation, improving safety, strategic planning and investments, through operations of freight and passenger train services with their own locomotives and rolling stock,

(8) Any amendment, or purported amendment, of a track access agreement shall be made with the consent of parties and shall not be effective unless that amendment has been approved by the Board.

(9) The charges, fee, revenue sharing, etc., from private parties shall be approved by the Board and included in the relevant track access agreement.

(10) Pakistan Railways may provide train crew or other requisite personnel on mutually agreed terms and, if required, also offer maintenance facilities for locomotives and rolling stock.

(11) The Board shall approve the railway network and infrastructure usage plan (time-tabling) to be submitted by Pakistan Railways keeping due margins for maintenance and rehabilitation works.

(12) The Federal Government Inspector of Railways (FGIR) shall carry out periodic inspections of the railway network for ensuring safety of train operations.

(13) The Board shall sanction the use of any rolling stock on the railway network after ascertaining its suitability and conformance to the prescribed standards.

(14) The Board shall require the private parties and Pakistan Railways to furnish periodically, but not later than one year, the operating and financial results and any other information that may be necessary.

(15) Pakistan Railways shall maintain detailed records of all track access requests, the allocations and capacity usage. An annual report shall be submitted to the Board detailing volume of track access requests and approvals, utilization of network capacity, track access charge revenues, performance matrix, and any incident of non-compliance.

(16) The Board shall oversee the implementation of track access agreements and investigate complaints and disputes regarding unfair treatment, capacity denial or discriminatory practices.

(17) Any dispute between the parties to a track access agreement shall be settled in accordance with the terms of the agreement.

(18) The Board, keeping in view the best International practices, may perform any other function or exercise any power that may be incidental or consequential to the performance of any of its functions or the exercise of any of its powers.

(19) The agreements which were signed under the Track Access (2005) and are still valid shall continue, to be in force subject to fulfillment of conditions precedent and revision of clauses, rates, charges, fee, etc., as may be mutually agreed between the parties.

(20) The Federal Government may, in the national interest and by notification in the official Gazette, exempt any private party or a project from all or any of the provisions of this Order or any other law governing the track access, for the time being in force."

6. Amendment of Article 5, P.O. No. 33 of 1962.—In the said Order, in Article 5,—

- (a) in clause (a), after the semicolon, at the end, the word "and" shall be added;

(b) in clause (b), for the word "Provincial", the word "Federal" shall be substituted and for the semicolon, at the end, a full stop shall be substituted; and

(c) clauses (c) and (d) shall be omitted.

7. Amendment of Article 6, P.O. No. 33 of 1962.—In the said Order, in Article 6,-

(a) in clause (1), in sub-clause (a), after the semicolon, at the end, the word "and" shall be added;

(b) sub-clause (b) shall be omitted; and

(c) clauses (2), (3) and (5) shall be omitted.

8. Omission of Article 7, P.O. No. 33 of 1962.—In the said Order, Article 7 shall be omitted.

9. Omission of Article 8, P.O. No. 33 of 1962.—In the said Order, Article 8 shall be omitted.

10. Omission of Article 9, P.O. No. 33 of 1962.—In the said Order, Article 9 shall be omitted.

11. Omission of Schedule; P.O. No. 33 of 1962.—In the said Order, the Schedule, at the end, shall be omitted.

ASIF ALI ZARDARI,
President.

RAJA NAEEM AKBAR,
Secretary.