

SENATE SECRETARIAT

“QUESTIONS FOR ORAL ANSWERS AND THEIR REPLIES”

to be asked at a sitting of the Senate to be held on

Wednesday, the 21st May, 2014

DEFERRED QUESTIONS

(Questions Nos, 94, 95, 103, 108, 111, 112, 140, 142, 148, 152, 153, 156, 157, 163, 164, 165, and 169 Deferred on 23rd April, 2014 (103rd Session))

94. (Def) ***Mr. Muhammad Talha Mehmood:** (Notice received on 01-01-2014 at 09:10 am)

Will the Minister for Railways be pleased to state:

- (a) the average time of delay in departure and arrival of trains recorded during the last two years; and*
- (b) the steps taken / being taken by the Government for departure and arrival of trains on scheduled time?*

Khawaja Saad Rafique: (a) Average time of delay per train during the last two years (2012 and 2013) is as under.—

Year	Average delay per train
2012	2 hour and 30 minutes
2013	1 hours and 30 minutes

- (b) The following steps have been taken for running trains on scheduled timings.
 - (i) Procurment of 58 new locomotives.
 - (ii) Rehabilitation of 27 locomotives.
 - (iii) Manufacturing of 202 new design modern passenger coaches.
 - (iv) Doubling of track from Lodhran to Raiwind.

- (v) Installation of computer based signaling equipment on Shahdara Bagh – Lodhran section and Bin Qasim to Mirpur Mathelo sections.
- (vi) Footplat inspections by Assistant and Divisional Officers in their jurisdictions.
- (vii) Improved track maintenance to increase speed of trains.
- (viii) Effective repair and maintenance of locomotives and coaches.
- (ix) Improved washing lines facilities.
- (x) HSD Oil reserve was limited for two days which has been enhanced to 15 days to streamline the operations of trains.

95. (Def) ***Mr. Muhammad Talha Mehmood:** (Notice received on 02-01-2014 at 09:00 am)

Will the Minister for Railways be pleased to state:

- (a) *the details of the sections / trains privatized or being run on public-private partnership;*
- (b) *the profit earned by the Government from the said arrangements; and*
- (c) *whether there is any proposal under consideration of the Government to privatize more railway sections or run the trains under public-private partnership, if so, its details?*

Khawaja Saad Rafique: (a) No section/train has been privatized. However, the Commercial Management of following four Trains has been outsourced through Public Private Partnership:—

- | | |
|---------------------|--------------------------|
| 1. Business Express | <i>w.e.f.</i> 03-02-2012 |
| 2. Shalimar Express | <i>w.e.f.</i> 25-02-2012 |
| 3. Nighat Coach, | <i>w.e.f.</i> 15-01-2013 |
| 4. Hazara Express | <i>w.e.f.</i> 15-02-2006 |

First three trains are plying between Lahore – Karachi and the fourth one *i.e.* Hazara Express is plying between Havelian and Karachi.

(b) Earning per annum yielded by these trains is as under:

S. No.	Name of the trains	Rs. In Million
1.	Business Express Train	813.080

2.	Shalimar Express	663.328
3.	Nighat Coach	631.927
4.	Hazara Express	498.501

(c) The Government is encouraging Public Private Partnership to make Pakistan Railways as commercially viable organization. However, presently Pakistan Railways is not considering to hand-over commercial management of any other train to private sector.

103. (Def) ***Syeda Sughra Imam:** (Notice received on 23-01-2014 at 09:00 am)

Will the Minister for Defence be pleased to state whether an officer who has been court marshaled eligible for appointment / reappointment in the service of Pakistan?

Khawaja Muhammad Asif: An officer who has been court marshaled is not eligible for appointment/reappointment in the organization concerned/related department.

108. (Def) ***Col. (R) Syed Tahir Hussain Mashhadi:** (Notice received on 30-01-2014 at 10:00 am)

Will the Minister for Railways be pleased to state the number of trains which were operational in the country before 1st June, 2013 and those at present?

Khawaja Saad Rafique: Prior to 1st June 2013, 96 trains were running over the system and at present the same number is plying.

The freight train operation almost came to halt in year 2011-12. However, at present 25-28 freight trains daily are running over the system.

111. (Def.) ***Begum. Najma Hameed:** (Notice received on 04-02-2014 at 09:20 am)

Will the Minister for Railways be pleased to state whether there is any proposal under consideration of the Government to purchase new locomotives in near future, if so, its details indicating also the number of locomotives to be purchased, name of country / countries from which to be purchased, the rate / price and time by which the same will be purchased?

Khawaja Saad Rafique: Yes there are number of proposals under consideration of the Government to purchase new locomotives. The details are as under:

(iii) **Procurement/Manufacturing of 75 DE Locomotives**

International tender for procurement of material for manufacture of 20 DE Locomotives (2000-25000 HP) in CKD condition has been floated with selling dates as 24-03-2014 to 22-04-2014 and presently scheduled to be opened on 28-05-2014. These locomotives will be assembled at Pakistan Locomotives Factory Risalpur.

Pakistan railways has further requirement of 300 diesel Electric Locomotives for which funds are presently not available. Efforts are being made to get funds from Exim Bank, China as preferential Buyers Credit.

112. (Def.) ***Mr. Baz Muhammad Khan:** (Notice received on 07-02-2014 at 09:00 am)

Will the Minister for Railways be pleased to state:

- (a) *the details of rooms in Railways Rest Houses in Peshawar, Rawalpindi and Lahore; and*
- (b) *the names and designation of the officers / guests stayed in the said Rest Houses from October to December, 2013, indicating also the rent paid by each of them?*

Khawaja Saad Rafique: (a) The detail of rooms in Railway Rest Houses in Peshawar, Rawalpindi and Lahore is as under:—

S. #	Location of Railway Rest House	Number of rooms
1	Peshawar	9
2	Rawalpindi	18
3	Lahore	
	Officer Rest House near TSO Office	10
	Officer Rest House No. 46 Mayo Gardens	3
	Officer Rest House No. 57 Mayo Gardens	7
	Officer Rest House No. 58 Mayo Gardens	7
Total		54

(b) The names and designation of the officers/guests stayed in the said Rest houses from October to December, 2013 indicating the rent paid against each are enclosed as annexures-A, B & C.

140. (Def.) *Mrs. Nuzhat Sadiq: (Notice received on 13-03-2014 at 09:30 am)

Will the Minister for Railways be pleased to state:

- (a) *whether it is a fact that Pakistan Railways has suffered loss of billions of rupees due to fraud, corruption, theft and misuse of resources during the last few years as reported by Auditor General of Pakistan in its recent report, if so, the details thereof;*
- (b) *the steps taken by the Government to investigate the said malpractices and action taken against those responsible for the same; and*
- (c) *the steps being taken by the Government to improve efficiency of Pakistan Railways and make it profitable organization?*

Khawaja Saad Rafique: (a) Accounts of Pakistan Railways are audited by the Auditor General of Pakistan through Director General, Audit Railways, annually. Accordingly, financial irregularities are reported in Audit Report on the accounts of Pakistan Railways. During the last five years, Audit has pointed out various Audit Observations, concerning fraud, corruption, theft and misuse involving Rs. 1.382 billion. A summary of the reported instances of fraud, theft and misuse of recourses is presented in the following table:

Film

(b) The Audit Paras have been discussed in the Departmental Accounts Committee (DAC) meetings on a regular basis. The Principal Accounting Officer chair each meeting and issues direction for appropriate action including plugging the corruption opportunity and strengthening internal controls. The compliance to the directives is monitored periodically.

(c) The present government is committed to improving efficiency of Pakistan Railways through an exhaustive reform process including:

- I. Restructuring of organization and Railways Board.
- II. Rationalization of fares.
- III. Efficient administration of slow moving projects.
- IV. Efficient maintenance of rolling stock and locomotives.

- V. improvement in operational efficiency,
 - VI. improvement in services,
 - VII. strategic focus on creating a healthy mix of passenger and freight trains,
 - VIII. special repair of running locomotives,
 - IX. Procurement of new locomotives,
 - X. Curbing corruption,
 - XI. Enhancing transparency in procurement,
 - XII. Strengthening system for lease of land and auction of serape,
 - XIII. Initiatives for computerization of revenue and pension
142. (Def.) ***Mr. Muhammad Talha Mehmood:** (Notice received on 14-03-2014 at 09:00 am)

Will the Minister for Railways be pleased to state:

- (a) *the amount provided by the Government to Pakistan Railways during the last five years with year-wise break-up; and*
- (b) *the steps being taken by the Government to improve financial position of Pakistan Railways?*

Khawaja Saad Rafique: (a) Federal Government has provided grants and financial assistance amounting to Rs. 165.456 billion to Pakistan Railways during the last five years as detailed below:—

(Rs. in Billion)

Year	Grants for Revenue Budget	Financial Assistance for PSDP (Govt. Investment)	Grand Total
2008-09	9.034	5.366	14.4
2009-10	18.432	10.97	29.402
2010-11	32.643	3.615	36.258
2011-12	30.467	8.852	39.319
2012-13	33.366	12.711	46.077
Total	123.942	41.514	165.456

(b) Railway Administration is striving hard to win the confidence of its clients. Strict financial discipline has been enforced over the system. The financial position of Pakistan Railways in core business has improved tremendously since the taking over by the present Government, showing increase in earning of Passenger and Freight sectors, due to the following steps:—

- i. Reduction in fares resulted into attracting extra passengers towards Rail that consequently increased the passenger earning as well as other coaching.
- ii. Availability of locomotives in freight pool has been enhanced from 8 locomotives to 25 locomotives on daily basis which made it possible to start three to five freight trains ex-port daily.
- iii. Punctuality of Passenger trains has been improved from 10% to 55%.
- iv. HSD Oil reserve was limited for two days which has been enhanced to 12 days to streamline the operation of trains.
- v. Punjab Government cleared outstanding dues of more than Rs.0.800 billion.
- vi. 211.046 acres of land cleared from encroachments with approximate cost of Rs.0.724 billion of the retrieved land.

Resultantly, Pakistan Railways managed to earn Rs.17.733 billion upto 31st March, 2014 as against Rs.13.034 billion when compared with the same period of corresponding year. Thus, registered an increase of Rs.4.699 billion. Similarly, Pakistan Railways generated revenue of Rs.1.936 billion over and above the budgetary targets upto 31-03-2014. The detail is given in the following table:—

(Rs. in Billion)

Targets upto	Proportionate upto Mar-2014	Earning same Mar-2014	Earning during the same period of last year	Variation between Columns (3 & 4)	Variation Columns (4 & 5)	Descriptions
1	2	3	4	5	6	
Passenger Traffic	10.222	11.406	9.540	1.184	1.866	
Other Coaching Traffic	0.788	0.789	0.711	0.001	0.078	
Freight (Goods) Traffic	1.460	2.645	1.268	1.185	1.377	
Military Traffic	0.428	0.384	0.328	-0.044	0.056	
Sundry Earnings	2.899	2.509	1.187	-0.390	1.322	
Total	15.797	17.733	13.034	1.936	4.699	

148. (Def) ***Mir Muhammad Yousuf Badini:** (Notice received on 17-03-2014 at 12:40 pm)

Will the Minister for Railways be pleased to state:

- (a) *the details of income of Pakistan Railways during the period from 2008 to 2012 with year-wise break-up;*
- (b) *the income of the said department during the period from June to December, 2013; and*
- (c) *whether there is any proposal under consideration of the Government to improve Quetta-Taftan section and upgrade the railway stations there?*

Khawaja Saad Rafique: (a) Income of Pakistan Railways during the period 2008-09 to 2012-13 is as under:

(Rs.in Billion)

Financial Year	Income
2007-08	20.217
2008-09	23.180
2009-10	22.113
2010-11	17.524
2011-12	15.011
2012-13	15.176
Total	113.221

(b) Pakistan Railways' income during the period from June, 2013 to December, 2013 was Rs.13.106 billion.

(c) Yes, there is a proposal under consideration of the Government to improve Quetta-Taftan Section. The existing Broad Gauge 680 Km track between Quetta-Taftan and up to Iranian border will be rehabilitated to all weather track. The Concept Clearance Committee of CDWP in its meeting held on 07-04-2011 accorded concept clearance to the proposal of track rehabilitation between Quetta-Taftan at an estimated cost of Rs.57.080 billion. The financing of the project was proposed from Islamic Development Bank (IDB), Iranian Government and ECO Trade and Development Bank Ankara, Turkey. PC-1 of the project, at an estimated cost of Rs.55.422 billion has been submitted for approval CDWP and ECNEC since November 29, 2012.

A MoU was signed between Anatolia Logistic Company (BALO), Turkey and Pakistan Railways in December, 2013 to put in their best efforts to make ECO container train fully operational by the end of 2014. The BALO will coordinate efforts to provide capital to finance scheduled services of the ECO train for the first six months (2 services per month) as well as sales & marketing to generate a supply of commercial cargo for operation of this train.

152. (Def) *Mrs. Nuzhat Sadio: (Notice received on 18-03-2014 at 10:40 am)

Will the Minister for Defence be pleased to state the steps being taken by the Government to stop / prevent fishermen of Pakistan and India from crossing over into territorial waters of each other?

Khawaja Muhammad Asif: (a) PMSA regularly deploys its assets in Eastern Maritime Zone to apprehend Indian fishermen involved in poaching activities in Pakistani EEZ and to prevent our fishermen to cross our EEZ. In this regard, it is imperative to mention that PMSA apprehended 34 Indian fishing boats during the year 2014.

(b) PMSA is actively coordinating with Fishermen Folk Forum (FFF), Fishermen Cooperative Societies (FCS), Native Islander Fishermen Association (NIFA) and Karachi Harbour Authorities (KFHA) to educate fishermen regarding consequences of inadvertent crossing of EEZ.

153. (Def) *Mrs. Nuzhat Sadiq: (Notice received on 18-03-2014 at 10:40 am)

Will the Minister for Railways be pleased to state:

- (a) *whether it is a fact that Pakistan Railways maintains GP fund and benevolent fund of its employees, itself, if so, the amount, in terms of billion rupees, in those funds as on 31st March, 2014;*
- (b) *the amount disbursed out of the benevolent fund during the last five financial years indicating also the details of beneficiaries and amount paid to each of them;*
- (c) *whether it is also a fact that some employees of Pakistan Railways have applied for grant of GP fund advance but the same has not been granted to them so far, if so, the reasons thereof;*
- (d) *the number of cases of grant of GP fund advance presently lying pending in Pakistan Railways and the time by which the same will be finalized; and*
- (e) *the purposes for which the amount collected under the said funds is utilized?*

Khawaja Saad Rafique: (a) Yes it is a fact that Pakistan Railways maintains General Provident Fund and Benevolent Fund. The amount in these funds as on 30-03-2014 is as provided hereunder:

S. No.	Title of Fund	Balance
1.	General Provident Fund Account	Rs.5.514 billion
2.	Benevolent Fund Account	Rs.0.232 billion

(b) The following amounts were disbursed out of Benevolent Fund account during the last five years:

Year	No. of Beneficiaries	Amount (Billion Rs.)
2008-09	16,650	0.163
2009-10	18,190	0.198
2010-11	19,725	0.220
2011-12	21,257	0.144
2012-13	22,789	0.208
Total:		0.933

(c) It is a fact that some employees have not been paid advance out of GP Fund Account due to acute financial constraints faced by Pakistan Railways. However, the names of these employees are on a priority-wise maintained list. Each month, part of the claims on the list are settled.

(d) There are 930 pending cases of GP Fund advances involving a total amount of Rs.0.103 billion all over the Railways system as on 31-03-2014. Given the financial crunch, it is difficult to indicate any definite date on which these claims will be settled.

(e) The salaries and pension of employees are paid out of subsidy from the Finance Division. For the last financial year, the amount of subsidy was Rs. 32.662 billion against which the actual requirement was approximately Rs. 33.782 billion reflecting a fiscal gap of Rs. 1.120 billion. Ministry of Railways bridged this gap to the extent of Rs. 0.504 billion through its own earnings. Resultantly, no funds were left to count for General Provident Fund. However, the liability was recorded in the respective books.

The amount deducted from the salaries of employees of Pakistan Railways on account of General Provident Fund is entirely notional and is therefore not available for utilization. However, the claims for payment against the fund are paid out of Railways' own earnings.

As far as the amount deducted under Benevolent Fund is concerned, the deducted amount is invested in National Bank of Pakistan and United Bank Limited. Railways' Benevolent Fund Organization also owns commercial property in Lahore, which is rented out.

156. (Def) ***Syeda Sughra Imam:** (Notice received on 21-03-2014 at 09:30 am)

Will the Minister for Railways be pleased to state:

(a) *the number of functional / operational carriages with Pakistan Railways; and*

(b) *the number of persons working in Pakistan Railways?*

Khawaja Saad Rafique: (a) The total number of functional/operational Passenger Coaches and Freight Wagons in Pakistan Railways are as under:—

- (i) Passenger Coaches = 976 Nos.
- (ii) Freight Wagons = 12243 Nos.

(b) At present 81568 persons are working in Pakistan Railways, against the sanctioned strength of 95762.

157. (Def) ***Begum. Najma Hameed:** (Notice received on 24-03-2014 at 09:15 am)

Will the Minister for Railways be pleased to state whether there is any proposal under consideration of the Government to establish a separate / special force for protection / safety of Railway tracks in the country, if so, its details?

Khawaja Saad Rafique: 1. Under the law, railway tracks beyond station limits fall under the law enforcing agencies of the concerned provinces. All provincial governments have been requested to make special arrangements to protect railway tracks and allied services to ensure safe train operation.

2. In this connection, Federal Minister for Railways has personally held meetings with Chief Ministers of Punjab and Balochistan, whereas a meeting with the Chief Minister Sindh is scheduled on 26-04-2014.

3. The joint teams comprising Railway Police personnel and Railway Gangmen are conducting patrolling on railway tracks by motor trolleys, push trolleys and traveling on the footplate of locomotives round the clock for the protection of trains. Moreover, in Balochistan Province, Railway track is being guarded by Railway Police, Railway Gangmen, Levies Force, concerned District Police & Frontier Corps.

163. (Def) ***Mr. Karim Ahmed Khawaja :** (Notice received on 27-03-2014 at 09:10 am)

Will the Minister for Railways be pleased to state:

- (a) *the number of persons working in Pakistan Railways with grade-wise and province-wise breakup;*
- (b) *the number of the said persons working on contract basis with province-wise breakup; and*
- (c) *whether there is any proposal under consideration of the Government for downsizing of employees in that departments, if so, its details?*

Khawaja Saad Rafique: (a) At present **80545** (BS-01 to BS-16) persons are working in Pakistan Railways, grade-wise and province-wise breakup is given in Annexure-A.

(b) **464** persons are working on contract basis province-wise breakup is given in Annexure-B.

(c) There is no such proposal under consideration for downsizing the strength of employees in Pakistan Railways. At present 81568 (BS-01 to BS-22) are working against sanctioned strength of 95762.

164. (Def) ***Mr. Karim Ahmed Khawaja** : (Notice received on 27-03-2014 at 09:10 am)

Will the Minister for Railways be pleased to state:

- (a) *the length of Railway tracks in the country;*
- (b) *the number of operational trains in the country;*
- (c) *the number of operational and non operational / closed Railway stations in the country; and*
- (d) *the details of loop lines of Pakistan Railways?*

Khawaja Saad Rafique: (a) The total length of Railway Track in the country is 11755 Kilometers.

(b) At present 96 passenger trains are operational in the country. Detail is as under:

Type of trains	Operative
Mail/Express	36
Intercity	32
Passenger	10

Type of trains	Operative
Mixed	06
International	06
Shuttle	06
Total	96

(c) At present 558 stations are operational and 11 Railway Stations are non operational/closed in the country.

(d) There are 978 loop lines in the railway yards having total length of 2159_Kilometres.

165. (Def) ***Mr. Karim Ahmed Khawaja** : (Notice received on 27-03-2014 at 09:10 am)

Will the Minister for Railways be pleased to state:

- (a) *whether trains are plying on railway tracks between Hyderabad-Badin and Hyderabad-Mirpur Khas, if not, its reasons; and*
- (b) *whether there is any proposal under consideration of the Government to start train operation between Mirpur Khas and Mona Bao / Khokharapar, if so, its details?*

Khawaja Saad Rafique: (a) One train is plying on railway track between Hyderabad-Badin and two trains are plying or. Hyderabad-Mirpur Khas.

(b) Train Operation is already being carried out between Mirpur Khas and Mona Bao/Khokhrapar. At present two trains (Thar Express and Marvi Express) are plying on this section

169. (Def) ***Mr. Amar Jeet:** (Notice received on 03-04-2014 at 10:30 am)

Will the Minister for Railways be pleased to state the names, parentage, place of domicile and present posting of the Non Muslims appointed in the Ministry of Railways, its attached departments, subordinate offices, autonomous and semi autonomous bodies etc. since 2011-12?

Khawaja Saad Rafique: 44 Non Muslim employees are working in Pakistan Railways since 2011-2012.

The names, parentage, place of domicile and present posting have been given in Annexure-A

128. ___ ***Begum Najma Hameed:** (Notice received on 14-03-2014 at 09:15 am)

Will the Minister for Defence be pleased to state whether there is any proposal under consideration of the Government to include the area of Gandapur in the cantonment of district Qasoor; if so, the details of the areas to be included in that cantonment?

Khawaja Muhammad Asif: No, there is no such proposal under consideration of the Government to include the area of **Gandapur** in the Cantonment of district Qasoor.

129. ***Mr. Muhammad Talha Mehmood:** (Notice received on 17-03-2014 at 09:00 am)

Will the Minister for Information, Broadcasting and National Heritage be pleased to state:

- (a) *the names of areas in the country where transmission of PTV is not accessible at present; and*
- (b) *the steps being taken by the Government to extend transmission of PTV programme to those areas?*

Mr. Pervaiz Rashid: (a) PTV is covering major cities and towns of the country. PTV-HOME terrestrial coverage is 88.57% population & 40.30% areas of the country through 67 transmitters. PTV-NEWS terrestrial coverage is 75.23% population & 33.76% area through 30 transmitters. However, PTV signals are being received all over the country through satellite.

(b) To enhance the coverage of PTV-HOME transmission further 21 projects are in pipe-line.

134. ***Mr. Ahmed Hassan:** (Notice received on 19-03-2014 at 11:25 am)

Will the Minister for Information, Broadcasting and National Heritage be pleased to state:

- (a) *the date on which the scheme Pushto News Services was approved;*
- (b) *the amount allocated and released for the said project during the current fiscal year; and*
- (c) *the present status of the scheme and the time by which the same will be completed?*

Mr. Pervaiz Rashid: (a) The APP Pushto News Service Project was approved on 26.04.2012

(b) An amount of Rs.04 million was allocated. But, an amount of Rs.2.8 million has been released by the government during current fiscal year.

(c) At present the APP Pushto News Service Project is running successfully and its expiry date is 30.06.2014. However, the project is likely to be continued on the basis of its performance.

137. ***Col. (R) Syed Tahir Hussain Mashhadi:** (Notice received on 21-03-2014 at 09:18 am)

Will the Minister for Information, Broadcasting and National Heritage be pleased to state:

- (a) whether any special audit of Lok Virsa, Islamabad, was conducted during the last five years, if so, the details thereof;*
- (b) whether any misappropriation was pointed out in the reports of the said audit;*
- (c) whether any recovery has been made from the persons involved in the said misappropriation, if so, the details thereof and*
- (d) whether any irregularity with regard to appointments made in that department was pointed out in the said reports, if so, the action taken in this regard?*

Mr. Pervaiz Rashid: (a) Yes. Special audit of Lok Virsa was carried out by Directorate General Audit for the period 2005-06 to 2011-12 from 04-03-2013 to 25-03-2013.

(b) No misappropriation pointed out by the audit.

(c) Audit directed to recover some irregular payments. The details of such payments and the status of recovery is as under:

(d) The detail of irregularities pointed out by Audit with regard to appointments made in Lok Virsa and action taken in this regard is as under:

139. ***Mr. Muhammad Talha Mehmood:** (Notice received on 24-03-2014 at 09:00 am)

Will the Minister for Railways be pleased to state:

- (a) whether there is any proposal under consideration of the Government to establish rail link between Gawadar and other parts of the country, if so, the length of railway lines proposed to be constructed / laid for that purpose; and*
- (b) the details of work completed in this regard so far and the time by which the remaining work will be completed?*

Khawaja Saad Rafique: (a) There are following two proposals under consideration to establish new rail links between Gwadar and other parts of the country in connection with China-Pak Economic Corridor.

1. Proposal for linking Gwadar with Karachi along Makran Coastal Highway. (700 km)

2. Proposal for Linking Gwadar with Jacobabad via Turbat, Punjgur, Besima and Khuzdar (1048 km).

(b) A PC-II amounting to Rs. 135.500 million for carrying out feasibility studies of the above mentioned proposed links has been approved by Planning Commission for which funding shall be provided in fiscal year 2014-15.

Actual ground work shall commence after completion of the feasibility study. The project could be completed by 2017-18 provided the financial and economic viability of the scheme is established and availability of requisite funds is ensured as determined in the feasibility study. These proposals are also a part of “China Pakistan Economic Corridor” framework.

141. ***Begum Najma Hameed:** (Notice received on 26-03-2014 at 08:40 am)

Will the Minister for Railways be pleased to state:

- (a) *whether it is a fact that the Pakistan Railways has recently purchased new locomotives, if so, the price and the name of company from which the same have been purchased; and*
- (b) *whether the said locomotives have been reached in the country, if not, the time by which the same will reach?*

Khawaja Saad Rafique: (a & b) The following projects for purchase of new locomotives are in process:

In addition, following procurement/rehabilitation project of locomotives is in progress:

(iii) **Procurement/Manufacture of 75 DE Locomotives:**

International tender for procurement of material for manufacture of 20 DE Locomotives (2000 – 25000 HP) in CKD condition has been floated with selling dates as 24-03-2014 to 22-04-2014 and scheduled to open on 28-05-2014. Remaining 55 DE locomotives of (4000-4500 HP) will be procured in CBU condition.

(iv) **Rehabilitation of 27 (HGMU-30) D.E. Locomotives:**

The contract agreement amounting to Rs. 5.108 billion was signed with M/s EMD, USA on July 19, 2012 for rehabilitation/upgradation of 27 Nos. HGMU-30 (3000 HP). Presently, rehabilitation work is in progress and the project is scheduled to be completed by October, 2015.

142. ***Begum Najma Hameed:** (Notice received on 27-03-2014 at 09:15 am)

Will the Minister for Railways be pleased to state the details of the railway sections between Rawalpindi and Karachi which have dual railway tracks and of those having single railway track?

Khawaja Saad Rafique: The following sections of Pakistan Railways between Rawalpindi and Karachi have dual railway tracks:—

Karachi City to Okara Cantt	=	1117 Kms
Bhoe Asal to Shahdara Bagh	=	69.64 Kms
Chak Lala to Rawalpindi.	=	4.62 Kms
Total	=	1191.26 Kms

The following sections of Pakistan Railways between Rawalpindi and Karachi have single railway track:

Lodhran to Khanewal (via Chord)	=	90.90 Kms
Okara Cantt to Bhoel Asal	=	79.11 Kms
Shahdara Bagh to Chak Lala	=	277.04 Kms
Total	=	447.05 Kms

146. ***Mr. Amar Jeet:** (Notice received on 31-03-2014 at 11:00 am)

Will the Minister for Defence Production be pleased to state the names, parentage, place of domicile and place of present posting of the non Muslims appointed in the Ministry of Defence Production, its attached departments, subordinate offices, autonomous / semi autonomous bodies, authorities, corporations and companies etc. since 2011-12?

Rana Tanveer Hussain: No appointment was made in Ministry of Defence Production since 2011-12 due to ban on recruitment. However, 49 non-Muslim employees were appointed / inducted in its sub-ordinate organizations since 2011-12.

The details, indicating their names, parentage, place of domicile and place of present posting, have been indicated in Annex: 'A'.

148. ***Mr. Amar Jeet :** (Notice received on 07-04-2014 at 09:05 am)

Will the Minister for Kashmir Affairs and Gilgit Baltistan be pleased to state the names, parentage, place of domicile and place of present posting of the non Muslims appointed in the Ministry of Kashmir Affairs and Gilgit Baltistan, its attached departments, subordinate offices, autonomous/semi autonomous bodies etc. since 2011-12?

Mr. Muhammad Barjees Tahir: Only one non-Muslim namely Mr. Sharif Masih, Sweeper (BS-1) was appointed on 14th January, 2014 in J&K State Property Office Lahore, which is sub ordinate office of this Ministry. His domicile is Punjab and posted in Lahore.

150. ___ ***Mrs. Khalida Parveen:** (Notice received on 10-04-2014 at 02:45 pm)

Will the Minister for Information, Broadcasting and National Heritage be pleased to state:

- (a) *whether it is a fact that the officers of the Ministry of Information, Broadcasting and National Heritage are posted in Pakistan Embassies abroad for a period of three year; and*
- (b) *whether it is also a fact that the officers posted in Berlin, Germany have not been called back so far even after completion of their mandatory tenure of three years, if so, the reasons thereof and the time by which they will be called back?*

Mr. Pervaiz Rashid: (a) Yes, the officers of Ministry of Information, Broadcasting and National Heritage are posted in Pakistan Embassies abroad for a period of three years.

(b) Yes, the officer posted at Information Section, PAREP, Berlin has already completed his posting tenure on 20-07-2012. The officer has not been called back so far as the selection of his replacement is under process. It is the routine practice that the officer returns on joining of his replacement. The officer will be returned immediately as and when his replacement will join the Mission.

157. ___ ***Hafiz Hamdullah:** (Notice received on 25-04-2014 at 11:45 am)

Will the Minister for Information, Broadcasting and National Heritage be pleased to state:

- (a) *whether it is a fact that a brothel being run in the basement of Quaid-e-Azam's Mazar was unearthed in February, 2014; and*
- (b) *whether any investigation has been made in the case, if so, the names of persons against whom action has been taken?*

Mr. Pervaiz Rashid: (a) There is no brothel being run in the basement of mazar of Quaid-e-Azam.

The ARY-TV channel in its Programme "Sur-e-Aam" telecast on 22nd February, 2014 reported that the basement stairs were used for illicit/immoral activities by a couple in connivance with the employees of a private security agency.

- (b) Yes the matter was investigated and following punitive actions have been taken:

- ◆ Services of two outsourced employees namely, Mr. Abdul Rasheed, Supervisor Janitorial and Kamran (Security Guard) were terminated and an FIR was also lodged against them in Police Station BIRGADE Karachi. Police has submitted Challan in the Court of Judicial Magistrate 11 East, and trial is being conducted accordingly.
- ◆ Services of Maj. (Retd) Athar Mir, Maj (Retd) Muhammad Akhtar and Qamar Janjua, employees of private firms hired for Security & Maintenance of the Mazar, have also been terminated.
- ◆ Besides, Mr. Abdul Aleem Assistant Executive Engineer (Civil) Quaid-e-Azam Mazar Management Board has been placed under suspension.
- ◆ The Contract made with Security Firm *i.e.* M/s Murtaza Security has been terminated.
- ◆ The Contract with Maintenance Firm *i.e.* M/s Effaf Enterprises was suspended but the firm has obtained stay order from the Sindh High Court against suspension of their contract. The matter is currently subjudice.

159. ***Mrs. Nuzhat Sadiq:** (Notice received on 28-04-2014 at 12:30 pm)

Will the Minister for Railways be pleased to state:

- (a) *the names and designations of officers / officials of Pakistan Railways who were sent abroad for technical trainings / courses since January, 2002;*
- (b) *the procedure adopted for selection of the said officers / officials for those trainings / courses;*
- (c) *whether it is a fact that a number of the said officers / officials belonging to the Engineering cadre have been posted in the Ministry of Railways instead of field operations of Railways, if so, their names and designations and reasons for their postings in the Ministry and*
- (d) *the steps being taken by the Government to utilize the services of the said officers / officials of that cadre in field operations of Pakistan Railways?*

Khawaja Saad Rafique: (a) The list of the Railway Officers/official who attended technical trainings/courses since January, 2002 is enclosed as **Annex-A**.

(b) The officers/officials of Pakistan Railways, Ministry of Railways are frequently sent abroad for the technical trainings/courses offered by various international organizations,

under procurement agreements of rolling stock including locomotives, passengers, freight wagons, signalling gear, track related materials and equipments to improve their professional skills, and to familiarize them with the maintenance practices, schedules to keep the equipment fit for train operation. The officers, officials are selected on merit and keeping in view their past experience, competency and their nominations are recommended by their respective senior officers by keeping in view their relevant experience of previous and present postings.

(c) As per rules of business, Ministry of Railways has the mandate to supervise all the technical, operational affairs, issues as well as policy matters, career planning of officers of Pakistan Railways. All the posts in Ministry of Railways are technical in nature and always manned by career officers and officials of Pakistan Railways including the engineering cadre officers and no officer from other service cadres of Government of Pakistan are posted in Ministry of Railways except Finance & Budget Directorate in which career officers of Pakistan Audit & Accounts Group Officers are posted on deputation. The duty lists of all the posts in Ministry of Railways are technical which require posting of seasoned and experienced officers in Technical, Operations, Administration and Planning Directorates of Ministry of Railways. The list of the engineering cadre officers who are posted in Ministry of Railways is enclosed as **Annex-B**. These officers are responsible to supervise the technical issues, development projects, plans, budgeting, related to the Pakistan Railways.

(d) The officers of engineering cadres are frequently transferred and posted to and from Ministry of Railways in the field operations, project postings, specific assignments and in the interest of administration.

(Annexures have been placed on the Table of the House as well as Library)

161. ***Mrs. Kalsoom Parveen:** (Notice received on 30-04-2014 at 03:20 pm)

Will the Minister for Information, Broadcasting and National Heritage be pleased to state:

- (a) the number of complaints received by PEMRA against the cable operators in the country for telecasting Indian movies during the last two years indicating also the action taken thereon; and*
- (b) the names of cable operators upon whom fine has been imposed and those whose licenses have been cancelled in the said cases?*

Mr. Perviaz Rashid: (a) It is informed that PEMRA has not received any complaint specific to airing of Indian Movies on any Cable TV network through their in-house CD channels across the country. Pakistan is considered one of the major markets for Indian movies which are shown on Pakistani cinemas on regular basis and are available on CD/DVDs all across the Country. Anyone can easily buy a CD/DVD and watch it with ease. Similarly, Cable operators across the country are capable of running their indigenous channels to relay such

content which is popularly demanded by the viewers. Since Indian movies are demanded by viewer, hence no complaint has ever been received on airing of such movies on cable network.

(b) PEMRA allows cable networks to distribute In-house CD channels in order to relay content generally demanded by the subscribers. However, Authority's Rules and policies are very categoric and support legal content to be relayed on In-house CD channels in conformity with social, cultural and religious values of the country. A few circulars / directives issued from time to time in this regard are annexed (**Annex-I**).

162. *Mrs. Kalsoom Parveen: (Notice received on 30-04-2014 at 03:20 pm)

Will the Minister for Railways be pleased to state:

- (a) *the number of locomotives being imported from China; and*
- (b) *the terms and conditions under which the same are being imported?*

Khawaja Saad Rafique: (a) Sixty-three (63) No. of locomotives are being imported from China which includes fifty-eight (58) No. diesel-electric locomotives in Complete Built Unit (CBU) form and five (5) diesel-electric locomotives in Complete Knock Down (CKD) form.

(b) Fifty-eight (58) diesel-electric locomotives are being imported in Complete Built Unit (CBU) form amounting to US\$ 116.860 Million under Public Sector Development Programme (PSDP) of procurement of 58 diesel-electric locomotives & financed completely by Government of Pakistan. The contract agreement was signed with M/s. CSR Ziyang, China on 07-12-2012.

Five (5) diesel-electric locomotives are being imported in Complete Knock Down (CKD) form amounting to US\$ 12.827 Million under Public Sector Development Programme (PSDP) of procurement/manufacture of 5 diesel-electric locomotives and financed completely by Government of Pakistan. These locomotives are to be assembled in Pakistan Locomotives Factory Risalpur. The contract agreement was signed with M/s. CSR Ziyang, China on 03-06-2013.

ISLAMABAD :
The 20th May, 2014.

AMJED PERVEZ,
Secretary.