

**SENATE SECRETARIAT**

---

**“QUESTIONS FOR ORAL ANSWERS AND THEIR REPLIES”**

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

**Wednesday, the 22nd May, 2024**

**\*Question No. 1 Senator Shahadat Awan:**

(Notice Received on 30/04/2024 at 9:30 AM) QID: 41870

*Will the Minister for Railways be pleased to state the steps taken by the Government to control corruption in the Railways department indicating also the number of Railways officials held responsible/ penalized on corruption charges during the last five years?*

**Minister for Railways:** It is intimated that following steps are being taken to control corruption in the Railways department:

Ticket Vending Machines, online reservation of ticket has been introduced to avoid black marketing of tickets.

Task teams have been established to keep watch on any irregularities and check the attendance of staff.

Ticketless campaigns through Special Ticket Examiners (STEs) groups and officers are being carried on daily basis in the divisions to check and charge the ticketless passengers with penalty.

Payment of pension is being carried out through online banking system to facilitate the pensioners as well as to eliminate the ghost pensioners.

All the auctions are held through designated committee in transparent manner and deposited amount is being received through CDR duly verified by the concerned Divisional Accounts Officers (DAO).

E-Kacheri as well as Khuli Kacheri are being carried out on monthly basis to solve the grievances complaints of staff / pensioners and public.

Vigilance offices have been established over the system to control the corruption.

Any complaint received from public / Railway staff is being entertained and resolved on priority basis.

An online booking/reservation application system has been launched by Pakistan Railways known as Railway Automated Book and Travel Assistance (RABTA). This application has eased the booking process and also helps in monitoring cash inflows.

To minimize the chances of corruption, the Human Resources Management & Information System, (HRMIS), Systems Applications & Products (SAP) in Data Processing have been launched to ensure less paperwork. Only authorized personnel have access to the data base of SAP and HRMIS.

Regular performance review meetings are conducted to ensure the timely disposal of disciplinary cases of employees.

Focal Persons have been nominated from all departments of Pakistan Railways to promptly resolve the complaints reported through Prime Minister's Performance Delivery Unit (PMDU).

Number of Railway Officials held responsible / penalized on corruption charges during the last five years are as under:

<b>Division</b>	<b>Number of Employees penalized</b>
Karachi	41
Quetta	1
Sukkur	14

<b>Division</b>	<b>Number of Employees penalized</b>
Multan	12
Lahore	8
Rawalpindi	5
Peshawar	0
Mughalpura	3
Headquarters office Lahore	9

\*Question No. 2 **Senator Shahadat Awan:**  
(Notice Received on 30/04/2024 at 9:35 AM) QID: 41853

*Will the Minister for Railways be pleased to state:*

- (a) *whether it is a fact that railways suffered a loss of Rs.55 Billion in FY 2023, if so, the reasons thereof; and*
- (b) *reformative measures being taken by the Government to curtail the loss?*

**Minister for Railways:** (a & b) 1. No, this is not a fact. Pakistan Railways (PR) had not incurred a loss of Rs. 55 billion in the FY 2022-23.

2. In FY 2022-23, PR earned revenue of Rs. 63.250 billion and received a Grant in Aid/subsidy of Rs. 47.5 billion from Finance Division which comes to Rs.110.8 billion. The details of expenditure during FY 2022-23 is given as under:-

<b>Particulars</b>	<b>PKR (in billions)</b>	<b>% Share of total budget</b>
Pay Rs. 35.5 billion) Pension (Rs38.9 billion)	74.4	67.17%
operations	26.1	23.53 %
Repair & Maintenance	6.3	5.65%
Others	4.0	3.65%
<b>Total Expenditure</b>	<b>110.8</b>	

3. Although Pakistan Railways has substantially increased its revenue (251%) during the last decade through reforms and improved management, yet it is not sufficient to meet Pakistan Railways requirements mainly due to exponential growth in pension. The above mentioned table shows that almost 67% of the total expenditure is spent on pay and pension benefits only. Pakistan Railway is currently the only exception which is maintaining pension on its books. Finance Division provides financial assistance to Pakistan Railways in the shape of Grant-in-Aid/subsidy for payment of pay and pension. There has been exponential growth in pension since 2016 in the wake of new Pension Policy/PM Package for in service death, issued by the Finance Division in 2015. The burden of pay and pension has significantly increased on the Pakistan Railway whereas Grant-in Aid/subsidy remained stagnant in comparison to rising expenditure of pay and pension. This is the reason that there are pending liabilities of Rs. 27.5 billion on account of commutation, payment of Prime Minister's Package etc.

4. Pakistan Railways has proposed transferring Pakistan Railways pension responsibilities and funding to the Finance Division.

This would reduce the grant to Pakistan Railways but provide sufficient funds for operational activities by removing the burden of pension liability and regular pension.

5. Further massive floods in the month of July and August 2022 forced to suspend the train operations for 02 months and affected badly the revenue of Pakistan Railway.

6. Resultantly Pakistan Railway is left with less funds for procurement of necessary activities like operating cost, repair and maintenance, purchase of high speed diesel and others. Despite facing all these hardships, revenue of Pakistan Railway is showing increasing trend during the current FY year as Pakistan Railway has earned Rs. 40.1 billion in the first half of FY 2023-24.

7. Pakistan Railway has also taken following measures to increase its revenue:

- (i) Out of total 165,350 electricity meters, 26,660 residential electricity meters have been transferred to DISCOs and

K-Electric to rationalize its expenditure on utilities to avoid payment on bulk meters.

- (ii) The organization implemented a new System Application & Products (SAP), Enterprise Resource Planning /(ERP) system with the goal of increasing efficiency and reducing risk. The new platform aims to automate manual processes, standardize financial activities, and eliminate vulnerabilities like fraudulent payroll activity and improve.
- (iii) E-Pak Acquisition & Disposal System project (EPADS) is being implemented to transport from conventional procurements to swift e-procurement/e-tendering.
- (iv) The consulting firm National Engineering Services Pakistan (NESPAK) has been awarded a contract to conduct a feasibility study for converting Pakistan Railways power/electricity infrastructure to solar energy. The project will be developed on a Build-Own-Operate-Transfer basis. One hundred sites have been identified that are expected to save Rs.1000 million (Rs.1 billion) per year in energy costs once converted to solar power.
- (v) Short-term leasing of land has been introduced instead of Long-term leasing to stay competitive in the market and to increase the revenue.
- (vi) Railways passenger train fares have been increased in accordance with the fuel price hike to generate more revenues.
- (vii) Pakistan Railways colonies are operating on limited hours operation of water pumping plants.
- (viii) A ban has been introduced on use of Air Conditioners for officers below BPS-19.
- (ix) A complete ban has been introduced on the purchase of vehicles from the current budget allocation of Pakistan Railways.

Pakistan Railway aims to improve efficiency and conserve operational fuel use by automating its fuel management system.

**\*Question No. 3 Senator Shahadat Awan:**  
(Notice Received on 30/04/2024 at 9:36 AM) QID: 41871

*Will the Minister for Railways be pleased to state:*

- (a) the details of train accidents took place during the last five years; and*
- (b) whether any inquiry/ investigation has been conducted regarding the said accidents, if so, the details thereof indicating also the action taken against those officials found responsible for the accidents?*

**Minister for Railways:** (a) The Pakistan Railways classification of Accidents as contained in relevant rule books of Pakistan Railways has four broad categories:

1. Accidents resulting in death or grievous injury to passengers or operating staff.
2. Accidents leading to major damage to public assets.
3. Natural calamities, floods, earthquakes.
4. Fire incidents.

Pakistan Railways during the past five years has operated approximately 2,03,717 trains with average of about 40,750 trains/ year and with an average of 107 accidents/ year.

During the same period, 537 train accidents of different classification took place of which only 313 accidents were such that led to loss of life or serious injury.

Pakistan Railways has an elaborate system of accidents mitigation, relief mechanism and inquiries.

The matter of accidents and safety is of utmost importance in railways operations and over the years incremental decrease has been brought in the number of accidents occurring due to human error, however the issue of material failures in over aged track or rolling stock require immediate attention for rectification.

<b>Causes of Accidents</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Total</b>
Material Failure	57	54	36	30	40	217
Unmanned Level Crossing	52	61	29	16	14	172
Human Failure (Railway Officials-)	37	20	15	13	18	103
Sabotage	02	02	0	01	02	07
Natural Calamity	0	0	01	01	04	06
Multiple Causes	11	08	06	01	02	28
Under Process Cases	0	0	0	0	04	04
<b>Total</b>	<b>159</b>	<b>145</b>	<b>87</b>	<b>62</b>	<b>84</b>	<b>537</b>

Factorial analysis suggests that 32% accidents are at unmanned level crossing for which the road users are mainly responsible.

(b) As a standard procedure all railway accidents are enquired into to avoid recurrence at various competent tiers of management including the highest level of Federal Government Inspector of Railways.

During the five years of reporting a total number of 259 employees were held responsible in various degrees and were taken up and punished under Efficiency & Discipline Rules of government of Pakistan.

**\*Question No. 4 Senator Palwasha Muhammad Zai Khan:**  
(Notice Received on 30/04/2024 at 12:43 PM) QID: 41971

*Will the Minister for Defence be pleased to state whether it is a fact that the doctors of Cantonment General Hospital Rawalpindi, which has recently been upgraded with a PSDP grant of*

*Rs. 570,000 million are currently doing private practice in the said hospital, making the medical treatment and medicines unaffordable for common people, if so, the details and reason thereof?*

**Khawaja Muhammad Asif:** The point wise reply is as under:

(a) It is clarified that no private practice is being exercised at the Cantonment General Hospital, Rawalpindi during routine OPD hours (0800 to 1400 Hrs). All available consultants and doctors provide medical treatment to every patient on payment of regular fee which is highly subsidized and no private charges are paid by the patients. Moreover, all Emergency Services are also available at similar rate 24/7 without any additional charges or fees. It should be noted that the CGH is operating under the umbrella of Rawalpindi Cantonment Board (RCB). The RCB has been established as a Body Corporate under Section 11 of the Cantonments Act, 1924 (**Annex-I**) meaning thereby that RCB will generate income from its own resources and perform various duties and functions under the Act so far as the funds at its disposal permit. The Federal Government provided a one-time PSDP grant of Rs. 570M under PSDP 2017-18, Scheme No. 841. Through this grant, revamping/upgradation of CGH was carried out by establishing new departments, procuring state-of-the-art electromedical equipment, and induction of competitive human resource. It is pertinent to mention here that the hospital has been built and operated by RCB through its own funds since its inception.

(b) it is pertinent to mention here that highly subsidized services are a constant burden on the funds of RCB. Moreover, after routine OPD hours, the hospital premises becomes dormant except medical emergency and indoor wards. In order to effectively utilize the premises, consultants and doctors at CGH have been given an opportunity to utilize available premises for patients visiting after regular OPD hours. A certain percentage of the nominal fee charged by the doctors is shared with RCB as well. This mechanism has resulted in a better utilization of the dormant facility and income to RCB for reduction of heavy subsidy being provided to CGH patients. In conclusion it is reiterated that the current mechanism of private practice has not affected the patients and they are receiving the desired medical treatment at CGH without any issues.



CHAPTER III  
<sup>1</sup>[CANTONMENT BOARDS]  
<sup>2</sup>[Boards]

<sup>3</sup>10. Cantonment Board and Executive Officer. For every cantonment there shall be a Cantonment Board and an Executive Officer.

11. Incorporation of Cantonment Board. Every Board shall, by the name of the place by reference to which the cantonment is known, be a body corporate having perpetual succession and a common seal with power to acquire and hold property both moveable and immoveable and to contract and shall, by the said name, sue and be sued.

<sup>3</sup>12. Appointment of Executive Officer.-(1) The Executive Officer of every cantonment shall be appointed by the <sup>4</sup>[Federal Government], or by such person as the <sup>4</sup>[Federal Government] may authorise in this behalf, <sup>5</sup>[from Officers appointed <sup>6</sup>\* \* \*, to the Pakistan Military Lands and Cantonments Service]:

Provided that an Executive Officer appointed before the <sup>7</sup>commencement of the Cantonments (Amendment) Act, <sup>8</sup>[1952] (XXII of 1952), shall, unless the <sup>4</sup>[Federal Government] otherwise directs in any case, be deemed to have been duly appointed in accordance with this sub-section.

(2) Not less than half the cost of the salary of the Executive Officer <sup>9</sup>[and a proportionate share of his leave salary and pension contribution shall be paid to the <sup>10</sup>[Federal Government]] from the cantonment fund:

Provided that the salary of an Executive Officer appointed before the <sup>7</sup>commencement of the Cantonments (Amendment) Act, <sup>8</sup>[1952] (XXII of 1952), shall, until the <sup>4</sup>[Federal Government] otherwise directs, continue to be paid from the source from which it was being paid at the commencement of the said Act.

(3) The Executive Officer shall be <sup>11</sup>[the Principal Executive Officer of the Cantonment Board and] the Secretary of the Board and of every committee of the Board, but shall not be a member of the Board or of any such committee. <sup>12</sup>[He shall have the right to take part in the discussions but not to move any proposals at the meetings of the Board and of the Committees.]

<sup>3</sup>13. <sup>13</sup>[Classification of Cantonments.]-<sup>14</sup>[(1) Cantonments shall be divided into three classes, namely:-

<sup>1</sup>The original heading "Cantonment Authorities and Cantonment Boards" successively amended by Act 24 of 1936 s. 69 and the Repealing and Amending Act 1939 (34 of 1939), s. 2 and 1<sup>st</sup> Sch., to read as above.

<sup>2</sup>Subs. by the Cantonments (Amtd.) Act, 1936 (24 of 1936), s. 69, for "Cantonment Authority".

<sup>3</sup>Sl. 10 to 14 were subs. by Act 24 of 1936, s. 3 for the original sections.

<sup>4</sup>Subs. by F.A.O. 1935, Act 2 and Table, for "Central Government" which was previously amended by A.O. 1937, for "G.G. in C".

<sup>5</sup>Subs. by the Cantonments (Second Amtd.) Act, 1952 (25 of 1952), s. 2 for "from the service of Executive Officers constituted by rules made under section 280".

<sup>6</sup>The words "gives and assumes" under section 240 of the Government of India Act, 1935, have been omitted by A.O. 1961, Act 2 and S.R. (with effect from the 23<sup>rd</sup> March, 1956).

<sup>7</sup>The Cantonments (Amtd.) Act, 1936 (24 of 1936) came into force on the 31<sup>st</sup> October, 1936.

<sup>8</sup>Subs. by Act 25 of 1952, s. 2, for "1935".

<sup>9</sup>Subs. *ibid.* s. 2 "shall be paid [by the Central Government] and the balance". The words in brackets had been subs. by A.O. 1937 for "by Government".

<sup>10</sup>Subs. by F.A.O. 1935, Act 2 and Table, for "Central Government".

<sup>11</sup>Subs. by Act 25 of 1952, s. 2.

<sup>12</sup>Added *ibid.*

<sup>13</sup>Subs. by the Cantonments (Amtd.) Ordinance, 1960 (13 of 1960), s. 3, (with effect from the 16<sup>th</sup> May, 1960).

<sup>14</sup>Subs. by the Cantonments (Amtd.) Ordinance, 1979 (44 of 1979), s. 4, for sub-section (1).

S#	Category	CGH In-Cantt Patients	CGH Out-Cantt Patients	Fauji Foundation	Mega Medical	CMH
2.	SVD (Normal Delivery)	9000	12000	25000	25000	20000
3.	Appendicectomy	18000	24000	40000	45000	35000
4.	Hernia	18000	23000	40000	45000	32000
5.	CT Scan	5000	6000	9000	10500	8000
6.	ECG	250	300	300	700	600
7.	Blood CP	350	400	750	750	650
8.	OPD Fee	100	200	1500	2000	1500

\*Question No. 6 **Senator Falak Naz:**

(Notice Received on 8/05/2024 at 10:02 AM) QID: 41998

Will the Minister for Interior be pleased to state:

- (a) *the number of the NADRA offices in Chitral upper indicating number of employees; and*
- (b) *whether there is any proposal under consideration to increase the number of offices there, if so, when?*

**Syed Mohsin Raza Naqvi:** (a) Currently, only 1 NADRA Registration Center is operational at Booni district Chitral Upper. Detail of staff deployed at NRC Booni is as under: -

Designation	Number of Employees
DAD	1
Data Entry Operators	10
Support Staff	4
<b>Total</b>	<b>15</b>

(b) Establishment of new NRC Torkaw Mulkao at District Chitral Upper has been included in 2024-25 business plan.

**\*Question No. 7 Senator Zeeshan Khanzada:**  
(Notice Received on 8/05/2024 at 10:04 AM) QID: 42005

*Will the Minister for Interior be pleased to state:*

- (a) *the steps taken by the Government to improve quality of public transport system in the Islamabad Capital Territory (ICT) during the last five years;*
- (b) *whether there is any proposal under consideration of the Government to initiate new projects for the development and maintenance of public transportation system in ICT including buses and mass transit system, if so, the details thereof?*

**Syed Mohsin Raza Naqvi:** (a) Secretary, Islamabad Transport Authority exercises regulatory and supervisory oversight on Public Transport in ICT, The Islamabad Transport Authority was established in 1985. Transport sector in ICT in run by Private sector. The government through Islamabad Transport Authority exercise a regulatory oversight on public service transport. The Islamabad Transport Authority is making all-out effort to ensure safe and decent private sector run transport within the parameters of Motor Vehicle ordinance 1965. The Islamabad Transport Authority issues intra-city route permits only to those vehicles which are registered with Motor Registering Authority as commercial while Regional Transport Authority Rawalpindi is also permit to the vehicle plying between Rawalpindi and Islamabad original from various points in Rawalpindi and terminate at different places in Islamabad.

(b) There is no proposal under consideration of the government of Mass Transit system in ICT Islamabad.

**Response from CDA on the above question is as under:-**

Apart from the Metro Bus Service from Saddar to Pak- Secretariat (*i.e.* Red Line) the Government has already Initiated Three Public Transport Routes in ICT which are in operations since 2022, they are.

**Orange Line.** The Orange Line is a Metro Route starting from Faiz-Ahmed-Faiz station of red-line and terminates at the Airport (Length 29.60Kms.)

**Blue Line:** The Blue line is a kerb side bus service string from PIMS and terminating at Gulberg Inter-section (Length 20 Kms.)

**Green Line:** The Green Line is also a kerb side bus service starting from PIMS and terminating at Bara Kahu (Length 15.5 Kms.)

In addition to the above the 13-feeder routes have also been identified. The Procurement, Operation and Maintenance of Buses has been awarded and the routes will be made operational in phase starting from June, 2024 onwards. Moreover, a Mass-Transit System (with dedicated) from Rawat to Pak-Secretariat via Murree Road is also under consideration at the Planning level for the Capital City.

**\*Question No. 8 Senator Taj Haider:**  
(Notice Received on 8/05/2024 at 11:26 AM) QID: 42008

Will the Minister for Interior be pleased to state:

- (a) *whether it is a fact that the Supreme Court of Pakistan in its decision of 16th November, 2021 directed to demolish illegal construction on the land of the Evacuee Trust Property Board in the country and to get it vacated from illegal occupation through FIA, if so, the details thereof; and*
- (b) *whether it is also a fact that despite a number letters /reminders by the Deputy Administrator, Evacuee Trust Property Board, Hassan Abdal, district Attock FIA has not taken any action to get the land of the said Trust vacated from illegal occupation in Mozas Neka and Amir Khan, Tehsil Fateh Jang, District Attock which was awarded to the refugees of Jammu and Kashmir of 1947, if so, the reasons thereof indicating also the time by which the same will be get vacated?*

**Syed Mohsin Raza Naqvi:** (a) The Apex Court *vide* its order dated 16-11-2021 has issued directions “In the circumstances, let copy of

the report of Auditor-General of Pakistan be provided to the Director-General, FIA, who shall take immediate action against the officials, who are round responsible in commission of irregularities in the matter of properties lying in trust with the Board and in this regard shall deal with all past and present officials of the Board and they be dealt with in accordance with law. The DG, FIA shall also ensure retrieving the properties in trust with the Board and belonging to the Federal Government of Pakistan, and restore the same to the Federal Government”. *Order of the Apex Court are attached as Annex-A.*

(b) As per report from FIA ACC Islamabad Circle, 116 Kanal agricultural land of ETPB situated in village Neka, Tehsil Fateh Jang, District Attock was got vacated and handed over to ETPB by FIA. Handing over reports (3 reports in Urdu) are attached for perusal. The said land got vacated on 07-12-2021. Handing over reports attached as Annex-B.

(c) Pertinent to mention FIA has retrieved 6096 acres land of ETPB worth 40 Billion and has handed over to ETPB Annex-C.

(i) FIA ACC Islamabad is in coordination with Deputy Administrator ETPB Hasan Abdal District Attock and he has been asked to provide complete record in this regard by 20th May, 2024. After scrutiny of record appropriate action will be initiated against the offenders.

*(Annexures have been placed in library and on the Table of the Mover/Concerned Member)*

ISLAMABAD,  
*the 20th May, 2024*

SYED HASNAIN HAIDER,  
*Secretary.*