



**PERFORMANCE AUDIT REPORT
ON THE PROJECT OF
SPECIAL REPAIR OF
100 DE LOCOMOTIVES
BY PAKISTAN RAILWAYS
AUDIT YEAR 2019-20**

AUDITOR GENERAL OF PAKISTAN

PREFACE

The Auditor General of Pakistan conducts audit in terms of Articles 169 and 170 of the Constitution of the Islamic Republic of Pakistan 1973, read with Sections 8 and 12 of the Auditor General's (Functions, Powers and Terms and Conditions of Service) Ordinance 2001. The Performance Audit of the project of Special Repair of 100 DE Locomotives was carried out accordingly.

The Directorate General Audit Railways conducted Performance Audit on the project of Special Repair of 100 DE Locomotives during audit year 2019-20 for the period 2015-16 to 2018-19 with a view to report significant findings to stakeholders. Audit examined the record with due regard to economy, efficiency and effectiveness aspects of the project. Audit also assessed whether the management complied with applicable laws, rules and regulations in managing the project affairs. Audit Report indicates specific actions that, if taken, will help the management realize the objectives of the project. All observations included in this report have been finalized in the light of DAC recommendations.

The Performance Audit Report is submitted to the President of Pakistan in pursuance of Article 171 of the Constitution of the Islamic Republic of Pakistan 1973, for causing it to be laid before both houses of Majlis-e-Shoora (Parliament).

Islamabad
Dated:

(Muhammad Ajmal Gondal)
Auditor General of Pakistan

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Abbreviations

| | |
|--------|---|
| ACOS | Assistant Controller of Stores |
| ACP | Assistant Controller of Purchase |
| AGM | Additional General Manager |
| AME | Assistant Mechanical Engineer |
| AO | Accounts Officer |
| AR | Audit Report |
| BPS | Basic Pay Scale |
| CCP | Chief Controller of Purchase |
| CDL | Central Diesel Locomotive |
| CDLW | Central Diesel Locomotive Workshop |
| CDWP | Central Development Working Party |
| CEO | Chief Executive Officer |
| CFR | Cost and freight |
| CIA | Chief Internal Auditor |
| CME | Chief Mechanical Engineer |
| CPPO | Chief Project and Planning Officer |
| DAC | Departmental Accounts Committee |
| DCOS | District Controller of Stores |
| DE | Diesel Electric |
| DPU-30 | Chines Locomotive Manufactured by Dong Fong Corp. |
| ECNEC | Executive Committee of National Economic Council |
| EMD | Electromotive Division |
| FA | Financial Adviser |
| FBR | Federal Board of Revenue |
| FO | Foreman |
| FOB | Free on Board |
| FOR | Free on Road |
| GE | General Electric |
| GM | General Manager |
| GMU | General Motor Universal |
| GoP | Government of Pakistan |
| HP | Horse Power |
| HQ | Head Quarters |

| | |
|-------|---|
| ISO | International Standards Organization |
| ISSAI | International Standards for Supreme Audit Institution |
| JME | Junior Mechanical Engineer |
| KC | Karachi Cantt. |
| KM/km | Kilometer |
| LC | Letter of Credit |
| LPR | Last Purchase Rate |
| M & S | Manufacturing and Services |
| MOR | Ministry of Railways |
| MTDF | Mid Term Development Framework |
| OEM | Original Equipment Manufacturer |
| PAO | Principal Accounting Officer |
| PC-I | Planning Commission Proforma-I |
| PCP | Planning Commission of Pakistan |
| PD | Project Director |
| PLF | Pakistan Locomotive Factor |
| PMES | Project Monitoring & Evaluation System |
| PMU | Project Management Unit |
| PNSC | Pakistan National Shipping Corporation |
| PO | Principal Officer |
| POH | Periodic Overhauling |
| PPRA | Public Procurement Regularity Authority |
| PR | Pakistan Railways |
| PSDP | Public Sector Development Program |
| PSDP | Public Sector Development Program |
| SR | Special Repair |
| TLA | Temporary Labour Application |
| UDC | Upper Division Clerk |
| WM | Works Manager |
| WMD | Works Manager Diesel |

EXECUTIVE SUMMARY

The Directorate General Audit Railways conducted performance audit of the project titled “Special Repair of 100 DE Locomotives” during Audit Year 2019-20. Prime objective of the audit was to review the performance of the project against Economy, Efficiency and Effectiveness. The audit was conducted in accordance with ISSAI.

PC-I of the project was approved by ECNEC on 04.12.2014 at the cost of Rs 4,967 million with completion period of 2 years. Due to one reason or the other 03 extensions in execution period of the project were granted up to 30th June, 2020. The project was still ongoing, cost overrun by Rs 58.466 million and time overrun of 36 months occurred till 30th December 2019. Ninety (90) locomotives were put into service after special repair at the cost of Rs 5,025 million. Physical outcome was 90% and financial progress was 101%. The overall performance of the project was unsatisfactory because average reliability of majority of the repaired locomotives was not up to the mark. Frequent failures of repaired locomotives within a short span of time indicate that the quality of material and workmanship used in the special repair of locomotives was substandard. Thus, objectives of the project were not fully achieved due to bad planning and ineffective monitoring.

Audit also observed that the Railway management was not complying with the rules, regulations & guidelines regarding development projects approved by the Planning Commission of Pakistan. Project management not only committed gross violations of PPRA Rules, but also substantially changed the intended scope of work in approved PC-I during execution of the project. Moreover, audit recommendations communicated in Audit Year 2016-17 through performance audit of a similar project titled “Special Repair of 150 DE Locomotives”, were not implemented. Consequently, instances of recurrence of irregularities/non-compliance to rules/regulations and misuse of power were observed.

Key Audit Findings:

- i. Cash releases amounting to Rs 749.615 million were neither utilized nor surrendered during the years 2014-15 and 2015-16. On the other hand, a sum of Rs 88.072 million was utilized in excess of the cash releases during 2016-17 and 2018-19.¹
- ii. PR incurred irregular expenditure of Rs 475.826 million due to splitting of purchases and award of contracts through negotiations with the bidders in violation to PPRA Rules.²
- iii. Despite completion of special repair of locomotives, unutilized material valuing Rs 277.328 million was still lying in shops.³
- iv. Spare parts valuing Rs 1.078 billion purchased from PSDP allocation were mis-utilized against routine repair & maintenance of other than project locomotives.⁴
- v. PR incurred loss of public money valuing Rs 2,618.106 million due to unjustified duplicate/triplicate repair of such locomotives which had been recently repaired under another projects.⁵
- vi. PR was deprived of potential earning of Rs 373.980 million due to deployment of locomotives in shunting operation instead of passenger/freight service.⁶
- vii. Due to delay in completion of the project PR incurred extra expenditure of Rs 343.001 million.⁷

¹ Para 4.2.1

² Para 4.3.2 & 4.3.4

³ Para 4.3.5

⁴ Para 4.4.3

⁵ Para 4.4.4

⁶ Para 4.4.5

⁷ Para 4.4.7

Recommendations

- i. Timely utilization of funds be ensured. Utilization of funds in excess of cash release may be discouraged.
- ii. Procurement should be made according to PPRA-Rules and splitting of purchases and negotiation with the bidders for reduction of rates should be avoided.
- iii. Timely utilization of material should be ensured. Its consumption for other projects/revenue works should be avoided.
- iv. Responsibility be fixed for inclusion of repair of locomotives in this project which had recently been repaired in other projects and disciplinary action be taken against those found at fault.
- v. The project should be executed in the same manner and purpose for which it was approved. Any unauthorized modification in nature of work should be avoided.
- vi. Locomotives should be repaired in accordance with the prescribed time table.

1. INTRODUCTION

The scheme titled “Special Repair of 100 Diesel Electric Locomotives” envisaged special repair of 100 locomotives comprising 3000 HP (42 locos), 2400 HP (13 locos), 2000 HP (38 Locos) and 1500 HP (07 locos) over a period of 02 years. The PC-I of the project was approved by ECNEC on 04.12.2014 at the cost of Rs 4,966.751 million including FEC of Rs 3,517.230 million with 24 months completion period. Administrative Approval for execution of the work was issued on 23rd December, 2014. The project commenced w.e.f. 1st January, 2015.

The objective of the project was to carryout special repair of 100 locomotives which were giving frequent troubles and whose reliability and availability for train operation was unsatisfactory. Present cumulative availability and reliability of the locomotives were 46% and 19,136/km per failure respectively, which was planned to be increased to 56% and 21,136/km per failure after the proposed special repairs. Upon completion of the project, PR would generate additional earning of Rs 1,653.886 million per annum by deploying 50 locomotives each in passenger and freight traffic.

2. AUDIT OBJECTIVES

The major objectives of audit were:

- i) To review implementation of standards/regulations covering safety and quality issues in connection with repair and maintenance of locomotives.
- ii) To review economy in terms of procurement of spares/assemblies.
- iii) To evaluate efficiency issues with regard to the following:
 - a) composition of technical, non-technical and administrative staff
 - b) quality of repair of locomotives
 - c) turn out/delivery of work done for operational purpose
 - d) any complaint issues

- iv) To evaluate effectiveness with regards to following:
 - a) optimal utilization of locomotives
 - b) client satisfaction
 - c) safety and quality issues
- v) To evaluate overall performance of the project with special reference to the following:
 - a) achievement of overall objectives
 - b) internal control mechanism
 - c) Incidence of theft, fraud etc.
 - d) physical verification of assets

3. AUDIT SCOPE AND METHODOLOGY

3.1 Audit Scope

The performance audit of the project of Special Repair of 100 DE Locomotives was conducted during Audit Year 2019-20. The period covered from 1st January, 2015 to 30th June, 2019.

3.2 Audit Methodology

- i. Review of requisite files/documents provided by the management.
- ii. Different locations were visited for the purpose of audit, i.e. PD/CME/Loco/CCP Offices HQ Lahore, WM/CDL Shop, WM/Diesel Karachi Cantt., and DCOS/Shipping, Karachi.
- iii. Discussions with Project management.

4. AUDIT FINDINGS AND RECOMMENDATIONS

4.1 Organization and Management

While conducting the performance audit of the project, Audit found that the management did not adhere to the Guidelines of the Planning Commission. The significant observations are discussed in the following paras:

4.1.1 Irregular appointment/transfer of Project Directors

As per guidelines for appointment of independent Project Director in Public Sector Development Projects (PSDP), notified by the Planning Commission of Pakistan (PCP) vide letter No. 20(3)PIA-I/PC/2012 dated 5th April 2012, the appointment of Project Director shall be made in transparent manner through open merit by advertisement. However, in case of engagement of a retired civilian officers as Project Director, prior permission of the Establishment Division is mandatory. For appointment/selection of the independent Project Director, a recruitment committee headed by the Secretary of respective project sponsoring Ministry/Division including members from Planning Division, Finance Division and Establishment Division has been constituted by the PCP. The Project Director once appointed should not be transferred during currency of the project.

During performance audit, it was observed that PC-I of the project was approved by ECNEC on 04.12.2014 with completion period of 02 years. Administrative approval for execution of work was issued on 23.12.2014. Scrutiny of the record revealed that an officer of Mechanical Department who was going to retire from service within six months, was appointed as Project Director of the project from 26.01.2015 by deviating the approved appointment process. Since commencement of the project, 07 PDs were changed (**Annex-1**) and the project was in progress till audit execution. The above position indicated that the guidelines and policy decisions of the Government of Pakistan were not being complied with in letter and spirit. In absence of permanent PD till completion of the project, responsibility for timely completion of the project could not be fixed. This not only resulted in time/cost overrun but also the scope of work was substantially changed. Consequently, envisioned benefits of the scheme could not be achieved. This occurred due to negligence of Secretary/Chairman, Ministry of Railways being competent authority for posting of Project Director.

The issue was pointed out to project management in February 2020. In reply dated 27.03.2021, the management stated that a permanent Project

Director was posted by Ministry of Railways since the beginning of the project, however, under some unavoidable circumstances, such as retirement, promotion, mandatory professional courses, etc. the Railways' Administration was constrained to transfer/spare the Project Director(s) during the implementation of the project.

DAC in its meeting held on 03.04.2021 pended the para with the following directives to the management:

- i) The appointment of Project Director should be made till the life of project either from in house or outside.
- ii) Whether appointment/recruitment of Project Director was made through recruitment committee notified by the Planning Commission or otherwise.
- iii) Whether approval of the Secretary/Chairman or CEO was obtained before appointing/transferring the Project Director.

DAC also directed that the administrative irregularities must be avoided in future, but no compliance of DAC directives was received till finalization of the report.

Audit recommends that responsibility be fixed for irregular appointment/transfer of PD by deviating from the guidelines of the ECNEC by initiating disciplinary proceedings against the person(s) held responsible.

4.1.2 Irregular appointment of staff on TLA – Rs 11.716 million

According to para 3.30 of Project Management Guidelines, the appointment of project staff under the project should be made through open competition and in transparent manner. Moreover, as per General Manager/ Operations letter No. GM. Misc. 07/2014 dated 07.07.2014 essential staff against work charged posts of projects should be engaged on contract basis.

Contrary to the above, during performance audit of the project titled "Special Repair of 100 DE Locomotives", it was observed that 23 project employees of BPS-01 to BPS-16 were irregularly engaged on TLA (Temporary Labor Application) basis instead of making appointments on contract basis in a transparent manner. This resulted in irregular

appointment of staff and thereby incurrence of irregular expenditure of Rs 11.716 million (**Annex-2**) due to violation of instructions issued by the Railway management. Irregularity of this nature was already pointed out to the Railway management through numerous performance/special audit reports but no action was taken to curb the irregular practice.

The issue was pointed out to project management in February 2020. The management replied on 18.03.2020 that most of the staff engaged on TLA were retired Railway employees who were well experienced. Such experienced persons were not available in the local market as maintenance of locomotives was a typical nature of job. Therefore, in order to meet with the inevitable requirement, engagement of the staff in question was made on TLA basis as stop gap arrangement. Further, engagement of staff on TLA basis caused no loss rather helped in saving of huge amount because TLA staff were paid initial basic pay with admissible allowances whereas, engagement of the Ex. Railway Employees on contract basis, would have cost last pay drawn with all admissible allowances. The reply was not satisfactory because the mode of employment of staff was against the rules and instruction issued by the Railway management and the Planning Commission of Pakistan.

DAC in its meeting held on 03.04.2021 pended the para with the directives to the management that in future:

- i) Contract appointments should be preferred over TLA based appointments.
- ii) Provide detail of retired employees re-appointed on TLA basis along with their qualifications and job they performed.

All such record be provided to Audit within 15 days to examine whether people engaged were required or not, but no compliance of DAC directives was received till finalization of the report.

Audit recommends that responsibility be fixed for making irregular appointments of staff by initiating disciplinary proceedings against the person(s) held responsible.

4.1.3 Non-utilization of sanctioned posts as per approved PC-I of the project

According to para 3.30 of Project Management Guidelines, after the opening of project Account, the next step should be the hiring of office space and appointment of key project staff.

During performance audit, it was observed that for efficient execution of different activities of the project there was a provision of PMU comprising 16 posts of 12 different categories for a period of 2 years. The project commenced w.e.f. 1st January, 2015 with completion period of 24 months. Scrutiny of record revealed that appointments against “key posts” (e.g ACOS/ACP, JME/AME and AO) were made during July-November/2016 (**Annex-3**) after lapse of 18 to 22 months. Moreover, 03 vacancies remained vacant during the whole execution period. This state of affairs depicts inefficiency on the part of project management who failed to utilize the sanctioned establishment as per approved PC-I. This resulted in time/cost overrun because of negligence of the Project Director.

The issue was pointed out to Project Director in February 2020. The management replied on 18.03.2020 that the matter for the appointment of staff was referred to CME/Loco and CCP offices but they showed their inability to post any officer due to acute shortage. However, after hectic efforts one ACP was taken from the regular staff and one JME was engaged on contract basis. These officers were well experienced and had the capacity to manage the affairs. Further additional work of procurement of parts for pilot project for re-commissioning of 5 DPU-30 D.E. Locomotives was also assigned to SR-100 Locos project by the Honorable Federal Minister for Railway and 3rd extension in the completion of the project was granted by the Ministry of Railways. Therefore, those factors led to time overrun which was quite justified. The reply was not satisfactory because non-engagement of project establishment as per approved time line of the project speaks of inefficiency of the management which led to non-achievement of intended

benefits due to delay in completion of the project. This shows that the project was not keenly monitored by the reviewing committees.

DAC in its meeting held on 03.04.2021 directed the PD to furnish comprehensive reply with documentary evidence showing reasons for delayed/non-engagement of project staff as per approved PC-I of the project and its impact on project, but no compliance of DAC directive was received till finalization of the report.

Audit recommends that responsibility be fixed for non-utilization of sanctioned posts as per approved PC-I by initiating disciplinary proceedings against the person(s) held responsible.

4.1.4 Irregular appointments due to non-provision of job description, qualification, experience of staff in PC-I

As per clause 13 (Management Structure and Manpower Requirement) of the PC-I of the project titled “Special Repair of 100 DE Locomotives”, the following information were required to be clearly mentioned therein:

- The manpower requirement by skills during execution operation of the project.
- The job description.
- Qualification, experience, age and salary package of each post.

During performance audit of the project, it was observed that necessary job description, qualification, experience and age of each employee was neither deliberately mentioned in the PC-I nor job description of each and every employee was prepared and handed over to the employees during execution of the project. Consequently, own choice appointments were made in different categories of staff through nepotism without advertising the posts in press and without adopting due selection process (**Annex-4**). This resulted into defective planning and faulty execution. Some instances of non-compliance are given below:

- i) In absence of provision in PC-I, appointments against the posts of UDC (BPS-9), Sub Engineer (BPS-11), FO-I (BPS-14), Computer Operator (BPS-14) and Steno Typist (BPS-16) were irregularly made.
- ii) An employee retired as Mistry was appointed as Sub Engineer (BPS-11).
- iii) An employee initially appointed as UDC (BPS-9) without having any experience was subsequently appointed as Computer Operator (BPS-14). Similarly an employee initially appointed as UDC (BPS-9) was subsequently engaged as FO-I (BPS-14).

The issue was pointed out to project management in February 2020. In reply dated 27.03.2021, the management stated that while preparing the PC-I, usually the posts with scale were mentioned therein, whereas, skill, Job description, qualification experience of each post was mentioned in the advertisement at the time of engaging the staff on contract / TLA basis. However, the audit observations have been conveyed to CME/Loco Office for compliance in future.

DAC in its meeting held on 03.04.2021 pended the para till provision of detailed report from Project Director and CME/Loco justifying the following aspects for hiring of staff:-

- i) Advertisement for staff along with skill requirement for each post as mentioned in PC-I.
- ii) Job description
- iii) Qualification
- iv) Age
- v) Experience
- vi) Salary package

No compliance of DAC directives was received till finalization of the report.

Audit recommends that responsibility be fixed for defective planning of the scheme and faulty execution thereof, besides measures be adopted to avoid such recurrence in future.

4.1.5 Excess salary payment to the retired officer against re-employment on “Last Pay Drawn” in disregard to provision of PC-I – Rs 1.611 million

There was a provision of lump sum salary of Rs 45,000 per month for the post of Junior Mechanical Engineer (BPS-17) in approved PC-I of the project titled “Special repair of 100 Locomotives”.

During performance audit of the project, it was observed that in contravention to the provision of PC-I, a retired Chief Mechanical Draftsman, Headquarters Office Lahore was re-employed as Junior Mechanical Engineer (BPS-17) on last pay drawn with the approval of Secretary/Chairman, Railways through advertisement of the post in press media on contract basis from 02.11.2017. Against provision of lump sum salary of Rs 45,000 per month for the post, his initial salary was fixed @ Rs 105,377 per month which was increased to Rs 121,308 per month in November 2019. This resulted in excess payment of Rs 1.611 million over and above the allocated amount in PC-I (**Annex-5**). This caused because of negligence on the part of project management.

The issue was pointed out to project management in February 2020. The management replied on 18.03.2020 that as per approved schedule of Powers the Project Director was competent enough to engage the officer in BS-17 through the selection committee constituted by Secretary/Chairman, MoR. The reply was not satisfactory because the issue regarding excess salary over and above the provision of PC-I was not addressed.

DAC in its meeting held on 03.04.2021 directed the PD to furnish a detailed report showing justification for payment of excess pay as given in PC-I. The DAC also directed CIA to inquire/check this particular matter whether re-employment of a retired officer was in line with the statutory provisions and the PC-I of the project or otherwise.

As per findings of Inquiry Report carried out by the Chief Internal Auditor and issued vide letter dated 15.06.2021, all set procedures and codal formalities for engagement of Junior Mechanical Engineer have been observed in letter and spirit and the pay of the officer has also been re-fixed as per existing rules. Therefore, the para was recommended for settlement.

Since, there was a provision of lump sum salary of Rs 45,000 per month for the post of Junior Mechanical Engineer (BPS-17) in approved PC-I of the project, therefore, it was also recommended to revise the PC-I. Findings of the Inquiry Report are not acceptable to Audit because appointment of project staff was required to be made in line with the provision of approved PC-I by ECNEC. Since, there was a provision of fixed salary package of Rs 45,000 per month for Junior Mechanical Engineer, thus, appointment against that post on "Last Pay Drawn" was unjustified.

Audit recommends that responsibility be fixed for making appointment of the employee on "Last Pay Drawn" in violation to the provision of PC-I and the amount involved be recovered from person(s) held responsible.

4.2 Financial Management

During the course of performance audit, it was noticed that expenditure was not incurred in accordance with budget allocation. Funds were neither utilized nor surrendered due to negligence of management. Significant observation is discussed in the following para:

4.2.1 Savings as well as excess utilization of funds – Rs 749.615 million and Rs 88.072 million respectively

Para 436 of State Railway General Code provides that it shall also be the duty of the administration to see that the allotments made to them are fully utilized, so far as is consistent with economy and the prevention of large expenditure in the last months of the year for the sole purpose of avoiding lapses. They shall be responsible for ensuring that money which is not likely to be needed during the year is promptly surrendered so as to allow its appropriation for other purposes.

During performance audit, it was noticed that funds to the tune of Rs 1,295.420 million were released from 2014-15 and 2015-16. Out of that only an amount of Rs 545.805 million was utilized and remaining funds amounting to Rs 749.615 million were neither utilized nor surrendered. On the other hand, a sum of Rs 88.072 million was utilized in excess of the cash releases during 2016-17 and 2018-19. Thus, due to negligence of the project

management, funds amounting to Rs 749.615 million were neither utilized nor surrendered and Rs 88.072 million were used in excess of cash releases (**Annex-6**) which indicated poor financial management. This resulted in blockage of public money which could have been utilized in other projects as well as excess utilization of funds irregularly.

The issue was pointed out to project management in February 2020. The management replied on 18.03.2020 that monthly progress meeting of PSDP projects was convened regularly and is chaired by Chairman/ Secretary MOR. During the meeting requirement and saving of funds was decided by the chair and the funds were adjusted as per decision taken in the meeting. Moreover, procurement of material on FOB basis was a lengthy process, therefore, exact date of its receipt could not be ascertained and beyond the control of project management. The reply was not satisfactory because it was the responsibility of the management to timely surrender the unutilized funds.

During DAC meeting held on 03.04.2021, it was informed that LCs were established but the material could not be received in that financial year, due to which the allocated funds could not be utilized.

DAC pended the para for verification whether the amounts not surrendered were pertained to the LCs or otherwise. The DAC also directed the Member Finance to review the record of Project Director concerned in consultation with Audit and submit report. Compliance to the DAC directives was not received till finalization of the report.

Audit recommends that responsibility be fixed for non-surrendering of funds as well as utilization of funds in excess of cash releases and necessary action be taken against the person(s) held responsible.

4.3 Procurement and contract management

During Performance Audit, it was observed that the procurement process in the Project was neither economical nor efficient. Instances of mis-procurement, violation of contractual obligations etc. were noticed. Some significant observations are discussed in the following paras:

4.3.1 Loss due to acceptance of bids at higher rates as a result of injudicious evaluation of tenders – Rs 38.50 million

As per Clause-9(b&c) under “Important Notices” of Diesel Bulletin No. I, the manufacturer/authorized principal shall certify in the bid that offered rates are reasonable and comparable to normal export price of the items worldwide. In case wherein annual increase of the quoted rate exceeds 5% (FOB supply) and 10% (FOR supply) over the LPR, proper reference of the price list (showing page No and year) must be provided by the supplier.

During performance audit of special repair of 100 DE locomotives project, it was observed that project management purchased spare parts worth Rs 4,183.893 million from September 2015 to January 2018 on FOB/FOR basis through 1318 tender inquiries. Out of which, 250 (19%) tender inquiries were randomly selected for detailed examination. Scrutiny revealed that in case of 37 items (**Annex-7**), quoted rates exceeded annually by 5.09% to 65.53% over the LPR. Whereas, no references of price list (showing page No and year) were provided by the bidders. In absence of competitive rates and the currently applicable worldwide price lists of the spares, the reasonability of quoted rates could not be ascertained. This resulted in loss of Rs 38.50 million due to acceptance of bids at higher rates. Audit also observed that across the board 5% annual increase in case of FOB supplies was being accepted as reasonable by the Railway management without establishing proper price evaluation mechanism keeping in view the worldwide inflation/deflation rate.

The issue was pointed out to project management in May 2020. The management stated that the leading locomotive manufacturers developed very limited items/parts itself and majority of the parts were arranged through vendors spread over worldwide, thus they could not provide the price list of parts developed through different vendors. Moreover, the prices of copper items had increased manifold during the last years. Resultantly, the cost of spares had increased. The reply was not satisfactory because as per tender conditions the bidders were instructed to certify in the bid that

offered rates were reasonable and comparable to normal export price of the items worldwide, which was not done.

DAC in its meeting held on 03.04.2021 pended the Para for want of joint reconciliation of percentage increases over LPRs between Audit and Project Management to ascertain rates. In the light of DAC's recommendations, the audit observation has been amended.

Audit recommends that the matter be probed to fix responsibility for the loss due to acceptance of material at higher rates besides, a proper price evaluation mechanism keeping in view the worldwide inflation/deflation rate be established for future procurement.

4.3.2 Irregular expenditure due to splitting of purchases – Rs 125.399 million

Rule-9 of PPRA states that the procuring agencies shall announce in an appropriate manner all proposed procurements for each financial year and shall proceed accordingly without any splitting or regrouping of the procurements so planned. The annual requirements thus determined would be advertised in advance on the Authority's website as well as on the website of the procuring agency in case the procuring agency has its own website.

During performance audit of the project titled "Special Repair of 100 DE Locomotives", it was observed that in violation of the PPRA Rules, the project management neither advertised its proposed annual requirements in advance on the Authority's website nor on the website of Pakistan Railways for advance information of the prospective bidders. Consequently, not only the competition remained unhealthy in majority of the cases but also the purchases valuing Rs 125.399 million were made by splitting up the demand as detailed in **Annex-8**. This resulted in irregular expenditure due to splitting of purchases.

The issue was pointed out to project management in February 2020 and May 2020. The management in its reply dated 27.03.2021 stated that majority of the nominated locomotives in the project were operational before carrying out special repairs. Therefore, it was not possible to

assess/foresee the actual requirement of parts / components for repairs. Due to that very reason the tenders were refloated for similar kinds of items. Moreover, annual procurement plan was prepared in advance and was placed on Authority's website as well as on the website of Pakistan Railways. The reply was not satisfactory because no documentary proof regarding advertisement of proposed procurement in advance was provided. Moreover, splitting of demand was clear violations of PPRA rules.

In DAC meeting held on 03.04.2021, it was informed that the proposed annual procurement plan was sent to the concerned quarters for uploading on the Railway as well as on PPRA websites to comply with the PPRA rules. Moreover, the DAC directed the Project Director to get the record verified from Audit within two weeks. No compliance to the DAC directive was made till finalization of the report.

Audit recommends that responsibility be fixed for splitting of purchases and action be taken against the person(s) held responsible.

4.3.3 Irregular cash payment against local purchases – Rs 7.630 million

Federal Board of Revenue circular No. C. No. 1(42) STM/ 2009/ 99638-R dated 24.07.2013 provides that purchase of taxable goods may only be made from sales tax registered persons against sales tax invoices and payments through banking channel.

During performance audit of the project, it was observed that an expenditure of Rs 7.630 million was incurred on procurement of different types of material through Misc. Advance local purchase and payment was made to suppliers in cash instead of banking channel in violation of FBR instructions as detailed in **Annex-9**. This resulted in irregular payment due to negligence of Railway management.

The issue was pointed out to project management in February 2020. The management in its reply dated 27.03.2021 stated that project management considered it appropriate to procure the items on cash payment for smooth working because almost all the firms/persons were reluctant to supply the material on payment through cheque. The reply was not tenable

because payments were made in cash without obtaining sale tax invoices in violation to the instructions of FBR.

DAC in its meeting held on 03.04.2021 directed the Project Director to check the record and fix responsibility for making cash payment against local purchases instead of following banking channel as it involved tax evasion.

Audit recommends that responsibility be fixed for making payments in cash instead of through banking channel. Action be taken against those held responsible.

4.3.4 Irregular award of contracts due to negotiations with the bidders – Rs 350.427 million

Public Procurement Regulatory Authority (PPRA) Rule-40 states that “there shall be no negotiation with the bidder having submitted the lowest evaluated bid or with any other bidder”.

During performance audit of the project, it was observed that in case of contracts detailed in **Annex-10**, the quoted rates were got reduced through negotiations. This resulted in irregular award of contracts valuing Rs 350.427 million in violation of PPRA Rules.

The issue was pointed out to project management in February 2020. The management vide its reply dated 27.03.2021 stated that no negotiation with the bidders was done and the material was procured strictly as per PPRA Rules. However, the bidders reduced the rates voluntarily. Thus, the Railway did not sustain any kind of loss rather saved huge amount. The reply was not satisfactory because under PPRA Rule-31(1) no bidder should be allowed to alter or modify his bid after the bids have been opened.

During DAC meeting held on 03.04.2021 it was informed that no negotiations were made with the suppliers, actually in some tenders, bidders voluntarily reduced their quoted rates, which were accepted in the interest of Railways. The reply was not tenable as PPRA Rules are clear on the subject matter.

Audit recommends that the matter be referred to the PPRA for necessary advice and recurrence of such violation be avoided in future.

4.3.5 Procurement of spare parts in excess of actual requirements – Rs 277.328 million

As per Clause-I of Joint Procedure Order dated 18.08.2015 for procurement and utilization of spare parts under special repair of 100 DE locomotive project, the demand for procurement of parts would be prepared by CME/Loco Office as per actual requirements.

During performance audit of the project conducted in November 2019, it was observed that all the nominated locomotives had been turned out after special repair but spares worth Rs 277.328 million (**Annex-11**) were still lying unused in CDL workshop and Diesel shops KC. This resulted in un-necessary procurement of material from the PSDP allocation which would have been utilized for normal maintenance of locomotives. This occurred due to negligence of the authorities who willfully prepared undue/unjustified demands.

The issue was pointed out to project management in February 2020. The management vide its reply dated 27.03.2021 stated that none of the items were lying at Diesel Shed/Shop, KC and CDLW, Rawalpindi on account of Special Repair of 100 D.E. Locomotives. The procurement process of each and every item/component was processed on receipt of demand from CME/Loco. The demand was framed on presumptive/estimated basis. Majority of the items had been consumed and utilized on the repair of the nominated locomotives. However, some of the items were received late and some components were received under warranty. The locomotives were called back for fitment of these components. The reply was not satisfactory because the items pointed out by Audit were lying in shops at the time of inspection but all the locomotives had already been turned out after special repair.

DAC in its meeting held on 07.05.2021 pended the para with the direction to the PO that relevant record/utilization report of material be got verified from Audit within fifteen (15) working days. The Project Director vide letter dated 02.06.2021 provided copies of letters from WM/Diesel

Karachi and WM/Diesel Rawalpindi stating that the material procured under SR-100 project has already been utilized. The reply is not satisfactory because proper material utilization report along with copies of shop ledgers showing detail of locomotives on which the material was utilized was not provided to Audit.

Audit recommends that the matter be probed to fix responsibility for preparation of un-necessary excessive demands of material under PSDP project besides making book adjustment of that material against the revenue allocation.

4.3.6 Irregular payment due to opening of LC in favour of the supplier instead of the manufacturer – Rs 10.303 million

While evaluating the offers in case of Tender Enquiry No. SR-IV-148 dated 11.04.2016 and SR-IV-64 dated 10.05.2016, the technical committee declared the offer of M/s Tradeimpex Lahore suitable against item No. 4 subject to confirmation that the letter of credit would be established in favor of the manufacturer instead of foreign principal. This condition was agreed by the supplier.

During performance audit it was observed that the LC against Purchase Order No. 19/0100/SR-100/2-16 dated 25.10.2016 was opened in favour of the supplier (M/s Tradeimpex) instead of the manufacturer (M/s Alco Spring Industries Inc. USA). This resulted in irregular payment of Rs 10.303 million due to negligence of the management.

The issue was pointed out to project management in February 2020. The management vide its reply dated 27.03.2021 stated that as per procedure of CCP Office, LC could be opened in favor of supplier instead of manufacturer in special cases. The reply was not tenable because it was obligation of the CCP Office to act upon the recommendation of the tender committee.

During DAC meeting held on 07.05.2021, it was informed that the firm has furnished the compliance certificate issued by the manufacturer with the shipment documents and all the rules/ regulations have been observed. The DAC directed the PO that the documents i.e. compliance

certificate duly countersigned by the concerned Chamber of Commerce along with refusal by manufacturer regarding opening of LC in his favour be provided to Audit within two working weeks for verification. Compliance to the DAC directive was not made till finalization of the report.

Audit recommends that the matter be probed to fix responsibility for irregular payment and action be taken against the person held responsible.

4.3.7 Non-settlement of warranty claims – Rs 20.141 million

As per warranty clauses of agreements if any goods or part thereof fails during warranty period due to seller's reasons after the detection supported by an inspection report, the seller shall repair or replace same free of cost.

During performance audit, it was observed that Warranty claims valuing Rs 20.141 million (**Annex-12**) raised from July 2017 to October 2019 were pending against different suppliers.

The issue was pointed out to project management in February 2020. The management vide its reply dated 27.03.2021 stated that warranty claims of 13 items were pending. The firms had been advised to finally replace the defective material with correct one, failing which their security money would be forfeited.

DAC in its meeting held on 07.05.2021 was informed that all the pending 13 items against warranty claims have been settled either by forfeiture of security money or replacement of material. The DAC directed the PO that stated facts be got verified from Audit within two working weeks. The PD office vide letter dated 15.06.2021 sent photo copies of some papers without necessary working papers and verification proforma. Who has been asked, to get verification by providing all necessary working papers along with verification proforma at the earliest.

Audit recommends that the record of settlement of warranty claims be got verified from Audit at the earliest to settle the issue.

4.3.8 Loss due to acceptance of bids at higher rate due to quoting of incorrect LPR – Rs 2.318 million

Para 1801 of Pakistan Railway General Code provides that every public officer should exercise the same vigilance in respect of public expenditure and public funds generally as a person of ordinary prudence would exercise in respect of the expenditure and the custody of his own money. Means should be devised to ensure that every Railway servant realizes fully and clearly that he will be held personally responsible for any loss sustained by Government through fraud or negligence on his part.

During performance audit of special repair of 100 DE locomotives project, scrutiny of Tender Enquiry No. SR-01-01 opened on 27.07.2015 revealed that LPR against the following item was intentionally misquoted as US\$ 414.480 instead of US\$ 161.230. Thus, due to quoting of incorrect LPR, the rate accepted for the item was 4.95% higher instead of 170%. This resulted in loss of Rs 2.318 million due to acceptance of single offer at higher cost due to apparent malafide intention of the project management.

| Item No. | Name of the firm | Unit Rate US\$ (FOB) | LPR US\$ (FOB) | Actual LPR US\$ (FOB) | Variation in LPR US\$ (FOB) |
|---|---|----------------------|---|---|-----------------------------|
| 1(iv) Cable Assy (Cat.No. 41B538812G2) (T.E No. SR-01-01 opened on 27.07.2015) | M/s GE/USA through local agent M/s Albario Engineering Lahore | 435.20 | 414.480 by M/s GE/USA PO No. 19/0033/01-0/1-2014 Dated 18.10.2014(TE opened on 10.12.13 and rate accepted on 26.02.14 by GM/Ops). | 161.230 by M/s GE/USA PO No 19/0068/SR-150/4-2014 Dated 12.06.2014(TE opened on 29.10.13 and rate accepted on 02.04.14 by PD SR-150 DE Loco project). | 253.250 (157%) |

Similarly, scrutiny of Tender Enquiry No. SR-01-89 opened on 10.08.2015 revealed that LPR against item No. 06 (Power Contactor-Cat No. 17CP2BV3), LPR of US\$ 3271.24 dated 26.12.2013 by GE/USA was recorded in the summary submitted by tender committee for approval of the AGM/M but the LPR quoted against that item in the tabulation statement

was US\$ 2717.94 of GE price list 1996. Thus, there was a difference of US\$ 206.92 in both the LPRs, which needs to be explained.

In addition to the above, it was also observed that in most of the tender cases, LPRs initially recorded on the comparative statements were altered/changed. No proof (e.g. copy of purchase order or price list) of the initial LPR and revised/changed LPR were placed in the case. In absence of which, the authenticity of LPRs could not be verified.

The issue was pointed out to project management in May 2020. The management vide its reply dated 27.03.2021 stated that the subject item was floated under SR-100 D.E. Locos Project vide Tender No. SR-01-01 opened on 27.07.2015 against which the firm quoted the rate of US\$ 435.00 while LPR taken US\$ 414.48 dated 18.10.2014. The rate comparison statement was prepared wherein LPR was quoted as US\$ 161.230. The case was referred to Headquarters office for necessary proceedings and the dealing official consulted his own record and quoted the LPR @ US\$ 414.48 vide P/Order No. 19/0033/01-0/1-2014 dated 18.10.2014, which was correct/fresh one.

DAC in its meeting held on 07.05.2021 was informed that the LPR was altered in CME office due to mis-understanding and there was no involvement of vested interest. The DAC constituted an inquiry committee comprising Dy. F.A & Dy. CME/ Development to probe the matter and submit fact finding report to Audit within two working weeks. The Inquiry Committee in its report dated 12.07.2021 concluded that since the item was non stock and the LPR of such item was rarely available. The dealing official was justified to quote the LPR as US\$ 414.18 against tender No. SPL-13-41 opened on 10.12.2013, as it was in the knowledge of all concerned that this one time price reduction has been made by GE Transportation as a gesture of good will and it cannot be quoted as LPR, hence it is concluded that there is no intentional involvement of any official. But the warning was recommended to be issued to the dealing official to be careful in future. Scrutiny of the report revealed that the report was based on the management reply because the actual last accepted rate of that item was US\$ 161.230 (dated 02.04.2014) instead of US\$ 414.18 (dated

26.02.2014). Both the rates were invariably in knowledge of the dealing official.

Audit does not agree with the findings of the Inquiry Committee and recommends that matter be got probed from an independent agency.

4.3.9 Non-competitive bidding due to participation of non-prequalified bidders in the tenders

Rule-16(3) of PPRA states that only suppliers or contractors who have been pre-qualified shall be entitled to participate further in the procurement proceedings. Moreover, Clause-5 of Diesel Bulletin No. I in connection with procurement of spare parts of Diesel Electric Locomotives under special repair of 100 DE Locomotive project provides that only LP approved local firms and regular approved firms for FOB are allowed to participate against those items for which they are approved by Pakistan Railways.

During performance audit of the project titled” Special Repair of 100 DE Locomotives” scrutiny of tender cases against Diesel Bulletin No. I revealed that in violation to the PPRA Rules as well as eligibility criteria of tenders, the project management unfairly and unlawfully allowed participation of non-prequalified suppliers in all the tenders opened and finalized for procurement of spare parts of Diesel Electric Locomotives. This resulted in non-competitive bidding because after reflecting such financial offers in comparative statements, the offers were rejected during technical evaluation even if those were the lowest ones.

The issue was pointed out to project management in May 2020. The management vide its reply dated 27.03.2021 stated that at initial stage of the project, PPRA Rule 36-a (single stage one envelop) was adopted. Later on, all tenders were floated under PPRA Rule 36-b (one stage two envelop). The reply was not satisfactory because both the rules quoted in reply did not allow participation of non-prequalified suppliers.

DAC in its meeting held on 07.05.2021 kept the Para pending with the directive to get the documents verified as to whether all the firms participating in tendering were qualified / approved companies for any of

the tender items. Compliance to the DAC directive was not made till finalization of the report.

Audit requires that responsibility be fixed for allowing unfair/unlawful participation of non-prequalified suppliers in the tenders in violation of the PPRA Rules as well as tender conditions.

4.3.10 Non-announcement of results of bid evaluation

Rule-35 of PPRA states that procurement agencies shall announce the results of bid evaluation in the form of report giving justification for acceptance or rejection of bids at least 10 days prior to award of procurement contract.

During performance audit of the project titled” Special Repair of 100 DE Locomotives”, scrutiny of tender cases against Diesel Bulletin No. I revealed that in violation of the PPRA Rules, the project management did not announce the results of all bid evaluations to the unsuccessful bidders prior to award of the procurement contracts. This resulted in violation of the above mentioned Rules due to negligence of the project management.

The issue was pointed out to project management in May 2020. The management vide its reply dated 27.03.2021 stated that the offers of those firms who were not prequalified to supply the items, were liable to be ignored straight way. Even unapproved firms have participated in the tender enquiry so it is not necessary to inform the rejection of their bid. Thus, there was no need to inform such bidders about their disqualification. The reply was not tenable because the bids of non-prequalified firms were opened and rates offered by them were reflected in the tabulation statements in violation of PPRA Rules.

DAC in its meeting held on 07.05.2021 kept the Para pending with the directive to get the documents verified as to whether all the firms participating in tendering were qualified / approved companies for any of the tender items. Compliance to the DAC directive was not made till finalization of the report.

Audit recommends that responsibility be fixed for non-announcement of results of bid evaluation to the unsuccessful bidders in violation of the PPRA Rules and action be taken against the person(s) held responsible.

4.3.11 Non-finalization of tenders within stipulated validity period – Rs 15.879 million

Rule-26(3) of PPRA states that the procuring agency shall ordinarily be under an obligation to process and evaluate the bid within the stipulated bid validity period. However under exceptional circumstances and for reasons to be recorded in writing, if an extension is considered necessary, all those who have submitted their bids shall be asked to extend their respective bid validity period.

During performance audit of the project titled” Special Repair of 100 DE Locomotives”, it was observed that in violation of the PPRA Rules, the project management neither finalized the tenders valuing Rs 15.879 million (**Annex-13**) within its validity periods of 90 days nor validity period thereof was got extended. Rather, the tendered items were filed by simply stating that their validity period had expired. It not only reflects poor performance of the project management but also there is possibility of malicious attention.

The issue was pointed out to project management in May 2020. The management vide its reply dated 27.03.2021 stated that the items were dropped due to participation of unapproved firms, un-healthy competition, reluctance of the firm to extend the validity and high rates. The reply was not tenable because as evident from the record, the items were filed due to expiry of the validity of the offers.

DAC in its meeting held on 07.05.2021 constituted an inquiry committee comprising Dy. F.A & Dy. CME/Development to probe the matter and submit fact finding report to Audit within two working weeks. The Inquiry Committee in its report dated 03.07.2021 concluded that it appeared difficult to finalize 100% tender cases. Tender Committees finalized 686 items tender cases out of 713 items which was 96.28%. Further, majority of the non-finalized items tenders were refloated and

finalized subsequently. The para was, therefore, recommended for settlement. Scrutiny of the report revealed that the report was based on management reply because no evidence regarding refloating of tenders and copies of correspondence with the supplier were appended with the inquiry report.

Audit recommends that responsibility be fixed for non-finalization of tenders within validity period and action be taken against the person(s) held responsible.

4.3.12 Non-indication of “Country of Origin” in different tenders quoted by M/s GE Transportation, USA.

As per Clause-9(e-ii) under “Important Notices” of Diesel Bulletin No. I, all the bidders shall invariably indicate the “Country of Origin” against each item, failing which their offer shall liable to be ignored.

During performance audit of the project titled” Special Repair of 100 DE Locomotives”, scrutiny of bids revealed that M/s GE Transportation, USA participated in almost all the tenders through his local agent M/s Albario Engineering, Lahore but he did not indicate the “Country of Origin” against any item. In absence of which his offer was liable to be ignored but the project management did not point out that deficiency and the tenders were awarded to him which were irregular. This resulted in irregular award of contract due to negligence of the project management.

The issue was pointed out to project management in May 2020. The management vide its reply dated 27.03.2021 stated that M/s GE/USA was a leading manufacturer of locomotives and its manufacturing setup was spread over worldwide. Each and every item supplied to PR carried guarantee by the GE. The reply was not tenable because as per terms and conditions of the tender all the bidders were required to mention the “Country of Origin” against each item, failing which their offer was liable to be ignored.

DAC in its meeting held on 07.05.2021 directed that post facto sanction from CEO/Senior General Manager for relaxing the tender condition regarding the mentioning of the country of origin be obtained and

communicated to audit within two working weeks. Compliance to the DAC directive was not made till finalization of the report.

Audit recommends that responsibility be fixed for irregular awards of contracts and action be taken against the person(s) held responsible.

4.3.13 In-appropriate evaluation of tenders

As per Clause-12(v) under “General Terms and Conditions” of Diesel Bulletin No. I, the offers shall be compared on CFR basis but purchase order shall be placed on FOB basis with restriction to ship material through vessels owned or chartered by PNSC only on “Freight to Pay” basis.

During performance audit of the project titled” Special Repair of 100 DE Locomotives”, scrutiny of different bids revealed that instead of making comparison on CFR basis, the bids were compared on FOB basis. This not only resulted in deviation from the set-forth evaluation criteria but also there is possibility that the rates accepted may not be economical on FOB basis. This occurred due to negligence of the project management.

The issue was pointed out to project management in May 2020. The management in its reply on 08.04.2021 stated that there was no negative impact on its freight charges because PNSC was a state owned organization and it had its own criteria for calculation of freight charges. The reply was not to the point because Audit had objected to the process of evaluation of tenders on FOB instead of CFR basis which was not addressed.

DAC in its meeting held on 07.05.2021 pended the para and directed the PO to submit revised reply duly supported with documentary evidence for Audit verification within two working weeks. Compliance to the DAC directive was not made till finalization of the report.

Audit recommends that the matter be probed to fix responsibility for deviation from the evaluation criteria and action be taken against the person(s) held responsible.

4.3.14 Illegal exercise of powers by AGM/M in connection with procurement of diesel spares valuing Rs 379.389 million

In terms of item-5 of Annex-III to Ministry of Railways notification No.41 (1)/2012-E-I dated 10.09.2012, financial powers to accept the tenders

in connection with procurement of diesel spares under special repair of 150 DE locomotives valuing more than 2 million to 50 million were delegated to the General Manager/M&S on recommendations of PO's (BPS-20) tender committee.

During performance audit of special repair of 100 DE locomotives project, it was observed that no formal notification regarding delegation of administrative and financial powers to the PD special repair of 100 DE locomotives project was issued by the Ministry of Railways. All tenders valuing more than Rs 2 million to Rs 50 million were approved by the AGM/M whereas no such powers were delegated to the AGM/M in the special repair of 150 DE locomotives project. Scrutiny of noting of a PD Office file revealed that the administrative and financial powers delegated to PD special repair of 100 DE locomotives project were the same as were granted to the PD/special repair of 150 DE locomotives project. Thus, in absence of original record and notification for the delegation of powers to PD special repair of 100 DE Loco project, the exercise of powers by the AGM/M were illegal. This resulted in irregular purchase of diesel spares valuing Rs 379.389 million (**Annex-14**) detected as a result of test check of 28 tender cases.

The issue was pointed out to project management in May 2020. The management vide its reply dated 08.04.2021 stated that both the officers (i.e. GM/M&S & AGM/M) were of equal status. The administrative and financial powers for procurement of material in SR-100 DE Locos Project were concurred by the Member Finance and approved by the then Secretary/Chairman Railways therefore, it was considered appropriate by the Railway administration to give administrative powers of this project to AGM/M. The reply was not tenable because it was clearly mentioned in the summary submitted for approval to the Secretary/Chairman, MOR, after concurrence from the Member Finance that proposed powers to be delegated in SR 100 Loco Project were same as already delegated in case of special repair of 150 DE locomotives project. Whereas, in SR 150 Loco Project, financial powers to accept the tenders in connection with procurement of diesel spares valuing more than Rs 2 million to 50 million were delegated to the General Manager/M&S, instead of AGM/M.

DAC in its meeting held on 07.05.2021 directed that Audit & PO concerned should jointly relook/ reassess the matter within two working weeks. Compliance to the DAC directive was not made till finalization of the report.

Audit recommends that the matter be probed to fix responsibility for unauthorized change in substance of the delegated powers without formal notification from the Ministry of Railways and action be taken against the person(s) held responsible.

4.4 Construction and Works

The construction and works should be done in an efficient and economic manner in accordance with the requirements of PC-I. The issues related to delayed completion, change in scope of works etc. are discussed in the succeeding paras:

4.4.1 Non-preparation of Feasibility Study/PC-II

As per Clause 3.3 of Project Management Guidelines, it is mandatory that in projects of infrastructure and production sector costing Rs 300 million and above, management should undertake proper feasibility studies (PC-II) before the submission of PC-I. For other low cost projects, in-house feasibility is carried out.

Contrary to the above, during performance audit of the Project titled “Special Repair of 100 DE Locomotives”, it was observed that proper feasibility study before commencing the project was not carried out. Similar irregularity was also pointed out through different audit reports but the management did not take any action. This deviation not only led to significant change in scope of work during execution but also resulted in substantial time overrun due to negligence and mismanagement on the part of Railway administration.

The issue was pointed out to project management in February 2020. In reply dated 27.03.2021, the management stated that preparation of PC-I and feasibility study was the responsibility of CME/Loco Office. Accordingly, the matter was referred to the CME/Loco who confirmed vide

letter No. 264-W/0/21/19-SR-100 (M-2) dated 10.08.2020 that the feasibility study of the project was carried out before preparation of PC-I.

DAC in its meeting held on 03.04.2021 pended the para and directed to check whether:

- i) Proper Feasibility Report was formed before PC-I or not.
- ii) The scope of work was changed or otherwise.
- iii) There was cost over-run in the project or not.

DAC further directed the CPPO to ensure compliance of guidelines for preparation of feasibility studies, but no compliance of the DAC directive was made.

Audit recommends that responsibility be fixed for non-preparation of proper feasibility study before submission of PC-I and appropriate action be taken against person(s) held responsible. Compliance of Planning Commission's Guidelines be ensured in true letter and spirit in future.

4.4.2 Substandard repair of locomotives resulted in repeated nominated repairs causing loss of expected earning – Rs 55.146 million

ISO 9001:2008 specifies requirements for a quality management system where an organization needs to demonstrate its ability to consistently provide product that meets customer and applicable statutory and regulatory requirements, and aims to enhance customer satisfaction through effective application of the system, including processes for continual improvement of the system and the assurance of conformity to customer and applicable statutory and regulatory requirements.

During performance audit of the project conducted during November 2019, it was observed that 90 locomotives were turned out after special repair in CDL shops Rawalpindi and Diesel shops KC from September 2016 to April 2019. Both the shops were neither ISO Certified nor any proper system for the quality assurance existed therein. Consequently, 33 locomotives turned out after special repair were sent back in the shops again and again for different nominated repairs. This resulted

in loss of potential earnings worth Rs 55.146 million (**Annex-15**) due to poor quality of the repair work.

The issue was pointed out to project management in February 2020. The management vide its reply dated 30.04.2021 stated that just to give up with a little betterment minor repairs to the chronic issue were made with the help of limited spares with a view to bring back those locomotives for train services and delivered to the respective base shed/shops for revenue operation.

DAC in its meeting held on 21.06.2021 kept the Para pending with the directive to P.O to intimate the amount of revenue earned after repeated repairs and also explain the reasons for getting repairs in parts/again and again. Compliance to the DAC directive was not made till finalization of the report.

Audit recommends that reasons for non-certification of maintenance facilities from ISO be explained besides responsibility be fixed for substandard repair and disciplinary action be taken against the person(s) held responsible.

4.4.3 Mis-utilization of spare parts purchased under PSDP resulted in irregular/unauthorized expenditure – Rs 1.078 billion

As per clause-xiv of Joint Procedure Order dated 18.08.2015 for procurement and utilization of spare parts under special repair of 100 DE locomotive project, the spare parts procured against the PSDP project would be utilized on the nominated locomotives of the project and the Works Managers Diesel Rawalpindi/KC would maintain the proper locomotive wise utilization record.

During performance audit of the project conducted during November 2019, it was observed that the instruction regarding utilization of locomotive wise spare parts were not followed by the concerned quarters in true spirit. Scrutiny of record further revealed that spare parts valuing Rs 3.052 billion (**Annex-11**) were procured against the project. Out of which parts worth Rs 1.078 billion (35% of total spares) were issued to the locomotives which were not nominated for special repair under the project.

This resulted in mis-utilization of PSDP funds due to sheer negligence and casual attitude of the WMD/RWP and KC as well as ineffective monitoring and lack of interest on the part of project management. Irregularity of this nature had also been pointed out to the Railway management in case of Special Repair of 150 locomotives project during 2016-17 but no remedial action was taken.

The issue was pointed out to project management in February 2020. The management vide its reply dated 30.04.2021 stated that the supply of some of the material procured under the project was delayed due to numerous reasons. Therefore, the shop management considered it necessary to utilize the required material procured from revenue allocation. On receipt of the material from the project procurement, the same was utilized on the repair of locomotives other than the project locomotives by the shop management. This was a stop gap arrangement just in the best interest and Railway itself sustained no loss on that account. The reply was not tenable because the procurement schedule laid down in the PC-I was not followed and prior to receipt of material, the locomotives were turned out with deficient parts/assemblies. Subsequently, the new parts/assemblies were used in other than project locomotives by deviating from the scope of PC-I.

DAC in its meeting held on 21.06.2021 directed CME/Loco that the expenditure be got regularized and write to AGM/ Mechanical to issue explanation to Project Director for violation of procedures in this regard. Compliance to the DAC directive was not made till finalization of the report.

Audit recommends that responsibility be fixed for mis-utilization of spares and disciplinary action be taken against the person(s) held responsible besides the change in scope of the project be got regularized from ECNEC.

4.4.4 Loss due to unjustified inclusion of locomotives for special repairs in various projects – Rs 2,618.106 million

(a) PR had carried out special repair of 36 GMU-30 locomotives under PSDP from July 2008 to June 2010 at the cost of Rs 1,611.509 million, which had outlived their normal economic life of 20 years. Objective of the

scheme was to economically operate those locomotives for another 10 years tenure of life.

During performance audit, it was observed that out of the fleet of 36 GMU-30 locomotives, 19 locomotives were included within 04 to 05 years for special repair in an another PSDP project titled “Special Repair of 150 Locomotives”. Subsequently, out of the 19 locomotives which were planned to be operated for 12 years, 09 locomotives were again nominated within 04 to 05 years for special repair under another PSDP project titled “Special Repair of 100 Locomotives”. Thus, due to unjustified nomination of same locomotives for special repair again and again while the intended benefits of the earlier schemes were not fully achieved, the GoP had to suffer a loss of Rs 1,222.206 million (**Annex-16**).

(b) Similarly, PR carried out special repair of 150 DE locomotives under PSDP from January 2013 to August 2016 at the cost of Rs 5,681.679 million. Objective of the scheme was to economically operate the locomotives for another 12 years tenure of life.

During performance audit, it was observed that out of the 150 locomotives, 25 locomotives were again included within 04 to 05 years for special repair in another PSDP project titled “Special Repair of 100 Locomotives”. Thus, due to unjustified nomination of same locomotives for special repair again in another project while the intended benefits of the earlier scheme were not fully achieved, the GoP had to suffer a loss of Rs 1,395.9 million (**Annex-17**). This occurred due to initiating unjustified schemes for special repairs of locomotives through various projects based on speculative/misleading facts and figures which was tantamount to criminal negligence.

The issue was pointed out to project management in May 2020. The management vide its reply dated 30.04.2021 stated that the locomotives were running with less compliment and weak power assembly due to less allocation in the revenue grant. Hence, their reliability and availability was reduced to minimum level. Therefore, the Railway management decided to carry out deferred maintenance schedules under the project. The reply was not tenable because neither the locomotives were running under deferred

maintenance schedules nor the projects PC-I was got approved for the deferred maintenance. Moreover, prior to attainment of intended benefits in the previous projects, again and again special repair of the locomotives under subsequent projects was totally unjustified and a loss to Public Exchequer.

DAC in its meeting held on 21.06.2021 constituted an inquiry committee comprising Director General/Technical, Director General/ Planning and Managing Director/ Locomotive Factory to probe the matter and submit report within one month. Compliance to the DAC directive was not made till finalization of the report.

Audit recommends that the matter be probed to fix responsibility for the loss due to unjustified inclusion of locomotives for special repair again and again in subsequent projects especially when intended results of the previous schemes were not fully achieved.

4.4.5 Loss of potential earning due to utilization of locomotives in shunting operation instead of passenger/freight operation – Rs 373.980 million

As per PC-I of the project titled special repair of 100 DE locomotives, all the locomotives were required to be deployed in passenger and freight operation.

During performance audit of the project, it was observed that 09 locomotives turned out after special repair had been deployed in shunting operation instead of passenger/freight operation. As a result of non-utilization of the locomotives on passenger/freight train operation, PR was deprived of potential earning of Rs 373.980 million (**Annex-18**).

The issue was pointed out to project management in February 2020. The management vide its reply dated 30.04.2021 stated that the Railway administration has not nominated any specific class of locomotives for shunting/marshaling service. Resultantly, the reliable locomotives were repaired for the aforesaid purpose. The reply was not tenable because none of the locomotive included in the PC-I was specially repaired for the shunting purposes.

DAC in its meeting held on 21.06.2021 was informed that shunting/marshaling of trains was a very important factor to ensure the punctuality of trains either Freight or Passenger. Railway Administration has not nominated any specific class of locomotives for shunting/marshaling service. Resultantly, the reliable locomotives are used for this purpose. Audit emphasized that shunting operation was not included in the scope of PC-I and at present no benchmark for allotment of locomotives for shunting exists in PR. The DAC directed the PO that objectives for utilization of locomotives either for passenger/freight operation or shunting purpose be clearly mentioned in future. DAC further directed that warning notice be issued to the concerned/responsible for violating the procedure in order to avoid recurrence. Compliance to the DAC directive was not made till finalization of the report.

Audit recommends that matter be probed to fix responsibility for loss of potential earning due to putting the locomotives in shunting service instead of passenger/freight train operation.

4.4.6 Excess expenditure due to injudicious decision by Railway management – Rs 7.367 million

For assessing the feasibility for rehabilitation/repair of 69 DPU locomotives held up since 2010 for numerous design defects, a high level committee headed by AGM/M was constituted by the CEO/ Sr. GM, PR in 2015. The committee after due deliberation concluded that the said locomotives were beyond economical repair.

During performance audit, it was observed that PC-I of the project titled “Special Repair of 100 DE Locomotives” was approved by ECNEC on 04.12.2014 at the cost of Rs 4,966.751 million which included 10 DPU-30 locomotives at the cost of Rs 194.288 million. However, during PSDP review meeting held on 16.07.2018, the Secretary/Chairman MOR decided to close the project by 30th June, 2019 with the direction that repair of DPU-30 locomotives would not be carried out from the project and the allocated amount would not be utilized. But the Railway Minister while presiding PSDP review meeting held on 27.10.2018 directed to arrange repair of 05 DPU-30 locomotives at PLF/Risalpur within six months at the

cost of Rs 30 million per loco under supervision of GM/M&S. In pursuance to the directive of Railway Minister, the completion period of the project was further extended up to 30th June, 2020. Consequently, loco number 6120 was repaired and put into trial on 23.08.2019. According to assertion by the GM/M&S, the performance of the locomotive was quite satisfactory whereas, according to judgment by the AGM/Mechanical, the performance of locomotive repaired under the project was unsatisfactory. Meanwhile, an expenditure of Rs 2.521 million and Rs 4.846 million was incurred from the project allocation on repair of the DPU locomotives and establishment charges during 2018-19 and 2019-20 (up to 31.01.2020.) respectively.

In view of the position explained above, Audit is of the view that the expenditure of Rs 7.367 million (excluding labour charges/FOH) incurred on special repair of DPU locomotives was unjustified/irregular because the said class of locomotives had already been declared beyond economical repair in 2015 by a high level committee headed by the then AGM/Mechanical. This resulted in unjustified/excess expenditure due to injudicious decision by the Railway management.

The issue was pointed out to project management in February 2020. The management vide its reply dated 08.04.2021 stated that initially 10 DPU-30 Locos were included in SR-100 D.E Locos project. Later on, MOR decided that those locomotives would not be repaired under the project. However, during 1st quarter review meeting F.Y. 2018-19 of PSDP projects, chaired by Federal Ministry Railways, it was decided that 05 Nos. DPU-30 should be repaired at PLF, Risalpur under the SR-100 Locos project as a pilot project and the task was assigned to the then GM/M&S. Accordingly, 03 locomotives repaired in PLF remained operational for hauling of freight load Ex. LHR to KC and back, which were stabled by the administration due to non-availability of needed spares for carrying out maintenance schedule. The reply was not satisfactory because DPU locomotives had already been declared beyond economical repair.

DAC in its meeting held on 21.06.2021 directed the PO that the expenditure be got regularized from Finance Division and Planning

Division through Ministry of Railways. Compliance to the DAC directive was not made till finalization of the report.

Audit recommends that the matter be probed to fix responsibility for incurring expenditure on such locomotives which had been declared beyond economical repair and the amount involved be recovered from the person(s) held responsible.

4.4.7 Excess expenditure due to delay in completion of the project – Rs 343.001 million

As per approved PC-I the project titled “Special Repair of 100 DE Locomotives” commenced w.e.f. 01.01.2015 and it was scheduled to be completed up to 31.12.2016.

During performance audit, it was observed that the project which was scheduled to be completed by 31.12.2016 was still in progress. Due to delay in completion of the project PR incurred excess expenditure amounting to Rs 343.001 million (**Annex-19**) as a result of devaluation of Pak rupees as compared to US\$. Had the project management been able to execute the project activities as per approved time frame, PR could have avoided extra expenditure of Rs 343.001 million. This occurred because of inefficiency of the management.

The issue was pointed out to project management in February 2020. The management vide its reply dated 08.04.2021 stated that the appointment of Project Director was delayed by 8 months and the project activities actually started from February, 2015 instead of June, 2014. Procurement of material on FOB basis was too lengthy and cumbersome job. It also involved delicate procedure and warrants extra care. Further additional work of procurement of parts for pilot project for re-commissioning of 5 DPU-30 D.E. Locomotives also assigned to SR-100 Locos Project by the Honorable Federal Minister for Railway and 3rd extension in the completion of the project was recommended in 48th DDWP meeting held on 24.07.2019 by the Ministry. Therefore, these factors led to time overrun which is quite justified. The reply was not satisfactory because timely appointment of the PD was the responsibility of MOR. Re-commissioning of 05 DPU

locomotives under the project was deviation from the approved scope of Project.

DAC in its meeting held on 21.06.2021 directed the CIA to calculate/compare cost for procurement of material on the basis of actual cost with reduced cost and furnish a report within two weeks.

In compliance to directive of the DAC, a fact finding Inquiry Report was issued by the CIA on 02.12.2021. It has been concluded that actual cost overrun on procurement of spare parts was approximately 13% that occurred mainly due to delay in completion of the project as a result of devaluation of Pak currency as compared to US Dollar. Audit observed that cost overrun was calculated by the Inquiry Officer on the basis of estimated cost of PC-I as compared to PC-IV. The detail of spare parts showing quantity, description and estimated cost for each class of locomotive as mentioned in the PC-I as well as detail of actual spare parts purchased under the project and indicated in PC-IV was not provided to the Inquiry Officer. In absence of which, calculation of cost overrun of spare parts is not factual and therefore inquiry report stands unsatisfactory.

Audit recommends responsibility be fixed for delay in execution of the project and excess expenditure incurred be recovered from the person(s) held responsible.

4.4.8 Ineffective monitoring of PSDP funds – Rs 474.855 million

As per approved PC-I the staff/facilities of CDL Shops Rawalpindi and Diesel Shops/ KC were to be utilized for special repair of locomotives.

During performance audit, it was observed that in contradiction to the above, spare parts valuing Rs 474.855 million (**Annex-20**) relating to traction motors were delivered in Rewinding Shop Mughalpura during 2016-17 & 2017-18 which were used for remanufacturing of 258 traction motors. The traction motors were directly dispatched to CDL Shop RWP/Diesel Shed LHR for fitment in the locomotives without taking on board the project management. Moreover, the PD Office was not effectively monitoring the progress of the work in order to ensure that the traction motors delivered from Rewinding Shop were fitted in the locomotives

nominated in the project. In view of the above, Audit apprehends that actually the traction motors would not be utilized for the intended purpose. This may cause misuse of PSDP funds.

The issue was pointed out to project management in February 2020. The management vide its reply dated 08.04.2021 stated that the material supplied to Rewinding Shop, Mughalpura was for the repair of traction motor type GE-761 & GE-752 which were fitted on the project locomotives. The reply was not satisfactory because the detail of locomotives on which the traction motors were fitted was not provided to Audit.

DAC in its meeting held on 21.06.2021 was informed that the traction motors were overhauled with the supplied material. After necessary testing / checking these traction motors were fitted on nominated Locos. The DAC pended the para and directed the PO that the figures be got verified from Audit within three working weeks. Compliance to the DAC directive was not made till finalization of the report.

Audit recommends that the detail of locomotives on which the traction motors were fitted may be provided to Audit for verification.

4.4.9 Provision of unclear facts and figures in PC-I of the project resulted in non-evaluation of performance of locomotives

As per clause 10.1-A(iii) of the Guidelines for the Project Management, the PC-I must contain quantifiable performance indicators showing the visible impact on economy after completion of the project.

During performance audit of the project, it was observed that the scheme involved special repair of 100 DE locomotives of 09 different classes relating to 06 base sheds. Through the special repair PR intended to improve average availability of the locomotives from 44% to 56% and to increase average reliability from 19135 km per failure to 21000 km per failure. Scrutiny of the record revealed that while preparing justification, total number of locomotives showing availability and reliability of each class was mentioned in the PC-I, but serial number of the locomotives proposed to be repaired under the project were not indicated therein. Since availability of each class differed from 13.63% to 66.66% while reliability

from 5569 km per failure to 39518 km per failure. Thus, performance of locomotives cannot be compared unless and until the serial number of locomotives before and after the repair are identified. This resulted in defective planning due to negligence of the Railway administration.

The issue was pointed out to project management in February 2020. The management vide its reply dated 24.05.2021 stated that as per PC-I the target for availability was fixed to enhance from 44% to 56%. On closing of the project the availability of rolled out locomotives has been observed as 83% in average. Similarly, reliability of these locomotives was fixed to enhance from 19135 Km/F to 21000 Km/F. On closing of the project the reliability of the rolled out locomotives has been recorded 66920 Km/F. The reply was irrelevant because the actual issue was not addressed.

DAC in its meeting held on 21.06.2021 was informed that at present no demarcation of locomotives has been made for passenger as well as freight services. It is fact that if a Locomotive booked with passenger train, it earns more kilometers as compared with the Locomotive booked with freight train. As per PC-I, the target for availability was fixed to enhance from 44% to 56%. On closing of the project the availability of rolled out Locomotives has been observed as 83% in average. Similarly, reliability of these Locomotives was fixed to enhance from 19135 KM/F to 21000 KM/F. The DAC directed the PO that all relevant facts and figures be got verified from audit within three working weeks. Compliance to the DAC directive was not received till finalization of the report.

Audit recommends that the matter be probed to fix responsibility for carrying out defective planning and action be taken against the person(s) held responsible.

4.4.10 Wasteful expenditure due to non-finalization of tendering process in accordance with approved work plan/activity chart of PC-I – Rs 1.182 million

As per approved work-plan/activity chart of PC-I of the project, entire tendering process including opening of LCs, was planned to be completed within first six months of the execution period.

During performance audit of the project, it was observed in pursuance of the approval of PC-I by ECNEC on 4th December, 2014, administrative approval for execution of work was issued by the PAO on 23rd December, 2014. First Project Director was appointed w.e.f. 26.01.2015 but he retired from service on 09.05.2015. The post of PD remained vacant from 10.05.2015 to 31.05.2015 and 2nd PD took charge on 01.06.2015. No cash plan & work plan for the year 2014-15 was prepared and got approved from the CEO. Budget allocation of Rs 2,000 million was made for the year 2014-15 whereas an amount of Rs 3 million was released but actual expenditure of Rs 1.182 million was incurred. However, first tender was opened on 27.07.2015 whereas last tender was opened on 16.05.2019 while the procurement process was still ongoing till date of audit execution. Thus, an activity which was planned to be completed within first six months of the execution period of the project was not even commenced within the stipulated period. Thus, expenditure of Rs 1.182 million incurred on pay and allowances of the PMU during 2014-15 was totally wasteful because the planned activity was not performed at all during that period. This resulted in loss of Rs 1.182 million due to bad governance, ineffective monitoring and inefficient execution of the project.

The issue was pointed out to project management in February 2020. The management vide its reply dated 08.04.2021 stated that estimation of the material required for repair of locomotive was very lengthy and cumbersome job. However, 02 Diesel Bulletins were published in the Year 2014-15 for 1900 items approximately. Afterwards, tenders were floated, technical evaluation carried out and purchase orders were placed on successful bidders. The reply was not satisfactory because no work/cash plan was prepared during 2014-15 and the activity which was scheduled to be completed within six months was incomplete even after lapse of a period of more than 52 months.

DAC in its meeting held on 21.06.2021 was informed that in PC-I, year-wise allocation was mentioned for procurement of material. Before placing of purchase order / establishment of Letter of Credit (LC) availability of funds is mandatory as per Store Code Para 923. The procurement of material was very lengthy and cumbersome process and

different agencies were involved, causing delay in receipt of material for the project.

DAC directed the PO that in future the following aspects should be kept in view before appointing Project Director:

- i) Project Director will be hired preferably from outside Railways.
- ii) No Project Director will be appointed on Additional Charge.
- iii) No Project Director should be posted having less than six months service and previous performance of the officer should be evaluated before appointing as Project Director. Compliance to the DAC directive is awaited.

Audit recommends that the matter be probed to fix responsibility for the loss due to non-execution of project activities as per approved action plan and action be taken against the person(s) held responsible.

4.4.11 Non-accountant of used spare parts/released material

Para 1240(4) of Pakistan Government Railway Code for the Mechanical Department states that during verification of estimates it should be seen that in case of renewal, replacement and dismantlement works, credit for sale proceeds of released material has been provided for in the estimate.

During performance audit of the project, it was noticed that no provision for credit of released material was made in the project estimates. Consequently, no released material was accounted for in the project. Audit also observed that new material and spare parts worth Rs 2,774.801 million were issued for special repair of locomotives, but account of released material was not maintained. This resulted in possible misappropriation of spare parts as well as overstatement of project's cost due to negligence of project management.

The issue was pointed out to project management in February 2020. The management vide its reply dated 08.04.2021 stated that the project was executed at two different locations i.e. CDLW, Rawalpindi and Diesel Shed,

Karachi Cantt. All the released material was delivered to General Store on proper documentation. The reply was not tenable because no credit for the returned stores was given to the project.

DAC in its meeting held on 21.06.2021 was informed that the Material Return Note verified copies by the store authorities are available in store section CDLW/RWP and Diesel Shed, KC. Audit can verify these records for their satisfaction. The DAC directed that stated facts be got verified from Audit within three working weeks. In compliance to DAC directive, some copies of Material Return Notes were provided to Audit for verification. Scrutiny of the Material Return Notes disclosed that the credit of released spares was charged to revenue instead of project.

Audit recommends that responsibility be fixed for non-accountal of released material against the project and action be taken against the person(s) held responsible.

4.4.12 Defective repair of locomotives due to negligence of project management – Rs 261.864 million

The scheme envisaged special repair of 100 DE locomotives under PSDP which were either giving frequent troubles during operation on line, or held up owing to non-availability of spares.

During performance audit of the project, it was observed that instead of carrying out special repair of nominated project locomotives under work order for Capital/Replacement works at the cost of Rs 261.864 million, the project management merged-up the project with Revenue repairs (e.g. periodical over hauling such as F-schedule and C-II etc.) which were done after 12 months and 36 months respectively of locomotives as detailed in the **Annex-21**. This resulted in deviation from intended scope of work due to negligence of the project management.

The issue was pointed out to project management in February 2020. The management vide its reply dated 30.04.2021 stated that that C-II schedule was due process which was to be carried out after every 3 years even for those locomotive which were attended for special repair. The reply was not satisfactory because normal maintenance schedules were not

alternative of the special repair. Moreover, the special repair was chargeable to capital whereas normal maintenance schedules were carried out through revenue.

DAC in its meeting held on 21.06.2021 was informed that only 30% to 35% allocation was being made for repair of locomotives against the demand, therefore, Railway administration decided to carry out the C-II schedule is a due process which is to be carried out after every 3 years even for that locomotives which were attended for special repair.

DAC directed that stated facts be got verified from Audit within three working weeks, but compliance to the DAC directive was not made till finalization of the report.

Audit recommends that the matter be probed to fix responsibility for deficient repair of locomotives and disciplinary action be initiated against the person(s) held responsible.

4.4.13 Non-availing of expected benefits due to premature deletion of 02 locomotives repaired at a cost of Rs 44.598 million

The scheme envisaged special repair of 100 DE locomotives which were expected to be used in train operation for further 09 years.

During performance audit of the project, it was observed that 02 locomotives were temporarily/permanently deleted from the books after carrying out special repair at the cost of Rs 44.598 million (**Annex-22**). This resulted in loss of expected benefits due to negligence of the management.

The issue was pointed out to project management in February 2020. The management in its reply dated 30.04.2021 stated that both the locomotives met with serious accidents. Locomotive No. 8067 was not economical, therefore, it had been deleted from the books permanently by CME/Loco Office. The accident took place due to unlawful action on the part of tractor driver who attempted to tress pass the Railway track. Whereas, locomotive No. 4727 has been deleted temporarily from the books by CME/Loco Office. An inquiry has been conducted, as a result thereof, Deputy Driver and Assistant Driver were held responsible.

DAC in its meeting held on 21.06.2021 constituted an inquiry committee comprising of COPS/Safety & CME/Loco and directed to submit fact finding report within four weeks, but compliance to the DAC directive was not made till finalization of the report.

Audit recommends that the matter be probed to fix responsibility for the loss of expected benefits due to holding up of locomotives and action be taken against the person(s) held responsible.

4.4.14 Un-satisfactory performance of locomotives resulted in non-achievement of envisioned objectives

The scheme envisaged special repair of 100 DE locomotives of 09 different classes to improve average availability of the locomotives from 44% to 56% and to increase average reliability from 19136 km per failure to 21136/km per failure.

During performance audit, it was observed that while preparing justification in the PC-I the serial number of each class of locomotives were not mentioned. In absence of the basic information, the average availability (44%) and average reliability (19135/km per failure) of 100 DE locomotives planned to be repaired under the project, could not be matched unless and until, the locomotives actually repaired were the same as planned. This ambiguity led to conclude that the administration did not exercise due diligence while preparing the estimates. This speaks of management inefficiency and clear violation of the instructions of the Planning Commission of Pakistan who urged that the objectives of the scheme should be clear and quantifiable. However, scrutiny of performance reports prepared by different sheds and compiled by the PD Office monthly for onward submission to the Ministry of Railways for the month of December 2019 revealed that average availability of 17 GMU-30 during the month was 80% and average cumulative availability of locomotives was 77%. Whereas, the intended average availability of that class of locomotives after the special repair was required to be at least 84.84%. These locomotives were turned out after special repair from January 2017 to August 2018. Audit apprehends that with the passage of time, the availability of the locomotives would further decline. Moreover, cumulative average

availability/reliability of individual 24 locomotives was below the target as detailed in **Annex-23**. This occurred due to substandard repair of locomotives because of negligence of the management. Furthermore, scrutiny of performance report for the month of December 2019 received from Quetta Division revealed that while working out availability number of ineffective locomotives was not taken into account. Thus, the average availability for the month and average cumulative availability indicated in the performance report was inaccurate.

The issue was pointed out to project management in February 2020. The management in its reply dated 30.04.2021 stated that it was the responsibility of Railways administration to carry out the requisite maintenance schedules in time to ensure the required availability / reliability of the locomotives. The reply was not satisfactory because it was also obligatory on project management to ensure satisfactory performance of specially repaired locomotives during execution period of the project.

DAC in its meeting held on 21.06.2021, was informed that performance of the locomotives of whole fleet is calculated instead of individual locomotives. The DAC directed the P.O that the relevant record be got verified from Audit, but compliance to the DAC directive was not made till finalization of the report.

Audit recommends that up to date performance of individual class of locomotives be provided to Audit for verification as directed by the DAC.

4.4.15 Non supply of record/information in connection with duplicate/premature special repair of locomotives

According to Section 14(2) of the Auditor General's (Functions, Powers and Terms and Conditions of Service) Ordinance, 2001, the officer in-charge of any office or department shall afford all facilities and provide record for audit inspection and comply with requests for information in as complete a form as possible and with all reasonable expedition.

During performance audit of special repair of 100 DE locomotives project, Audit requested the PD/Rehabilitation, Mughalpura, Lahore, WM/Diesel/KC and WM/CDL Workshop, Rawalpindi to provide

information in connection with duplicate/premature special repair of locomotives under different projects vide this office letter No. PAS/Corres/SR-100 DELs/2019 dated 22.04.2020. The requisite information was still awaited despite issuing reminder dated 13.05.2020 as well as personal contacts on phone.

The issue was also pointed out to the project management in May 2020. Management in its reply dated 08.04.2021 stated that the concerned quarters had been advised to provide the relevant record directly to Audit, but the requisite record/information was not provided.

DAC in its meeting held on 21.06.2021 was informed that the concerned quarters had been advised to provide the relevant record for scrutiny direct to Audit authorities. The DAC directed the P.O that the record be provided to Audit within one week. Compliance to DAC directive was not made till finalization of the report.

Audit recommends that the requisite record/information be provided to Audit for verification as directed by the DAC.

4.5 Monitoring and evaluation

During the course of Performance Audit, audit found out that there was no effective mechanism to monitor timely completion of each phase of the project. Significant observation is discussed in the following paragraphs:

4.5.1 Extra expenditure due to ineffective monitoring of the project activities – Rs 29.022 million

For efficient execution and effectively monitoring of different activities of the project titled “Special Repair of 100 DE Locomotives” there was a provision of PMU comprising 16 posts in 12 different categories for a period of 2 years with allocation of Rs 24.067 million.

During performance audit, it was observed that the project commenced from 1st January, 2015. Project Director took charge on 26th January, 2015, but the essential middle management posts were kept initially vacant from 18 to 22 months due to one reason or the other. During

execution of the project, 07 Project Directors were changed (**Annex-1**) while the project was in progress. No mechanism/framework for monitoring and evaluation of different activities of the project was devised. Time overrun of 36 months has been occurred up to December 2019, while the project was in process. An expenditure of Rs 53.089 million has been incurred on the PMU against the provision of Rs 24.067 million in approved PC-I. Despite 10% reduction in original scope of work, 121% increase (Rs 29.022 million) in establishment cost of PMU was unjustified, which caused due to negligence by the project management.

The issue was pointed out to project management in February 2020. The management in its reply dated 08.04.2021 stated that due to revision of pay scales, the salary of the employees increased significantly which led to increase in the expenditure. The reply was not satisfactory because completion period of the project was always anticipated by the project executing Ministries/Divisions keeping in view the past experiences in similar works and addressing all supplementary issues expected to be encountered during execution. The time overrun was the basic case of inflation /increase of cost as well as loss of envisioned benefits.

DAC in its meeting held on 21.06.2021 directed that a “Thought Process” be carried out by all the AGMs and the CPPO jointly for devising a policy regarding maintenance of locos and other infrastructure for next 10 years on rational basis. No compliance to the DAC directive was received till finalization of the report.

Audit recommends that compliance of the DAC recommendations be made at the earliest.

4.6 Overall Assessment

The overall performance of the project was unsatisfactory because performance of 17 GMU-30 locomotives repaired under the project was below the target fixed in the PC-I, whereas, average availability/reliability of 24 individual locomotives was below the benchmark. Moreover, frequent failures of repaired locomotives within a short span of time were the factors which indicated that the quality of material and workmanship used in the special repair of locomotives was substandard. Thus, objectives of the

project were not fully achieved due to bad planning and ineffective monitoring.

i. Relevance:

The project audited was not included in MTFD and was accommodated in the PSDP through sectoral adjustment.

ii. Efficacy:

Financial management of the project was very poor as is evident from the fact of abnormal saving and excess expenditure as compared with annual budget allocations and releases.

iii. Efficiency:

Time overrun of 36 months occurred. Against total allocation of Rs 4,966.751 million for special repair of 100 locomotives, ninety (90 Nos.) locomotives had been repaired at the cost of Rs 5,025.217 million. Therefore, physical progress was 90% as compared to expenditure of 101%. Cost overrun was Rs 58.466 million up to December 2019 while the project was ongoing. However, the project was closed on 30th June, 2020 with reduced scope of work. As per Completion Report (PC-IV) of the project, 90 locomotives out of 100 locomotives were repaired under the project at a total cost of Rs 5,402.255 million.

iv. Economy:

Due to non-establishment of proper price evaluation mechanism by the Railway management keeping in view the worldwide inflation/deflation rate, much higher rates over and above the LPRs were accepted. Moreover, due to over assessment of demand, spare parts worth millions of rupees were unnecessarily procured which were lying in shops. Besides, parts procured from the project were utilized for other than the intended purposes.

v. Effectiveness:

Out of 100 locomotives, 90 locomotives were repaired. Whereas, 09 locomotives planned to be used for passenger/freight service were put on shunting operation after the special repair and performance of 24 locomotives was below the benchmark. 35% parts purchased under the

project were utilized on the locomotives that were not nominated in the project.

vi. Compliance with Rules:

Project Management Guidelines issued by the Planning Commission of Pakistan for developments project were not observed in true spirit. Gross violation of the PPRA Rules were observed. Funds provided by the Planning Commission were utilized on routine repair of other locomotives in violation in PC-I.

vii. Performance rating of the project:

Unsatisfactory

viii. Risk rating of the project:

High

5. CONCLUSION

The main focus of this performance audit was to review economy, efficiency and effectiveness of project of Special Repair of 100 Diesel Electric Locomotives.

While reviewing implementation of standards/regulations covering safety and quality issues, it was observed that Railway workshops where locomotives were repaired were not ISO 9001:2008 certified. Consequently, 33 locomotives were sent back to the workshops again within short spans of time for nominated repairs due to earlier substandard repairs. This resulted in loss of potential earnings due to detention of the locomotives at workshops (Para 4.4.2). Moreover, PR incurred loss of public money due to unjustified/duplicate repair of such locomotives which were recently repaired under two different projects (Para 4.4.4.). Furthermore, Railway administration wasted public money on repair of such locomotives which had already been declared “beyond economical repair” by a high level committee headed by AGM/Mechanical (Para 4.4.6).

While evaluating economy, it was observed that PR incurred loss of millions of Rupees due to acceptance of bids at extraordinary higher rates (Para 4.3.1). Moreover, spare parts valuing millions of Rupees were lying unutilized even after completion of project, which indicates excessive

procurements over the actual requirement (Para 4.3.5). Furthermore, spare parts worth more than one billion Rupees purchased from PSDP allocation were misused on routine maintenance of locomotives which were not nominated for special repair (Para 4.4.3) . Moreover, PR was deprived of potential earnings due to deployment of locomotives on other than intended purpose (Para 4.4.5).

While assessing efficiency, effectiveness and overall achievement of objectives of project, it was observed that PR incurred extra expenditure worth millions of Rupees due to delay in completion of the project (Para 4.4.7 & 4.5.1). Despite 10 % reduction in approved scope of work, time over run of 42 months and cost overrun of Rs 435.504 million occurred due inefficient Project Management. The overall performance of the project was unsatisfactory because actual performance of 17 GMU-30 locomotives was below the benchmark. Similarly, average availability/reliability of 24 others different types locomotives was also below the benchmark (Para 4.4.14).

5.1 Key issues for the future

The project should be started after proper feasibility study, so that preparation of PC-I is based on correct data. Keeping in view the ground realities, project should be completed within stipulated time and estimated cost. There should be a single, dedicated Project Director who should not be transferred during the currency of project. Procurement should be made in accordance with PPRA Rules in order to get maximum value for money. The objectives may be laid down in quantifiable terms so that their achievement could be ensured.

5.2 Lessons Identified

The project should be started with proper planning after ascertaining the ground realities. There should be single dedicated Project Director as required by the “Guidelines of Project Management” circulated by Planning Commission. The financial management should also be exercised in an efficient and economical manner. Management should also avoid modifications after approval of PC-I. The preparation of PC-I on vague terms and figures may lead to substantial change in the scope of work which

may also hamper achieving the progress and expected benefits of the project.

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**Detail of appointments of the Project Directors of the project.
(Para 4.1.1 & 4.5.1)**

| Sr. No. | Name of Project Director | Tenure | |
|---------|--|------------|--------------------------|
| | | From | To |
| 1 | Firdos Khan | 26.01.2015 | 09.05.2015 |
| 2 | Vacant | 10.05.2015 | 31.05.2015 |
| 3 | Syed Mir Badshah | 01.06.2015 | 28.07.2016 |
| 4 | Syed Mir Badshah/CCP <ul style="list-style-type: none"> Additional charge SR-100 Loco Project | 29.07.2016 | 26.02.2017 |
| 5 | Jahangir Hussain <ul style="list-style-type: none"> Additional charge of PD/Rehabilitation from 29.03.2017 to 28.07.2017. Additional charge of PD/605 HCW Project Phase-II from 28.04.2018 to date of inspection | 27.02.2017 | 09.06.2019 |
| 6 | Jahangir Hussain/PD Reh. <ul style="list-style-type: none"> Additional charge SR-100 Loco Project | 10.06.2019 | 04.10.2019 |
| 7 | Ghulam Qasim/DSW <ul style="list-style-type: none"> Additional charge SR-100 Loco Project | 05.10.2019 | 29.12.2019 |
| 8 | Mehfooz Ali Khan | 30.12.2019 | Till date of inspection- |

**TLA/ Staff of SR-100 Locos Project
(Para 4.1.2)**

| S No. | Employee Name | Designation | BPS | Nature of Appointment | Gross Pay (RS) | Period | | No. of days (RS) | Pay per day (RS) | Total amount (RS) |
|-------|----------------------|-------------------|-----|-----------------------|----------------|------------|------------|------------------|------------------|-------------------|
| | | | | | | From | To | | | |
| 1 | Muhammad Gulyar Khan | Computer Operator | 14 | TLA | 25000 | 15-04-2015 | 03-10-2015 | 168 | 833 | 139,944 |
| 2 | Faizan Khan | Naib Qasid | 1 | TLA | 10000 | 15-04-2015 | 30-06-2016 | 288 | 333 | 95,904 |
| | | | | | 14000 | 01-07-2016 | 30-06-2017 | 360 | 467 | 168,120 |
| | | | | | 14932 | 01-07-2017 | 30-06-2018 | 360 | 498 | 179,280 |
| | | | | | 17016 | 01-07-2018 | 10-06-2019 | 339 | 567 | 192,213 |
| 3 | Malik Qazafi | Naib Qasid | 1 | TLA | 10000 | 15-04-2015 | 30-06-2016 | 435 | 333 | 144,855 |
| | | | | | 14000 | 01-07-2016 | 03-06-2017 | 332 | 467 | 155,044 |
| | | | | | 14932 | 01-07-2017 | 31-03-2018 | 270 | 498 | 134,460 |

| | | | | | | | | | | |
|---|-------------------|-------------------|----|-----|-------|------------|------------|-----|------|---------|
| 4 | Shah Nawaz Alam | FO-II | 14 | TLA | 25000 | 17-04-2015 | 24-02-2016 | 307 | 833 | 255,731 |
| 5 | Waqar Ahmed | Computer Operator | 14 | TLA | 25000 | 17-04-2015 | 31-08-2015 | 134 | 833 | 111,622 |
| 6 | Abdul Sattar Khan | Head Clerk | 16 | TLA | 25000 | 27-04-2015 | 08-10-2015 | 161 | 833 | 134,113 |
| | | S.Auditor | | | 25000 | 09-10-2015 | 30-06-2017 | 621 | 833 | 517,293 |
| | | | | | 31616 | 01-07-2017 | 30-06-2018 | 360 | 1054 | 379,440 |
| | | | | | 34871 | 01-07-2018 | 30-06-2019 | 360 | 1162 | 418,320 |
| 7 | Tariq Aziz | UDC | 9 | TLA | 13362 | 02-05-2015 | 01-09-2015 | 120 | 445 | 53,400 |
| | | Computer Operator | 14 | | 25000 | 02-09-2015 | 30-06-2017 | 658 | 833 | 548,114 |
| | | | | | 24499 | 01-07-2017 | 30-06-2018 | 360 | 817 | 294,120 |
| | | | | | 27914 | 01-07-2018 | 30-06-2019 | 360 | 930 | 334,800 |
| 8 | Anam Tariq | Steno Typist | 16 | TLA | 30000 | 01-09-2015 | 01-03-2016 | 180 | 1000 | 180,000 |
| | | FO-II | | | | 02-03-2016 | 25-02-2017 | 353 | 1000 | 353,000 |

| | | | | | | | | | | |
|----|----------------|----------------------|----|-----|-------|------------|------------|-----|------|---------|
| 9 | Muhammad Ashiq | Sr.Computer Operator | 14 | TLA | 25000 | 01-10-2015 | 28-03-2016 | 177 | 833 | 147,441 |
| | | Steno Typist | 16 | | 25000 | 29-03-2016 | 30-06-2017 | 451 | 833 | 375,683 |
| | | | | | 31616 | 01-07-2017 | 30-06-2018 | 360 | 1054 | 379,440 |
| 10 | Amjad Ali | Head Clerk | 16 | TLA | 25000 | 17-10-2015 | 30-06-2017 | 613 | 833 | 510,629 |
| | | | | | 31616 | 01-07-2017 | 30-06-2018 | 360 | 1054 | 379,440 |
| | | | | | 34871 | 01-07-2018 | 30-06-2019 | 360 | 1162 | 418,320 |
| 11 | Muhammad Hayat | UDC | 09 | TLA | 25000 | 17-10-2015 | 30-06-2017 | 613 | 833 | 510,629 |
| | | | | | 21536 | 01-07-2017 | 30-04-2018 | 300 | 718 | 215,400 |
| | | FO-I | 14 | | 23749 | 01-05-2018 | 30-06-2018 | 60 | 792 | 47,520 |
| | | | | | 27164 | 01-07-2018 | 30-06-2019 | 360 | 905 | 325,800 |

| | | | | | | | | | | |
|----|--------------------|-------------------|----|-----|-------|------------|------------|-----|------|---------|
| 12 | Ali Shehbaz | Computer Operator | 14 | TLA | 25000 | 05-04-2016 | 30-06-2017 | 445 | 833 | 370,685 |
| | | | | | 24499 | 01-07-2017 | 30-06-2018 | 360 | 817 | 294,120 |
| | | | | | 30414 | 01-07-2018 | 30-06-2019 | 360 | 1014 | 365,040 |
| 13 | Ahsan Ullah | FO-I | 14 | TLA | 25000 | 06-04-2017 | 30-06-2017 | 84 | 833 | 69,972 |
| | | | | | 31616 | 01-07-2017 | 30-06-2018 | 360 | 1054 | 379,440 |
| 14 | Mazhar Iqbal | FO-II | 16 | TLA | 30000 | 06-06-2017 | 30-06-2017 | 24 | 1000 | 24,000 |
| | | | | | 31616 | 01-07-2017 | 01-11-2017 | 120 | 1054 | 126,480 |
| 15 | Arfan ul Haq | Stenographer | 16 | TLA | 31616 | 01-08-2017 | 30-06-2018 | 330 | 1054 | 347,820 |
| 16 | Syed Touqeer Abbas | FO-II | 16 | TLA | 31616 | 12-09-2017 | 04-01-2018 | 113 | 1054 | 119,102 |
| 17 | Nadeem | Naib Qasid | 01 | TLA | 14932 | 02-05-2018 | 30-06-2018 | 58 | 498 | 28,884 |
| | | | | | 17011 | 01-07-2018 | 30-06-2019 | 360 | 567 | 204,120 |
| 18 | M.Awis Bhati | UDC | 11 | TLA | 23269 | 01-07-2018 | 30-06-2019 | 360 | 776 | 279,360 |

| | | | | | | | | | | |
|--------------------------|---------------------|--------------|----|-----|-------|------------|------------|-----|--------------|-------------------|
| 19 | M.Hayat Siddiquee | FO-I | 14 | TLA | 27164 | 01-07-2018 | 30-06-2019 | 360 | 905 | 325,800 |
| 20 | Rana Asghar Hussain | Sub Engineer | 11 | TLA | 23269 | 01-08-2018 | 30-06-2019 | 330 | 776 | 256,080 |
| 21 | Muhammad Rasheed | Driver | 07 | TLA | 19926 | 01-10-2018 | 30-06-2019 | 270 | 664 | 179,280 |
| 22 | Usman Munir | FO-I | 14 | TLA | 26287 | 01-01-2019 | 30-06-2019 | 180 | 876 | 157,680 |
| 23 | Bilal Iqbal | Sub Engineer | 11 | TLA | 23269 | 07-03-2019 | 30-06-2019 | 113 | 776 | 87,688 |
| | | | | | | | | | Total | 11,715,626 |
| Rs 11.716 million | | | | | | | | | | |

**Detail of sanctioned strength and on roll position of project establishment
(Para 4.1.3)**

| S. No. | Name of post | No. of post as per PC-I | Actual appointment | Period | | Remarks |
|--------|--------------------------------|-------------------------|--------------------|------------|------------|--------------------------|
| | | | | From | To | |
| 1 | ACOS/ACP (BPS-17) | 2 | 1 | 01.11.2016 | 10.11.2018 | One post remained vacant |
| 2 | JME/AME (BPS-17) | 2 | 1 | 02.11.2017 | till date | One post remained vacant |
| 3 | Accounts Officer (BPS-18) | 1 | 1 | 01.07.2016 | 31.10.2017 | |
| 4 | Stenographer (BPS-16) | 1 | 1 | 01.08.2017 | 30.06.2018 | |
| 5 | Foreman Grade-II (BPS-16) | 2 | 1 | 17.04.2015 | 24.02.2016 | |
| | | | 1 | 02.03.2016 | 25.02.2016 | |
| | | | 1 | 06.06.2017 | 01.11.2017 | |
| | | | 1 | 12.09.2017 | 04.01.2018 | |
| | | | 1 | 05.10.2017 | 14.02.2018 | |
| 6 | Sr. Computer Operator (BPS-14) | 2 | 1 | 01.10.2015 | 28.03.2016 | One post remained vacant |
| 7 | Senior Auditor (BPS-14) | 1 | 1 | 09.10.2015 | till date | |
| 8 | Head Clerk (BPS-11-14) | 1 | 1 | 27.04.2015 | 08.10.2015 | |
| | | | 1 | 17.10.2015 | till date | |
| 9 | Naib Qasid (BPS-1) | 2 | 1 | 15.04.2015 | till date | |
| | | | 1 | 15.04.2015 | 31.03.2018 | |
| | | | 1 | 02.05.2018 | 30.06.2019 | |
| 10 | Motor Driver (BPS-7) | 1 | 1 | 01.10.2018 | till date | |

**Detail of employees appointed against the post not provided in PC-I
(Para 4.1.4)**

| S. No. | Name of employee | Designation/BPS | Period | | Rate of pay (Rs) |
|--------|---------------------|----------------------------|------------|------------|------------------|
| | | | From | To | |
| 1 | Waqar Ahmed | Computer operator (BPS-14) | 17.04.2015 | 31.08.2015 | 25,000 |
| 2 | Tariq Aziz | Computer operator (BPS-14) | 02.09.2015 | 30.06.2017 | 25,000 |
| | | | 01.07.2015 | 30.06.2018 | 24,499 |
| | | | 01.07.2018 | 30.06.2019 | 27,914 |
| 3 | Anam Tariq | Steno typist (BPS-16) | 01.09.2015 | 01.03.2016 | 30,000 |
| 4 | Muhammad Ashiq | Steno typist (BPS-16) | 29.03.2016 | 30.06.2017 | 25,000 |
| | | | 01.07.2017 | 30.06.2018 | 36,616 |
| 5 | Muhammad Hayat | FO-I (BPS-14) | 01.05.2018 | 30.06.2018 | 23,749 |
| | | | 01.07.2018 | 30.06.2019 | 27,164 |
| 6 | Ali Shahbaz | Computer operator (BPS-14) | 05.04.2016 | 30.06.2017 | 25,000 |
| | | | 01.07.2017 | 30.06.2018 | 24,499 |
| | | | 01.07.2018 | 30.06.2019 | 30,414 |
| 7 | Ahsan Ullah | FO-I (BPS-14) | 06.04.2017 | 30.06.2017 | 25,000 |
| | | | 01.07.2017 | 30.06.2018 | 31,616 |
| 8 | M Hayat Siddiqui | FO-I (BPS-14) | 01.07.2018 | 30.06.2019 | 27,164 |
| 9 | Rana Asghar Hussain | Sub-Engineer (BPS-11) | 01.08.2018 | 30.06.2019 | 23,269 |
| 10 | Usman Munir | FO-I (BPS-14) | 01.01.2019 | 30.06.2019 | 26,287 |
| 11 | Bilal Iqbal | Sub-Engineer (BPS-11) | 07.03.2019 | 30.06.2019 | 23,269 |

Annex-5**Extra expenditure due to re-employment of a retired officer as
JME on last pay drawn in disregard to provision of PC-I –
Rs 1.611 million (Para 4.1.5)**

| Period | | Salary paid (Rs) | Salary as per PC-I (RS) | Extra expenditure (Rs) |
|---------------|------------|-----------------------------|--|---------------------------------------|
| From | To | | | |
| 02.11.2017 | 30.11.2019 | 2,691,072 | 1,080,000 | 1,611,072 |

Annex-6**Statement showing the detail of non-utilization of funds and excess expenditure over cash releases (Para 4.2.1)****(Rupees in million)**

| | Year | Phasing as per approved PC-I (Rs) | Budget allotment (Rs) | Amount released (Rs) | Actual expenditure (Rs) | Variation |
|---|---------------|--|------------------------------|-----------------------------|--------------------------------|------------------------------|
| Year wise financial Phasing as per PC-I and actual expenditure. | 2014-15 | 2,000.000 | 2,000.000 | 3.000 | 1.818 | 1.182 (39.4%) saving |
| | 2015-16 | 2,967.000 | 2,883.000 | 1,292.420 | 543.987 | 748.433 (57.9%) saving |
| | 2016-17 | 0 | 2,145.000 | 2,145.000 | 2,179.614 | 34.614 (1.61%) excess |
| | 2017-18 | 0 | 1,200.000 | 1,200.000 | 1,199.567 | 0.433 (0.04%) saving |
| | 2018-19 | 0 | 1,153.123 | 1,042.636 | 1,096.094 | +53.458 (5.13%) excess |
| | Total: | 4,967.000 | | | | 5,021.080 |

Annex-7

Statement showing the detail of Diesel Spares of Locomotives purchased at higher cost due to injudicious evaluation of tenders Rs. 38.50 million (Para 4.3.1)

| S. # | Ref. no. of Evidence (Hard Copy) | Tender Enquiry # | Item No. of T/E | Description | Name of the Bidder | Qty | Rate Offered | | Last Purchased Rate | | | % Increase over LPR in PK Rs.(Total) | % Increase over LPR in PK Rs. (Per Annum) | Total Value in PKR Excess Paid |
|------|----------------------------------|---------------------------|-----------------|------------------------------|--------------------|-----|--------------|------------|---------------------|-------------|--------------------|--------------------------------------|---|--------------------------------|
| | | | | | | | US\$ | Rs | Rate US\$ | Rs. | Date | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11=(9/8*10) | 12 | 13=(9-11)/11*100 | 14=Total No. of days/365 days | 15=(9-11)*7 |
| 1 | 235 | SR-01-03 dated 27.07.2015 | 6 | Bolt main bearing cap | M/s G E USA | 36 | 57.6 | 5857.92 | 35.4 | 3,600.18 | 13.06.2007 | 62.71 | 7.71 | 81,278.64 |
| 2 | 232 | SR-01-04 dated 27.07.2015 | 4 | Cam shaft section R, side | M/s G E USA | 24 | 868.98 | 88375.27 | 788.19 | 80,158.93 | 27.11.2013 | 10.25 | 6.15 | 197,192.24 |
| | 232 | | 5 | Cam shaft section L, side | M/s G E USA | 24 | 1,034.26 | 105,184.24 | 938.1 | 95,404.77 | 11.10.2013 | 10.25 | 5.71 | 234,707.32 |
| 3 | 222 | SR-01-06 dated 27.07.2015 | 4 | Hub gear drive | M/s G E USA | 6 | 740.79 | 75338.34 | 675 | 68,647.50 | 11.10.2013 | 9.75 | 5.43 | 40,145.06 |
| 4 | 217 | SR-01-07 dated 27.07.2015 | 5 | Pipe with flange lub oil | M/s G E USA | 8 | 1,090.49 | 110,902.83 | 486.14 | 49,440.44 | 21.12.2006 | 124.32 | 14.45 | 491,699.15 |
| 5 | 213 | SR-01-08 dated 27.07.2015 | 1 | Cap oil fill | M/s G E USA | 30 | 16.55 | 1683.14 | 6.88 | 699.70 | GE price list 1996 | 140.55 | 7.36 | 29,503.26 |
| | 213 | | 4 | Gasket lub oil pump mounting | M/s ITC | 15 | 13.98 | 1421.77 | 5 | 508.50 | GE price list 1996 | 179.60 | 9.41 | 13,699.03 |
| | 213 | | 5 | Kit water pump insulation | M/s ITC | 15 | 21.84 | 2221.13 | 13.26 | 1,348.54 | 30.01.2004 | 64.71 | 5.63 | 13,088.80 |
| | 213 | | 6 | Kit lub oil pump | M/s ITC | 15 | 25.01 | 2542.52 | 10 | 1,016.60 | 03.11.1992 | 150.10 | 6.60 | 22,888.78 |

| | | | | | | | | | | | | | | |
|----|-----|---------------------------------|---|------------------------------|---------------------------------------|-----|-----------|--------------|----------|--------------|-----------------------|--------|-------|--------------|
| 6 | 208 | SR-01-09 dated 27.07.2015 | 4 | Body with thread inserts | M/s G E USA | 128 | 252.23 | 25651.79 | 230.3 | 23,421.51 | 11.10.2013 | 9.52 | 5.31 | 285,475.96 |
| 7 | 204 | SR-01-10 dated 27.07.2015 | 2 | Shaft | M/s G E USA | 128 | 75.81 | 7709.87 | 30 | 3,051.00 | GE price list 1996 | 152.70 | 8.00 | 596,335.71 |
| | 205 | | 3 | Bearing | M/s G E USA | 240 | 16.26 | 1653.64 | 9.46 | 962.08 | 03.10.2001 | 71.88 | 5.20 | 165,974.20 |
| | 204 | | 5 | Shaft | M/s G E USA | 128 | 145.75 | 14822.77 | 47.5 | 4,830.75 | 03.01.1992 | 206.84 | 8.77 | 1,278,978.77 |
| 8 | 198 | SR-01-17 dated 28.07.2015 | 5 | Tube manifold | M/s G E USA | 126 | 35 | 3559.5 | 19.3 | 1,962.81 | 31.3.2003 | 81.35 | 6.59 | 201,182.94 |
| 9 | 191 | SR-01-14 dated 28.07.2015 | 2 | Connection with seal | M/s G E USA | 100 | 180.64 | 18371.09 | 78 | 7,932.60 | GE price list 1996 | 131.59 | 6.89 | 1,043,848.91 |
| 10 | 175 | SR-01-20 dated 28.07.2015 | 3 | Line with fitting | M/s G E USA | 15 | 62.12 | 6317.6 | 56.85 | 5,781.64 | 27.11.2013 | 9.27 | 5.56 | 8,039.38 |
| | 170 | | 5 | Hose with fitting | M/s G E USA | 15 | 38.39 | 3904.26 | 27.84 | 2,831.33 | 18.03.2009 | 37.90 | 5.95 | 16,094.01 |
| 11 | 144 | SR-01-26 dated 29.07.15 | 1 | Ring Seal retaining | M/s G E USA | 384 | 6.62 | 673.25 | 2.82 | 286.79 | GE price list 1996 | 134.75 | 7.06 | 148,399.76 |
| 12 | 140 | SR-01-27 dated 29.07.2015 | 3 | Rocker with bushing | M/s G E USA | 72 | 338 | 34374.6 | 176 | 17,899.20 | 03.10.2001 | 92.05 | 6.66 | 1,186,228.80 |
| 13 | 117 | SR-01-30 dated 29.07.2015 | 3 | Wrench piston pin bolt | M/s G E USA | 4 | 522.98 | 53187.07 | 113 | 11,492.10 | GE price list 1977 | 362.81 | 9.52 | 166,779.88 |
| 14 | 297 | SR-01-42 dated 03.08.2015 | 2 | Turbine inlet casing | M/s Globe turbo charger, USA | 15 | 10,499.98 | 1,067,847.96 | 9,849.29 | 1,001,672.79 | 30.06.2015 | 6.61 | 6.61 | 992,627.59 |
| 15 | 306 | SR-01-43 dated 03.08.2015 | 2 | Lube oil pump | M/s Roper Pump Co. USA | 5 | 7,125.00 | 739,104.75 | 3,404.25 | 353,136.47 | 14.12.2005 | 109.30 | 11.33 | 1,929,841.40 |
| 16 | 104 | SR-01-60 dated 04.08.2015 | 1 | Drain cock | M/s G E USA | 15 | 151.33 | 15405.39 | 70.07 | 7,133.12 | GE price list 1996 | 115.97 | 6.07 | 124,083.99 |
| | 104 | | 2 | Cut off cock | M/s G E USA | 15 | 190.54 | 19396.97 | 100 | 10,180.00 | 20.10.2001 | 90.54 | 6.56 | 138,254.57 |
| 17 | 88 | SR-01-85 dated 10.08.2015 | 5 | Coupling victalic | M/s G E USA | 15 | 69.19 | 7036.62 | 40.01 | 4,069.02 | 29.04.2006 | 72.93 | 7.85 | 44,514.07 |

| | | | | | | | | | | | | | | |
|--|-----|----------------------------------|---|-----------------------------------|---------------------------------------|----|-----------|--------------|-----------|--------------|-----------------------|----------|-------|----------------------|
| 18 | 68 | SR-01-93 dated 11.08.2015 | 2 | Circuit breaker | M/s Hashmi Electronics | 15 | 25 | 2542.5 | 23 | 2,339.10 | 12.05.2014 | 8.70 | 6.95 | 3,051.00 |
| 19 | 309 | SR-II-02 dated 15.09.2015 | 7 | Stud main bearing | M/s G E USA | 84 | 208.21 | 21674.66 | 141.47 | 14,727.03 | 13.06.2006 | 47.18 | 5.09 | 583,601.23 |
| 20 | 308 | SR-II-08 dated 15.09.2015 | 6 | Pipe with flange lub oil | M/s G E USA | 12 | 754.16 | 78508.056 | 486.14 | 50,607.17 | 21.12.2006 | 55.13 | 6.31 | 334,810.58 |
| 21 | 63 | SR-II-18 dated 16.09.2015 | 2 | pipe with flanges oil drain | M/s G E USA | 12 | 434.46 | 45227.286 | 280.06 | 29,154.25 | 16.11.2006 | 55.13 | 6.24 | 192,876.48 |
| 22 | 292 | SR-II-62 dated 20.10.2015 | 1 | Turbo Charger | M/s Globe Turbo Charger, USA | 5 | 50,098.07 | 5,225,228.70 | 47,258.59 | 4,929,070.94 | 30.06.2015 | 6.01 | 6.01 | 1,480,788.82 |
| 23 | 325 | SR-II-136 dated 09.10.2015 | 5 | Panel | M/s G E USA | 8 | 5,347.36 | 557,729.65 | 4,619.25 | 481,787.78 | 05.11.2012 | 15.76 | 5.38 | 607,534.98 |
| 24 | 58 | SR-II-137 dated 09.10.2015 | 1 | Quick disconnect | M/s G E USA | 60 | 8.95 | 933.485 | 5.17 | 539.23 | 29.09.2001 | 73.11 | 5.21 | 23,655.24 |
| 25 | 295 | SR-VI-24 dated 04.05.2017 | 2 | Turbo Supper Charger | M/s Tradimpex Lahore | 5 | 48,463.00 | 5,069,229.80 | *1988.92 | 208,041.03 | 03.03.1980 | 2,435.69 | 65.53 | 24,305,943.84 |
| 26 | 19 | SR-VII-43 dated 13.07.2017 | 1 | Holder assy brush | M/s EMD USA | 68 | 68.74 | 7258.944 | 38 | 4,012.80 | 27.04.2007 | 80.89 | 7.91 | 220,737.79 |
| | 19 | | 2 | Holder assy brush | M/s EMD USA | 68 | 81.88 | 8646.528 | 26.69 | 2,818.46 | GM price list 1993 | 206.78 | 8.60 | 396,308.35 |
| 27 | 13 | SR-VII-46 dated 13.07.2017 | 1 | Plunger | M/s EMD USA | 14 | 242.75 | 25634.4 | 48 | 5,068.80 | GM price list 1993 | 405.73 | 16.87 | 287,918.40 |
| 28 | 10 | SR-VII-48 dated 13.07.2017 | 4 | Reverse complete | M/s EMD USA | 18 | 1,577.00 | 166,531.20 | 1,258.00 | 132,844.80 | 24.09.2016 | 25.36 | 25.36 | 606,355.20 |
| Total | | | | | | | | | | | | | | 38,494,444.13 |
| * Last quoted rate of US \$ 48487.15 in TE No. SR-IV-100/I dated 14.05.2016 was mentioned as LPR which was not correct because the last quoted rate in the said TE was not approved by the competent authority, hence actual LPR is US \$ 1988.92 in PO No. PID/8/05-80 dated 03.03.1980 by M/s GE, USA. | | | | | | | | | | | | | | |

**Statement showing detail of splitting of purchases
(Para 4.3.2)**

| S.No. | Purchase order No. and date | Description | Quantity received | Book balance as on 05.11.2019 | Quantity issued to project locos | Quantity issued to other than project loco | Unit rate (Rs) | Exchange rate (Rs) | Unit rate (Pak Rs) | Total purchases (Rs) |
|-------|---|----------------|-------------------|-------------------------------|----------------------------------|--|----------------|--------------------|--------------------|----------------------|
| 1 | i) 19/0002/ SR 100/1-15 dt. 04.12.2015 (FOB) ii) 19/0010/SR 100/2-16 dt. 14.02.2016 (FOB) iii) 19/0067/SR 100/4-16 dt. 10.06.2016 (FOB) | Wheel disk 43" | 516 | 0 | 212 | 304 | 968.00 | 104.40 | 101,059.20 | 52,146,547.20 |

| | | | | | | | | | | |
|---|--|--|------|----|------|-----|--------|--------|-----------|---------------|
| 2 | i) 19/0022/SR 100/3-16 dt. 24.02.2016 (FOB) ii) 19/0048/SR 100/2-16 dt. 09.05.2016 (FOB) iii) 19/0012/SR 100/2-18 dt. 14.02.2018 (FOB) | Wheel disk 40" | 856 | 13 | 316 | 527 | 819.00 | 104.20 | 85,339.80 | 73,050,868.80 |
| 3 | 19/0087/SR- 100/4-2016 dt:27.08.16 (FOB) 19/0108/SR- 100/3-2016 Dt:21.11.16 | Washer Rocker Liner (750+512=1262) | 1262 | 0 | 1134 | 128 | 0.07 | 105.22 | 7.36 | 9,288.32 |
| 4 | 19/0087/SR- 100/4-2016 Dt:27.08.16 (FOB) 19/0108/SR- 100/3-2016 Dt:21.11.16 (FOB) | Bolt (Gen:Fly wheel & extension shaft) | 26 | 0 | 26 | 0 | 1.49 | 105.51 | 157.20 | 4,087.20 |

| | | | | | | | | | | |
|--------------|---|--|------|------|------|---|----------|--------|-----------------------|------------|
| 5 | 19/0023/SR-100/5-2017 dt:06.05.17 (FOR) 19/0063/SR-100/5-2017 dt:22.12.17 | Safety Valve Air Comp (12+11=23) | 23 | 0 | 18 | 5 | 7,950.00 | PKR | 7,950.00 | 182,850.00 |
| 6 | 19/0123/SR-100/2-2016 dt:06.01.17 (FOB) 19/0111/SR-100/2-2016 Dt:22.11.16 | Washer | 2348 | 1348 | 1000 | 0 | 0.02 | 104.89 | 2.09 | 4,907.32 |
| Total | | | | | | | | | 125,398,548.84 | |

**Statement showing detail of local purchase cases
(Para 4.3.3)**

| S. No. | Case No. | Pay Order No. | Date | Particular of Item | Amount (Rs) |
|--------|----------------|---------------|------------|--|-------------|
| 1 | LP/04/SR-100 | 862215 | 28.09.2015 | Lap Top Computer = 02 Nos. | 83,070 |
| 2 | LP/4/12/SR-100 | | | Fax Machine | 93,015 |
| 3 | LP/05/SR-100 | 862219 | 13.10.2015 | LED & HP Laser = 02 Nos. & Computer = 01 No. | 93,600 |
| 4 | LP/06/SR-100 | 862221 | 19.10.2015 | Stationery | 29,790 |
| 5 | LP/5/10/SR-100 | 862003 | 02.03.2016 | Computer & Printer | 96,200 |
| 6 | LP/07/SR-100 | 862007 | 16.03.2016 | Water Dispenser = 03 Nos. | 36,000 |
| 7 | LP/08/SR-100 | 862008 | 16.04.2016 | Repair of Road Truck | 89,100 |
| 8 | LP/09/SR-100 | | | Stationery for ACOS/D | 20,405 |
| 9 | LP/11/SR-100 | 862009 | 18.05.2016 | Air-Conditioner | 72,540 |
| 10 | LP/13/SR-100 | 862010 | 18.05.2016 | Stationery Items for ACOS | 28,817 |
| 11 | LP/15/SR-100 | 862013 | 08.05.2016 | Stationery Items for FO/Store | 10,600 |
| 12 | LP/22/SR-100 | 862258 | 05.10.2016 | Bronze Bar | 93,366 |
| 13 | LP/31/SR-100 | 862268 | 09.02.2017 | Electrode Material (Stainless Steel) | 85,200 |
| 14 | LP/32/SR-100 | 862264 | 09.02.2017 | RTV Silicone Tube | 66,900 |
| 15 | LP/33/SR-100 | 862269 | 09.02.2017 | Cartridge for Photo Stat | 18,761 |
| 16 | LP/35/SR-100 | 862271 | 09.02.2017 | Deep Freezer = 01 No. | 49,900 |
| 17 | LP/21/SR-100 | 862275 | 15.03.2017 | Nut & Bolts | 85,500 |
| 18 | LP/40/SR-100 | 862272 | 15.03.2017 | Stationery | 89,000 |
| 19 | LP/42/SR-100 | 862277 | 28.03.2017 | Office Item Toner | 70,000 |

| | | | | | |
|----|--------------|--------|------------|--|--------|
| 20 | LP/03/SR-100 | 862278 | 04.04.2017 | Steel Almirah = 05 Nos. | 86,000 |
| 21 | LP/04/SR-100 | 862279 | 04.04.2017 | Office Furniture | 70,000 |
| 22 | LP/05/SR-100 | 862280 | 04.04.2017 | Room Cooler = 03 Nos. | 39,000 |
| 23 | LP/41/SR-100 | 862284 | 03.06.2017 | Stationery for PD Office | 99,850 |
| 24 | LP/25/SR-100 | 862290 | 22.06.2017 | Loctite & Mate Magic | 97,595 |
| 25 | LP/28/SR-100 | 862291 | 22.06.2017 | Enameled Copper Wire | 99,400 |
| 26 | LP/29/SR-100 | 862292 | 22.06.2017 | Nomax Paper | 94,185 |
| 27 | LP/30/SR-100 | 862293 | 22.06.2017 | Lugs Terminal 2 Way | 83,100 |
| 28 | LP/31/SR-100 | 862295 | 22.06.2017 | Lugs Terminal 1 Way | 70,500 |
| 29 | LP/33/SR-100 | 862289 | 22.06.2017 | Water Dispenser = 02 Nos. | 32,400 |
| 30 | LP/26/SR-100 | 862014 | 11.07.2017 | Lugs Terminal 30 Angle | 88,800 |
| 31 | LP/53/SR-100 | 862296 | 14.07.2017 | Cable Cleat | 94,770 |
| 32 | LP/57/SR-100 | 862297 | 31.07.2017 | Lugs Terminal 1 Way 30 Angle | 89,700 |
| 33 | LP/62/SR-100 | 862298 | 03.08.2017 | Spring Washer | 49,140 |
| 34 | LP/63/SR-100 | 862299 | 03.08.2017 | Seal Cylinder Head M-30 | 60,320 |
| 35 | LP/65/SR-100 | 862300 | 03.08.2017 | Seal Cylinder Head 1.3-8 | 38,025 |
| 36 | LP/37/SR-100 | 862016 | 07.09.2017 | Brass Tee Brass Elbow | 80,262 |
| 37 | LP/60/SR-100 | 862017 | 07.09.2017 | Brass Nut Brass Elbow | 77,922 |
| 38 | LP/64/SR-100 | 862018 | 07.09.2017 | Bellow Elbow | 67,500 |
| 39 | LP/66/SR-100 | 862019 | 07.09.2017 | Oil Seal Lip Type | 28,000 |
| 40 | LP/68/SR-100 | 862020 | 07.09.2017 | Stop Valve 3/4 & 1-3/4 | 95,642 |
| 41 | LP/69/SR-100 | 862021 | 07.09.2017 | Valve Check J1 & Diaphragm Distributer Valve | 97,500 |
| 42 | LP/70/SR-100 | 862022 | 07.09.2017 | Valve Check & Packing Flow Indicator | 81,250 |

| | | | | | |
|----|---------------|--------|------------|--|--------|
| 43 | LP/71/SR-100 | 862023 | 07.09.2017 | Check Valve J1 Relay & Check Valve BP | 90,000 |
| 44 | LP/72/SR-100 | 862024 | 07.09.2017 | LP of Valve Unit Exhaust Valve A- 9 & Seat Valve | 79,080 |
| 45 | LP/73/SR-100 | 862025 | 07.09.2017 | Dog 26 CB Break & Valve Unit Valve Latok | 79,000 |
| 46 | LP/74/SR-100 | 862026 | 07.09.2017 | Check Valve D- Unit VL Check RH 4 Relay | 95,000 |
| 47 | LP/67/SR-100 | 862037 | 03.10.2017 | Hose Pipe 1x½ ID | 90,000 |
| 48 | LP/75/SR-100 | 862038 | 03.10.2017 | Diaphragm Valve M sending 7 BP Insulator | 94,770 |
| 49 | LP/76/SR-100 | 862039 | 03.10.2017 | LED Light for Buffer | 92,799 |
| 50 | LP/77/SR-100 | 862027 | 03.10.2017 | LED Light for No. Plate | 92,799 |
| 51 | LP/79/SR-100 | 862035 | 03.10.2017 | Hexagon Head Screw | 60,606 |
| 52 | LP/81/SR-100 | 862036 | 03.10.2017 | Pipe Seamless ¾" | 59,473 |
| 53 | LP/84/SR-100 | 862040 | 03.10.2017 | Diaphragm J1 Valve | 96,525 |
| 54 | LP/85/SR-100 | 862041 | 03.10.2017 | Diaphragm Valve | 80,437 |
| 55 | LP/86/SR-100 | 862042 | 03.10.2017 | Diaphragm Distributer Valve | 90,675 |
| 56 | LP/87/SR-100 | 862043 | 03.10.2017 | Diaphragm Valve Large | 91,260 |
| 57 | LP/88/SR-100 | 862044 | 03.10.2017 | Diaphragm Valve Small | 93,600 |
| 58 | LP/90/SR-100 | 862045 | 03.10.2017 | Plastic Tape | 97,000 |
| 59 | LP/91/SR-100 | 862046 | 03.10.2017 | Cable Tie etc. | 89,250 |
| 60 | LP/92/SR-100 | 862047 | 03.10.2017 | Flexible Pipe etc. | 94,500 |
| 61 | LP/93/SR-100 | 862048 | 03.10.2017 | Acrylic Sheet 4x6x5 mm | 91,494 |
| 62 | LP/96/SR-100 | 862052 | 10.10.2017 | V Belt & V Bolt | 96,100 |
| 63 | LP/100/SR-100 | 862051 | 23.10.2017 | L. Key Bolt with Lock Nut | 94,243 |
| 64 | LP/82/SR-100 | 862050 | 24.11.2017 | Lock Washer | 58,537 |

| | | | | | |
|----|---------------|--|------------|-----------------------------------|--------|
| 65 | LP/94/SR-100 | 862049 | 24.11.2017 | Angular Contact Ball Bearing | 97,720 |
| 66 | LP/99/SR-100 | 862053 | 24.11.2017 | Hose with Fitting 10" L | 49,725 |
| 67 | LP/101/SR-100 | 862055 | 24.11.2017 | Rubber Hose Packing | 97,200 |
| 68 | LP/103/SR-100 | 862054 | 24.11.2017 | Hardware Items | 95,238 |
| 69 | LP/83/SR-100 | 862061 | 25.11.2017 | Wire Rope & U Lamp | 74,050 |
| 70 | LP/95/SR-100 | 862062 | 26.11.2017 | Hose W/Vent Pipe Large & Small | 95,355 |
| 71 | LP/106/SR-100 | 862065 | 15.12.2017 | Mica Tape 1" | 94,770 |
| 72 | LP/107/SR-100 | 862067 | 15.12.2017 | Cloth Fabric | 96,250 |
| 73 | LP/108/SR-100 | 862068 | 15.12.2017 | Heat Shrink 50x16 mm | 98,788 |
| 74 | LP/109/SR-100 | 862069 | 15.12.2017 | Heat Shrink 35x12 mm | 99,200 |
| 75 | LP/111/SR-100 | 862070 | 15.12.2017 | Glass Tape | 94,770 |
| 76 | LP/112/SR-100 | 862066 | 15.12.2017 | HT Tape 3/4x30 | 95,472 |
| 77 | LP/89/SR-100 | 862080 | 09.01.2018 | Air Brake House Brake Cyl. House | 84,240 |
| 78 | LP/104/SR-100 | 862078 | 09.01.2018 | Rubber Bushing for HT 395 Tape | 80,730 |
| 79 | LP/105/SR-100 | 862077 | 09.01.2018 | Grommet D/77 & 29 | 95,940 |
| 80 | LP/119/SR-100 | 862075 | 09.01.2018 | Copper Pipe Inner Dia. ¾ Outer 2" | 98,982 |
| 81 | LP/113/SR-100 | Payment Made through Check by A/O Project. | | Lug Terminal 1 Way | 98,000 |
| 82 | LP/114/SR-100 | | | Shield Assy: | 98,800 |
| 83 | LP/115/SR-100 | | | Lug Terminal 1 Way (60) | 84,000 |
| 84 | LP/116/SR-100 | | | Lug Terminal 1 Way (90) | 98,000 |
| 85 | LP/120/SR-100 | | | Lug Terminal 1 Way (90 & 25) | 98,000 |
| 86 | LP/123/SR-100 | 862092 | 28.03.2018 | Enameled Copper Wire | 93,015 |
| 87 | LP/124/SR-100 | 862093 | 28.03.2018 | Cable Clant Rubber | 87,750 |
| 88 | LP/125/SR-100 | 862094 | 28.03.2018 | Chosum Welding Electrode | 98,280 |

| | | | | | |
|-----------------|-----------------|--------|------------|--|------------------|
| 89 | LP/126/SR-100 | 862087 | 28.03.2018 | Welding & Cutting Torch | 97,110 |
| 90 | LP/127/SR-100 | 862088 | 28.03.2018 | Valve Flow Indicator | 87,750 |
| 91 | LP/128/SR-100 | 862089 | 28.03.2018 | Valve Head Knorr-K-Ring | 87,750 |
| 92 | LP/129/SR-100 | 862090 | 28.03.2018 | Cup Diaphragm Knorr-K-Ring | 88,920 |
| 93 | LP/130/SR-100 | 862091 | 28.03.2018 | Knorr-K- Ring BC-I & II | 90,675 |
| 94 | LP/131/SR-100 | 18903 | 22.08.2018 | Air Condition for CDL | 99,950 |
| 95 | LP/121/SR-100 | 18905 | 28.08.2018 | Roller Bearing for Aux Generator & Exciter | 88,452 |
| 96 | LP/122/SR-100 | 18904 | 28.08.2018 | Ball Bearing for Clutch Gear Unit | 70,551 |
| 97 | LP/01/ADP | 862056 | 24.11.2017 | Registration Fee Official Vehicle XLI 1300CC | 38,090 |
| 98 | LP/02/ADP | 862057 | 24.11.2017 | Complete Toner Photo State Machine | 93,805 |
| 99 | LP/3/Misc./ADP | 862058 | 24.11.2017 | Complete Heat Roller Upper | 11,425 |
| 100 | LP/04/Loose | 862059 | 25.11.2017 | Tracker for XLI Vehicle | 240,001 |
| 101 | LP/05/EVO | 862071 | 19.12.2017 | EVO Fee | 18,000 |
| 102 | LP/06/PD Office | 862074 | 04.01.2018 | Stationery Items | 75,825 |
| 103 | LP/07/SR-100 | 862081 | 19.02.2018 | Tonner LP-Lesser Jet | 23,517 |
| 104 | LP/08/SR-100 | 862085 | 03.03.2018 | Water Dispenser | 13,000 |
| 105 | LP/09/SR-100 | 862095 | 05.04.2018 | Water Tank with Comp Filling | 68,596 |
| 106 | LP/10/SR-100 | 862096 | 11.04.2018 | Tyre | 24,500 |
| 107 | LP/11/SR-100 | 862098 | 13.04.2018 | Curtin Window | 15,665 |
| 108 | LP/12/SR-100 | 862099 | 14.05.2018 | Alloy Rim | 24,800 |
| 109 | LP/13/SR-100 | 862100 | 23.05.2018 | Double File Cover | 23,400 |
| 110 | LP/14/SR-100 | 18906 | 29.08.2018 | Clutch Plate etc. | 24,800 |
| 111 | LP/15/SR-100 | 18913 | 08.10.2018 | Repair of Photo State Toshiba | 11,232 |
| Total Rs | | | | | 7,630,159 |

**Detail of Procurement of various material for project of "Special Repair of 100 DE Locomotives" at negotiated rates
(Para 4.3.4)**

| S No. | Purchase Order No. and date | Description of Material | Name of Firm | Original Rate Rs | Discounted Rate Rs | Qty | Total Price (Rs) |
|-------|---|--|--|------------------|--------------------|-----|------------------|
| 1 | 2 | 3 | 4 | 7 | 8 | 9 | 10=8x9 |
| 1 | 19/0072/SR-100/1-2017 dt. 24.11.2017 | Spare for GMU/GMUC-15 | M/s S & K Industries, Lahore | 2,223.00 | 1,600.00 | 155 | 248,000.00 |
| 2 | 19/0009/SR-100/5-2017 dt. 24.05.2019 | Axle Generator Power Supply for AGE-30 Locos | M/s AKSA Solution, Islamabad | 405,000.00 | 356,000.00 | 10 | 3,560,000.00 |
| 3 | 19/0026/SR-100/1-2017 dt. 31.03.2017 | Contractor | M/s GE USA through M/s Albario, Lahore | 161,328.145 | 98m917.61 | 10 | 989,176.10 |
| 4 | -do- | Switch Air Comp: Governor | -do- | 77,913.11 | 74,250.385 | 15 | 1,113,755.78 |
| 5 | -do- | Head Light Switch | -do- | 40,076.795 | 35,843.50 | 15 | 537,652.50 |
| 6 | 19/0021/SR-153/3-13 06.11.2019 | Wheel Disc 43" | M/s Tradimpex, Lahore | 114,153.43 | 98,542.40 | 180 | 17,737,632.00 |
| 7 | 19/0036/SR-100/1-2016 dt. 12.04.2016 | Water inlet right side | M/s GE USA through M/s Albario, Lahore | 49,069.617 | 412,64.199 | 30 | 1,237,925.97 |
| 8 | -do- | Header end section water inlet left side | -do- | 48,840.597 | 41,077.86 | 30 | 1,232,335.80 |
| 9 | 19/0007/SR-100/2-2016 dt. 28.01.2016 | Lube Oil Pump | M/s ROPER PUMP CO. USA through M/s Hashmi Electronic, Lahore | 778,005.00 | 739,104.75 | 5 | 3,695,523.75 |

| | | | | | | | |
|----|---|------------------------------|--|--------------|--------------|-----|---------------|
| 10 | 19/0026/SR-100/5-2016 dt. 4/2016 | Radiator core | M/s Coil Industry, Lahore | 838,950.00 | 826,365.00 | 60 | 49,581,900.00 |
| 11 | 19/0012/SR-100/5-2017 03.03.2017 | PCB (FC-5) | M/s AKSA Solution, Islamabad | 240,000.00 | 220,000.00 | 5 | 1,100,000.00 |
| 12 | 19/0013/SR-100/2-2016 dt. 17.02.2016 | Turbine inlet casing | M/s Globe Turbo charger USA through M/s Tradimpex, Lahore | 1,093,272.97 | 1,067,847.96 | 15 | 16,017,719.40 |
| 13 | 19/0001/SR-100/1-2015 dt. 30.09.2015 | Crank Shaft 16 cylinder | M/s GE USA through M/s Albario, Lahore | 7,326,013.40 | 664,4910.00 | 15 | 99,673,650.00 |
| 14 | 19/0027/01-0/4-14 dt. 09.05.2014 | Kit main bearing | M/s Power Enterprises, Lahore | 302,427.32 | 286,563.14 | 15 | 4,298,447.10 |
| 15 | -do- | Kit Con Rod Bearing Shell | -do | 193,685.61 | 182,726.42 | 15 | 2,740,896.30 |
| 16 | 19/0077/SR-100/1-2017 dt. 11/2017 | Thrust Washer H/P | M/s AGL Canada through M/s Mahamad, Lahore | 30,624.00 | 30,011.00 | 21 | 630,231.00 |
| 17 | -do- | Seal Assembly (Impeller) | -do- | 12,144.00 | 11,658.24 | 10 | 116,582.40 |
| 18 | 19/0009/Sr-100/1-20017dt. 13.02.2017 | Commutator Seasoned | M/s W.O.D Industrial de Comutadores Ltd through M/s International Traders, Lahore | 384,192.00 | 352,454.40 | 25 | 8,811,360.00 |
| 19 | 19/0044/SR-100/5-2017 dt. 06.10.2017 | Connector | M/s RD Associated, Lahore | 12,000.00 | 11,100.00 | 540 | 5,994,000.00 |

| | | | | | | | |
|----|---|------------------------------|---|-------------|-------------|-----|---------------|
| 20 | 19/0014/SR-100/2-2016 dt. 18.03.2016 | Piston Steel Crown | M/s CSRQISHUYAN Institute CO. Ltd China M/s Tradimpex, Lahore | 71,993.43 | 65,220.21 | 240 | 15,652,850.40 |
| 21 | -do- | Kit Con Rod Bearing Shell | M/s Miba, Ausria through M/s Power Enterprises, Lahore | 198,256.368 | 187,038.552 | 28 | 5,237,079.46 |
| 22 | -do- | Piston Ring kit | M/s CSRQISHUYAN Institute CO. Ltd China M/s Tradimpex, Lahore | 8,119.80 | 7,525.389 | 360 | 2,709,140.04 |
| 23 | -do- | Repair Kit U/Assy | M/s Al-Imran Factories, Co Saudi Arabia through M/s SS International, Lahore | 7,505.61 | 7,237.55 | 360 | 2,605,518.00 |
| 24 | T.E-SR-V-58 dated 08.09.2016 | Shaft | M/s GE USA through M/s Albario, Lahore | 30,977.10 | 15,201.25 | 336 | 5,105,780 |
| 25 | T.E-SR-01-06 dated 27.7.15 | Gear Drive | M/s GE USA through M/s Albario, Lahore | 265,908.89 | 143,482.43 | 03 | 430447.28 |
| 26 | T.E-SR-01-07 dated 27.7.15 | Bearing crankshaft cover | M/s GE USA through M/s Albario, Lahore | 183,265.43 | 177,975.00 | 08 | 1,423,800.00 |
| 27 | T.E-SR-01-09 dated 27.7.15 | Lever | M/s GE USA through M/s Albario, Lahore | 52,342.96 | 27,134.58 | 04 | 1,736,613.12 |
| 28 | T.E-SR-01-10 dated 27.7.15 | Shaft | M/s GE USA through M/s Albario, Lahore | 30,204.90 | 14,822.77 | 128 | 1,897,315.20 |
| 29 | T.E-SR-01-10 dated 27.7.15 | Shaft | M/s GE USA through M/s Albario, Lahore | 8,699.42 | 7,709.87 | 128 | 986,864.26 |
| 30 | T.E-SR-01-14 dated 27.7.15 | Tube manifold | M/s GE USA through M/s Albario, Lahore | 5,266.03 | 3,559.50 | 126 | 448,497.00 |
| 31 | T.E-SR-01-14 dated 27.7.15 | Ring | M/s GE USA through M/s Albario, Lahore | 2,963.54 | 2,034.00 | 324 | 659,016.00 |

| | | | | | | | |
|---------------------------|-------------------------------|-------------------------------|---|--------------|--------------|------|----------------|
| 32 | T.E-SR-01-16 dated 27.7.15 | Water discharge header | M/s GE USA through M/s Albario, Lahore | 422,026.52 | 371,914.87 | 10 | 3,719,148.66 |
| 33 | T.E-SR-01-16 dated 27.7.15 | Header section water inlet | M/s GE USA through M/s Albario, Lahore | 67,334.55 | 39,968.10 | 90 | 3,597,129.00 |
| 34 | T.E-SR-01-16 dated 27.7.15 | Header end section | M/s GE USA through M/s Albario, Lahore | 67,485.07 | 40,130.82 | 15 | 601,962.30 |
| 35 | T.E-SR-01-16 dated 27.7.15 | Header end section | M/s GE USA through M/s Albario, Lahore | 69,187.53 | 40,312.86 | 15 | 604,692.95 |
| 36 | T.E-SR-01-24 dated 29.7.15 | Con rod master | M/s GE USA through M/s Albario, Lahore | 460,243.35 | 438,327.00 | 120 | 52,599,240.00 |
| 37 | T.E-SR-01-60 dated 4.8.15 | Drain cock | M/s GE USA through M/s Albario, Lahore | 19,241.22 | 15,405.39 | 15 | 231,080.91 |
| 38 | -do- | Cut off cock | M/s GE USA through M/s Albario, Lahore | 25,542.64 | 19,396.97 | 15 | 290,954.58 |
| 39 | -do- | Relief volve | M/s GE USA through M/s Albario, Lahore | 29,845.72 | 21,710.87 | 15 | 325,663.29 |
| 40 | -do- | Relief volve | M/s GE USA through M/s Albario, Lahore | 75,891.00 | 72,278.00 | 15 | 1,084,170.00 |
| 41 | T.E-SR-01-67 dated 5.8.15 | Washer | M/s MS Engineer Lahore | 46.75 | 45.75 | 720 | 33,660.00 |
| 42 | -d0- | Locking nut | M/s MS Engineer Lahore | 85.50 | 75.75 | 1140 | 86,355.00 |
| 43 | T.E-SR-01-68 dated 5.8.15 | Wheel disc | M/s Trade Impex Lahore | 114,153.43 | 98,542.40 | 180 | 17,737,632.00 |
| 44 | T.E-SR-01-87 dated 10.8.15 | Load meter | M/s GE USA through M/s Albario, Lahore | 92,704.64 | 86,000.57 | 7 | 602,004.00 |
| 45 | T.E-SR-01-90 dated 10.8.15 | BKT breaking switch | M/s GE USA through M/s Albario, Lahore | 2,160,271.74 | 2,140,785.00 | 5 | 10,703,925.00 |
| Total | | | | | | | 350,427,326.55 |
| Rs 350.427 million | | | | | | | |

**Statement showing the detail of total purchases
(Para-4.3.5 & 4.4.3)**

| S. No. | Description | Amount (Rs in million) | Percentage |
|---------------|---|-----------------------------------|-------------------|
| 1 | Total purchases | 3,052.130 | 100% |
| 2 | Book Balance in November 2019 | 277.328 | 9% |
| 3 | Material issued to project locos | 1,696.593 | 56% |
| 4 | Material issued to other than project locos | 1,078.208 | 35% |

Annex-12

**Detail of unsettled warranty claims Rs 20.141 million
(Para 4.3.7)**

| S.# | Folder No. | Purchase Order No. & Date | Description | Firm's Name | Qty. claimed | Reason of claim | Total amount of claim (Rs) |
|-----|------------|---|-----------------------------------|----------------------|--------------|-----------------|----------------------------------|
| 1 | 18 | 19/0076/SR-100/3-2016 dated 25.06.2016 | Oil Damper (Vertical) = 92 Nos. | M/s Mahamad Intl. | 92 | Wrong | Rs 2,260,808 (Euro 20,240.00) |
| 2 | | | Oil Damper (Horizontal) = 92 Nos. | | 92 | Wrong | Rs 2,466,336 (Euro 22,080.00) |
| 3 | 22 | 19/0011/SR-100/2-2016 dated 18.02.2016 = 15 Nos. | Spherical Roller Bearing | M/s Shayan | 15 | Wrong | Rs 192,269 |
| 4 | 36 | 19/0055/SR-100/2-2016 dated 21.05.2016 = 14 Nos. | Chain Pump | M/s Hashmi Engineers | 14 | Failed | Rs 48,187 (US\$ 462.00) |
| 5 | 37 | 19/0071/SR-100/2-2016 dated 23.06.2016 = 276 Nos. | Piston Steel Cap | M/s Tradimpex | 59 | Failed | Rs 3,016,505 (US\$ 6,318.00) |

| | | | | | | | |
|----|----|--|---------------------------------------|-----------------------------|-----|-----------|-----------------------------------|
| 6 | 44 | 19/0070/SR-100/4-2016 dated 23.06.2016 = 4 Nos. | Cylinder Liner | M/s Mahamad Intl. | 12 | Failed | Rs 643,824 (US\$ 2,040.00) |
| 7 | 48 | 19/0031/SR-100/4-2017 27.04.2017 = 456 Nos. | Gasket Sump Cover | Global Trading Corp. | 456 | Wrong | Rs 313,298 (US\$ 2,991.36) |
| 8 | 56 | 19/0035/SR-100/4-2017 Dated 18.05.2017 = 120 Nos | Coil Spring Inner | M.Q Sons, Lahore | 120 | Wrong | Rs 1,371,334 (Euro 11,760.00) |
| 9 | | 19/0035/SR-100/4-2017 Dated 18.05.2017 = 240 Nos | Coil Spring outer | M.Q Sons, Lahore | 240 | Wrong | Rs 3,974,069 (Euro 34,080.00) |
| 10 | 68 | 19/0058/SR-100/2-2017 Dated 18.10.2017 | Snap on Torque handle o to 600 Ft.Lbs | M/s International Equipment | 04 | Defective | Rs 429,704 (US \$: 4,112.00) |
| 11 | 72 | 19/0008/SR-100/2-2017 Dated 13.02.2017 = 276 Nos | Main Connecting Rod Assy: | M/s M.Q Sons | 06 | Defective | Rs 1,815,840 (US \$ 17,460.00) |
| 12 | 77 | 19/0047/SR-100/3-2017 Dated 10.08.2017 | O Ring | M/s GTC, Lahore | 50 | Wrong | Rs 106,378 (US\$ 1,017.00) |

| | | | | | | | |
|-----------------|----|---|--------------------------------------|-----------------|----|-------|-------------------------------|
| 13 | 84 | 19/0044/SR-100/2- 2017 Dated 14.06.2017 | Gasket Kit Cylinder Head Cover | M/s EMD, USA | 14 | Short | Rs 181,945 (US\$ 1,741.60) |
| 14 | 86 | 19/0044/SR-100/2- 2017 Dated 14.06.2017 | Rewinding Kit | M/s EMD, USA | 06 | Short | Rs 3,321,374 (US\$ 31,572) |
| Total Rs | | | | | | | 20,140,871 |

**Statement showing detail of tender items filed due to expiry of validity period of the bids
(Para-4.3.11)**

| Sr # | Tender Enquiry # & Date | Item # of T/E | Description | Qty | Rate (Rs) | Name of lowest Bidder / (Single Bid) | Amount (Rs) |
|-------------|------------------------------------|----------------------|--|------------|------------------|---|--------------------|
| 1 | SR-01-05 | 2 | Stud 1/2-13 Thds. 2-3/8" long | 640 | 85.50 | MS Engineer | 54,720.00 |
| | | 3 | Bolt SOC-Hex Hd, 1/2-13, 2-3/4" long | 80 | 47.80 | International Trading Corporation | 3,824.00 |
| 2 | SR-01-06 | 1 | Damper Vibration | 10 | 281,743.58 | International Trading Corporation (S) | 2,817,435.00 |
| | | 2 | Bolt Hex HD 5/8-3-1/4" long | 80 | 90.51 | International Trading Corporation | 7,241.04 |
| 3 | SR-01-09 | 1 | Spring Fuel rack | 240 | 1,081.07 | GE Transportation (Albario) | 259,457.04 |
| | | 2 | Fulcrum | 240 | 3,369.32 | International Trading Corporation | 808,637.04 |
| | | 3 | Bushing | 240 | 131.19 | GE Transportation (Albario) | 31,486.32 |
| | | 5 | Fitting lubricant | 720 | 140.35 | GE Transportation (Albario) | 101,049.12 |
| | | 7 | Bushing 0.627" inner bronze | 720 | 90.51 | International Trading Corporation | 65,169.36 |
| 4 | SR-01-10 | 1 | Bearing | 240 | 4,539.89 | GE Transportation (Albario) | 1,089,573.12 |
| 5 | SR-01-17 | 3 | Gasket Exhaust manigoldto Cylinder | 240 | 314.25 | SS-International | 75,420.00 |
| | | 6 | Shaft Fuel control rt side | 5 | 44,394.00 | GE Transportation (Albario) | 221,970.42 |
| 6 | SR-01-23 | 5 | Main bearing hydraulic stretch machine | 1 | 34,054.25 | GE Transportation (Albario) | 136,216.98 |

| | | | | | | | |
|--------------------------|----------|---|--|-----|------------|-----------------------------------|----------------------|
| | | 6 | Wrench torque 3/8" -200 ft.lbs | 2 | 39,997.59 | International Trading Corporation | 79,995.19 |
| 7 | SR-01-28 | 1 | Rocker | 240 | 5,914.87 | GE Transportation (Albario) | 1,419,568.80 |
| | | 3 | Tappet rod with pin 5/8-18" thread | 192 | 2,856.75 | International Trading Corporation | 548,496.00 |
| | | 4 | Umbrella fuel pump tappet rod | 192 | 1,378.04 | International Trading Corporation | 264,583.68 |
| | | 6 | cross head with bearing roller and pin fuel | 48 | 18,661.95 | International Trading Corporation | 895,773.60 |
| | | 7 | corss head with bearing roller an pins | 96 | 19,034.17 | International Trading Corporation | 1,827,280.32 |
| 8 | SR-01-30 | 2 | Wrench art rod pin bolt 12 pt 1-1/16", 3/4" female | 4 | 50,535.75 | GE Transportation (Albario) | 202,143.00 |
| 9 | SR-01-37 | 2 | Fuel fitting (Banjo) | 100 | 10,831.05 | International Trading Corporation | 1,083,105.00 |
| | | 3 | Oil Ring 2.750" OD | 240 | 6.89 | International Trading Corporation | 1,653.11 |
| | | 4 | O. Ring 1.369"OD | 240 | 93.82 | Global Trading Co | 22,516.80 |
| | | 6 | Screw Calebration | 240 | 34.58 | International Trading Corporation | 8,298.72 |
| 10 | SR-01-90 | 2 | Axle Generator power supply | 10 | 174,548.73 | GE Transportation (Albario) | 1,745,487.27 |
| | | 5 | Contactore | 10 | 96,267.19 | GE Transportation (Albario) | 962,671.90 |
| | | 6 | Switch Air Comp-Governor | 15 | 76,376.70 | GE Transportation (Albario) (S) | 1,145,650.50 |
| TOTAL | | | | | | | 15,879,423.33 |
| Rs 15.879 million | | | | | | | |

Annex-14

Statement showing detail of tenders valuing Rs 379.389 million in connection with special repair of 100-DE Locomotives project approved by the AGM/M (Para 4.3.14)

| S. No. | Tender Inquiry No. | No. of items | Total value (Rs) |
|--------|------------------------------------|--------------|------------------|
| 1 | SR-01-03(1) 27.07.2015 | 1 | 4,298,447 |
| 2 | SR-01-4(4-5) 27.07.2015 | 2 | 4,645,427 |
| 3 | SR-01-05(4) 27.07.2015 | 1 | 3,075,408 |
| 4 | SR-01-09(4)(6) 27.07.2015 | 2 | 5,020,042 |
| 5 | SR-01-16(3)(4)(5)(6) 27.07.2015 | 4 | 8,522,931 |
| 6 | SR-01-24(3) 29.07.2015 | 1 | 15,652,850 |
| 7 | SR-01-24(2)(4)(6) 29.07.2015 | 3 | 51,003,931 |
| 8 | SR-01-25(6) 29.07.2015 | 1 | 2,740,896 |
| 9 | SR-01-27(3)(5) 29.07.2015 | 2 | 4,010,722 |
| 10 | SR-01-37(i)(v) 29.07.2015 | 2 | 6,262,497 |
| 11 | SR-01-44(1) 03.08.2015 | 1 | 2,400,069 |
| 12 | SR-01-66(1,2,3,4) 05.08.2015 | 4 | 18,467,892 |
| 13 | SR-01-68(3) 05.08.2015 | 1 | 17,737,632 |
| 14 | SR-01-88(1,3,4) 10.08.2015 | 3 | 6,327,681 |
| 15 | SR-01-90(1,3,4) 10.08.2015 | 3 | 16,568,419 |
| 16 | SR-01-62(i) 05.08.2015 | 1 | 3,699,594 |
| 17 | SR-II-75(1,2,4) 28.09.2015 | 3 | 46,000,242 |
| 18 | SR-II-143(4,6) 09.10.2015 | 2 | 4,950,000 |

| | | | |
|-----------------|------------------------------|---|--------------------|
| 19 | SR-II-145(2,3) 08.10.2015 | 2 | 13,991,324 |
| 20 | SR-III-73(5) 02.12.2015 | 1 | 23,779,828 |
| 21 | SR-IV-192(1) 18.04.2016 | 1 | 5,209,273 |
| 22 | SR-V-173(3) 04.10.2016 | 1 | 58,568,400 |
| 23 | SR-V-210(5) 08.10.2016 | 1 | 4,328,875 |
| 24 | SR-VI-100(4) 15.05.2017 | 1 | 3,150,659 |
| 25 | SR-VII-23(1,6) 11.07.2017 | 2 | 3,464,546 |
| 26 | SR-VII-27(3,4) 11.07.2017 | 2 | 4,433,172 |
| 27 | SR-VII-48(4,6) 13.07.2017 | 2 | 6,500,280 |
| 28 | SR-IX-25(1) 25.10.2017 | 1 | 34,578,180 |
| Total Rs | | | 379,389,217 |

**Detail of locomotives received back in Shop for repeated nominated repair
(Para 4.4.2)**

| S. No. | Loco No. | Base Shed | Class of repair | Received in Shop | Date turned out | No. of days held up | Expected earning per day (Rs in million) | Total earning (Rs. in million) |
|--------|----------|-----------|-------------------|------------------|-------------------------------|---------------------|--|--------------------------------|
| 1 | 8319 | RWP | C-I (Spl. Repair) | 07.09.2014 | 04.11.2016 | -- | 0 | 0.0000 |
| | | | NR | 13.04.2017 | 13.12.2017 | 244 | 0.0396 | 9.6624 |
| 2 | 8316 | RWP | C-I (Spl. Repair) | 26.07.2016 | 01.12.2016 | -- | 0 | 0.0000 |
| | | | NR | 12.02.2018 | 19.02.2018 | 7 | 0.0396 | 0.2772 |
| | | | NR | 25.10.2018 | 30.10.2018 | 5 | 0.0396 | 0.1980 |
| 3 | 8321 | RWP | C-I (Spl. Repair) | 12.01.2017 | 31.01.2017 | -- | 0 | 0.0000 |
| | | | NR | 22.03.2017 | 06.03.2018 | 349 | 0.0396 | 13.8204 |
| 4 | 8311 | RWP | C-I (Spl. Repair) | 07.02.2017 | 15.03.2017 | -- | 0 | 0.0000 |
| | | | NR | 17.04.2017 | 18.04.2017 | 1 | 0.0396 | 0.0396 |
| | | | NR | 28.12.2017 | 29.12.2017 | 1 | 0.0396 | 0.0396 |
| | | | NR | 03.05.2018 | 09.05.2018 | 6 | 0.0396 | 0.2376 |
| | | | NR | 10.11.2018 | 24.11.2018 | 14 | 0.0396 | 0.5544 |
| | | | NR | 25.01.2019 | 02.03.2019 | 36 | 0.0396 | 1.4256 |
| | | | NR | 07.01.2020 | Still in shop upto 20.01.2020 | 13 | 0.0396 | 0.5148 |
| 5 | 8312 | RWP | C-I (Spl. Repair) | 26.04.2017 | 13.05.2017 | -- | 0 | 0.0000 |
| | | | NR | 04.11.2017 | 08.11.2017 | 4 | 0.0396 | 0.1584 |
| | | | NR | 20.12.2017 | 26.12.2017 | 6 | 0.0396 | 0.2376 |
| | | | NR | 28.05.2018 | 04.06.2018 | 7 | 0.0396 | 0.2772 |

| | | | | | | | | |
|----|------|-----|-------------------|------------|-------------------------------|----|--------|--------|
| 6 | 8305 | RWP | C-I (Spl. Repair) | 10.10.2011 | 27.05.2017 | -- | 0 | 0.0000 |
| 7 | 8305 | RWP | NR | 10.03.2018 | 13.03.2018 | 3 | 0.0396 | 0.1188 |
| | | | NR | 11.09.2018 | 22.09.2018 | 11 | 0.0396 | 0.4356 |
| | | | NR | 22.07.2019 | 29.07.2019 | 7 | 0.0396 | 0.2772 |
| 8 | 8301 | RWP | C-I (Spl. Repair) | 18.12.2012 | 03.07.2017 | -- | 0 | 0.0000 |
| | | | NR | 09.05.2018 | 12.05.2018 | 3 | 0.0396 | 0.1188 |
| | | | NR | 19.07.2018 | 26.07.2018 | 7 | 0.0396 | 0.2772 |
| | | | NR | 18.06.2019 | 10.07.2019 | 22 | 0.0396 | 0.8712 |
| 9 | 8306 | RWP | C-I (Spl. Repair) | 25.05.2016 | 30.12.2017 | -- | 0 | 0.0000 |
| | | | NR | 24.09.2019 | 09.10.2019 | 15 | 0.0396 | 0.5940 |
| 10 | 8318 | RWP | C-I (Spl. Repair) | 21.06.2018 | 31.07.2018 | -- | 0 | 0.0000 |
| | | | NR | 16.02.2019 | 18.02.2019 | 2 | 0.0396 | 0.0792 |
| | | | NR | 26.08.2019 | 03.09.2019 | 8 | 0.0396 | 0.3168 |
| | | | NR | 16.12.2019 | Still in shop upto 20.01.2020 | 35 | 0.0396 | 1.3860 |
| 11 | 8315 | RWP | C-I (Spl. Repair) | 08.08.2018 | 18.09.2018 | -- | 0 | 0.0000 |
| | | | NR | 07.10.2019 | 09.10.2019 | 2 | 0.0396 | 0.0792 |
| 12 | 8052 | KDA | C-I (Spl. Repair) | 25.03.2015 | 24.11.2016 | -- | 0 | 0.0000 |
| | | | NR | 31.07.2017 | 02.08.2017 | 2 | 0.0396 | 0.0792 |
| | | | NR | 14.09.2017 | 20.09.2017 | 6 | 0.0396 | 0.2376 |
| | | | NR | 02.01.2018 | 08.01.2018 | 6 | 0.0396 | 0.2376 |
| | | | NR | 20.09.2018 | 03.10.2018 | 13 | 0.0396 | 0.5148 |
| 13 | 8087 | RWP | C-I (Spl. Repair) | 15.04.2015 | 11.01.2017 | -- | 0 | 0.0000 |
| | | | NR | 25.04.2018 | 03.05.2018 | 8 | 0.0396 | 0.3168 |
| | | | NR | 10.06.2019 | 17.06.2019 | 7 | 0.0396 | 0.2772 |
| 14 | 8067 | KDA | C-I (Spl. Repair) | 15.02.2016 | 17.01.2017 | -- | 0 | 0.0000 |

| | | | | | | | | |
|----|------|-----|-------------------|------------|-------------------|-----|--------|--------|
| | | | NR | 03.01.2018 | 21.01.2018 | 18 | 0.0396 | 0.7128 |
| | | | NR | 29.08.2018 | Temporary deleted | -- | 0 | 0.0000 |
| | | | NR | 18.12.2018 | Permanent deleted | -- | 0 | 0.0000 |
| 15 | 8056 | RWP | C-I (Spl. Repair) | 06.02.2017 | 22.02.2017 | -- | 0 | 0.0000 |
| | | | NR | 20.04.2017 | 26.04.2017 | 6 | 0.0396 | 0.2376 |
| | | | NR | 29.08.2017 | 31.10.2017 | 63 | 0.0396 | 2.4948 |
| 16 | 8064 | RWP | C-I (Spl. Repair) | 16.04.2016 | 17.04.2017 | -- | 0 | 0.0000 |
| | | | NR | 13.01.2018 | 16.01.2018 | 3 | 0.0396 | 0.1188 |
| | | | NR | 24.09.2018 | 03.10.2018 | 9 | 0.0396 | 0.3564 |
| | | | NR | 22.10.2018 | 23.10.2018 | 1 | 0.0396 | 0.0396 |
| | | | NR | 04.09.2019 | 12.09.2019 | 8 | 0.0396 | 0.3168 |
| 17 | 8084 | KDA | C-I (Spl. Repair) | 30.06.2017 | 25.07.2017 | -- | 0 | 0.0000 |
| | | | NR | 29.01.2018 | 30.01.2018 | 1 | 0.0396 | 0.0396 |
| | | | NR | 27.04.2018 | 28.04.2018 | 1 | 0.0396 | 0.0396 |
| | | | NR | 09.10.2018 | 18.10.2018 | 9 | 0.0396 | 0.3564 |
| | | | NR | 07.03.2019 | 19.03.2019 | 12 | 0.0396 | 0.4752 |
| 18 | 8041 | KDA | C-I (Spl. Repair) | 08.07.2017 | 22.08.2017 | -- | 0 | 0.0000 |
| | | | NR | 25.09.2017 | 27.09.2017 | 2 | 0.0396 | 0.0792 |
| | | | NR | 10.01.2018 | 13.01.2018 | 3 | 0.0396 | 0.1188 |
| | | | NR | 24.11.2018 | 28.11.2018 | 4 | 0.0396 | 0.1584 |
| | | | NR | 30.05.2019 | 22.01.2020 | 237 | 0.0396 | 9.3852 |
| 19 | 8082 | KDA | C-I (Spl. Repair) | 10.07.2017 | 22.09.2017 | -- | 0 | 0.0000 |
| | | | NR | 06.02.2018 | 08.02.2018 | 2 | 0.0396 | 0.0792 |
| | | | NR | 20.10.2018 | 29.10.2018 | 9 | 0.0396 | 0.3564 |
| | | | NR | 26.12.2018 | 27.12.2018 | 1 | 0.0396 | 0.0396 |

| | | | | | | | | |
|----|------|-----|-------------------|------------|-------------------------------|-----|--------|---------|
| 20 | 8076 | KDA | C-I (Spl. Repair) | 20.08.2015 | 29.09.2017 | -- | 0 | 0.0000 |
| | | | NR | 30.05.2019 | 14.06.2019 | 15 | 0.0396 | 0.5940 |
| | | | NR | 24.06.2019 | 09.07.2019 | 15 | 0.0396 | 0.5940 |
| 21 | 8051 | KDA | C-I (Spl. Repair) | 08.03.2018 | 30.03.2018 | -- | 0 | 0.0000 |
| | | | NR | 16.07.2018 | 23.07.2018 | 7 | 0.0396 | 0.2772 |
| | | | NR | 09.11.2019 | 18.11.2019 | 9 | 0.0396 | 0.3564 |
| 22 | 8075 | KDA | C-I (Spl. Repair) | 02.04.2018 | 31.05.2018 | -- | 0 | 0.0000 |
| | | | NR | 16.07.2019 | Still in shop upto 20.01.2020 | 188 | 0.0396 | 7.4448 |
| 23 | 5120 | QTA | C-I (Spl. Repair) | 30.10.2017 | 25.10.2017 | -- | 0 | 0.0000 |
| | | | NR | 11.03.2019 | Still in shop upto 20.01.2020 | 315 | 0.0396 | 12.4740 |
| 24 | 5219 | ROH | C-I (Spl. Repair) | 26.12.2017 | 21.04.2018 | -- | 0 | 0.0000 |
| | | | NR | 24.06.2019 | 10.07.2019 | 16 | 0.0396 | 0.6336 |
| 25 | 5210 | ROH | C-I (Spl. Repair) | 08.01.2018 | 29.09.2018 | -- | 0 | 0.0000 |
| | | | NR | 02.07.2019 | 12.12.2019 | 163 | 0.0396 | 6.4548 |
| 26 | 8201 | ROH | C-I (Spl. Repair) | 13.04.2018 | 19.01.2019 | -- | 0 | 0.0000 |
| | | | NR | 01.03.2019 | 15.03.2019 | 14 | 0.0396 | 0.5544 |
| 27 | 5204 | ROH | C-I (Spl. Repair) | 01.02.2019 | 19.04.2019 | -- | 0 | 0.0000 |
| | | | NR | 15.07.2019 | 03.01.2020 | 172 | 0.0396 | 6.8112 |
| 28 | 6023 | LHR | C-I (Spl. Repair) | 29.11.2010 | 20.01.2017 | -- | 0 | 0.0000 |
| | | | NR | 02.01.2018 | 17.01.2018 | 15 | 0.0396 | 0.5940 |
| | | | NR | 29.06.2019 | Still in shop upto 20.01.2020 | 205 | 0.0575 | 11.7875 |
| 29 | 6017 | LHR | C-I (Spl. Repair) | 08.03.2010 | 28.02.2018 | -- | 0 | 0.0000 |

| | | | | | | | | | |
|--------------|------|-----|-------------------|------------|------------|----|--------|---------------------------|----------------|
| | | | NR | 22.03.2018 | 03.05.2018 | 42 | 0.0575 | 2.4150 | |
| | | | NR | 04.02.2019 | 21.02.2019 | 17 | 0.0575 | 0.9775 | |
| 30 | 6026 | LHR | C-I (Spl. Repair) | 30.11.2016 | 31.03.2018 | -- | 0 | 0.0000 | |
| | | | NR | 27.09.2019 | 10.10.2019 | 13 | 0.0575 | 0.7475 | |
| 31 | 6019 | LHR | C-I (Spl. Repair) | 02.12.2009 | 12.05.2018 | -- | 0 | 0.0000 | |
| | | | NR | 13.09.2019 | 02.10.2019 | 19 | 0.0575 | 1.0925 | |
| 32 | 6029 | LHR | C-I (Spl. Repair) | 21.01.2011 | 30.06.2018 | -- | 0 | 0.0000 | |
| | | | NR | 19.08.2019 | 22.08.2019 | 3 | 0.0575 | 0.1725 | |
| 33 | 6013 | LHR | C-I (Spl. Repair) | 17.02.2018 | 30.11.2018 | -- | 0 | 0.0000 | |
| | | | NR | 21.10.2019 | 02.11.2019 | 12 | 0.0575 | 0.6900 | |
| Total | | | | | | | | Rs 55.1461 million | 55.1461 |

Annex-16

**Statement showing detail of duplicate Special Repair of GMU-30 Locos under different projects.
(Para 4.4.4)**

| S No | Locomotive No. | Date turned out after special repair under 36 Locomotives project | Date turned out after special repair under SR-150 Locomotives Project | Date turned out after special repair under SR-100 DE Locomotives Project |
|-------------|-----------------------|--|--|---|
| 1 | 4701 | 26.01.2009 | | - |
| 2 | 4702 | 02.04.2010 | 03.06.2013 | - |
| 3 | 4703 | 22.08.2009 | - | - |
| 4 | 4704 | 11.03.2009 | 01.08.2013 | - |
| 5 | 4705 | 18.07.2009 | 18.07.2013 | 30.05.2017 |
| 6 | 4706 | 30.09.2009 | 03.06.2013 | - |
| 7 | 4707 | 10.06.2010 | 23.10.2013 | 06.04.2017 |
| 8 | 4708 | 12.12.2009 | 28.10.2013 | 28.01.2017 |
| 9 | 4709 | 17.11.2008 | 08.06.2013 | 29.07.2017 |
| 10 | 4710 | 08.08.2009 | - | - |
| 11 | 4711 | 13.12.2008 | 30.05.2013 | - |
| 12 | 4712 | 01.11.2008 | 07.06.2013 | - |
| 13 | 4713 | 07.08.2010 | - | - |
| 14 | 4714 | 27.05.2009 | 18.05.2013 | - |
| 15 | 4715 | 13.09.2008 | - | - |
| 16 | 4716 | 27.10.2008 | - | - |
| 17 | 4717 | 24.02.2009 | - | - |
| 18 | 4718 | 30.01.2010 | - | - |
| 19 | 4719 | 01.01.2010 | 01.10.2013 | - |
| 20 | 4720 | 29.09.2008 | 02.08.2013 | 27.08.2017 |

| | | | | |
|----|------|------------|------------|------------|
| 21 | 4721 | 25.11.2008 | 26.12.2013 | - |
| 22 | 4722 | 19.03.2009 | 23.09.2013 | - |
| 23 | 4723 | 30.07.2008 | - | - |
| 24 | 4724 | 26.06.2009 | - | - |
| 25 | 4725 | 14.02.2009 | - | - |
| 26 | 4726 | 24.02.2010 | - | - |
| 27 | 4727 | 30.06.2009 | - | - |
| 28 | 4728 | 23.04.2009 | 04.07.2013 | 30.06.2017 |
| 29 | 4729 | 07.04.2009 | 15.09.2013 | - |
| 30 | 4730 | 23.11.2009 | - | - |
| 31 | 4731 | 25.09.2009 | - | - |
| 32 | 4732 | 22.08.2008 | 01.11.2013 | 27.08.2017 |
| 33 | 4733 | 20.10.2009 | - | - |
| 34 | 4734 | 24.12.2008 | 22.08.2013 | 13.04.2018 |
| 35 | 4735 | 20.01.2009 | 08.05.2013 | 28.05.2018 |
| 36 | 4736 | 30.05.2009 | - | - |

Total Cost of Project =Rs 1,611.509 million =Rs 5,681.679 million =Rs 5,025.217 million
Cost per Loco =Rs 44.764 million =Rs 37.878 million =Rs 55.836 million
Repair cost of 19 locos =Rs 719.682 million Repair cost of 9 locos
=Rs 502.524 million

Total cost = Rs 1,222.206 million

**Statement showing detail of double special repair of locomotives
(Para-4.4.4)**

| S. No. | Loco No. | Date of turning out after first repair (under SR-150 Project) | Date turned out after second repair (under SR-100 Project) |
|---------------|-----------------|---|--|
| 1 | 2 | 3 | 4 |
| 1 | 8306 | 21.07.2014 | 30.12.2017 |
| 2 | 8318 | 30.09.2015 | 04.08.2018 |
| 3 | 8319 | 25.09.2013 | 04.11.2016 |
| 4 | 8321 | 13.12.2013 | 31.01.2017 |
| 5 | 8323 | 15.06.2014 | 31.08.2017 |
| 6 | 8315 | 30.09.2015 | 26.09.2018 |
| 7 | 8051 | 30.09.2015 | 30.05.2018 |
| 8 | 8056 | 28.02.2014 | 22.02.2017 |
| 9 | 8075 | 26.06.2015 | 30.06.2018 |
| 10 | 8076 | 20.09.2014 | 29.09.2017 |
| 11 | 8087 | 26.08.2016 | 11.01.2017 |
| 12 | 5110 | 12.06.2014 | 19.08.2017 |
| 13 | 5115 | 25.06.2014 | 29.07.2017 |
| 14 | 5120 | 31.10.2014 | 25.11.2017 |
| 15 | 5123 | 30.11.2014 | 22.01.2018 |
| 16 | 6027 | 23.01.2015 | 25.10.2018 |
| 17 | 5201 | 31.03.2015 | 19.01.2019 |
| 18 | 5202 | 29.04.2014 | 28.03.2018 |
| 19 | 5204 | 16.03.2016 | 19.04.2019 |
| 20 | 5205 | 23.07.2014 | 30.04.2018 |
| 21 | 5208 | 31.01.2016 | 28.02.2019 |
| 22 | 5210 | 31.12.2014 | 29.09.2018 |
| 23 | 5213 | 12.09.2014 | 27.01.2018 |
| 24 | 5217 | 29.10.2014 | 21.02.2018 |
| 25 | 5219 | 18.12.2014 | 21.04.2018 |

Total Cost of SR-100 project =Rs 5025.217 million

Cost per Loco =Rs 55.836 million

Repair cost of 25 locos =Rs 1,395.9 million

**Statement showing detail of locomotives put in to shunting services after special repair under SR-100 loco project
(Para 4.4.5)**

Rs in million

| S. No. | Loco No. | Date turned out after special repair | Date put into shunting service | No. of months up to 31.12.2019 | Earning per month (Rs) | Total earning (Rs) |
|--------------|----------------|--------------------------------------|--------------------------------|--------------------------------|------------------------|--------------------|
| 1 | 4701 GMU-30 | 21.03.2018 | 01.06.2017 | 31 | 1.726 | 53.506 |
| 2 | 4710 GMU-30 | 18.02.2017 | 01.05.2017 | 32 | 1.726 | 55.232 |
| 3 | 4716 GMU-30 | 29.03.2017 | 01.04.2017 | 33 | 1.726 | 56.958 |
| 4 | 4720 GMU-30 | 27.08.2017 | 01.12.2017 | 25 | 1.726 | 43.150 |
| 5 | 4727 GMU-30 | 29.08.2018 | 21.02.2019 | 6 | 1.726 | 10.356 |
| 6 | 4732 GMU-30 | 27.08.2017 | 01.12.2017 | 25 | 1.726 | 43.150 |
| 7 | 4734 GMU-30 | 13.04.2018 | 13.04.2018 | 21 | 1.726 | 36.246 |
| 8 | 4728 GMU-30 | 30.06.2017 | 16.11.2019 | 1 | 1.726 | 1.726 |
| 9 | 4827 GMU-15 | 28.02.2018 | 28.02.2018 | 22 | 1.188 | 26.136 |
| 10 | 4832 GMU-15 | 30.12.2017 | 30.12.2017 | 24 | 1.188 | 28.512 |
| 11 | 8321 PHA-20 | 31.01.2017 | 16.08.2018 | 16 | 1.188 | 19.008 |
| Total | | | | | | 373.980 |

Statement showing the detail excess expenditure on procurement of parts due to delay in completion of the project – Rs 343.001 million (Para 4.4.7)

| S. No. | T.C No. | Date | Amount | | | Amount Excess charged (Rs) |
|--------|---------|------------|-----------|------------------------------------|--|----------------------------|
| | | | US\$ Rate | Amount Charged to the project (Rs) | Amount to be charged to the project (Rs) | |
| 1 | SA/37 | 07.01.2017 | 104.4 | 81,988,906 | 78,533,434 | 3,455,472 |
| 2 | SA/46 | 28.01.2017 | 104.6 | 4,190,868 | 4,006,565 | 184,303 |
| 3 | SA/47 | 28.01.2017 | 104.6 | 11,412,959 | 10,911,050 | 501,909 |
| 4 | SA/48 | 28.01.2017 | 104.6 | 56,570,916 | 54,083,093 | 2,487,823 |
| 5 | SA/50 | 21.01.2017 | 104.7 | 132,739,971 | 126,781,252 | 5,958,719 |
| 6 | SA/52 | 06.02.2017 | 104.4 | 30,076,536 | 28,808,942 | 1,267,594 |
| 7 | SA/54 | 17.02.2017 | 104.4 | 10,000 | 9,578 | 422 |
| 8 | SA/55 | 21.02.2017 | 104.4 | 51,952,964 | 49,763,375 | 2,189,589 |
| 9 | SA/57 | 28.02.2017 | 104.4 | 76,968,049 | 76,597,748 | 370,301 |
| 10 | SA/59 | 27.03.2017 | 104.5 | 52,690,706 | 50,421,728 | 2,268,978 |
| 11 | SA/62 | 06.04.2017 | 104.4 | 41,417,614 | 39,672,044 | 1,745,570 |
| 12 | SA/63 | 11.04.2017 | 104.4 | 5065545 | 4852054 | 213,491 |
| 13 | SA/64 | 19.04.2017 | 104.7 | 24566588 | 23463789 | 1,102,799 |
| 14 | SA/66 | 12.05.2017 | 104.4 | 62003374 | 59390204 | 2,613,170 |
| 15 | SA/68 | 16.05.2017 | 104.4 | 19378486 | 18561768 | 816,718 |
| 16 | SA/69 | 24.05.2017 | 104.5 | 18813 | 18002 | 811 |
| 17 | SA/72 | 31.05.2017 | 104.7 | 72777922 | 69510909 | 3,267,013 |

| | | | | | | |
|----|---------|-------------|-------|----------|----------|-----------|
| 18 | SA/76 | 30.06.2017 | 104.8 | 47221898 | 45059062 | 2,162,836 |
| 19 | SA/78 | 30.06.3017 | 104.8 | 12321705 | 11757352 | 564,353 |
| 20 | SA/01 | 10.082017 | 105.3 | 53506196 | 50813101 | 2,693,095 |
| 21 | SA/02 | 10.08.2017 | 105.3 | 13365412 | 12688698 | 676,714 |
| 22 | SA/04 | 23.08.2017 | 105.3 | 61013146 | 57942209 | 3,070,937 |
| 23 | SA/05 | 23.08.2017 | 105.3 | 476143 | 452178 | 23,965 |
| 24 | SA/06 | 08.09.2017 | 105.3 | 40739523 | 38689006 | 2,050,517 |
| 25 | SA/08 | 19.09.2017 | 105.3 | 15185187 | 14420880 | 764,307 |
| 26 | SA/09 | 28.09.2017 | 105.3 | 18120250 | 17216390 | 903,860 |
| 27 | SA/10 | 093.10.2017 | 105.4 | 2155658 | 2046187 | 109,471 |
| 28 | SA/11 | 09.10.2017 | 105.4 | 75889 | 72035 | 3,854 |
| 29 | SA/12 | 09.10.2017 | 105.4 | 299502 | 284292 | 15,210 |
| 30 | SA/13 | 09.10.2017 | 105.4 | 689752 | 654724 | 35,028 |
| 31 | SA/14 | 24.10.2017 | 105.4 | 13331757 | 12654729 | 677,028 |
| 32 | SA/09-A | 03.10.2017 | 105.4 | 38447763 | 36477954 | 1,969,809 |
| 33 | SA/19 | 30.11.2017 | 105.4 | 24592424 | 23332471 | 1,259,953 |
| 34 | SA/20 | 30.11.2017 | 105.4 | 2582328 | 2450027 | 132,301 |
| 35 | SA/21 | 30.11.2017 | 105.4 | 81882823 | 81786360 | 96,463 |
| 36 | SA/26 | 29.12.2017 | 110.3 | 35359568 | 32057632 | 3,301,936 |
| 37 | SA/27 | 29.12.2017 | 110.3 | 22483801 | 20384226 | 2,099,575 |
| 38 | SA/28 | 29.12.2017 | 110.3 | 4847268 | 4394622 | 452,646 |
| 39 | SA/23 | 22.12.2017 | 109.8 | 20117 | 18238 | 1,879 |
| 40 | SA/32 | 31.01.2018 | 109.8 | 6852798 | 6241164 | 611,634 |

| | | | | | | |
|----|--------|------------|-------|-------------|-------------|------------|
| 41 | SA/33 | 31.01.2018 | 110.4 | 146178644 | 132408192 | 13,770,452 |
| 42 | SA/36 | 28.02.2018 | 110.4 | 12280367 | 11123521 | 1,156,846 |
| 43 | SA/37 | 03.03.2018 | 110.3 | 13137126 | 11910359 | 1,226,767 |
| 44 | SA/41 | 31.03.2018 | 115.2 | 709954 | 616280 | 93,674 |
| 45 | SA/39 | 29.03.2018 | 115.2 | 42679526 | 37048200 | 5,631,326 |
| 46 | SA/40 | 29.03.2018 | 115.2 | 29019168 | 25190250 | 3,828,918 |
| 47 | SA/43 | 26.04.2018 | 115.5 | 20152 | 17448 | 2,704 |
| 48 | SA/44 | 28.04.2018 | 115.4 | 18,815,935 | 16,302,144 | 2,513,791 |
| 49 | SA/48 | 31.05.2018 | 115.5 | 9,180,510 | 7,948,494 | 1,232,016 |
| 50 | SA/49 | 31.05.2018 | 115.5 | 22,218 | 19,236 | 2,982 |
| 51 | SA/50 | 31.05.2018 | 115.5 | 5,133,042 | 4,444,192 | 688,850 |
| 52 | SA/51 | 31.05.2018 | 115.5 | 9,257,657 | 9,015,287 | 242,370 |
| 53 | SA/52 | 25.06.2018 | 121.4 | 38,724,567 | 31,895,152 | 6,829,415 |
| 54 | SA/53 | 28.06.2018 | 121.4 | 3,268,160 | 2,692,059 | 576,101 |
| 55 | SA/54 | 28.06.2018 | 121.4 | 179,329,907 | 147,718,210 | 31,611,697 |
| 56 | SA/55 | 28.06.2018 | 121.4 | 5,713,120 | 4,706,030 | 1,007,090 |
| 57 | SA/529 | 18.01.2018 | 110.3 | 1,419,520 | 1,286,963 | 132,557 |
| 58 | SA/30 | 18.01.2018 | 110.3 | 79,380,193 | 71,967,537 | 7,412,656 |
| 59 | SA/31 | 20.01.2018 | 110.3 | 4,279 | 3,879 | 400 |
| 60 | SA/01 | 31.08.2018 | 124.1 | 5,823,997 | 4,692,987 | 1,131,010 |
| 61 | SA/02 | 31.08.2018 | 124.1 | 5,641 | 4,546 | 1,095 |
| 62 | SA/04 | 31.08.2018 | 124.1 | 40,240,807 | 32,426,114 | 7,814,693 |
| 63 | SA/06 | 31.08.2018 | 124.1 | 17,330,319 | 13,964,802 | 3,365,517 |

| | | | | | | |
|--------------|------------|------------|-------|-------------|------------|--------------------|
| 64 | SA/07 | 27.09.2018 | 124.1 | 18,029,304 | 14,528,045 | 3,501,259 |
| 65 | SA/08 | 27.09.2018 | 124.1 | 103,391,473 | 83,313,032 | 20,078,441 |
| 66 | SA/11 | 29.10.2018 | 132 | 10,860,923 | 8,227,972 | 2,632,951 |
| 67 | SA/12 | 29.10.2018 | 132 | 25,166,035 | 19,065,178 | 6,100,857 |
| 68 | SA/13 | 29.10.2018 | 132 | 40,636,800 | 30,785,455 | 9,851,345 |
| 69 | SA/12 | 29.11.2018 | 133.7 | 23,259,878 | 17,397,067 | 5,862,811 |
| 70 | SA/15 | 31.12.2018 | 138.6 | 115,837,482 | 83,576,827 | 32,260,655 |
| 71 | SA/18 | 12.2018 | 138.6 | 14,148,180 | 10,207,922 | 3,940,258 |
| 72 | SA/14 | 31.01.2019 | 138.5 | 13,480,050 | 9,732,888 | 3,747,162 |
| 73 | SA/17 | 28.02.2018 | 138.9 | 3,009,936 | 2,166,981 | 842,955 |
| 74 | SA/18 | 28.02.2018 | 138.9 | 30,053,331 | 21,636,667 | 8,416,664 |
| 75 | SA/19 | 30.03.2019 | 140.2 | 19,776,331 | 14,105,800 | 5,670,531 |
| 76 | SA/21 | 30.04.2019 | 141.2 | 40,368,328 | 28,589,467 | 11,778,861 |
| 77 | SA/22 | 30.04.2019 | 141.2 | 92,230,041 | 65,318,726 | 26,911,315 |
| 78 | SA/23 | 30.04.2019 | 141.2 | 11,167,080 | 7,908,697 | 3,258,383 |
| 79 | SA/24 | 30.05.2019 | 149.7 | 14,248,734 | 9,518,192 | 4,730,542 |
| 80 | SA/01/AO-P | 02.08.2019 | 159.5 | 69,459 | 43,548 | 25,911 |
| 81 | SA/04/AO-P | 30.09.2019 | 156.2 | 107,463,321 | 68,798,541 | 38,664,780 |
| 82 | SA/05/AO-P | 26.11.2019 | 155.3 | 34,627,000 | 22,296,845 | 12,330,155 |
| Total | | | | | | 343,000,816 |

Annex-20

Statement showing detail of spares delivered to Rewinding Shop Mughalpura (Para 4.4.8)

| S. No. | Purchase order No. and date | Description | Quantity received | Unit rate | Exchange rate | Unit rate Pak (Rs) | Total price (Rs) |
|--------|--------------------------------------|--------------------------------|-------------------|-----------|---------------|--------------------|------------------|
| 1 | 19/0066/SR-100/4-16 Dt:10.06.16 | Armature Assy:D-29 | 42 | 61,000.00 | 16.09 | 981,490.00 | 41,222,580.00 |
| 2 | 19/0121/SR-100/4-2016 Dt:31.12.16 | Armature | 30 | 52,100.00 | 15.64 | 814,844.00 | 24,445,320.00 |
| 3 | 19/0089/SR-100/4-2016 Dt:20.09.16 | Ball Bearing (6318 C4) | 90 | 50.00 | 116.90 | 5,845.00 | 526,050.00 |
| 4 | 19/0074/SR-100/4-2016 Dt:25.06.16 | Coil with Pole Piece Exciting | 120 | 3,965.00 | 16.09 | 63,796.85 | 7,655,622.00 |
| 5 | 19/0074/SR-100/4-2016 Dt:25.06.16 | Coil with Pole Piece Exciting | 120 | 3,990.00 | 16.09 | 64,199.10 | 7,703,892.00 |
| 6 | 19/0018/SR-100/5-17 Dt:13.04.17 | Pinion 19 Teeth | 30 | 36,270.00 | PKR | 36,270.00 | 1,088,100.00 |
| 7 | 19/0081/SR-100/4-2016 Dt:12.08.16 | Roller Bearing NU-326-C4 | 90 | 265.00 | 104.13 | 27,594.45 | 2,483,500.50 |
| 8 | 19/0012/SR-100/4-2015 Dt:30.12.15 | Armature Assy:T/M 752 AH-24/30 | 60 | 22,000.00 | 102.90 | 2,263,800.00 | 135,828,000.00 |
| 9 | 19/0049/SR-100/3-2016 Dt:07.05.16 | Armature Assy:T/M 752 AH-24/30 | 30 | 22,000.00 | 104.30 | 2,294,600.00 | 68,838,000.00 |
| 10 | 19/0019/SR-100/3-2016 Dt:24.02.16 | Armature Rewinding kit | 30 | 13,754.00 | 107.78 | 1,482,406.12 | 44,472,183.60 |
| 11 | 19/0018/SR-100/3-2016 Dt:18.02.16 | Commutator Assy: | 30 | 4,539.00 | 101.70 | 461,616.30 | 13,848,489.00 |

| | | | | | | | |
|----|--------------------------------------|----------------------------------|------|-----------|--------|------------|---------------|
| 12 | 19/0013/SR-100/4-2015 Dt:14.01.16 | Exciting Coil with Pole Piece | 120 | 1,961.28 | 101.75 | 199,560.24 | 23,947,228.80 |
| 13 | 19/0013/SR-100/4-2015 Dt:14.01.16 | Exciting Coil with Pole Piece | 120 | 1,961.28 | 101.75 | 199,560.24 | 23,947,228.80 |
| 14 | 19/0013/SR-100/4-2015 Dt:14.01.16 | Commutating Coil with Pole Piece | 240 | 1,846.08 | 101.75 | 187,838.64 | 45,081,273.60 |
| 15 | 19/0034/SR-100/1-2016 Dt:30.03.16 | Pinion 24 Teeth | 24 | 425.00 | 101.70 | 43,222.50 | 1,037,340.00 |
| 16 | 19/0016/SR-100/3-2016 Dt:19.02.16 | Carbon Brush T/M 752 AH-24 | 1560 | 8.43 | 104.10 | 877.56 | 1,368,998.28 |
| 17 | 19/0058/SR-100/4-2016 Dt:07.06.16 | Roller Bearing P/E | 30 | 305.00 | 111.66 | 34,056.30 | 1,021,689.00 |
| 18 | 19/0011/SR-100/2-2016 Dt:18.02.16 | Roller Bearing P/E | 60 | 379.00 | 101.70 | 38,544.30 | 2,312,658.00 |
| 19 | 19/0058/SR-100/4-2016 Dt:07.06.16 | Ball Bearing C/E | 30 | 108.25 | 111.66 | 12,087.20 | 362,615.85 |
| 20 | 19/0009/SR-100/2-2016 Dt:04.02.16 | Ball Bearing C/E | 60 | 100.00 | 111.94 | 11,194.00 | 671,640.00 |
| 21 | 19/0006/SR-100/5-2016 Dt:26.02.16 | Frame Head | 24 | 32,000.00 | PKR | 32,000.00 | 768,000.00 |
| 22 | 19/0025/SR-100/5-17 Dt 12.05.17 | Frame Head | 30 | 24,965.00 | PKR | 24,965.00 | 748,950.00 |
| 23 | 19/0001/SR-100/5-2015 Dt:04.01.16 | Bearing Cap Inner | 90 | 8,900.00 | PKR | 8,900.00 | 801,000.00 |
| 24 | 19/0001/SR-100/5-2015 Dt:04.01.16 | Bearing Cap Insert | 90 | 2,365.00 | PKR | 2,365.00 | 212,850.00 |

| | | | | | | | |
|-----------------|--------------------------------------|-----------------|----|-----------|--------|------------|-----------------------|
| 25 | 19/0010/SR-100/5-2015 Dt:23.01.16 | Bearing Housing | 30 | 6,900.00 | PKR | 6,900.00 | 207,000.00 |
| 26 | 19/0025/SR-100/5-17 Dt 12.05.17 | Bearing Housing | 30 | 6,900.00 | PKR | 6,900.00 | 207,000.00 |
| 27 | 19/0001/SR-100/5-2016 Dt:06.02.16 | Pinion Gutter | 90 | 14,500.00 | PKR | 14,500.00 | 1,305,000.00 |
| 28 | 19/0024/SR-100/5-17 Dt 02.05.17 | Bearing Cap | 30 | 10,500.00 | PKR | 10,500.00 | 315,000.00 |
| 29 | 19/0001/SR-100/5-2015 Dt:04.01.16 | Flinger | 90 | 4,960.00 | PKR | 4,960.00 | 446,400.00 |
| 30 | 19/0004/SR-100/1-2015 Dt:23.12.15 | Cable assy. | 90 | 115.50 | 101.71 | 11,747.51 | 1,057,275.45 |
| 31 | 19/0004/SR-100/1-2015 Dt:23.12.15 | Cable Assy: | 90 | 70.98 | 101.71 | 7,219.38 | 649,743.82 |
| 32 | 19/0004/SR-100/1-2015 Dt:23.12.15 | Cable Assy | 90 | 70.08 | 101.71 | 7,127.84 | 641,505.31 |
| 33 | 19/0004/SR-100/1-2015 Dt:23.12.15 | Cable Assy "F" | 90 | 435.20 | 101.71 | 44,264.19 | 3,983,777.28 |
| 34 | 19/0004/SR-100/1-2015 Dt:23.12.15 | Cable Assy | 90 | 169.29 | 101.71 | 17,218.49 | 1,549,663.73 |
| 35 | 19/0004/SR-100/1-2015 Dt:23.12.15 | Cable Assy | 90 | 302.18 | 101.71 | 30,734.73 | 2,766,125.50 |
| 36 | 19/0004/SR-100/1-2015 Dt:23.12.15 | Cable Assy | 90 | 459.44 | 101.71 | 46,729.64 | 4,205,667.82 |
| 37 | 19/0019/SR-100/3-2016 Dt:24.02.16 | Armature shaft | 30 | 2,204.26 | 107.78 | 237,575.14 | 7,127,254.28 |
| Total Rs | | | | | | | 474,854,622.63 |

**Statement showing detail of defective repair of locomotives at the cost of
Rs 261.864 million.
(Para 4.4.12)**

| S. No. | Loco No. | Base Shed | Date put in service after SR | Nature of repair carried out |
|---------------|-----------------|------------------|-------------------------------------|-------------------------------------|
| GMU-30 | | | | |
| 1 | 4723 | KC | 31.05.17 | C-II |
| 2 | 4703 | KC | 08.06.17 | C-II |
| 3 | 4709 | KC | 29.07.17 | C-II |
| 4 | 4732 | KC | 27.08.17 | C-II |
| 5 | 4720 | KC | 27.08.17 | C-II |
| 6 | 4701 | KC | 21.03.18 | C-II |
| 7 | 4734 | KC | 13.04.18 | C-II |
| 8 | 4735 | KC | 28.05.18 | C-II |
| 9 | 4727 | KC | 29.08.18 | F-Schedule |

Note: Estimated per unit cost as per PC-I for special repair of locomotive = 29.096 million.
Estimated cost for special repair of 09-locomotives = 261.864 million

Detail of locomotives deleted from books

(Para 4.4.13)

| S.No | Loco No. | Date turned out after SR | Date deleted from Books | Estimated expenditure (Rs in million) | Remarks |
|--------------|----------|--------------------------|-------------------------|---------------------------------------|---|
| 1 | 8067 | 17.01.2017 | 29.08.2018 | 29.096 | The locomotive was reported to be coiled with a loaded rack but no inquiry into the case was conducted. |
| 2 | 4727 | 29.08.2018 | 3/2019 | 15.502 | Reported to be accidental but no inquiry was held. |
| Total | | | | 44.598 | |

Statement showing detail of performance of GMU-30 locomotives

(Para-4.4.14)

| Type of locos | No. of Locos | Existing average availability | Target average availability as per PC-I | Actual average reliability for the month of December 2019 | Cumulative average availability since repaired |
|---------------|--------------|-------------------------------|---|---|--|
| GMU-30 | 17 | 66.66% | 84.84 | 80% | 77% |

Statement showing detail of (individual performance) availability

| S. No. | Type of locos | Loco No. | Existing average availability | Target average availability as per PC-I | Cumulative average availability since repaired up to 31.05.2019 |
|--------|---------------|----------|-------------------------------|---|---|
| 1 | GMU-30 | 4708 | 66.66% | 84.84% | 84% |
| 2 | -do- | 4710 | 66.66% | 84.84% | 83% |
| 3 | -do- | 4730 | 66.66% | 84.84% | 78% |
| 4 | -do- | 4705 | 66.66% | 84.84% | 27% |
| 5 | -do- | 4720 | 66.66% | 84.84% | 60% |
| 6 | -do- | 4701 | 66.66% | 84.84% | 72% |
| 7 | -do- | 4734 | 66.66% | 84.84% | 70% |
| 8 | PHA-20 | 8319 | 65.21% | 83% | 71% |
| 9 | -do- | 8316 | 65.21% | 83% | 73% |
| 10 | -do- | 8321 | 65.21% | 83% | 54% |
| 11 | HBU-20 | 8067 | 38.35% | 48.79% | 45% |
| 12 | -do- | 8075 | 38.35% | 48.79% | 45% |

Annex Contd. Next page

Statement showing detail of (individual performance) reliability

| S. No. | Type of locos | Loco No. | Existing average reliability/km per failure | Target average reliability/km per failure as per PC-I | Cumulative average reliability since repaired up to 31.05.2019 |
|---------------|----------------------|-----------------|--|--|---|
| 1 | GMU-30 | 4705 | 17617 | 19458 | 6556 |
| 2 | AGE-30 | 6030 | 39518 | 43648 | 39593 |
| 3 | -do- | 6025 | 39518 | 43648 | 25531 |
| 4 | RGE-20 | 5126 | 34431 | 38029 | 35231 |
| 5 | -do- | 5125 | 34431 | 38029 | 35441 |
| 6 | -do- | 5112 | 34431 | 38029 | 11298 |
| 7 | PHA-20 | 8318 | 35808 | 39550 | 33816 |
| 8 | -do- | 8315 | 35808 | 39550 | 26935 |
| 9 | HBU-20 | 8082 | 34232 | 37809 | 24663 |
| 10 | -do- | 8076 | 34232 | 37809 | 31518 |
| 11 | -do- | 8051 | 34232 | 37809 | 24048 |
| 12 | -do- | 8075 | 34232 | 37809 | 16708 |