



**PERFORMANCE AUDIT REPORT  
ON THE ROLE OF  
PAKISTAN RAILWAYS POLICE IN  
SAFEGUARDING RAILWAYS  
FOR THE PERIOD 2015-16 to 2021-22  
AUDIT YEAR 2022-23**

**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 on the Role of Pakistan Railways Police in Safeguarding Railways was carried out accordingly.

The Directorate General Audit Railways, Lahore conducted performance audit during audit year 2022-23 for the period from 2015-16 to 2021-22 with a view to report significant findings relating to economy, efficiency and effectiveness to stakeholders. Audit examined the policies, procedures and data related to functions and operations of Railway Police in line with laid down rules. Audit also assessed, whether the Railway Police complied with applicable laws, rules and regulations for safeguarding Railway assets and providing security to passengers and in view of that it suggests a possible way forward. This report also indicates specific actions that, if taken, will help the management to ensure safety of Railway assets and security of passengers. The report has been finalized in light of management replies as well discussion in DAC meetings.

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: 02 FEB 2024**

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**(Muhammad Ajmal Gondal)**  
**Auditor-General of Pakistan**



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## ABBREVIATIONS AND ACRONYMS

ADP	Annual Development Program
AIG/Admn	Assistant Inspector General/Administration
APO	Assistant Personnel Officer
ASI	Assistant Sub-Inspector
BD	Bomb Disposal
BDI	Bomb Disposal Inspector
BDS	Bomb Disposal Squad
BPS	Basic Pay Scale
CCTV	Closed-Circuit Television
CDWP	Central Development Working Party
CEN/OL	Chief Engineer/Open Line
CPO	Central Police Office
CTO	Chief Traffic Officer
DC	Deputy Commissioner
DCP	District Controller of Purchase
DIG	Deputy Inspector General
DS	Divisional Superintendent
DSP	Deputy Superintendent of Police
FIR	First Information Report
FRS	Face Recognize System
GT	Grand Trunk
HC	Head Constable
HR	Human Resource
IG	Inspector General
INL	International Narcotics and Law Enforcement Affairs
IOW	Inspector of Works
ISSAI	International Standards of Supreme Audit Institutions
Jr.	Junior
KM	Kilometers
LPC	Lady Police Constable
PC	Police Constable
PC-I	Planning Commission Proforma-I

PM	Prime Minister
PR	Pakistan Railways
PRP	Pakistan Railways Police
SFO	Senior Finance Officer
SHO	Station House Officer
SI	Sub-Inspector
SOP	Standard Operating Procedure
SRP	Superintendent Railway Police
TLA	Temporary Labour Application
VSS	Video Surveillance System



## **EXECUTIVE SUMMARY**

The Directorate General of Audit Railways, Lahore, conducted performance audit on the Role of Pakistan Railways Police in Safeguarding Railways during Audit Year 2022-23. The prime objective of the audit was to evaluate the role of Pakistan Railways Police in safeguarding Railways and review its performance with reference to economy, efficiency and effectiveness.

Pakistan Railways Police (PRP) department was established under Pakistan Railways Police Act 1977 by merging Provincial Police personnel and Railway Watch & Ward department. The objective for creation of PRP was “the safety of passengers and goods transported by Pakistan Railways, the protection of Railway property, prevention, inquiry and investigation of offences committed in relation to Pakistan Railways and for matters connected therewith”. In the years 1975-1980 the average on roll strength of police was 7224 which was reduced to 4614 in the year 2021-22. Pakistan Railways had 11881 kilometers of track and 7791 kms of route. During the period from 1989 to 2020, twenty-five sections of Pakistan Railways comprising of 2527 kilometers of track were closed for Railway traffic. The closed sections are not being guarded by PRP, which renders such areas prone to pilferage of moveable assets and encroachments on immovable ones which will make it very difficult for PR to operationalize them at any time in future.

The territorial limits of PR Police were increased vide Ministry of Railways Notification dated 09.11.2021 by including Railway Track beyond station limits in PRP jurisdiction without adding to PRP strength or provision of additional resources. The security of many key points like tunnels and bridges was handed over to district police and payments against these services have added PR liabilities. In Peshawar Division, District Police authorities had withdrawn their police personnel from key points of Railways on account of non-payment of their dues leaving those points unguarded. Night patrolling of track was being done by permanent and temporary Railway engineering staff, instead of PRP, who lack the capacity, professional skills and legal grounds for this job.

## Key Audit Findings

- i. Security risk due to non-implementation of decision of Federal Government regarding increase in territorial limits of Pakistan Railways Police.<sup>1</sup>
- ii. Unjustified engagement of temporary labour for night patrolling of track in the presence of Railway Police Force.<sup>2</sup>
- iii. Wastage of government money due to the non-utilization of Motor Trolleys worth Rs 25 million for patrolling of Railway Track.<sup>3</sup>
- iv. Mis-utilization of 123 police personnel with retired police officers and on clerical/other jobs.<sup>4</sup>
- v. Non-deployment of police guard at Railway Key Points; a Security Risk for passengers and PR.<sup>5</sup>
- vi. Wastage of expenditure of Rs 34.92 million due to poor maintenance of available luggage scanning machines and non-provision at remaining major Railway Stations.<sup>6</sup>
- vii. Procurement of uniform articles at higher rates-Rs 3.927 million.<sup>7</sup>
- viii. Non-compliance of directives of Prime Minister's Strategic Reforms Implementation Unit regarding passenger safety. <sup>8</sup>
- ix. Irregular payment of Fixed Daily Allowance without approval of Finance Division-Rs 482.45 million per annum. <sup>9</sup>

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<sup>1</sup> Para 4.1.5

<sup>2</sup> Para 4.1.1

<sup>3</sup> Para 4.1.2

<sup>4</sup> Para 4.1.3

<sup>5</sup> Para 4.1.12

<sup>6</sup> Para 4.1.14

<sup>7</sup> Para 4.4.2

<sup>8</sup> Para 4.5.9

<sup>9</sup> Para 4.2.1

## **Recommendations**

- i. Standard Operating Procedures (SOPs) should be developed and proper security arrangements also be made for safeguarding of territorial limits of Pakistan Railway Police.
- ii. Unjustified practice of engaging temporary labour for night patrolling of tracks may be discontinued and Pakistan Railways Police should be strengthened to safeguard Railways.
- iii. Track patrolling may also be ensured through motor trollies in the light of SOPs to avoid any future unforeseen incident.
- iv. Railway Police personnel unauthorizedly deputed on traffic management be withdrawn for their proper utilization on security and safeguarding Railways.
- v. Strength of train escorting staff should be fixed rationally keeping in view composition of trains and as per approved strength.
- vi. Irregularly deployed police personnel should be withdrawn to reduce the HR shortage and re-deployment at their legitimate duties be ensured.
- vii. Security arrangements of Railway Key Points be improved by placing proper arrangement of security personnel.
- viii. Long-term maintenance agreements with service providers be made for maintenance of luggage scanning machines.
- ix. Public Procurement Rules 2004 and canons of financial propriety be observed in letter and spirit while awarding contracts and making procurements.
- x. Time bound directives of Prime Minister's Strategic Reforms Implementation Unit regarding safety be complied.



## 1. INTRODUCTION

Pakistan Railways Police department (PRP) was established in the light of provisions of the Pakistan Railways Police Act 1977. Before promulgation of the Railways Police Act, the security of Railway workshops and yards was carried out by Railway Watch and Wards while security of trains was provided by the provincial police force. The aim of raising a single force was to safeguard Railways.

PRP is headed by the Inspector General (IG), a BPS-22 officer, who assisted by two Deputy Inspector Generals (DIG). Headquarters office and sub-offices of PRP were located in Lahore and eight Railway divisions respectively. PRP is also running a Railway Police Training School at Walton, Lahore, for training and capacity building of its personnel. PRP has on roll strength of 4614 police personnel against sanctioned strength of 7279.

### **Division-wise Human Resource (as on 30.06.2022)**

<b>Category</b>	<b>Sanctioned Strength</b>	<b>Onroll</b>	<b>Vacant</b>	<b>Vacant %</b>
Central Police Office	69	50	19	27.54
Peshawar	583	344	239	40.99
Rawalpindi	878	494	384	43.74
Lahore	1475	948	527	35.73
Multan	826	511	315	38.14
Sukkur	831	598	233	28.04
Quetta	535	382	153	28.60
Karachi	1400	883	517	36.93
Workshops	565	328	237	41.95
Walton	117	77	40	34.19
<b>Total</b>	<b>7279</b>	<b>4614</b>	<b>2665</b>	<b>37.11</b>

Source: Sanctioned strength and onroll position provided by PRP management

PRP had annual budget of Rs 2,932.349 million during the year 2021-22. Expenditure of the PRP was HR centric as 96 % of total expenditure was incurred on pay & allowances.

## **Classification of budget and expenditure for the year 2021-22**

(Rs in million)

<b>Sr. No.</b>	<b>Nomenclature</b>	<b>Budget</b>	<b>Expenditure</b>	<b>%</b>
1	Employees related expenses	2,658.70	3,037.49	96.08
2	Operating expenses	245.803	110.699	3.50
3	Purchase of physical assets	11.061	5.024	0.16
4	Repair & maintenance	16.785	8.126	0.26
<b>Total</b>		<b>2,932.349</b>	<b>3,161.34</b>	<b>100</b>

Source: Budget and expenditure statement provided by PRP management

## **2. AUDIT OBJECTIVES**

The prime objective of the audit was:

- to evaluate the role of Pakistan Railways Police in safeguarding Railways, and
- to review the performance of the organization against economy, efficiency and effectiveness with reference to identified issues of potential significance.

## **3. AUDIT SCOPE AND METHODOLOGY**

### **3.1 Audit Scope**

The performance audit on the Role of Pakistan Railways Police in Safeguarding Railways was carried out during Audit Year 2022-23.

- i. Locations visited included PRP Headquarter Lahore, SRP/Karachi, SRP/Peshawar, SRP/Rawalpindi and SRP/Lahore.
- ii. Audit covered period from July 2015 to June 2022.

## **3.2 Audit Methodology**

Audit execution involved compliance testing, substantive analysis and substantive testing of data. Audit examined relevant files and documents and reviewed financial data Sites visits of PRP Headquarter Lahore, SRP/Karachi, SRP/Peshawar, SRP/Rawalpindi and SRP/Lahore were made for the purpose of audit. The actual results were compared with the intended objectives of the organization to evaluate overall efficiency of Pakistan Railway Police. Discussion with the management was also made.

## **4. AUDIT FINDINGS AND RECOMMENDATIONS**

### **4.1 Organization and Management**

While conducting the performance audit, Audit found that the management did not adhere to the provisions of the Pakistan Railways Police Act 1977. Significant observations have been discussed in the following paras.

#### **4.1.1 Unjustified engagement of TLA staff for night patrolling of track – Rs 391.396 million**

According to Section-3 of Pakistan Railways Police Act-1977, Pakistan Railways Police would be responsible for the safety of passengers and goods transported by Pakistan Railways, the protection of Railway property, the prevention, inquiry and investigation of offences committed in relation to Pakistan Railways and for matters connected therewith.

During audit, it was observed that Pakistan Railways Police role was restricted by engaging staff on Temporary Labour Application (TLA) basis in different divisions of the PR for night patrolling of tracks. Audit observed that services of watch & ward in many shapes are still being utilized in the Railways despite the fact that, in the year 1977, their services were discontinued after establishment of Pakistan Railways Police. Audit observed that Pakistan Railways Quetta, Sukkur, Peshawar and Multan Divisions engaged 486 employees on TLA basis, for night patrolling of track, by incurring expenditure of Rs 391.396 million from July 2017 to August 2022 (**Annex-1**). Since temporary labour cannot be

made accountable in case of lapses and unfortunate events, therefore, their utilization to safeguard Railways is not justified.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 11.04.2023. DAC directed the IG/PRP and CEN/OL to submit a comprehensive reply to Audit within one week. Compliance of DAC directives is awaited.

Audit recommends that unjustified practice of engaging staff on TLA basis for night patrolling of tracks may be discontinued and Pakistan Railways Police should be strengthened to safeguard Railways.

#### **4.1.2 Compromise on security of Railway track due to non-utilization of motor trollies - Rs 25.00 million**

According to the SOP issued by PRP regarding “Track Patrolling” dated 06.05.2015, mobile track patrolling will be carried out by a team round the clock and a fortnightly report will be submitted to DIG operations. The team shall be headed by a Head Constable and including one Mate/Keyman of Railway and one member from BD staff. Motor Trolley and foot patrolling would be monitored by the same team. Incharge Motor Trolley Team would be responsible to conduct thorough checking of the Railway Track and obtain certificate of clearance of the Track from PR and BDS members at the end of each patrolling shift.

During audit, it was observed that IG/PRP in a letter dated 21.07.2016, addressed to the Additional General Manager/ Infrastructure, requested for provision of two motor trollies for each division for track patrolling. The Ministry of Railways provided funds of Rs 25.00 million, for manufacturing of fourteen motor trollies, vide letter dated 30.09.2016. Motor Trollies were received by the Railway Police during the year 2018 but their operators and fuel were not arranged by the Railway administration due to which these motor trollies could not be utilized. This lapse occurred due to poor coordination between Railway administration and Pakistan Railways Police. The security of Railway Track and Key Points was compromised due to non-patrolling of tracks and government money amounting to Rs 25.00 million was also wasted.



The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 03.02.2023. DAC directed that CEN/OL being respective PO in consultation with DIG/North should submit comprehensive reply along with documentary evidence within one week. Compliance of DAC directives is awaited.

Audit recommends that coordination between Railway management and Railway Police may be improved to arrange operators and fuel for the Motor Trolleys. Furthermore, Track patrolling may also be ensured as per SOPs to avoid any future unforeseen incident.

#### **4.1.3 Mis-utilization of Railway Police personnel**

According to the General Manager Personnel letter No.831-E/692 (APO-IV) dated 30<sup>th</sup> May, 2009, no employee should be allowed to be utilized on jobs other than his own category. Further, the staff appointed for the purpose should be utilized in the same place/capacity for which recruited/appointed.

During audit it was observed that 123 police personnel were being mis-utilized with retired officers, on clerical posts and other places.

<b>Nature of Deployment</b>	<b>No. of police personnel</b>
Road Traffic Management	36
Retired Police officers	28
Clerical Posts	30
Other categories and Places	29
<b>Total</b>	<b>123</b>

- i. Thirty-six (36) Police Personnel of different categories were irregularly utilized for road traffic management in Lahore, Rawalpindi, Multan and Quetta. The IG/PRP directed the Senior Superintendent of Pakistan Railways Police vide letter dated 26.08.2014 to hand over traffic management of Railway Stations to District Traffic Police (**Annex-2**).

- ii. Twenty-eight (28) Police Personnel were attached with retired police officers during the year 2015 to 2022 and were working with them till date of audit. Unauthorized attachment of Railway Police Personnel with retired officers resulted in loss to the public exchequer on account of their pay & allowances (**Annex-3**).
- iii. Thirty (30) Police Personnel were deployed on clerical jobs during 2020 to 2022 and were working there till date of audit (**Annex-4**).
- iv. Twenty-nine (29) Police Personnel were being utilized on the jobs other than their own categories/ original posting since 2019. Audit had pointed it to Railway management every year but no remedial measures were adopted by the management. Thus, irregular expenditure of Rs 10.440 million was incurred on pay & allowances of staff being mis-utilized (**Annex-5**).

Pakistan Railways Police was facing shortage of staff due to which security staff at key points and trains was reduced. Whereas, 123 Pakistan Railways Police personnel were unauthorizedly utilized on other than their mandated jobs.

The matter was taken up with the management in January 2023 and discussed in DAC meetings held on 11.04.2023 and 28.04.2023. DAC showed displeasure for such practices and directed that all the officials should immediately report to the Railway Police. The PO (IG/PRP) should submit a compliance report within one week. No Railway Police personnel should be deployed on such duties in future. Against Sr. No.(i), DAC constituted an enquiry committee comprising Member Finance, CME/Loco and CEN/OL to probe the matter and submit report by 28.04.2023.

Against Sr. No. (i), the inquiry committee agreed with the contention of Audit and recommended that PRP should withdraw its personnel from traffic management. However, the implementation status of inquiry committee's recommendations from IG/PRP and compliance of DAC directives in respect of Sr. No. (ii) to (iv) is awaited.

Audit recommends that practice of utilization of staff at other than their original place of posting and with retired officers should be stopped

immediately besides fixing responsibility. HR management should be improved to avoid recurrence.

#### **4.1.4 Unjustified deposit of traffic challan fee in treasuries of Provincial Governments – Rs 7.660 million**

According to New Chart of Accounts all unclassified receipts of Pakistan Railways were required to be deposited in the SBP under the head C04374-Other Unclassified Receipts. Further, Para 316(a) of Pakistan Railway Code for the Accounts Department provides that the amounts due to Railway for services rendered, supplies made, or for any other reason, are correctly and promptly assessed and recovered as soon as they fall due.

During audit, it was observed that traffic in the area of Railway Stations, Lahore, Rawalpindi, Multan and Quetta was being managed by the Pakistan Railways Police. The pay & allowances of 36 employees of Railways Police were being paid from the budget allocated by the Pakistan Railways. Audit observed that Railway Police issued 84533 traffic challans during the period from July 2017 to June 2022 and challans fee of Rs 7.660 million was deposited in the treasury of Provincial Governments instead of Pakistan Railways i.e. Federal Government (**Annex-6**). This irregularity occurred due to non-observance of rules.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 03.02.2023. DAC took serious view of such practices and directed the PO (DIG/North) that all such receipts should be deposited in Railway Revenue Account-III through MRs at the respective stations. The amount already deposited in the treasuries of provincial Governments should be recovered and deposited in Railway Account in consultation with FA&CAO/Revenue within two months. Compliance report should be submitted to Audit latest by 05.04.2023.

In compliance of DAC directives the FA&CAO/Revenue vide letter dated April 2023 proposed to IG PRP and Sr. General Manager/CEO Pakistan Railway that all traffic challans may be directly submitted into PR Account-III maintained with State Bank of Pakistan under the head

C04374-Other Unclassified Receipts. However, the compliance of DAC directives by the IG PRP is awaited.

Audit recommends that amount deposited in the treasury of Provincial Governments may be recovered and deposited in Railways Accounts and remedial measures may be taken to avoid recurrence.

#### **4.1.5 Non-implementation of decision of Federal Government regarding increase in territorial limits of Pakistan Railways Police**

According to section-3, chapter-II of the Pakistan Railways Police Act 1977, notwithstanding anything contained in any other Law for the time being in force, the Federal Government may constitute, control and maintain a force to be called the Pakistan Railways Police for performing, within such territorial limits, as the Federal Government may, by notification in the official Gazette, specify. The territorial limits of PR Police were increased vide Ministry of Railways SRO No.(1)2021 dated 09.11.2021 by including Railway Track beyond station limits.

During audit, it was observed that despite expansion in territorial jurisdiction of PR Police, security arrangements were not made by the Pakistan Railways Police for safeguarding the Railway Track beyond station limits. The IG PRP vide letter dated 13.05.2022 addressed to the Secretary/Chairman Railways stated that PRP was not in a position to perform the additionally assigned duties with such low resources/manpower. The IG/PRP requested to enhance the sanctioned strength of PRP staff from 7279 to 10929 and further requested to grant permission to fill up 2516 vacant posts. The above state of affairs indicated that territorial limits of PRP were expanded by the Ministry of Railways irrationally. This resulted in security risk for Railway Track beyond station limits due to non-deployment of PRP staff.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 11.04.2023. DAC directed the PO (IG/PRP) to submit a comprehensive response, in line with audit observations along with documentary evidence, from similar context in the region mainly covering the need, use of technology and professional HR

to ensure effective policing over the assigned territorial jurisdiction, within two weeks. Compliance of DAC directives is awaited.

Audit recommends that SOPs be developed and proper security arrangements be made for safeguarding of territorial jurisdiction of Pakistan Railway Police.

#### **4.1.6 Acute shortage of human resource in important cadres**

According to sanctioned strength of Pakistan Railways notified vide Chief Personnel Officer/Lahore's letter No.919/O&M/Updated R&R Book/2018 dated 28.03.2019, the sanctioned strength of Pakistan Railways Police is 7279 including 6390 police constables and head constables.

During audit, it was observed that in the year 2021-22 on-roll strength of PRP was 4614 against sanctioned strength of 7279. Two main cadres having pivotal role in ensuring the security of Pakistan Railway were "Superintendents of Police (SRP) and Constables". Audit observed 44% deficiency in the cadre of SRPs the controlling authority in each division. Mostly, Deputy Superintendents of Police (DSPs) had been given the charge of the posts of SRPs. Moreover, the cadre wise deficiency position indicated deficiency of about 40 % posts of jawans (Constables & Head Constables), who were responsible to perform active crime duty. This position became more vulnerable as PRP surrendered 100 posts of Constables for creation of officers' posts although there was dire shortage of force for active crime and patrolling duty. The above state of affairs indicated that Railway police had neither taken appropriate measures to recruit constables nor appropriately approached the concerned quarters for posting of SRPs.

The matter was taken up with the management in July 2021 and discussed in DAC meeting held on 28.04.2023. DAC directed that the Railway Police need to carry out a comprehensive assessment of workload based on its legal mandate and prepare a restructuring plan keeping in view the workload. The plan should be presented to the respective authorities for approval and implementation within four weeks. A

compliance report to this effect should be submitted to audit latest by 15.06.2023. Compliance of DAC directives is awaited.

Audit recommends that efforts be made to overcome the shortage of human resource especially in the cadre of constables and SRPs.

#### **4.1.7 Non-appointment of magistrates in five divisions**

According to the section-10, chapter-IV of the Pakistan Railways Police Act 1977 that the Federal Government may, for the purpose of this Act, appoint any person to be a Magistrate of the first class. Appointment of Magistrate of the first class in the PR would result in expedient clearance of petty cases and timely retrieval of land and buildings of PR from unauthorized occupants and encroachers.

During audit, it was observed that magistrates were appointed in Peshawar and Multan Divisions only and no Magistrate was appointed in five divisions of the PR i.e. Lahore, Karachi, Quetta, Sukkur and Rawalpindi from July 2017 to June 2022 as required under Railway Police Act. This indicated that PR was not serious about the appointment of magistrate which was one of the main causes of non-clearance of cases and non-retrieval of land and buildings of PR from unauthorized occupants and encroachers.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 11.04.2023. DAC directed the POs (IG/PRP and CPO) to submit a comprehensive reply to audit within one week. Compliance of DAC directives is awaited.

Audit recommends that matter be taken up with the concerned authorities for appointment of Magistrates in the PR as required by Pakistan Railways Police Act 1977.

#### **4.1.8 Non-separation of Prosecution Services from Railway Police**

According to the Article 175 (3) of Constitution of Islamic Republic of Pakistan the judiciary shall be separated progressively from executives within 14 years from the commencement date.

During audit, it was observed that prosecutors i.e. Sub-Inspector, Inspector and Deputy Superintendent of Police Legal were working under

the IG PRP. In all provinces of Pakistan and Islamabad Capital Territory, independent prosecution service departments had been established during 2003 to 2020 but Pakistan Railways Police had not separated its prosecution department (**Annex-7**). This resulted in non-establishment of independent prosecution services in Pakistan Railways in violations of the article *ibid*.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 11.04.2023. DAC directed that the PO (IG/PRP) should submit a comprehensive reply with regard to audit observations within one week. Compliance of DAC directives is awaited.

Audit recommends that action be taken to establish independent prosecution services in Pakistan Railways to ensure better coordination in the criminal justice system.

#### **4.1.9 Short deployment of staff with passenger trains and at other Railway installations**

According to SOP circulated vide letter No. C-8/67/PRP/INS/202 dated 28.07.2005 regarding escorting of passenger trains following minimum strength of PRP personnel was required to be deployed on Passenger/Express/Mail trains:

<b>Description of Trains</b>	<b>Deployment of Police Personnel</b>
Passenger Trains (Day)	2 Constables
Passenger Trains (Night)	1 Head Constable & 3 Constables
Mail/Express trains (Day)	1 ASI/HC & 4 Constables
Mail/Express trains (Night)	1 Upper Subordinate & 6 Constables
Karakurm Express	1 Upper Subordinate & 6 Constables

During audit following irregularities were observed in deployment of staff with Passenger Trains, Reservation Offices and at Azakhel Dry Port:

- i. Train escort was reduced to two (02) police personnel for each train, vide IG/PRP office letter No.M-526/4/PRP/2018 dated 04.12.2018, without considering the train composition (**Annex-8**). The revised strength of two police personnel was also not maintained as only one policeman was deployed on each train

(Annex-9). Deployment of lesser escorting staff would ultimately result in security issues in passenger trains.

- ii. As per SOP dated 16.01.2017 four, two and one police personnel were required to be deployed at Category-A, B and C reservation/booking offices but only one police personnel was deputed for security of reservation/booking offices (Annex-10).
- iii. Old Dry Port at Peshawar had total area of 8 acres which was increased to 22 acres after construction of Azakhel Dry Port. However, required strength of one ASI, three SIs, four Head Constables and 40 Constables was not maintained and security was managed by the previous strength of one ASI and six Constables. Thus, poor security arrangements would put the Azakhel Dry Port at the risk of theft and other miscreant incidents.

This resulted in poor security management of passenger trains, reservation/booking offices and Azakhel Dry Port. This indicated that deployment of security staff was not need based.

The matter was taken up with the management in July 2021 and January 2023 and discussed in DAC meetings held on 11.04.2023 and 28.04.2023. DAC directed the PO (IG/PRP) to submit a comprehensive reply with regard to audit observations within one week. Compliance of DAC directives is awaited.

Audit recommends that strength of train escorting staff should be fixed rationally keeping in view composition of trains and other installations. The deployment of approved strength of staff with trains, reservation offices and dry ports should be ensured.

#### **4.1.10 Inadequate security arrangements of outsourced trains**

According to clause-4.14 of the agreements made for commercial management of trains, contractor will ensure its own security arrangements on trains. However, one/two Railway Police Personnel will accompany each train. The presence of Railway Police personnel shall not, in any manner, preclude the responsibility of contractor to ensure the security and safety of its Passengers/Luggage and personal belonging. Further, clause-4.15 provided that contractor shall make adequate



arrangements for security of passengers. The instructions issued by IG/Railways and the Railways administration in this regard shall be complied in true letter and spirit. Pakistan Railways shall not be liable for any consequences that may occur in the event of any failure by contractor to adhere to instructions that may be issued in this regard from time to time (**Annex-11**).

During audit, it was observed that Pakistan Railways had outsourced commercial management of 19 trains. Their security arrangements were alarming as the contractors had not made security arrangements. Further, Pakistan Railways police had also not deployed any police personnel on outsourced trains. Audit was of the view that as per Pakistan Railways Police Act 1977, Railway Police was responsible for safety of passengers and goods transported by PR and this responsibility could not be shifted on private contractors by entering into agreements for commercial management of trains. Pakistan Railways Police should develop SOPs and make proper security arrangements in coordination with the contractors of outsourced trains. These security arrangements should have been managed under supervision of Pakistan Railways Police. In response to a request for provision of SOPs and working papers for security arrangements of outsourced trains (**Annex-12**) it was replied that no such mechanism was available. This irregularity occurred due to poor management and non-adherence to Railways Police Act-1977. This resulted in inadequate security arrangements of outsourced trains against the objectives of Railway Police.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 11.04.2023. DAC directed that the PO (IG/PRP) should submit a comprehensive reply with regard to audit observations within one week. Compliance of DAC directives is awaited.

Audit recommends that SOP for security of outsourced trains should be developed and security arrangements of outsourced trains be managed under supervision of Pakistan Railways Police.

#### **4.1.11 Deficient/irrational management of Bomb Disposal Squad**

According to Chief Personnel Officer's office letter No.831-E/692 (APO-IV) dated 30.05.2009 "no employee should be allowed to be utilized on job other than his own category/original posting".

During audit, it was observed that composition of bomb disposal squads in all divisions of Railway Police was deficient. In Central Police Office (CPO) and eight divisions of Railway Police, sanctioned strength of Bomb Disposal Squads comprising Platoon Commander, Jr. Section Commander, Bomb Disposal Technician, and Bomb Disposal Worker was 24 against which only 8 qualified personnel were working (**Annex-13**). There was no division of Railway Police where staff was available as per strength due to which seventeen police Constables and Head Constables who were not specifically recruited for Bomb Disposal Squad were being utilized in the Bomb Disposal Squad (**Annex-14**).

Besides above, 32 employees of different departments of Pakistan Railways (termed as volunteers) were being utilized irregularly in Bomb Disposal Squad of Pakistan Railways Police (**Annex-15**). Audit observed that there was no such sanctioned post in Railway Police against which these employees were being utilized. These employees belonged to different categories i.e. gangman, muawan and wireman etc. and they have no training and expertise in security management (bomb disposal). This irregularity occurred due to non-observance of rules and poor management by the Pakistan Railways Police. The above state of affairs showed deficient and irrational Human Resource Management of Bomb Disposal Squad which could result in miscreant incidents causing loss to the passengers and Railway property.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 11.04.2023. DAC directed that the employees working over and above in the Bomb Disposal Squad should be immediately withdrawn. A compliance report be submitted within one week. The P.O (IG/PRP) should submit a comprehensive reply with regard to remaining audit observations within one week. Compliance of DAC directives is awaited.

Audit recommends that Bomb Disposal Squads of Railway Police may be equipped with qualified, properly trained, competent and agile personnel and with state of the art equipment. Audit further recommends that employee of other departments of Railways be returned back to their duties.

#### **4.1.12 Unguarded Railway Key Points; a security risk for passengers and Railway property**

According to Standard Procedure Order (SOP) No. S-60/Cab/PRP dated 14.07.2016, foolproof security was to be provided at all key points being guarded by District police personnel. In this connection various measures have been devised by PRP (**Annex-16**). Further, Pakistan Railways Police Act 1977 provides that Pakistan Railways Police would be responsible for the safety of passengers and goods transported by Pakistan Railways, the protection of Railway property, the prevention, inquiry and investigation of offences committed in relation to Pakistan Railways and for matters connected therewith.

During audit, following discrepancies in deployment of PRP personnel and District Police Personnel were observed.

- There were 281 Railway Key Points over the entire Railway network. The key points included bridges, tunnels, oil tanks and other installations etc. PRP guarded only 61 key points. Audit also observed that against the sanctioned strength of Pakistan Railways Police personnel of 344 that were to be deputed on Railway key points, only 249 PRP personnel were deployed (72.38%).
- PRP assumed that certain vulnerable points would be secured by the concerned District Police but there was no document indicating such arrangement. However, over the system, out of total 281 Railway key points, only 70 key points were guarded by the District Police. Moreover, it was observed that against the sanctioned strength of District Police personnel of 467 that were to be deputed on Railway key points, only 217 were deployed on key points (46.47%).

- Only 22 key points were guarded by the Railway management.

The above state of affairs indicated that only 153 key points (54.44%) were guarded and remaining 128 key points remained unguarded (**Annex-17**). The percentage of key points guarded by the Railway Police was only 21.71%. Total percentage of deployment of both District and Railway Police personnel was only 57.46% (**Annex-18**). This irregularity occurred due to inadequate security arrangement by the Railway Police. The unguarded 128 Railway Key Points were a security risk for passengers and Railway property.

The matter was taken up with the management in January 2023 and discussed in DAC meetings held on 11.04.2023 and 28.04.2023. DAC on 11.04.2023 directed that the PO (IG/PRP) should submit a comprehensive reply with regard to audit observations within one week. DAC in its meeting on 28.04.2023 directed that all the key points have to be properly guarded and their security ensured by the respective law enforcing agencies for which Railways should make requisite payment in a timely manner. The POs (IG/PRP and CEN/OL) should ensure compliance to the directives. A compliance report should be submitted within four weeks. Compliance of DAC directives is awaited.

Audit recommends that security arrangements of Railway Key Points be improved by deploying proper security personnel under intimation to Audit. Moreover, the SOPs regarding security of key points be implemented to ensure the efficiency of security operations at Railway key points

#### **4.1.13 Unjustified continuation of Armour Wing**

Pakistan Railways Police Act, 1977 provides that Pakistan Railways Police would be responsible for the safety of passengers and goods transported by Pakistan Railways, the protection of Railway property, the prevention, inquiry and investigation of offences committed in relation to Pakistan Railways and for matters connected therewith.

During audit, it was observed that Armour Wing was established by the Railway Police in each division to provide security to the Divisional Pay Masters and Cashiers during cash disbursements. Now a

days the system of payments in PR had been changed manifold and all payments of pay & allowances and reimbursements etc. were being made through cheques, therefore, work of Armour Wing had been redundant. Whereas, the staff of redundant Armour Wing had not been shifted to active operational security related positions. For example, in PRP Peshawar, the on-roll strength of Armour Wing was fifteen (15) police personnel of different categories, out of which ten (10) police personnel were being utilized on other places. This indicated that posting of police personnel in Armour Wing was unjustified which resulted in misutilization of staff.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 11.04.2023. DAC directed that the Armour Wing of the Railway Police should immediately be abolished as it stands redundant in the current situation. Besides, the entire Railway police structure should be reviewed and redundancies removed, if any. All the officials should be shifted to active operational security related positions across the entire Railways system latest by 15.04.2023. A compliance report should be submitted within four weeks. Compliance of DAC directives is awaited.

Audit recommends that HR management may be improved and redundant staff of Armour Wing be utilized in the required places e.g., key points, etc. after proper need assessment.

#### **4.1.14 Loss due to poor maintenance of available luggage scanning machines and non-provision at remaining major Railway stations-Rs 34.92 million**

Pakistan Railways Police Act, 1977 provides that Pakistan Railways Police would be responsible for the safety of passengers and goods transported by Pakistan Railways, the protection of Railway property, the prevention, inquiry and investigation of offences committed in relation to Pakistan Railways and for matters connected therewith.

During audit, it was observed that ten (10) luggage-scanning machines were installed at Lahore, Faisalabad, Rawalpindi, Rohri and Karachi Railway Stations from 2011 to 2017. Seven luggage machines, out of ten, were not in working condition as they became defective within

one to five years of their procurement i.e. from 2018 to 2022 (Annex-19). Therefore, practically only three luggage-scanning machines were available with PRP over the entire PR network. Further, it was observed that luggage machines were not installed at remaining major Railway Stations. In the prevailing law & order situation of the country, luggage scanning machine is considered as important security gadget which create deterrence against miscreants and improve security. Thus, PR suffered loss of Rs 34.92 million (07 scanning machines x Rs 4.989 million ) due to poor maintenance of 7 luggage scanning machines besides non-installation of luggage scanning machines at all major Railway Stations put the life of passengers and property of Railways at risk.

The matter was taken up with the management in July 2021 and January 2023 and discussed in DAC meetings held on 03.02.2023 and 18.04.2023. DAC took serious view of such practices and non-professional approach on the part of PO (IG/PRP). DAC constituted two inquiry committees comprising Member Finance, AGM/Traffic and AGM/M to inquire the matters covering all aspects of audit observations, fix responsibilities and suggest course corrective measures within three weeks. Compliance of DAC directives is awaited.

Audit recommends that security gadgets including luggage scanning machines be provided as per requirement of each major Railway Station to improve safety and security of passengers and Pakistan Railways. Besides, maintenance of all security gadgets including luggage scanning machines should be improved to achieve maximum security benefits.

#### **4.1.15 Unjustified and unauthorized maintenance of huge fleet of vehicles**

According to the Cabinet Division's U.O. No. F.2/25/2015-CPC dated 30.01.2017, Pakistan Railways Police being a law enforcing agency should have to maintain the vehicles according to bare minimum requirements/ Table of Officers and Equipment (TOE). Besides, Rule 12 (1) of Rules for the use of Staff Cars 1980 provides that staff cars shall be driven by the authorized official drivers who will always be in the livery officially issued to them. However, entitled officers possessing a driving

license may drive the staff cars allotted to them in the absence of authorized staff car drivers.

During audit, it was observed that PRP was maintaining a huge fleet of 125 vehicles of 796 CC to 4009 CC without any approved Table of Officers and Equipment (TOE). Therefore, maintenance of this huge fleet of vehicles was unauthorized. Further, it was observed that PRP procured two FORLAND C-19 1809-CC vehicles valuing Rs 3.398 million in March 2022. PRP had 61 driver-cum-constables at its sanctioned strength against which on roll position was 38. This indicated that 38 vehicles were being driven by drivers and remaining by unauthorized persons. Audit is of the view that PRP management should determine requirements regarding staffing and equipment of all units of PRP and TOE be got approved.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 18.04.2023. DAC directed that an enquiry headed by Additional Secretary, CPO and CEN/Open Line should be conducted within three weeks. Compliance of DAC directives is awaited.

Audit recommends that matter be enquired for unjustified and unauthorized maintenance of huge fleet of vehicles and procurement of additional vehicles. TOE of PRP should be got approved and only authorized drivers be deputed on official vehicles.

#### **4.2 Financial Management**

During performance audit, it was observed that the expenditure was not incurred in accordance with budget allocation. Rule of financial propriety was not observed.

#### **4.2.1 Irregular payment of fixed daily allowance -Rs 482.45 million per annum**

According to para 12(16) schedule II of Rules of Business 1973, the Finance Division is responsible for framing of rules on pay and allowances, retirement benefits, leave benefits and other financial terms and conditions of services. Further, para 12(1)(h) provides that no division shall, without previous consultation with Finance Division, authorize the issue any orders in pursuance of any general or special delegation made by the Finance Division, which will affect directly or indirectly the finances of the Federation or which in particular involve change in terms and conditions of service of Government servants on statutory rights and privileges, which have financial implications.

During audit, it was observed that the Secretary/Chairman Railways allowed 20 days Fixed Daily Allowance (FDA), on the plea that no financial implications was involved, in respect of all PRP Personnel irrespective of the fact that whether the employee was on touring duty or otherwise and without the approval of Finance Division. Audit observed from budget and expenditure statements for the year 2017-18 to 2020-21 (4 years) that average expenditure on TA/DA was Rs 95.15 million per annum. Whereas, the annual expenditure under FDA would be Rs 573.6 million per annum (**Annex-20**). This resulted in irregular fixation of FDA without approval of Finance Division having annual financial implications of Rs 482.45 million (Rs 573.60 million – Rs 91.15 million) per annum.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 03.02.2023. DAC directed that an inquiry headed by Member Finance and AGM/Traffic should be conducted within one week and report to this effect submitted to Audit latest by 13.02.2023. The audit will examine and report in the next meeting of DAC. Compliance of DAC directives is awaited.

Audit recommends that payment of fixed daily allowance be stopped forthwith and amount already paid be recovered under intimation to Audit.



### **4.3 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 issue related to non-finalization of works is discussed in the succeeding para:

#### **4.3.1 Infertuous expenditure on construction of check posts and boundary wall – Rs 22.37 million**

Para 1801 of Pakistan Railways General Code states that 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.

During audit, it was observed that security check posts and boundary walls were constructed at Karachi Cantt station, at a cost of Rs 16.45 million, for security of station yards and elimination of trespassing from the station premises. It was observed that trespassing could not be eliminated because spaces had been left in boundary to facilitate the public instead of constructing the overhead pedestrian bridges. Moreover, the stairs leading to most of the posts were broken and there was no access to the posts. Audit further observed that boundary wall with iron grill around Drig Road station yard was constructed with amount of Rs 5.92 million to eliminate trespassing. The contractor left the work incomplete and had not erected 02 grills due to which the objective regarding eradication of trespassing and security of station yard could not be achieved. This state of affairs indicated that the amount of Rs 22.37 million was spent without achievement of desired benefits.

The matter was taken up with the management in July 2021 and discussed in DAC meeting held on 28.04.2023. DAC directed that the POs (IG/PRP and CEN/OL) should give a comprehensive reply with regard to audit observations within one week. Compliance of DAC directives is awaited.

Audit recommends that matter be enquired to fix responsibility for construction of boundary walls and check posts without proper analysis/feasibility. Action be taken against those held responsible under intimation to Audit.

### **4.3.2 Incomplete and poor quality of civil works at Railway Police Stations, Lalamusa and Rawalpindi – Rs 4.594 million**

Para 807(1) of Pakistan Railway General Code provides that every public officer should exercise the same vigilance in respect of expenditure incurred from Government revenues as a person of ordinary prudence would exercise in respect of the expenditure of his own money.

During audit, it was observed that special repair of Railway Police Stations at Lalamusa and Rawalpindi was carried out in 2016. The contractor did not construct the boundary wall and left the work incomplete at both the police stations. Moreover, the Railway Police management identified defects to Engineering Department of Pakistan Railways. Whereas, full payment of Rs 4.594 million was made to the contractor against the defective and incomplete work and without getting clearance from the Railway Police.

The matter was taken up with the management in July 2021 and discussed in DAC meeting held on 28.04.2023. DAC directed that the POs (IG/PRP and CEN/OL) should give a comprehensive reply with regard to audit observations within one week. Compliance of DAC directives is awaited.

Audit recommends that responsibility be fixed for making payment against defective and incomplete work. Action be taken against those found at fault under intimation to Audit.

### **4.3.3 Non-installation of CCTV cameras at big Railway stations despite time overrun of six years**

Para 2 (Project Management Policy) of the Guidelines for Project Management provides that Policy of the Government of Pakistan is to efficiently utilize natural and economic resources of the country for socio-economic welfare of the people. This objective may be achieved only when development projects are planned and executed with vigilant management. Para 2.1 stipulates that objective of development planning is to have projects implemented for the benefit and social uplift of the society. For achievement of stipulated targets and tangible returns, it is imperative to entrust management and supervision of the project during

implementation stage to capable and competent persons of required qualifications, experience and caliber.

During audit, it was observed that a project regarding “procurement of equipment for improved security and anti-terrorism measures” was approved by the CDWP in its meeting held on 04.03.2015 with total cost of Rs 403.076 million with completion period up to 30.06.2016. Audit observed that despite two extensions up to 30.06.2018 and 30.06.2019 an important item of the project i.e. provision of CCTV Cameras at 29 big Railway Stations with cost of Rs 50.496 million was not completed. PC-I of the project was revised by the CDWP in its meeting held on 20.11.2019 with completion period up to 30.06.2020. The scope of work was reduced from 29 stations to 19 stations but the same could not be completed, due to poor project management, till date of audit. This resulted in non-provision of CCTV cameras at big Railway stations despite time overrun of six years.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 18.04.2023. DAC took serious view of such practices and un-professional approach on the part of PO (IG/PRP). An inquiry headed by Member Finance, AGM/Traffic and AGM/M should be conducted within three weeks covering all aspects of audit observations, fix responsibilities and course corrective measures. Compliance of DAC directives is awaited.

Audit recommends that responsibility be fixed for non-installation of CCTV Cameras at Big Railway Stations despite time overrun of six years and efforts be made for early completion of project.

#### **4.4 Procurement and Contract Management**

During Performance Audit, it was observed that the procurement process in PRP 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:

#### **4.4.1 Loss due to irregular award of contract-Rs 7.75 million**

According to General Terms & Condition of Purchase Order No. 12/0009/00-0/1-2015 (ADP) dated May 2016, the procuring agency shall ask the successful bidder to furnish a performance guarantee which shall not exceed 10% of the contract amount, retain an amount equal to 5% of the purchase order until expiry of the warranty period and in case failure to deliver the stores within stipulated time, a sum equal to half percent of the price of stores which the contractor has failed to deliver up to maximum of 10% of total value of Purchase order will be recovered as liquidated damages. Furthermore, all the procurements are required to be made in accordance to the PPRA rules.

During audit, it was observed that a contract valuing Rs 37.499 million was awarded to M/s Defense Security & Tech Org (DESTO), Chaklala Rawalpindi for supply of 65 Explosive Detectors and 09 Metallic Mine Detectors. Following irregularities in tendering and execution of this contract were observed.

- i. The material was required to be delivered up to 05.11.2016 but the contractor failed to supply the material in-time. The contractor intimated the readiness of 09 Metallic Mine Detectors on 29.11.2016 and 61 Explosive Detectors on 12.01.2017, for delivery. Despite the delay in delivery period, the Railway management did not recover the Liquidated Damages (LD) charges. This resulted in loss of Rs 3.74 million (Rs 37.499x10%) due to non-recovery of LD charges.
- ii. The contractor supplied 61 Explosive Detectors on 12.01.2017 but remaining 04 Explosive Detectors were not received. Whereas, the total value of the contract amounting to Rs 37.499 million had been paid in advance by Railway Police. This resulted in loss of Rs 2.14 million (Rs 537,235x4) due to short supply of material.
- iii. Railway Police had not obtained performance security of Rs 1.87 million from the contractor.

This resulted in loss of Rs 7.75 million due to short-supply of material, non-recovery of LD charges and not obtaining of performance security due to negligence on the part of Railway Police management.

The matter was taken up with the management in July 2021 and discussed in DAC meeting held on 28.04.2023. DAC directed that the POs (IG/PRP and CCP) should give a comprehensive reply with regard to audit observations with financial impact of Rs 7.75 million within one week. Compliance of DAC directives is awaited.

Audit recommends that matter be probed for fixing responsibility in respect of irregular award of contract and short receipt of Explosive Detectors. Responsibility be fixed and action be taken against those held responsible besides recovery of the amount involved.

#### **4.4.2 Loss due to purchase of uniform articles at higher rate – Rs 3.927 million**

Para 1801 of Pakistan Railway General Code provides that means should be devised to ensure that every Railway servant realizes fully and clearly that he would be held personally responsible for any loss sustained by Government through fraud or negligence on his part.

During audit, it was observed that procurement of uniforms was decentralized by the Inspector General of Pakistan Railways Police vide letter dated 22.02.2022. Funds were allocated and all Divisional Superintendents of Police were directed to procure uniform articles at their own. Different divisions purchased uniform articles at extraordinary higher rates. This difference in rate of some articles was up to 296%. Uniform articles valuing Rs 11.746 million were purchased at Rs 15.673 million by the all eight Divisional Superintendents of Police (**Annex-21**). This irregularity occurred due to non-observance of canons of financial propriety. Thus, PR suffered loss of Rs 3.927 million due to purchase of uniform articles at higher rate.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 18.04.2023. DAC directed that an inquiry headed by Additional Secretary, CPO and CEN/Open Line should

be conducted, with regard to audit observations within three weeks. Compliance of DAC directives is awaited.

Audit recommends that matter be enquired to fix responsibility for purchase of material at higher rate causing loss to the government exchequer. Action be taken against those found at fault besides recovery of the amount involved.

#### **4.4.3 Irregular purchase of laundry system – Rs 2.156 million**

As per Rule 4 of PPRA 2004, procuring agencies, while engaging in procurements, shall ensure that the procurements are conducted in a fair and transparent manner, the object of procurement brings value for money to the agency and the procurement process is efficient and economical.

During audit, it was observed that a tender No.15/0001/00-0/1-2020 for procurement of 02 laundry systems complete unit with heavy duty washing model No. WS-30 Hydro Extractor, Automatic Tumbler Dryer Gas Heated, Mini Boiler, Vacuum Table V-Shape with Civil Work was opened on 19.10.2020. Tender committee comprising DCP-IV, AIG/Admn and SFO-II was formed to evaluate the bid. The bid of the M/s FYA Tech, Lahore was accepted by only two members of the committee. As per record the bid was not approved by the SFO-II. Both the laundry systems were received on 08.05.2021 but were not made operational despite lapse of 15 months, till date of audit, on account of non-availability of Sui-Gas and Three Phase Electricity connections and non-execution of civil works. Further, it was observed that as per purchase order the civil work was required to be completed by the contractor but same was being done by the Railway management. This resulted in irregular procurement of laundry system valuing Rs 2.156 million due to negligence on the part of PRP management and weak internal controls.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 18.04.2023. DAC took serious view of such practices and non-professional approach on the part of PO (IG/PRP). An inquiry headed by Member Finance, AGM/Traffic and AGM/M should be conducted within three weeks covering all aspects of

audit observations, fix responsibilities and course corrective measures. Compliance of DAC directives is awaited.

Audit recommends that matter be enquired to fix responsibility for irregular procurement of laundry systems. Action be taken against the persons found at fault besides strengthening of internal controls.

#### **4.5 Monitoring and Evaluation**

During Performance Audit, it was found that there was lack of coordination between PR and PRP management. Monitoring mechanism was also found deficient. Significant observations are discussed in the following paras:

##### **4.5.1 Unjustified accumulation of cost of District Police Guard – Rs 480.698 million**

Section-3, Chapter-II of the Pakistan Railways Police Act 1977 provides that notwithstanding anything contained in any other Law for the time being in force, the Federal Government may constitute, control and maintain a force to be called the Pakistan Railways Police for performing, within such territorial limits, as the Federal Government may, by notification in the official Gazette, specify. Ministry of Railways Notification dated 20.09.2016 provides that the territorial limits within which Pakistan Railways Police shall perform its functions shall extend over the entire infrastructure of Pakistan Railways throughout Pakistan including residential colonies, dwelling houses and barracks of Railway servants and any other property on the lands belonging to Pakistan Railways but excluding the Railway track beyond station limits. The territorial limits of PR Police were increased vide Ministry of Railways Notification dated 09.11.2021 by including Railway Track beyond station limits.

During audit, it was observed that Pakistan Railways hired services of District Police to guard Railway Key Points. District Police of Karachi, Lahore, Multan and Peshawar Divisions demanded an amount of Rs 480.698 million for the period from May 1975 to June 2022 on account of cost of services they provided to Pakistan Railways for safeguarding of

Railway Key Points. Pakistan Railways Police was established in 1977 to safeguard Railways, therefore, outsourcing this service against payments was not justified. The territorial limits of PR Police were increased vide Ministry of Railways Notification dated 09.11.2021 by including Railway Track beyond station limits, therefore, after these orders, all responsibility to safeguard Railways rests with the PRP. Audit also observed that no formal agreements between PRP and District Police were available for these arrangements. Thus, negligence of Railway administration resulted in unjustified accumulation of cost of District Police Guard amounting to Rs 480.698 million (**Annex-22**) and irregular continuation of this practice.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 18.04.2023. DAC directed the PO (IG/PRP) to provide a comprehensive response within one week. Compliance of DAC directives is awaited.

Audit recommends that matter be enquired to fix responsibility for non-clearance of District police claims that were accumulated since 1975. Action be taken against those held responsible besides clearance of amounts demanded by the District Police after thorough examination of their claims and burden of security of Railway key points be shifted to the PRP.

#### **4.5.2 Non-recovery of stolen material – Rs 67.65 million**

Pakistan Railways Police Act, 1977 provides that Pakistan Railways Police would be responsible for the safety of passengers and goods transported by Pakistan Railways, the protection of Railway property, the prevention, inquiry and investigation of offences committed in relation to Pakistan Railways and for matters connected therewith.

During audit, it was observed that 10763 cases of theft valuing Rs 147.509 million were reported in Karachi, Sukkur, Multan, Lahore, Peshawar and Rawalpindi Divisions during the period from July 2017 to June 2022. Out of these cases, 7344 (70.25%) cases were convicted and cost of stolen material amounting to Rs 79.859 million (54%) was recovered. Under trial cases for the period from July 2017 to June 2022 were 2587 against which an amount of Rs 67.65 million was recoverable.



This indicated that conviction ratio was 70.25% whereas recovery ratio was only 54%. This resulted in non-recovery of cost of stolen material amounting to Rs 67.65 million (**Annex-23**).

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 03.02.2023. DAC directed that the P.O (DIG/North) should give a comprehensive response with regard to specific audit observation in addition to providing comparative performance benchmarks with provincial police with regard to the incident rate. The response should be submitted with documentary evidence within two weeks. Compliance of DAC directives is awaited.

Audit recommends that efforts be made for appointment of magistrates in all divisions of PR and prosecution be improved to dispose of the cases in time for prompt recovery of cost of stolen material.

#### **4.5.3 Theft of coal from wagons booked from Karachi to Yousafwala due to poor security arrangements – Rs 37.351 million**

As per Section-3(1)(a) of the Pakistan Railways Police Act, 1977, functions of Pakistan Railways Police include preventing loss to Railway property and property consigned to the Railways and prevention of offences in respect thereof.

During audit, it was observed that 30 wagons loaded with 1705.397 Tonne coal booked from Port Muhammad Bin Qasim to Yousafwala Railway Station (Siding) were found empty at the destination during the period from January 2017 to March 2022. Audit observed that Pakistan Railways Police withdrawn security from Coal Special Trains on the plea of shortage of PRP staff vide letter dated 19.05.2021. Thus, due to poor security arrangements of coal special trains, 1705.397 Tonne coal valuing Rs 37.351 million was stolen (**Annex-24**).

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 18.04.2023. DAC directed the PO (IG/PRP) to provide a comprehensive response within one week. Compliance of DAC directives is awaited.

Audit recommends that cost of stolen coal may be recovered from the culprits and security arrangements of coal special trains be improved to avoid recurrence.

#### **4.5.4 Irregular utilization of assets received from American Embassy – Rs 15.450 million**

According to agreement International Narcotics and Law Enforcement Affairs (INL) policies are guided by Section 484 of the Foreign Assistance Act of 1961, as amended, which requires the Bureau of INL to take all reasonable steps to ensure that equipment made available to foreign countries are used only in ways that are consistent with the purpose for which the equipment was made available. The requirement has been implemented via INL's program.

During audit, it was observed that 12 student vans (6-7 seaters) and 65 motorcycles 100cc (for campus-wide movements) valuing Rs 15.450 million were received from American Embassy. But the same were distributed among staff and officers of Railway Police over the entire network of Pakistan Railways for operational duties which was a sheer violation of agreed terms & conditions with the donor. This would negatively impact the reputation of PRP and PR.

The matter was taken up with the management in July 2021 and discussed in DAC meeting held on 28.04.2023. DAC directed that the PO (IG/PRP) should give a comprehensive reply with regard to audit observation within one week (05.05.2023). The audit will examine and report in the next meeting of DAC. Audit recommends that relevant clauses of agreement at S.No.69 and S.No.73 limits the use of vehicles and motorcycles by Police Training School Walton only. The agreement must be implemented in letter and spirit by Railway Police. Compliance of DAC directives is awaited.

Audit recommends that utilization of vehicles and motorcycles received from Bureau of International Narcotics and Law Enforcement Affairs should be ensured as per agreement.

#### **4.5.5 Encroachment of Railway land measuring 1669.03 acres over closed sections of Multan and Sukkur Divisions**

Pakistan Railways Police Act, 1977 provides that Pakistan Railways Police would be responsible for the safety of passengers and goods transported by Pakistan Railways, the protection of Railway property, the prevention, inquiry and investigation of offences committed in relation to Pakistan Railways and for matters connected therewith.

During audit, it was observed that 2527 kilometers track over twenty-five sections of Pakistan Railways was closed for Railway traffic during the period from 1989 to 2020. The security of these sections was being managed by 535 operational and maintenance staff of different categories of Pakistan Railways. PRP deployed only 233 police personnel that was not sufficient to protect the precious Railway land (**Annex-25**). Audit observed that 1669.03 acres Railway land was encroached only in Multan and Sukkur Divisions (**Annex-26**). The precious Railway land was encroached due to poor security arrangements. Thus, unauthorized occupation of 1669.03 acres Railway land caused loss to the PR.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 18.04.2023. DAC directed that the POs (IG/PRP and CEN/Open Line) should give a comprehensive response with regard to security and disposal of track material on closed sections as reported by the Audit within two weeks. Compliance of DAC directives is awaited.

Audit recommends that security arrangements of closed sections of PR should be improved by the Pakistan Railways Police and land under unauthorized occupation be got retrieved.

#### **4.5.6 Theft of 70.55 kilometers track over closed sections of Sukkur Division**

Pakistan Railways Police Act, 1977 provides that Pakistan Railways Police would be responsible for the safety of passengers and goods transported by Pakistan Railways, the protection of Railway property, the prevention, inquiry and investigation of offences committed in relation to Pakistan Railways and for matters connected therewith.

During audit, it was observed that two sections of Sukkur Division were closed for traffic during the years 1991 and 2006. The security of these sections was being managed by the maintenance staff of Pakistan Railways. PRP had not taken over security of these sections due to which track material was being stolen. Audit observed that 70.55 km track out of 369.08 km of closed sections of Sukkur Division was stolen (**Annex-27**). FIRs for theft of only 50.13 km track material were lodged and for remaining material of 20.42 km track material no FIR was lodged. The theft of track on closed sections was very high as 19% of the total track of closed sections of Sukkur Division was stolen due to poor security arrangements. The theft of Railway track of closed sections resulted in loss to the PR.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 18.04.2023. DAC directed the POs (IG/PRP and CEN/Open Line) to give a comprehensive response with regard to security and disposal of track material on closed sections as reported by the Audit within two weeks. Compliance of DAC directives is awaited.

Audit recommends that security arrangements of closed sections of PR should be improved by the Pakistan Railways Police and action be taken for recovery of stolen Railway material.

#### **4.5.7 Railway track prone to miscreants due to unjustified withdrawal of Pakistan Railways Police from track patrolling**

Pakistan Railways Police Act, 1977 that Pakistan Railways Police would be responsible for the safety of passengers and goods transported by Pakistan Railways, the protection of Railway property, the prevention, inquiry and investigation of offences committed in relation to Pakistan Railways and for matters connected therewith.

During audit, it was observed that SRP Karachi requested the DIG/Operations vide letter dated 15.02.2020 to withdraw 61 constables from track patrolling duty on the pretext that the area fall within legal jurisdiction of District Police. The DIG/Operations allowed the SRP Karachi to withdraw police force from track patrolling duty. Audit

observed that onus of safeguarding of Railway property falls on Railway management and Railway Police. In case district police is hired to protect Railway property even then Pakistan Railways had to bear its costs. District Police never provided police personnel for track patrolling duty, after withdrawal of PRP personnel from Railway key points on account of previous non-payment status. This was caused due to poor security management of Railway property by the Pakistan Railway Police. Thus, Railway Track became prone to miscreants due to unjustified withdrawal of Pakistan Railways Police from track patrolling duty.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 18.04.2023. DAC directed the POs (IG/PRP and CEN/Open Line) to give a comprehensive response with regard to security and disposal of track material on closed sections as reported by the Audit within two weeks. Compliance of DAC directives is awaited.

Audit recommends that track patrolling should be improved by the Pakistan Railways Police in close coordination of Railway management.

#### **4.5.8 Withdrawal of Police Guard by District Police from Railway Key Points of Peshawar Division on account of non-payment of their costs**

Pakistan Railways Police Act, 1977 provides that Pakistan Railways Police would be responsible for the safety of passengers and goods transported by Pakistan Railways, the protection of Railway property, the prevention, inquiry and investigation of offences committed in relation to Pakistan Railways and for matters connected therewith.

During audit, it was observed that at certain Railway key points i.e. bridges and tunnels Police Guard was provided by the concerned District Police. Audit observed that an amount of Rs 165.686 million of District Police Nowshera and Attock was outstanding against PR and due to its non-payment District Police Nowshera and Attock had withdrawn its Police Guard w.e.f. 19.09.2018 and 01.10.2019 respectively. Thus, withdrawal of District Police Guard from Railway Key Points of both districts made these key points prone to anti-state and terrorist activities.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 18.04.2023. DAC directed the PO (IG/PRP) to provide a comprehensive response to Audit within one week. Compliance of DAC directives is awaited.

Audit recommends that outstanding dues of District Police be cleared after checking their authenticity. Moreover, security of these key points be taken over by the PRP as territorial limits of PR Police were increased by including Railway Track beyond station limits vide Ministry of Railways Notification dated 09.11.2021.

#### **4.5.9 Non-compliance of directives of Prime Minister's Strategic Reforms Implementation Unit regarding passenger safety**

In the wake of an unfortunate incident which occurred on board in Bahaudin Zakria Express on 27.05.2022, a meeting was held between Ministry of Railways and Special Assistant to Prime Minister on Strategic Reforms Implementation Unit dated 03.06.2022 (**Annex-28**). It was decided in the meeting that following short-term and medium-term measures would be initiated/launched and executed within 12 weeks of this meeting:

##### **a. Launching of "Safar Saheeli" App**

As short-term measure (01-04 weeks) Safar Saheeli App was required to be launched as a proactive measure to ensure safe and secure travelling environment for women commuters. Lady passengers would be encouraged to download this app at the beginning of their journey. Procedures for downloading this app and the benefits of this application would be printed at the back of Railway Tickets.

Audit observed that Safar Saheeli App was not launched till date of audit.

##### **b. Installation of CCTV cameras in coaches**

As Medium-Term Measures (01-12 weeks) four (4) CCTV cameras each at the entry and exit points of the Railway Coaches were required to be installed to improve safety and security of passengers.

Audit observed that till date of audit, CCTV cameras were not installed in the coaches.

**c. Installation of video surveillance system at Railway stations**

As medium-term measures (01-12 weeks), Video Surveillance System (VSS) was required to be installed at vulnerable location at all Railway Stations. Moreover, Face Recognition System (FRS) was to be developed in collaboration with Safe Cities Authority.

Audit observed that till date of audit, Video Surveillance System was not installed at Railway Stations. Furthermore, Face Recognition System was also not developed.

**d. Integration of data of Railway passengers with the criminal database of Punjab Police**

As medium-term measures (01-12 weeks) data of Railway passengers was to be integrated with the criminal database of Punjab Police, after sorting out all legal formalities.

Audit observed that till date of audit, data of Railway passengers was not integrated with the criminal database of Punjab Police.

The above measures were crucial to improve trust level of passengers on security arrangements of trains during travel. However, Railway management failed to implement any of the above directives by Prime Minister's Strategic Reforms Implementation Unit and security of passengers was highly compromised in absence of automated security surveillance system.

The matter was taken up with the management in January 2023 and discussed in DAC meeting held on 18.04.2023. DAC directed the PO (IG/PRP) to provide a comprehensive response to Audit within one week. Compliance of DAC directives is awaited.

Audit recommends that compliance of directives of Prime Minister's Strategic Reforms Implementation Unit regarding passenger safety be complied with in letter and spirit and without further loss of time.

## 5. CONCLUSION

A historical analysis of PRP strength and its functional domain revealed that the working strength dropped by 38% against manifold expansion in area of jurisdiction by including 11881 kilometers of track and compelling PRP to prioritize HR deployment in a very resource deficient environment. The decision to expand the sphere of responsibility for PRP was taken through top-down approach without considering available resources and making any commitments for provision of the same. PRP role of safeguarding Railway assets was overtaken by temporary labour, having no permanent interests with the organization, as employed by respective divisions. HR deployment prioritization was skew-symmetric in a way that considerable number of personnels were performing duties other than those included in PRP's core functions and least preference was given to the escorting of trains and guarding of key points. Initiatives taken by PRP to address deficiencies in HR management proved to be counterproductive as they were focused on increasing the strength of technical and officer staff rather than that of field working staff. Effective policing and successful conviction are dependent on segregation of prosecution and operational functions of police force, as directed by Cabinet, but PRP has remained hesitant to implement these much-needed reforms at the cost of PR safety. The judicial tier is the conclusive forum for all policing activities and serves as punitive and deterrent force in criminal justice system. PR had not appointed judicial magistrates in five out of eight divisions thus making the PRP ineffective in 62% of its jurisdictional domain. The resources allocated to PRP were not judiciously spent as the security apparatus could not live its expected life, tenders were not awarded prudently and fixed daily allowance was paid to all employees without considering their deployment on touring or otherwise and approval of Finance Division. The reform agenda, backed up by the directions of Prime Minister's Strategic Reforms Implementation Unit, was aimed at opening new windows of public participation through automated interventions like Safar Saheli App., Surveillance system at stations, installation of CCTV cameras in coaches and integration of data with provincial governments but none of these



reforms were executed by PRP and remained unable to capitalize on this unique opportunity.

### **5.1 Key issues for the future**

Audit observed that in addition to PRP many organizations were involved in managing security of Railways i.e. District Police (guarding Railway key points), Engineering Department (night patrolling of track), Railway management (chowkidars in Railway Offices) and private security guards of outsourced trains. Safeguarding of Railways is the sole responsibility of PRP therefore, they should engage in all security activities with full responsibility. All security activities should be managed under the supervision of PRP for which proper SOPs should be formulated and implemented in true letter and spirit.

### **5.2 Lessons Identified**

Coordination between Pakistan Railways Police and other departments of Railways should be improved to strengthen security arrangement of Railways and to achieve the objectives of PRP as envisaged in the Railway Police Act 1977.

## **ACKNOWLEDGEMENT**

Audit acknowledged the support of the Pakistan Railways Police for their cooperation and assistance in providing necessary information and record.

**Annex-1****(Para No. 4.1.1)****Statement showing appointment of TLA for night track patrolling**

<b>Sr. No.</b>	<b>Division</b>	<b>Section</b>	<b>Period</b>	<b>No. of TLA</b>	<b>Expenditure</b>
1	Quetta	SZD to QTA QTA to BLI	01.07.2017 to 30.06.2022	28	26,577,768
2	Quetta	PSI-SZD	-do-	28	14,531,664
3	Quetta	SIBI-PSI	-do-	24	20,033,856
4	Sukkur	PWI SHP-JCD	01.07.2017 to 14.11.2021	24	20,431,576
5	Sukkur	PWI Jacobabad	-do-	26	19,376,890
6	Sukkur	PWI Bakhtiarabad Domki	-do-	30	23,852,315
7	Sukkur	PWI Kandhkot	-do-	30	23,649,760
8	Sukkur	PWI Shahdadpur	-do-	30	24,104,089
9	Sukkur	PWI Padidan	-do-	30	27,924,212
10	Sukkur	PWI Mehrabpur	-do-	32	25,744,582
11	Sukkur	PWI Khanpur	-do-	28	26,768,565
12	Sukkur	PWI Mirpur Mathelo	-do-	30	31,446,406
13	Sukkur	PWI Ghotki	-do-	32	26,165,905
14	Sukkur	PWI Sukkur	-do-	14	10,707,004
15	Sukkur	PWI Rohri	-do-	18	14,090,134
16	Peshawar	PWI Nowshera	14.07.2017 to 14.05.2018	03	423,879
17	Peshawar	PWI Attock City	-do-	02	282,592
18	Peshawar	PWI Domel	-do-	03	423,888
19	Peshawar	PWI Makhad Road	-do-	02	279,627
20	Peshawar	PWI Kundian	-do-	01	139,246
21	Multan	PWI Shujabad	07.07.2017 to 28.08.2022	04	3,571,164
22	Multan	PWI Multan	01.07.2017 to 30.06.2022	03	2,402,486
23	Multan	PWI Kutabpur	-do-	03	965,772
24	Multan	Mian Chanu- Yousafwala	-do-	19	14,988,960
25	Multan	Khanewal-Mian Chanu	-do-	9	6,700,907
26	Multan	Shershah-Kot	-do-	8	7,556,496

<b>Sr. No.</b>	<b>Division</b>	<b>Section</b>	<b>Period</b>	<b>No. of TLA</b>	<b>Expenditure</b>
		Laloo			
27	Multan	Bhakkar-Kundian	-do-	13	11,790,360
28	Multan	PWI Leiah	01.07.2017 to 03.09.2022	12	6,466,056
<b>Total</b>					<b>391,396,159</b>

Source: Information provided by the Divisional Engineers

**Annex-2**  
**(Para No. 4.1.3)**

**Statement showing deployment of Railway Police personnel on traffic management**

<b>Sr. No.</b>	<b>Station</b>	<b>Designation of PRP employees</b>					
		<b>Inspector</b>	<b>Sub-Inspector</b>	<b>Asstt: Sub-Inspector</b>	<b>Head Constable</b>	<b>Constable</b>	<b>Total</b>
1	Lahore	1	1	1	5	16	<b>24</b>
2	Rawalpindi				3	4	<b>7</b>
3	Multan				1	1	<b>2</b>
4	Quetta				1	2	<b>3</b>
	<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>23</b>	<b>36</b>

Source: Information provided by the PRP

**Annex-3**  
**(Para No. 4.1.3)**

**Pakistan Railways Police personnel attached with retired officers**

<b>Sr. No.</b>	<b>Division</b>	<b>Name of Employee</b>	<b>Designation</b>	<b>Attached with</b>	<b>Date of Deployment</b>
1	Multan	Qamar Abbas	PC/43	Syed Ibn-e-Hussain Retired IG/PRP	01.10.2015
2	Multan	Ghulam Shabbir	Langri	Syed Ibn-e-Hussain Retired IG/PRP	01.08.2018
3	Lahore	Muhammad Ramzan	HC/1305	Sharaq Jamal Khan Retired DIG/PRP	28.08.2021
4	Lahore	Muhammad Imran	C/50	Arif Nawaz Khan Retired IG/PRP	--
5	Lahore	Muhammad Nadeem	C/299	Faisal Shahkar Retired IG/PRP	06.05.2022
6	Lahore	Anwar Hussain	C/315	Arif Nawaz Khan Retired IG/PRP	21.06.2022
7	Lahore	Ashfaq Ijaz	C/370	Ahmad Naseem Retired IG/PRP	28.08.2021
8	Lahore	Muhammad Ansar	C/406	Shahzad Akbar Retired DIG/PRP	--
9	Lahore	Muhammad Jameel	C/409	Waseem Kausar Retired IG/PRP	28.08.2021
10	Lahore	Mehboob Alam	C/437	Munir Ahmad Chishti Retired IG/PRP	28.08.2021
11	Lahore	Ghulam Hussain	C/513	Maj. Akram Retired IG/PRP	07.07.2022
12	Lahore	Waqas Younas	C/602	Syed Ibn-e-Hussain Retired IG/PRP	18.08.2021
13	Lahore	Tahir Ali	C/941	Arif Nawaz Khan Retired IG/PRP	29.06.2021
14	Lahore	M. Ahmad Raza	C/945	Ex-Chairman Railways	30.11.2021
15	Lahore	Muhammad Akram	C/1089	Asif Nawaz Warraich Retired IG/PRP	24.08.2022
16	Lahore	Nosher Ahmad	C/1244	Maj. Akram Retired IG/PRP	28.08.2021
17	Lahore	Muhammad Shahzad	C/1311 Langri	Faisal Shahkar Retired IG/PRP	--
18	Lahore	Ghulam Shabbir	Langri	Ghulam Haider Marth Retired DIG/PRP	--
19	Lahore	Muhammad	Langri	Arif Nawaz Khan	--

<b>Sr. No.</b>	<b>Division</b>	<b>Name of Employee</b>	<b>Designation</b>	<b>Attached with</b>	<b>Date of Deployment</b>
		Javed		Retired IG/PRP	
20	Lahore	Murid Hussain	Langri	Munir Ahmad Chishti Retired IG/PRP	--
21	Lahore	Saleem Sarwar	Sweeper	Arif Nawaz Khan Retired IG/PRP	--
22	Lahore	Karamat Masih	Sweeper	Munir Ahmad Chishti Retired IG/PRP	--
23	Lahore	Aslam Masih	Sweeper	Shahzad Akbar Retired DIG/PRP	--
24	Rawalpindi	Tahir Mehmood	C/697	Dr. Mujeeb ur Rehman Retired IG/PRP	22.03.2021
25	Rawalpindi	Javed Akhtar	C/19	Dr. Mujeeb ur Rehman Retired IG/PRP	26.05.2022
26	Rawalpindi	Wajahat Ali	C/188	Shahzad Akbar Retired DIG/PRP	22.03.2021
27	Rawalpindi	Abid Hussain	Langri	Arif Nawaz Khan Retired IG/PRP	06.07.2020
28	Peshawar	Mustafa Kamal	HC/64	Alamgir Jan Ex DSRP	25.06.2020

Source: Information provided by the PRP

**Annex-4**  
**(Para No. 4.1.3)**

**Statement showing unjustified utilization of operational staff on  
clerical posts**

<b>Sr. No.</b>	<b>Division</b>	<b>Name</b>	<b>Designation</b>	<b>Actual Place of Posting</b>	<b>Post against which utilized</b>	<b>Date of Utilization</b>
1	Peshawar	Nasir Khan	HC/181	RS/Peshawar Cantt	Dispatcher	21.02.2022
2	Peshawar	Dil Jan	HC/125	Armed Wing/ Peshawar Cantt	SRC	02.04.2022
3	Peshawar	Ajmeer Khan	HC/127	RPS/Mardan	Computer Operator	28.03.2022
4	Peshawar	Alam Khan	HC/314	AMRPL/ Peshawar Cantt	VRK in prosecution	08.04.2022
5	Peshawar	Liaqat Ali	C/271	AMRPL/ Peshawar Cantt	Assistant with Steno typist	08.04.2022
6	Lahore	Muhammad Naeem	Constable	SPL/Lahore	Leave Clerk	15.04.2020
7	Lahore	Muhammad Waqas	Constable	SPL/Lahore	Bill Clerk-II	28.02.2020
8	Lahore	Waseem Abbas	Constable	SPL/Lahore	Crime Clerk	10.11.2021
9	Multan	Umer Daraz Khan	C/676	Armed Wing Multan	Dispatcher	20.12.2021
10	Multan	Sajjad Hussain	C/543	Reliving Multan	Muawan Bills Clerk	10.12.2021
11	Sukkur	Muhammad Naeem Khan	PC/194	Sukkur Main	Dispatcher	26.05.2022
12	Sukkur	Javed Ahmad	PC/653	A.W/Sukkur	Naib OASI	24.06.2022
13	Sukkur	Muhammad Zohaib Hassan	PC/321	ARPL/Sukkur	Computer Operator	24.08.2020
14	Sukkur	Muneer Ahmad	PC/516	G.S/Sukkur	Assistant to Bill clerk	05.07.2021
15	Sukkur	Qurban Ali	PC/679	A.W/Sukkur	Computer Operator	21.06.2022
16	Sukkur	Mehboob Ali	PC/736	ARPL/Sukkur	Admn Branch	26.12.2021

<b>Sr. No.</b>	<b>Division</b>	<b>Name</b>	<b>Designation</b>	<b>Actual Place of Posting</b>	<b>Post against which utilized</b>	<b>Date of Utilization</b>
17	Sukkur	Niaz Ahmad	PC/526	Jacobabad Main	Pension Clerk	27.09.2019
18	Sukkur	Muhammad Farhan	PC/576	G.S/Sukkur	Computer Operator	18.05.2020
19	Quetta	Kamran Khan	HC/158	HPL/Quetta	Account Branch	14.7.2022
20	Quetta	Shahbaz Ahmad	C/302	HPL/Quetta	Steno to SRP	09.12.2021
21	Karachi	Naseerullah	HC/688	SRP Office	Departmental Clerk	15.07.2021
22	Karachi	Mustajab Khan	PC/20	SRP Office	Computer Operator	23.12.2021
23	Karachi	Jahanzaib	HC/327	SRP Office	Pension Clerk	13.03.2018
24	Karachi	Shehraz Lodhi	HC/457	SRP Office	Bill Clerk	03.06.2020
25	Karachi	Abdul Qayyam	PC/1175	SRP Office	Loan & Advance Clerk	2016
26	Karachi	Nargis Shah	LPC/896	SRP Office	Leave Clerk	03.05.2018
27	Karachi	Sajid Ahmad	PC/1268	SRP Office	Dispatcher	25.09.2018
28	Karachi	Humair Baig	PC/722	SRP Office	Computer Operator	15.01.2018
29	Karachi	Bilal Ahmad	PC/293	SRP Office	Steno	26.08.2018
30	Karachi	Abdul Rauf	PC/23	Reliving KYC	Welfare Clerk	2017

Source: Information provided by the PRP



**Annex-5**  
**(Para No. 4.1.3)**

**Statement showing detail of employees utilized on places other than  
their original place of posting**

<b>S. No.</b>	<b>Rank</b>	<b>Name</b>	<b>Present Posting</b>	<b>Remarks</b>
1.	PC/52	Maqsood Ali Shah	HDR (S)	DSP/B Gunman
2.	PC/415	Muhammad Mateen	RPS HDR	RWP 26.10.2019
3.	PC/863	Muhammad Faisal	MYP	Commando RWP 26.10.2019
4.	PC/379	Sain Ditto	RPS KOT	-do-
5.	PC/665	Niaz Ahmed	RPS KOT	RWP 26.10.2019
6.	PC/485	Muhammad Abbas	RPP TDM	RWP 26.10.2019
7.	PC/137	Inayat Ali	RPS DDU	RWP 26.10.2019
8.	HC/495	Muhammad Ali	MYP	RWP 26.10.2019
9.	ASI	Kamran Bashir Ahmed	RPS LND	As Reader to SRP KYC
10.	HC/336	Sadat Anwar	MYP	RWP 26.10.2019
11.	PC/1057	S.Abdul Muheed	RPS KC	RWP 26.10.2019
12.	PC/1006	Ansar Raza	MYP	RWP 26.10.2019
13.	HC/999	Shahmir Khan	RPP TDM	RWP 26.10.2019
14.	PC/109	Imdad Hussain	HDR (S)	RWP 26.10.2019
15.	PC/1324	Ashiq Ali	RPP TDA	RWP 26.10.2019
16.	PC/795	Meer Hassan	C&W Shop HDR	Commando as Driver
17.	PC/492	Babar Ali	RPS MPS	RWP 26.10.2019
18.	PC/924	Muhammad Qasim	C&W Shop HDR	RWP 26.10.2019
19.	HC/455	Zafar Ahmed	RPS KYC	RWP 26.10.2019
20.	PC/735	Imran Zaib	RPS LND	DSRP –A Driver
21.	PC/81	M. Shahid Nadeem	APL KC	RWP 26.10.2019
22.	PC/65	Muhammad Azam	RPS KYC	RWP 26.10.2019
23.	PC/28	M. Asim Javed	RPS KYC	RWP 26.10.2019
24.	HC/329	Muhammad Yasir	APL KC	RWP 26.10.2019 C.R 17.02.2020
25.	PC/1086	Nasir Khan	G/Store KC	SRP Home
26.	PC/06	Tanveer Anwar	APL KC	RWP 26.10.2019
27.	PC/682	Sheeraz Ali	MYP	SRP Gunman
28.	PC/05	Muhammad Rahim	RPS KC	Commando RWP 26.10.2019
29.	PC/1263	Rizwan Ali	LNS (S)	Commando RWP 26.10.2019

Source: Information provided by the PRP

**Annex-6**  
**(Para No. 4.1.4)**

**Statement showing unjustified deposit of traffic challan fee in treasury of the Provincial Government**

Sr. No.	Period	Lahore		Rawalpindi		Multan		Quetta		Total	
		No. of Challans	Amount	No. of Challans	Amount	No. of Challans	Amount	No. of Challans	Amount	No. of Challans	Amount
1	2017-18	17187	1,576,200	995	180,107	1131	208,800	119	46,800	19432	2,011,907
2	2018-19	16077	1,476,030	2532	228,300	1302	273,000	38	15,200	19949	1,992,530
3	2019-20	18174	1,022,550	1627	201,150	1517	185,200	22	2,200	21340	1,411,100
4	2020-21	9136	691,000	485	88,300	957	184,550	15	7,200	10593	971,050
5	2021-22	11374	1,036,430	1124	128,500	721	108,900	0	0	13219	1,273,830
<b>Total</b>		71948	5,802,210	6763	826,357	5628	960,450	194	71,400	<b>84533</b>	<b>7,660,417</b>

Source: Information provided by the PRP

**Annex-7**  
**(Para No. 4.1.8)**

**Statement showing legislations in Pakistan regarding constitution of  
prosecution departments in Provincial Governments and Islamabad  
Capital Territory**

<b>Sr. No.</b>	<b>Government</b>	<b>Legislation</b>
1	Islamabad	The Islamabad Capital Territory Criminal Prosecution Service (Constitution, Functions and Powers) Act, 2020.
2	Punjab	The Punjab Criminal Prosecution Service (Constitution, Functions and Powers) Act 2006 (Act III of 2006)
3	Sindh	Sindh Act No.IX of 2010 The Sindh Criminal Prosecution Service (Constitution, Functions and Powers) Act, 2009
4	Khyber Pakhtunkhwa	The Khyber Pakhtunkhwa Prosecution Service (Constitution, Functions and Powers) Act, 2005.
5	Baluchistan	The Balochistan Prosecution Services (Constitution, Function and Powers) Act, 2003 (Balochistan Act No.VI of 2003)
6	Gilgit-Baltistan	Gilgit-Baltistan Prosecution (Functions and Powers) Act No. X 2019 (ACT NO. X OF 2019)

Source: Gazette notifications

**Annex-8  
(Para No. 4.1.9)**



OFFICE OF THE INSPECTOR GENERAL,  
PAKISTAN RAILWAYS POLICE,  
CPO/LAHORE.

-37-

No.M-526/4-PRP/2018.

Dated: 04/12/2018.

**The Superintendents,**  
Pakistan Railways Police,  
Rawalpindi, Lahore,  
Sukkur, Quetta & Karachi.

**Sub:- PROVISION OF TRAIN WISE DETAIL OF POLICE SQUAD.**

Ref: SRP/Rawalpindi's letter No. 206-SR/SRP/RWP, dated 06.11.2018.  
SRP/Lahore's letter No. Misc/PRP/2018, dated 09.11.2018.  
SRP/Sukkur's letter No. R/SRP-SUKKUR/2344-5, dated 06.11.2018.  
SRP/Karachi's letter No. CB/R/3817/2018, dated 06.11.2018.  
SRP/Quetta's letter No.11084/PRP, dated 06.11.2018.

On perusal of your letter referred as above the DIG/Operations has pleased to pass the following order:-

**"02 personnel on each train except Samjhota and Thar Express"**

Please comply with the above orders of Competent Authority and then submit the subject information of your respective Division on the following proforma **within 03 days** positively.

Name of RPS/RPL etc.	Trains No. & Name		Beat (deployment from Railway Station to Railway Station)		No. of PRP Officials (Rank Wise) on each Trains					
	Train No.	Train Name	From	To	DSP	IRP	SIs	ASIs	HCs	FCs

Steno/Reader

Form/a.

File

SRP/PRP please.  
05/12/18

**[RIAZ AHMAD BOSAL]**  
AIG/Admn:  
Pakistan Railways Police,  
C.P.O, Lahore.

Copy to the SRP/Peshawar & Multan for information and necessary action,

Reader  
for Removal in

**Annex-9**  
**(Para No. 4.1.9)**

**Statement showing lesser deployment of police train escort staff with  
mail/express/passenger trains**

<b>Sr. No.</b>	<b>Division</b>	<b>Police Station</b>	<b>Date</b>	<b>Train</b>	<b>No. of Police personnel</b>
1	Rawalpindi	Rawalpindi	01.08.2022 to 15.08.2022	Pakistan Express	01
2				Tezgam	01
3				Rehman Baba	01
4				Kohat Passenger	01
5				Mehar Express	01
6				Railcar	01
7				Non-stop	01
8				Thal Express	01
9				Jaffar Express	01
10	Rawalpindi	Rawalpindi	30.07.2022	Tezgam	01
11				Pakistan Express	01
12				Mehar Express	01
13				Kohat Passenger	01
14				Railcar	01
15				Thal Express	01
16	Rawalpindi	Sargodha	31.07.2022	Dhmaka Express	01
17	Rawalpindi	Lalamusa	31.07.2022	Awam Express	01
18				Jaffar Express	01
19				Rehman Baba	01
20				Railcar	01
21				Millat Express	01
22	Rawalpindi	Havelian	31.07.2022	Hazara Express	01
23				Havelian Passenger	01
24	Rawalpindi	Rawalpindi	01.06.2022	Tezgam	01
25				Pakistan Express	01
26				Mehar Express	01
27				Kohat Passenger	01
28				Railcar	01
29				Thal Express	01
30	Rawalpindi	Lalamusa	02.06.2022	Awam Express	01
31				Jaffar Express	01
32				Rehman Baba	01
33				Railcar	01
34				Millat Express	01

<b>Sr. No.</b>	<b>Division</b>	<b>Police Station</b>	<b>Date</b>	<b>Train</b>	<b>No. of Police personnel</b>
35	Rawalpindi	Sargodha	02.06.2022	Dhmaka Express	01
36	Rawalpindi	Havelian	02.06.2022	Hazara Express	01
37				Havelian Passenger	01
38	Rawalpindi	Rawalpindi	01.05.2022	Tezgam	01
39				Pakistan Express	01
40				Mehar Express	01
41				Kohat Passenger	01
42				Railcar	01
43				Rawalpindi	Lalamusa
44	Jaffar Express	01			
45	Rehman Baba	01			
46	Railcar	01			
47	Rawalpindi	Sargodha	01.05.2022	Dhmaka Express	01
48				Millat Express	01
49	Rawalpindi	Havelian	01.05.2022	Hazara Express	01
50				Havelian Passenger	01
51	Rawalpindi	Rawalpindi	30.05.2022	Tezgam	01
52				Pakistan Express	01
53				Mehar Express	01
54				Kohat Passenger	01
55				Railcar	01
56				Thal Express	01
57	Rawalpindi	Lalamusa	30.05.2022	Awam Express	01
58				Jaffar Express	01
59				Rehman Baba	01
60				Railcar	01
61	Rawalpindi	Sargodha	30.05.2022	Dhmaka Express	01
62	Rawalpindi	Havelian	30.05.2022	Hazara Express	01
63				Havelian Passenger	01
64	Rawalpindi	Rawalpindi	08.06.2022	Tezgam	01
65				Pakistan Express	01
66				Mehar Express	01
67				Kohat Passenger	01
68				Railcar	01
69				Thal Express	01
70	Rawalpindi	Rawalpindi	21.06.2022	Tezgam	01
71				Pakistan Express	01
72				Mehar Express	01
73				Kohat Passenger	01

Sr. No.	Division	Police Station	Date	Train	No. of Police personnel
74				Railcar	01
75				Thal Express	01
76	Rawalpindi	Rawalpindi	25.06.2022	Tezgam	01
77				Pakistan Express	01
78				Mehar Express	01
79				Kohat Passenger	01
80				Railcar	01
81				Thal Express	01
82	Rawalpindi	Rawalpindi	05.04.2022	Tezgam	01
83				Pakistan Express	01
84				Mehar Express	01
85				Kohat Passenger	01
86				Railcar	01
87				Thal Express	01
88	Rawalpindi	Rawalpindi	22.04.2022	Tezgam	01
89				Pakistan Express	01
90				Mehar Express	01
91				Kohat Passenger	01
92				Railcar	01
93				Thal Express	01
94	Rawalpindi	Rawalpindi	26.03.2022	Tezgam	01
95				Pakistan Express	01
96				Mehar Express	01
97				Kohat Passenger	01
98				Railcar	01
99				Thal Express	01
100	Rawalpindi	Rawalpindi	21.02.2022	Tezgam	01
101				Pakistan Express	01
102				Mehar Express	01
103				Kohat Passenger	01
104				Railcar	01
105	Rawalpindi	Rawalpindi	06.02.2022	Tezgam	01
106				Pakistan Express	01
107				Mehar Express	01
108				Kohat Passenger	01
109				Railcar	01
110	Rawalpindi	Rawalpindi	07.12.2021	Tezgam	01
111				Pakistan Express	01
112				Mehar Express	01

<b>Sr. No.</b>	<b>Division</b>	<b>Police Station</b>	<b>Date</b>	<b>Train</b>	<b>No. of Police personnel</b>
113				Kohat Passenger	01
114				Railcar	01
115	Rawalpindi	Rawalpindi	17.12.2021	Tezgam	01
116				Pakistan Express	01
117				Mehar Express	01
118				Kohat Passenger	01
119	Rawalpindi	Rawalpindi	02.12.2021	Tezgam	01
120				Pakistan Express	01
121				Mehar Express	01
122				Kohat Passenger	01
123				Railcar	01
124	Rawalpindi	Rawalpindi	03.11.2021	Tezgam	01
125				Pakistan Express	01
126				Mehar Express	01
127				Kohat Passenger	01
128	Rawalpindi	Rawalpindi	09.11.2021	Tezgam	01
129				Pakistan Express	01
130				Mehar Express	01
131	Rawalpindi	Rawalpindi	23.11.2021	Tezgam	01
132				Pakistan Express	01
133				Mehar Express	01
134				Kohat Passenger	01
135	Rawalpindi	Rawalpindi	17.10.2021	Tezgam	01
136				Pakistan Express	01
137				Mehar Express	01
138	Rawalpindi	Rawalpindi	24.10.2021	Tezgam	01
139				Pakistan Express	01
140				Mehar Express	01
141	Sukkur	Nawabshah	30.06.2022	Zikria Express	01
142	Sukkur	Rohri	01.06.2022	Green Line Express	01
143			to	Sir Syed Express	01
144			15.06.2022	Karakurm Express	01
145				Shah Hussain Express	01
146	Sukkur	Larkana	01.06.2022 to 15.06.2022	Mohenjodaro Passenger	01
147	Lahore	Wazirabad	01.02.2021 to 15.02.2021	Sir Syed Express Sialkot Passenger	01 01
148	Lahore	Wazirabad	16.02.2021 to	Sir Syed Express	01



Sr. No.	Division	Police Station	Date	Train	No. of Police personnel
			28.02.2021	Sialkot Passenger	01
149	Lahore	Wazirabad	01.03.2021 to 15.03.2021	Sir Syed Express	01
				Sialkot Passenger	01
150	Lahore	Wazirabad	16.01.2022 to 31.01.2022	Sir Syed Express	01
				Sialkot Passenger	01
151	Lahore	Wazirabad	01.05.2022 to 16.05.2022	Sir Syed Express	01
152	Lahore	Wazirabad	16.05.2022 to 01.06.2022	Sir Syed Express	01
153	Lahore	Wazirabad	16.06.2022 to 01.07.2022	Sir Syed Express	01
154	Lahore	Faisalabad	01.05.2022 to 15.05.2022	Millat Express	01
				Badar Express	01
				Ghori Express	01
155	Lahore	Faisalabad	16.05.2022 to 31.05.2022	Millat Express	01
				Badar Express	01
				Ghori Express	01
156	Lahore	Faisalabad	01.06.2022 to 15.06.2022	Millat Express	01
				Badar Express	01
				Ghori Express	01
157	Lahore	Faisalabad	16.06.2022 to 30.06.2022	Millat Express	01
				Badar Express	01
				Ghori Express	01
158	Lahore	Faisalabad	01.07.2022 to 15.07.2022	Millat Express	01
				Badar Express	01
				Ghori Express	01
159	Lahore	Faisalabad	15.07.2022 to 31.07.2022	Millat Express	01
				Badar Express	01
				Ghori Express	01
160	Lahore	Faisalabad	01.08.2022 to 15.08.2022	Millat Express	01
				Badar Express	01
				Ghori Express	01
161	Lahore	Faisalabad	15.01.2021 to 31.01.2021	Millat Express	01
				Badar Express	01
162	Lahore	Faisalabad	01.02.2021 to	Pakistan Express	01
				Millat Express	01

<b>Sr. No.</b>	<b>Division</b>	<b>Police Station</b>	<b>Date</b>	<b>Train</b>	<b>No. of Police personnel</b>
			15.02.2021	Badar Express	01
163	Lahore	Faisalabad	16.11.2021 to 30.11.2021	Millat Express	01
				Badar Express	01
				Ghori Express	01
164	Lahore	Faisalabad	01.12.2021 to 15.12.2021	Millat Express	01
				Badar Express	01
				Ghori Express	01
165	Lahore	Faisalabad	01.01.2022 to 15.01.2022	Millat Express	01
				Badar Express	01
				Ghori Express	01
166	Lahore	Jaranwala	16.08.2022 to 31.08.2022	Ravi Express	01
167	Lahore	Jaranwala	01.08.2022 to 15.08.2022	Ravi Express	01
168	Lahore	Jaranwala	16.07.2022 to 31.07.2022	Ravi Express	01
169	Lahore	Jaranwala	01.07.2022 to 15.07.2022	Ravi Express	01
170	Lahore	Jaranwala	16.06.2022 to 30.06.2022	Ravi Express	01
171	Lahore	Jaranwala	01.06.2022 to 15.06.2022	Ravi Express	01
172	Lahore	Jaranwala	16.05.2022 to 31.05.2022	Ravi Express	01

Source: Duty roster of PRP staff

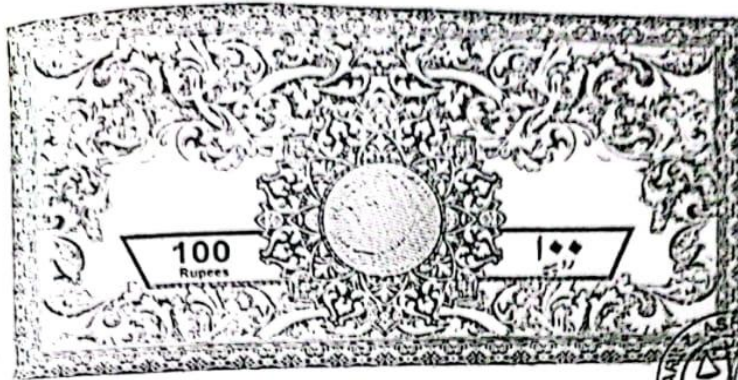
**Deficient security of Pakistan Railways Reservation Offices**

<b>Sr. No.</b>	<b>Name of Station</b>	<b>Deficiencies observed</b>
1	Rawalpindi	1. Only one constable was deputed instead of 3. No senior head constable was deputed/ available on duty at the time of visit of Audit team. 2. No walk-through gates were installed. 3. Boundary wall of reservation office was of very low height and no CCTV cameras were installed at entry and exit gate.
2	Lahore	1 & 2 above
3	Multan	Same as above
4	Sukkur	Same as above
5	Karachi	Same as above
6	Quetta	Same as above

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5/1/22

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at

**AGREEMENT  
BETWEEN PAKISTAN RAILWAY  
AND  
M/S NADEEM CLEANING SERVICES  
FOR COMMERCIAL MANAGEMENT & PASSENGER  
FACILITATION OF TEZGAM EXPRESS (7 UP / 8DN)**

THIS AGREEMENT (the "Agreement") is entered into on date of operation of the agreement i.e. 5<sup>th</sup> day of July, 2022 at Lahore by and between;

1. Pakistan Railways, an attached department of Ministry of Railways and having its registered office at Empress Road Lahore, acting through Chief Marketing Manager (hereinafter referred to as 'Party No.1, which expression will, where the context admits, include its successors and assignees); and
  2. M/S Nadeem Cleaning Services (PVT) Ltd. 16 D-2 Zaman Park, Lahore, a partnership firm registered under the Partnership Act, 1932 having its registered office at Lahore acting through its Managing Partner Zahoor Ahmad Bhatti of the firm (hereinafter referred to as 'Party No.2', which expression will, where the context admits, include its successors and permitted assignees)
- each is referred hereinafter as a "Party" and collectively as the "Parties"

**RECITALS**

- A. Whereas Party No.1 is operating the Railway system in Pakistan and has the necessary expertise, rolling stock and infrastructure to operate all kinds of passenger and parcel/luggage carrying trains on the railway system; and
- B. Whereas Party No.2 enters into this Agreement for "Commercial Management" of Tezgam Express Train, which will operate between Karachi - Rawalpindi sections & vice versa whereas Financial and Technical bids were invited through Press and after detailed scrutiny Party No.2 was declared as successful bidder by the nominated Tender Committee. The Party No.2 offered a bid of (Rs.2067,000,000/- Two Thousand and Sixty Seven Million Rupees Only) per annum including across the board increase, if any, throughout the currency period of the agreement.

NOW, THEREFORE, in consideration of the mutual benefits to be derived from and the representations and warranties, conditions and undertakings hereby contained and intending to be legally bound hereby, the Parties are hereby agreed as follows:

ATTACHED

- 4.2 The train will run between Kotri - Rohri sections and vice versa as per schedule given in the Railway timetable.
- 4.3 Train will observe the stoppages mentioned in the timetable. However, the contractor may request change in the time table before four months of the printing of the time table. The contractor will be allowed to introduce / change the stoppages of the train however fee for stoppage will be worked out by the competent authority to commensurate it with the accepted bid. However, such request will be made in writing at least two months in advance. In addition, the contractor will be bound to arrange public notices in main leading three newspapers vetted by CMM office to inform public about introduction / deletion of such stoppages. It will be the sole discretion of PR to accept or reject any such demand strictly in accordance with its operational limitations.
- 4.4 The Party No.2 will design its own management and organizational structure keeping in view of the workload and customer requirements. Party No.2 may receive certain coaches/ rakes if he invests on its value addition through CME/C&W, DS/Workshop, Moghalpura, under intimation to CMM office.
- 4.5 Party No.1 shall ensure the agreed upon composition of the train. However, in the case of damages to coach(s), Party No.1 will replace the shortage with available coaching stock, at next maintenance station if, available without any penalty.
- 4.6 Dedicated coaches will be arranged for the outsourced train if the dedicated coaches are to be taken out or replaced due to any emergency / operational problems, prior written approval of AGM/T will be required and the same will be returned by COPS or DS's within five days.
- 4.7 The Party No.2 shall earmark the ladies compartment in the train for facilitation of lady passengers.
- 4.8 The Party No.2 shall ensure the proper stacking of baggage of passengers in the coaches.
- 4.9 Maintained rakes will be placed at platforms of originating stations at least 30 minutes before the scheduled departure of the train. However, in case of delay due to technical reasons, the Party No.2 shall have no claim of any sort on Party No.1, however the Party No. 1 will inquire each incident of delay beyond 30 minutes and fix responsibility of staff.
- 4.10 Petty repairs of train coach(s) at en-route like repair of door bolts, water taps, electric bulbs electric fans etc will be the responsibility of the Party No.2.
- 4.11 The route of the proposed train will be between Kotri - Rohri sections and vice versa.
- 4.12 Party No.1 shall ensure the safety of train operation and provide fit locomotive and properly maintained rakes. Operational and Technical staff, as per operational requirements, shall be deputed by Party No.1 on the train as and when required.
- 4.13 Party No.1 will endeavor to maintain the punctuality. In case of delay, Party No.1 shall not be bound to pay any penalty.
- 4.14 The Party No.2 will ensure its own security arrangements on train. However, one / two Railway Police personnel will accompany each train. The presence of Railway Police personnel shall not, in any manner, preclude the responsibility of Party No.2 to ensure the security and safety of its Passengers /luggage and personnel belonging.
- 4.15 The Party No.2 shall make adequate arrangements for security of passengers. The instructions issued by IG/Railways and the Railways administration in this regard shall be complied in true letter and spirit. Party No.1 shall not be liable for any consequences that may occur in the event of any failure by Party No.2 to adhere to instructions that may be issued in this regard from time to time.
- a) Party No.2 will abide by the provision of clauses 127,128,129 and 130 of Railway Act (copy attached) with respect to security and safety of passengers. If any employee of Party No.2 will commit any offence mentioned in above clauses, he may be arrested without warrant or other written authority by any Railway employee or Police Officer, or by any other person whom such servant or Officers may call to his aid under clause 131, 131-A for Railway Act.



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Department of the Auditor-General of Pakistan  
Office of the  
**DIRECTOR GENERAL AUDIT (RAILWAYS)**  
Railway Headquarters Office, Empress Road, Lahore.  
Phone No. 042-99201606, Fax No. 042-99201707  
E.Mil: dg.audit.railways@gmail.com  
Toll Free No. of AGP Office, Islamabad: 0800-22999

No. FAT-II/PAR/Corres/Railway Police/2022

Dated: - 24-08-2022

The Assistant Inspector General/Admn,  
C.P.O. Pakistan Railways Police,  
Lahore.

ISSUED  
24/8/22

Subject: **AUDIT ON THE SUBJECT "ROLE OF RAILWAY POLICE IN SAFEGUARDING OF RAILWAYS"**

Ref: This office letter of even number dated 02.08.2022 on the above noted subject

The following information and record for the period from **July 2017 to June 2022** is required for completion of above referred audit assignment:

1. Details of Magistrates appointed in Pakistan Railway as per Section-10, Chapter-IV of the Pakistan Railways Police Act 1977.
2. Details of Public Prosecutors appointed in Pakistan Railway as per Section-10, Chapter-IV of the Pakistan Railways Police Act 1977.
3. Arrangements or agreements made with other law enforcing agencies for patrolling and safeguarding of track and other Railway infrastructure.
4. Arrangements or agreements made with City Traffic Police authorities for utilization of Railway Police staff on management of traffic in different PR division.
5. Details and justification of delay in promotion from Sub-Inspector to Inspector and Inspector to DSP.
6. Cases of procurement of material, machinery & equipment etc.
7. Cases of maintenance agreements of luggage scanning machines etc.
8. Cases of repair & maintenance of machinery and equipment
9. Cases of construction of Police line Rawalpindi — *Sarab Zeeshan & Co*
10. Cases of construction and maintenance of buildings
11. Details and recruitment of staff in Railway Police.
12. Details and record of foreign aid received and its utilization.
13. Details and record of projects executed and under execution.
14. Details and record of arrangements made for security and safeguarding of outsourced passenger trains.

**Annex-13**  
**(Para No. 4.1.11)**

**Statement showing vacancy position in Bomb Disposal Squad**

Sr. No.	Division	Designation	BPS	Sanctioned	Available	Vacant
1	Central Police Office/ Lahore	Bomb Disposal Officer	17	1	0	1
		Platoon Commander	12	0	0	0
		Jr. Section Commander	9	1	0	1
		Bomb Disposal Technician	7	0	0	0
		Bomb Disposal Worker	5	1	0	1
2	Lahore	Platoon Commander	12	1	1	0
		Jr. Section Commander	9	1	1	0
		Bomb Disposal Technician	7	1	0	1
		Bomb Disposal Worker	5	1	0	1
3	Sukkur	Platoon Commander	12	1	1	0
		Jr. Section Commander	9	1	0	1
		Bomb Disposal Technician	7	1	0	1
		Bomb Disposal Worker	5	0	0	0
4	Quetta	Platoon Commander	12	1	0	1
		Jr. Section Commander	9	0	0	0
		Bomb Disposal Technician	7	1	0	1
		Bomb Disposal Worker	5	0	0	0
5	Rawalpindi	Platoon Commander	12	2	1	1
		Jr. Section Commander	9	2	0	2
		Bomb Disposal Technician	7	1	1	0
		Bomb Disposal Worker	5	0	0	0
6	Peshawar	Platoon Commander	12	1	1	0
		Jr. Section Commander	9	0	0	0
		Bomb Disposal Technician	7	1	0	1
		Bomb Disposal Worker	5	0	0	0
7	Multan	Platoon Commander	12	0	0	0
		Jr. Section Commander	9	0	0	0
		Bomb Disposal Technician	7	1	0	1
		Bomb Disposal Worker	5	0	0	0
8	Karachi	Platoon Commander	12	1	0	1
		Jr. Section Commander	9	1	0	1
		Bomb Disposal Technician	7	1	1	0
		Bomb Disposal Worker	5	0	0	0
9	Workshops	Platoon Commander	12	1	1	0
		Jr. Section Commander	9	0	0	0
		Bomb Disposal Technician	7	0	0	0
		Bomb Disposal Worker	5	0	0	0
<b>Total</b>				<b>24</b>	<b>8</b>	<b>16</b>

**Summarized vacancy position in Bomb Disposal Squad**

<b>Sr. No.</b>	<b>Designation</b>	<b>BPS</b>	<b>Sanctioned</b>	<b>Available</b>	<b>Vacant</b>
1	Bomb Disposal Officer	17	1	0	1
2	Platoon Commander	12	8	5	3
3	Jr. Section Commander	9	6	1	5
4	Bomb Disposal Technician	7	7	2	5
5	Bomb Disposal Worker	5	2	0	2
<b>Total</b>			<b>24</b>	<b>8</b>	<b>16</b>

Source: Sanctioned strength and Onroll position provided by the PRP



**Annex-14**  
**(Para No. 4.1.11)**

**Statement showing unjustified utilization of Head Constables and  
Constables in Bomb Disposal Squad of Railways Police**

<b>Sr. No.</b>	<b>Division</b>	<b>Name</b>	<b>Designation</b>
1	Karachi	Zeeshan Ahmad	HC/116
2	Karachi	Imtiaz	PC/642
3	Karachi	Andaryas Soba	PC/488
4	Lahore	Rustam Ali	HC/2
5	Lahore	Imran Younas	LHC/1078
6	Lahore	Shehbaz Nazir	C/104
7	Lahore	Sarfraz	C/924
8	Lahore	Muhammad Hafeez	C/830
9	Lahore	Iftikhar Ahamd	C/200
10	Lahore	Sarfaraz Ali	HC/262
11	Lahore	Mohsin Ali	C/449
12	Quetta	Najeeb Ullah	HC/275
13	Quetta	Imran Ali	C/259
14	Multan	Farhad Jamil	C/666
15	Peshawar	Akbar Hussain	C/226
16	Peshawar	Siyaad Akram	C/290
17	Peshawar	Shakeel Ur Rehman	C/173

Source: Information provided by the PRP

**Annex-15**  
**(Para No. 4.1.11)**

**Statement showing unjustified utilization of employees of different departments in Bomb Disposal Squad of Railways Police**

<b>Sr. No.</b>	<b>Division</b>	<b>Name</b>	<b>Designation</b>	<b>Actual Place of Posting</b>
1	Karachi	Syed Anwar Ali	--	GFO/KC
2	Karachi	Faizan	--	PWI/KYC
3	Karachi	Muhammad Usman	--	HTXR/KYC
4	Karachi	Muhammad Ilyas	--	PWI/KYC
5	Karachi	Jasmheed	--	PWI/KYC
6	Karachi	Muhammad Rafiq	--	SS/KMR
7	Karachi	Muhammad Suleman	--	PWI/KYC
8	Lahore	Muhammad Arif	Gangman	PWI/LHR
9	Sukkur	Muhammad Riaz	SS Wireman	LFO/Rohri
10	Sukkur	Muhammad Nadeem	Gangman	HTXR/Rohri
11	Sukkur	Muhammad Kaleem	Gangman	PWI/Sukkur
12	Sukkur	Wazir Ali	Gangman	PWI/Ghotki
13	Sukkur	Muhammad Shabbir	Gangman	PWI/Sadiqabad
14	Sukkur	Muhammad Sohail	Gangman	PWI/Sadiqabad
15	Sukkur	Noushad Baig	Gangman	PWI/Khanpur
16	Quetta	Muhammad Zakir	Gangman	PWI/Quetta
17	Quetta	Pervaiz Bashir	Gangman	PWI/Quetta
18	Quetta	Kaleem Ullah	Gangman	PWI/Quetta
19	Quetta	Abdul Kareem	Muawan	HTXR/Quetta
20	Quetta	Baidar Khan	Muawan	HTXR/Quetta
21	Quetta	Abdul Khaliq	Muawan	Bridge Inspector
22	Quetta	Ismail Shah	Gangman	PWI/Dalbandin
23	Quetta	Muhammad Qasim	Gangman	PWI/Dalbandin
24	Quetta	Shehzad Akhtar	SSF	KTXR/Mach
25	Quetta	Abdul Rauf	Gangman	PWI/Mach
26	Quetta	Khalil Ahmad	Gangman	PWI/Mach
27	Quetta	Naseeb Ullah	Gangman	PWI/Mach
28	Quetta	Ameer Hamza	Gangman	PWI/Sibi
29	Multan	Muhammad Nawaz	Carriage Cleaner	--
30	Multan	Rajab Ali	Carriage Muawan	--
31	Multan	Fazal Ilahi	Gangman	--
32	Multan	Mubashir Hussain	Gangman	--

Source: Information provided by the PRP

**Annex-16****(Para No. 4.1.12)****Provisions of SOP for security of Railway Key Points**

<b>Sr. No.</b>	<b>Requirements According to SOP</b>
1.	Every SRP constitute a team comprising 1/SI or ASI, 1/HC & 4/Constables to check the Railway Bridges/Tunnels
2.	District Police personnel shall be present according to list
3.	They perform their duties at 8 hours in three shifts
4.	The team incharge confirms that the District/Railway Personnel deployed at key points are alert and vigilant to tackle the situations
5.	List of important telephone numbers shall be pasted at key points
6.	Staff of District Police deployed at key pints have appropriate arms & ammunitions be ensured
7.	It shall be ensured that District Police carry torches, whistle with them.
8.	No unauthorized persons shall be allowed to roam at key points
9.	Be ensured that they have eye contact with their colleagues to see any mishap
10.	They must be sufficient lighting arrangement including flood/revolving light
11.	There should be a duty roaster or roznamcha to show physical presence of District Police staff
12.	Every SRP constitute a team comprising 1/SI or ASI, 1/HC & 4/Constables to check the Railway Bridges/Tunnels guarded by District Police within his Division. The incharge of the team must record entry of his arrival with date and time and noticed the shortcomings and record recommendations to make the shortfalls good.
13.	The gazetted officer of PRP check randomly at key points twice a week to ensure the presence of District police.
14.	After thoroughly checking the key points every incharge of team sent comprehensive report alongwith recommendations to DIG on fortnightly basis.

Source: SOP of PRP S No. 60/Cab/PRP dated 14.07.2016

**Annex-17**  
**(Para No. 4.1.12)**

**Statement showing guarding of Railway Key Points**

Sr. No.	Division	Total Key Points	Key points in PRP jurisdiction	Key points in District Police jurisdiction	Key Points guarded by PRP			Key Points guarded by District Police	Key Points guarded by Railway Staff			Key points unguarded	
					In PRP jurisdiction	In District Police jurisdiction	Total Key Points Guarded by PRP		In PRP Jurisdiction	In Distt Police Jurisdiction	Total	In PRP Jurisdiction	In Distt Police Jurisdiction
1	Peshawar	78	6	72	6	0	0	3	0	0	0	0	69
2	Rawalpindi	49	7	42	7	0	7	4	0	0	0	0	38
3	Lahore	21	15	6	8	0	8	4	2	0	2	5	2
4	Workshops	5	5	0	5	0	5	0	0	0	0	0	0
5	Multan	21	16	5	5	0	5	5	11	0	11	0	0
6	Sukkur	25	7	18	7	2	9	2	0	9	9	0	5
7	Karachi	21	7	14	6	10	16	0	0	0	0	1	4
8	Quetta	61	5	56	5	0	5	52	0	0	0	0	4
<b>Total</b>		<b>281</b>	<b>68</b>	<b>213</b>	<b>49</b>	<b>12</b>	<b>61</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>22</b>	<b>6</b>	<b>122</b>

Source: Register of key points maintained in the Central Police Office, Lahore

**Annex-18**  
**(Para No. 4.1.12)**

**Statement showing deployment of Police on Railway Key Points**

Sr. No.	Division	Sanctioned Strength		Deployment	
		Railway Police	District Police	Railway Police	District Police
1	Peshawar	20	69	17	11
2	Rawalpindi	105	50	53	13
3	Lahore	115	25	42	17
4	Workshops	38	0	24	0
5	Multan	0	50	10	28
6	Sukkur	0	0	22	2
7	Karachi	47	22	63	0
8	Quetta	19	251	18	146
<b>Total</b>		<b>344</b>	<b>467</b>	<b>249</b>	<b>217</b>
<b>Percentage of Deployment against sanctioned staff</b>				=249/344 72.38%	=217/467 46.47%
<b>Percentage of total deployment</b>		Total Sanctioned Strength: 344+467=811 Total Deployment: 249+217=466 Percentage deployment: 466/811x100=56.46%			

Source: Register of key points maintained in the Central Police Office, Lahore

**Annex-19**  
**(Para No. 4.1.14)**

**Statement showing status of luggage scanning machines**

<b>Sr. No.</b>	<b>Division</b>	<b>Station/Place</b>	<b>Date of installation</b>	<b>Date out of order</b>	<b>Status</b>
1	Lahore	Platform No.1 Lahore	22.06.2011		Out of order
2		Main Porch Lahore	13.02.2017	08.02.2018	Out of order
3		Parcel Gate Lahore	13.02.2017		Working
4		Faisalabad	31.10.2016	30.03.2018	Out of order
5	Karachi	Parcel Office	17.02.2017	11.11.2019	Out of order
6		Reservation Office	17.02.2017	09.12.2019	Out of order
7		Platform No.7&8	18.06.2011	04.04.2013	Out of order
8	Rawalpindi	Parcel Office	15.12.2016		Working
9		Main Gate	15.12.2016	15.08.2022	Out of order
10	Rohri	Booking Office	09.02.2017		Working

Source: Information provided by the PRP

**Annex-20**  
**(Para No. 4.2.1)**

**Statement showing budget allocation and actual expenditure of  
TA/DA of PRP**

(Rs in million)

<b>Sr. No.</b>	<b>Year</b>	<b>Budget Allocation</b>	<b>Actual Expenditure</b>	<b>Saving/ Excess</b>
1	2017-18	172.565	144.282	-28.283
2	2018-19	175.000	145.101	-29.899
3	2019-20	175.000	64.104	-110.9
4	2020-21	150.000	27.134	-122.87
<b>Total</b>		672.565	380.621	-291.94
<b>Average</b>		168.141	95.155	-72.986

Source: Budget and expenditure statements provided by the PRP

**Annex-21**  
**(Para No. 4.4.2)**

**Loss due to purchase of uniforms at higher rate**

<b>Sr. No.</b>	<b>Division</b>	<b>Total value of Uniforms purchased</b>	<b>Amount of Loss (Rs)</b>	<b>Annexure</b>
1	Rawalpindi	1,208,600	75,330	<b>Annex-21/A</b>
2	Karachi	4,405,260	879,062	<b>Annex-21/B</b>
3	Peshawar	1,126,640	322,998	<b>Annex-21/C</b>
4	Lahore	2,803,570	211,860	<b>Annex-21/D</b>
5	Moghalpura	1,278,854	455,548	<b>Annex-21/E</b>
6	Multan	1,579,050	410,412	<b>Annex-21/F</b>
7	Sukkur	2,000,900	795,994	<b>Annex-21/G</b>
8	Quetta	1,269,915	775,610	<b>Annex-21/H</b>
<b>Total</b>		<b>15,672,789</b>	<b>3,926,814</b>	

Source: Purchase Orders of uniform articles



**Loss due to purchase of uniforms at higher rate (Rawalpindi Division)**

Sr. No.	Items	Lowest Rate	Division with low rate	Rawalpindi			
				Rate	Quantity	Diff in rate	Loss
1	Cloth Khaki for trouser	399	Rawalpindi	399	600	-	-
2	Cloth black Mazri for shirt	295	Lahore	388	810	93	75,330
3	Cloth Black for commando	470	Rawalpindi	470	250	-	-
4	Boot for Upper Subordinates	2,988	Karachi				-
5	Boots black for commando	2,499	Rawalpindi	2,499	30	-	-
6	Scarf for ladies	1,088	Karachi				-
7	Beret Cap blue	190	Rawalpindi	190	125	-	-
8	Beret Cap black	190	Rawalpindi				-
9	Boots for lower subordinates	2,168	Rawalpindi	2,168	200	-	-
10	Boots black for ladies	1,200	Multan				-
11	Doppatta for ladies	1,000	Karachi				-
12	Socks blue	100	Karachi				-
13	Belt leather for lower subordinate	170	Rawalpindi	170	30	-	-
14	Belt leather for upper subordinate	1,490	Moghalpura				-
15	Flag Arm	70	Moghalpura				-
16	Muhafiz PRP	100	Multan				-
17	Jersey Black	1,500	Multan				-
18	PP Shoulder	30	Multan				-
19	Badge Cap	30	Multan				-
<b>Total</b>							<b>75,330</b>

## Loss due to purchase of uniforms at higher rate (Karachi Division)

Sr. No.	Items	Lowest Rate	Division with low rate	Karachi			
				Rate	Quantity	Diff in rate	Loss
1	Cloth Khaki for trouser	399	Rawalpindi	598	1311	199	260,889
2	Cloth black Mazri for shirt	295	Lahore	498	1748	203	354,844
3	Cloth Black for commando	470	Rawalpindi	598	324	128	41,472
4	Boot for Upper Subordinates	2,988	Karachi	2,988	86	-	-
5	Boots black for commando	2,499	Rawalpindi	2,988	81	489	39,609
6	Scarf for ladies	1,088	Karachi	1,088	22	-	-
7	Beret Cap blue	190	Rawalpindi	358	793	168	133,224
8	Beret Cap black	190	Rawalpindi				
9	Boots for lower subordinates	2,168	Rawalpindi	2,200	707	32	22,624
10	Boots black for ladies	1,200	Multan	2,400	22	1,200	26,400
11	Doppatta for ladies	1,000	Karachi	1,000	22	-	-
12	Socks blue	100	Karachi	100	1200	-	-
13	Belt leather for lower subordinate	170	Rawalpindi				-
14	Belt leather for upper subordinate	1,490	Moghalpura				-
15	Flag Arm	70	Moghalpura				-
16	Muhafiz PRP	100	Multan				-
17	Jersey Black	1,500	Multan				-
18	PP Shoulder	30	Multan				-
19	Badge Cap	30	Multan				-
<b>Total</b>							<b>879,062</b>

## Loss due to purchase of uniforms at higher rate (Peshawar Division)

Sr. No.	Items	Lowest Rate	Division with low rate	Peshawar			
				Rate	Quantity	Diff in rate	Loss
1	Cloth Khaki for trouser	399	Rawalpindi	720	300	321	96,300
2	Cloth black Mazri for shirt	295	Lahore	520	502	225	112,950
3	Cloth Black for commando	470	Rawalpindi	740	320	270	86,400
4	Boot for Upper Subordinates	2,988	Karachi	3,200	129	212	27,348
5	Boots black for commando	2,499	Rawalpindi				-
6	Scarf for ladies	1,088	Karachi				-
7	Beret Cap blue	190	Rawalpindi				-
8	Beret Cap black	190	Rawalpindi				-
9	Boots for lower subordinates	2,168	Rawalpindi				-
10	Boots black for ladies	1,200	Multan				-
11	Doppatta for ladies	1,000	Karachi				-
12	Socks blue	100	Karachi				-
13	Belt leather for lower subordinate	170	Rawalpindi				-
14	Belt leather for upper subordinate	1,490	Moghalpura				-
15	Flag Arm	70	Moghalpura				-
16	Muhafiz PRP	100	Multan				-
17	Jersey Black	1,500	Multan				-
18	PP Shoulder	30	Multan				-
19	Badge Cap	30	Multan				-
<b>Total</b>							<b>322,998</b>

## Loss due to purchase of uniforms at higher rate (Lahore Division)

Sr. No.	Items	Lowest Rate	Division with low rate	Lahore			
				Rate	Quantity	Diff in rate	Loss
1	Cloth Khaki for trouser	399	Rawalpindi	475	440	76	33,440
2	Cloth black Mazri for shirt	295	Lahore	295	1870	-	-
3	Cloth Black for commando	470	Rawalpindi	514	1430	44	62,920
4	Boot for Upper Subordinates	2,988	Karachi				-
5	Boots black for commando	2,499	Rawalpindi				-
6	Scarf for ladies	1,088	Karachi				-
7	Beret Cap blue	190	Rawalpindi				-
8	Beret Cap black	190	Rawalpindi				-
9	Boots for lower subordinates	2,168	Rawalpindi	2378	550	210	115,500
10	Boots black for ladies	1,200	Multan				-
11	Doppatta for ladies	1,000	Karachi				-
12	Socks blue	100	Karachi				-
13	Belt leather for lower subordinate	170	Rawalpindi				-
14	Belt leather for upper subordinate	1,490	Moghalpura				-
15	Flag Arm	70	Moghalpura				-
16	Muhafiz PRP	100	Multan				-
17	Jersey Black	1,500	Multan				-
18	PP Shoulder	30	Multan				-
19	Badge Cap	30	Multan				-
<b>Total</b>							<b>211,860</b>

## (Para No. 4.4.2)

## Loss due to purchase of uniforms at higher rate (Moghalpura Division)

Sr. No.	Items	Lowest Rate	Division with low rate	Moghalpura			
				Rate	Quantity	Diff in rate	Loss
1	Cloth Khaki for trouser	399	Rawalpindi	639	484	240	116,160
2	Cloth black Mazri for shirt	295	Lahore	624	612	329	201,348
3	Cloth Black for commando	470	Rawalpindi				-
4	Boot for Upper Subordinates	2,988	Karachi	3,200	50	212	10,600
5	Boots black for commando	2,499	Rawalpindi				-
6	Scarf for ladies	1,088	Karachi				-
7	Beret Cap blue	190	Rawalpindi	490	100	300	30,000
8	Beret Cap black	190	Rawalpindi				-
9	Boots for lower subordinates	2,168	Rawalpindi	3,050	100	882	88,200
10	Boots black for ladies	1,200	Multan				-
11	Doppatta for ladies	1,000	Karachi				-
12	Socks blue	100	Karachi				-
13	Belt leather for lower subordinate	170	Rawalpindi	299	60	129	7,740
14	Belt leather for upper subordinate	1,490	Moghalpura	1,490	25	-	-
15	Flag Arm	70	Moghalpura	70	100	-	-
16	Muhafiz PRP	100	Multan	115	100	15	1,500
17	Jersey Black	1,500	Multan				-
18	PP Shoulder	30	Multan				-
19	Badge Cap	30	Multan				-
<b>Total</b>							<b>455,548</b>

**Loss due to purchase of uniforms at higher rate (Multan Division)**

Sr. No.	Items	Lowest Rate	Division with low rate	Multan			
				Rate	Quantity	Diff in rate	Loss
1	Cloth Khaki for trouser	399	Rawalpindi	600	572	201	114,972
2	Cloth black Mazri for shirt	295	Lahore	475	762	180	137,160
3	Cloth Black for commando	470	Rawalpindi	600	456	130	59,280
4	Boot for Upper Subordinates	2,988	Karachi				-
5	Boots black for commando	2,499	Rawalpindi				-
6	Scarf for ladies	1,088	Karachi				-
7	Beret Cap blue	190	Rawalpindi	350	381	160	60,960
8	Beret Cap black	190	Rawalpindi	350	114	160	18,240
9	Boots for lower subordinates	2,168	Rawalpindi				-
10	Boots black for ladies	1,200	Multan	1,200	22	-	-
11	Doppatta for ladies	1,000	Karachi				-
12	Socks blue	100	Karachi	130	495	30	14,850
13	Belt leather for lower subordinate	170	Rawalpindi				-
14	Belt leather for upper subordinate	1,490	Moghalpura				-
15	Flag Arm	70	Moghalpura	80	495	10	4,950
16	Muhafiz PRP	100	Multan	100	495	-	-
17	Jersey Black	1,500	Multan	1,500	145	-	-
18	PP Shoulder	30	Multan	30	495	-	-
19	Badge Cap	30	Multan	30	495	-	-
<b>Total</b>							<b>410,412</b>

**Loss due to purchase of uniforms at higher rate (Sukkur Division)**

Sr. No.	Items	Lowest Rate	Division with low rate	Sukkur			
				Rate	Quantity	Diff in rate	Loss
1	Cloth Khaki for trouser	399	Rawalpindi	660	1415	261	369,315
2	Cloth black Mazri for shirt	295	Lahore	550	1226	255	312,630
3	Cloth Black for commando	470	Rawalpindi	660	595	190	113,050
4	Boot for Upper Subordinates	2,988	Karachi				
5	Boots black for commando	2,499	Rawalpindi				-
6	Scarf for ladies	1,088	Karachi				-
7	Beret Cap blue	190	Rawalpindi				-
8	Beret Cap black	190	Rawalpindi				-
9	Boots for lower subordinates	2,168	Rawalpindi				-
10	Boots black for ladies	1,200	Multan				-
11	Doppatta for ladies	1,000	Karachi				-
12	Socks blue	100	Karachi				-
13	Belt leather for lower subordinate	170	Rawalpindi				-
14	Belt leather for upper subordinate	1,490	Moghalpura				-
15	Flag Arm	70	Moghalpura				-
16	Muhafiz PRP	100	Multan				-
17	Jersey Black	1,500	Multan				-
18	PP Shoulder	30	Multan				-
19	Badge Cap	30	Multan				-
<b>Total</b>							<b>794,995</b>

## Loss due to purchase of uniforms at higher rate (Quetta Division)

Sr. No.	Items	Lowest Rate	Division with low rate	Quetta			
				Rate	Quantity	Diff in rate	Loss
1	Cloth Khaki for trouser	399	Rawalpindi	1,042	300	643	192,900
2	Cloth black Mazri for shirt	295	Lahore	872	450	577	259,650
3	Cloth Black for commando	470	Rawalpindi	1,245	300	775	232,500
4	Boot for Upper Subordinates	2,988	Karachi				-
5	Boots black for commando	2,499	Rawalpindi	4,465	25	1,966	49,150
6	Scarf for ladies	1,088	Karachi				-
7	Beret Cap blue	190	Rawalpindi	395	127	205	26,035
8	Beret Cap black	190	Rawalpindi	395	75	205	15,375
9	Boots for lower subordinates	2,168	Rawalpindi				-
10	Boots black for ladies	1,200	Multan				-
11	Doppatta for ladies	1,000	Karachi				-
12	Socks blue	100	Karachi				-
13	Belt leather for lower subordinate	170	Rawalpindi				-
14	Belt leather for upper subordinate	1,490	Moghalpura				-
15	Flag Arm	70	Moghalpura				-
16	Muhafiz PRP	100	Multan				-
17	Jersey Black	1,500	Multan				-
18	PP Shoulder	30	Multan				-
19	Badge Cap	30	Multan				-
<b>Total</b>							<b>775,610</b>



**Annex-22**  
**(Para No. 4.5.1)**

**Details of outstanding cost of District Police Guard of Railway Key  
Points**

<b>Sr. No.</b>	<b>Division</b>	<b>Period</b>	<b>Amount (Rs in million)</b>
1	Karachi		53.701
2	Lahore	01.11.1991 to 30.06.2022	178.470
3	Multan	19.05.1975 to 30.06.2019	82.842
4	Peshawar		165.685
<b>Total</b>			<b>480.698</b>

**Annex-23**  
**(Para No. 4.5.2)**

**Details of FIRs registered during July 2017 to June 2022 and their status**

Sr. No.	Year	Reported	Admitted	Challaned	Acquitted	Convicted	Under trial	Value of Property stolen	value of property recovered	% of Recovery
<b>(Karachi Division)</b>										
1	2017-18	117	113	109	33	64	12	5826758	1254399	22%
2	2018-19	182	175	168	44	99	25	2371191	891641	38%
3	2019-20	209	200	193	49	116	28	2511944	1870109	74%
4	2020-21	326	322	310	53	202	55	41570627	21861426	53%
5	2021-22	375	364	357	47	138	172	10884176	3676053	34%
<b>Total</b>		<b>1209</b>	<b>1174</b>	<b>1137</b>	<b>226</b>	<b>619</b>	<b>292</b>	<b>63164696</b>	<b>29553628</b>	<b>47%</b>
<b>Lahore Division</b>										
1	2017-18	570	564	557	10	438	109	4815011	3909861	81%
2	2018-19	739	732	712	14	423	275	2917165	2588065	89%
3	2019-20	512	507	495	11	320	164	2393205	2596636	109%
4	2020-21	1008	1002	993	11	669	313	5261919	3469030	66%

Sr. No.	Year	Reported	Admitted	Challaned	Acquitted	Convicted	Under trial	Value of Property stolen	value of property recovered	% of Recovery
5	2021-22	1160	1158	1121	4	399	718	9077433	8608003	95%
<b>Total</b>		<b>3989</b>	<b>3963</b>	<b>3878</b>	<b>50</b>	<b>2249</b>	<b>1579</b>	<b>24464733</b>	<b>21171595</b>	<b>87%</b>
<b>Rawalpindi Division</b>										
1	2017-18	245	241	240	16	217	7	68932	68932	100%
2	2018-19	245	243	241	10	211	20	270464	209324	77%
3	2019-20	289	289	289	16	241	32	749370	456705	61%
4	2020-21	583	583	580	16	509	55	1541922	1355183	88%
5	2021-22	510	508	507	7	313	187	1645502	616503	37%
<b>Total</b>		<b>1872</b>	<b>1864</b>	<b>1857</b>	<b>65</b>	<b>1491</b>	<b>301</b>	<b>4276190</b>	<b>2706647</b>	<b>63%</b>
<b>Peshawar Division</b>										
1	2017-18	136	136	135	0	135	0	11000	200	2%
2	2018-19	138	138	136	5	130	1	133231	133231	100%
3	2019-20	132	132	132	0	127	5	235437	195437	83%
4	2020-21	347	347	342	2	333	7	50757	50757	100%
5	2021-22	521	521	518	0	497	18	567593	548593	97%

Sr. No.	Year	Reported	Admitted	Challaned	Acquitted	Convicted	Under trial	Value of Property stolen	value of property recovered	% of Recovery
<b>Total</b>		<b>1274</b>	<b>1274</b>	<b>1263</b>	<b>7</b>	<b>1222</b>	<b>31</b>	<b>998018</b>	<b>928218</b>	<b>93%</b>
<b>Sukkur Division</b>										
1	2017-18	118	115	113	38	73	2	994824	961124	97%
2	2018-19	157	156	151	34	109	8	1232094	474194	38%
3	2019-20	98	95	87	24	53	10	3993626	911635	23%
4	2020-21	248	239	233	40	172	21	273864	242628	89%
5	2021-22	263	261	248	10	183	55	29471897	7259057	25%
<b>Total</b>		<b>884</b>	<b>866</b>	<b>832</b>	<b>146</b>	<b>590</b>	<b>96</b>	<b>35966305</b>	<b>9848638</b>	<b>27%</b>
<b>Multan Division</b>										
1	2017-18	208	202	198	23	164	11	911090	649090	71%
2	2018-19	252	249	247	13	216	18	1462805	1444783	99%
3	2019-20	256	255	250	13	214	23	1716805	1162198	68%
4	2020-21	440	438	433	8	361	64	7757964	6799855	88%
5	2021-22	497	494	472	7	291	174	7785118	6555883	84%

Sr. No.	Year	Reported	Admitted	Challaned	Acquitted	Convicted	Under trial	Value of Property stolen	value of property recovered	% of Recovery
<b>Total</b>		<b>1653</b>	<b>1638</b>	<b>1600</b>	<b>64</b>	<b>1246</b>	<b>290</b>	<b>19633782</b>	<b>16611809</b>	<b>85%</b>
<b>SUMMARY</b>										
Sr. No.	Year	Reported	Admitted	Challaned	Acquitted	Convicted	Under trial	Value of Property stolen	value of property recovered	% of Recovery
1	2017-18	1276	1256	1239	82	1018	139	11632791	5882482	51%
2	2018-19	1713	1693	1655	120	1188	347	8386950	5741238	68%
3	2019-20	1496	1478	1446	113	1071	262	11600387	7192720	62%
4	2020-21	2952	2931	2891	130	2246	515	56457053	33778879	60%
5	2021-22	3326	3306	3223	75	1821	1324	59431719	27264092	46%
<b>Total</b>		<b>10763</b>	<b>10664</b>	<b>10454</b>	<b>520</b>	<b>7344</b>	<b>2587</b>	<b>147508900</b>	<b>79859411</b>	<b>54%</b>

Source: Details of FIRs provided by the PRP

**Annex-24**  
**(Para No. 4.5.3)**

**Details of theft of coal from wagons booked from Karachi to  
Yousafwala**

<b>Sr. No.</b>	<b>Wagon No.</b>	<b>Date of booking</b>	<b>Shortage of Coal (Tonne)</b>	<b>Amount</b>
1	96239	30.01.2017	58.600	805,118
2	96457	23.02.2017	59.600	825,091
3	96246	05.09.2017	60.500	871,230
4	96289	15.09.2017	60.200	850,464
5	96357	16.09.2017	59.600	841,988
6	96141	28.05.2018	55.800	1,026,062
7	97211	28.06.2018	52.600	957,360
8	96677	23.09.2018	56.800	1,009,188
9	96354	13.06.2019	54.830	879,824
10	96367	16.06.2019	53.280	854,952
11	97016	19.06.2019	59.197	979,898
12	96350	18.03.2020	57.670	1,134,824
13	96118	05.05.2020	58.314	926,893
14	96612	05.05.2020	57.717	917,404
15	96242	05.05.2020	58.265	926,114
16	97068	05.05.2020	59.292	942,438
17	97132	05.05.2020	59.057	938,703
18	97457	28.11.2020	56.922	901,926
19	96160	03.02.2021	54.449	1,096,050
20	97568	20.03.2021	59.243	1,176,161
21	96198	17.04.2021	58.663	1,256,769
22	96468	31.10.2021	55.525	2,292,478
23	96059	09.12.2021	53.666	1,606,977
24	96019	09.12.2021	53.138	1,591,163
25	97539	09.01.2022	56.683	1,885,928
26	97045	21.01.2022	56.456	1,896,059
27	97037	26.01.2022	55.021	1,626,371
28	96358	07.02.2022	51.503	1,702,001
29	96413	21.02.2022	56.150	2,238,036
30	96379	07.03.2022	56.656	2,393,822
<b>Total</b>			<b>1705.397</b>	<b>37,351,292</b>

Source: Complaint of PRFTC sent to PRP

**Annex-25**  
**(Para No. 4.5.5)**

**Details of closed sections of Pakistan Railways and their security arrangements**

Sr. No.	Division	Section	Date of closure	Area	KM	Staff of PR		Sanctioned PRP Staff		Demand of additional Police staff	
						Category	No.	Category	No.	Category	No.
1	Peshawar	Nowshera-Dargai	2009	15 km to 65 km	50	SM	2	SI	1	ASI	2
						Pointsman	8	ASI	1	HC	2
						PWI	2	HC	3	FC	8
						Gangman	17	FC	24		
2	Peshawar	Mardan-Charsada	2009	01km to 27km	27	SM	1	ASI	1	HC	1
						Pointsman	1	FC	3	FC	4
						Gangman	3				
3	Peshawar	Mari Indus - Kuram Bridge	1991	01km to 56.8km	56.8	Gangman	2			ASI	1
										HC	2
										FC	8
4	Peshawar	Mari Indus-Banu	1991	00km to 141.8km	141.8	Gangman	1	SI	1		
								HC	2		
								FC	5		

Sr. No.	Division	Section	Date of closure	Area	KM	Staff of PR		Sanctioned PRP Staff		Demand of additional Police staff	
						Category	No.	Category	No.	Category	No.
5	Peshawar	Mari Indus-Tank	1991	00km to 75 km	75	Gangman	3	HC	1		
								FC	5		
6	Peshawar	Kohat - Thal	1989	01km to 102 km	102	Keyman	1	FC	4		
						Gangman	2				
7	Peshawar	Peshawar Cantt- Landi Kotal	2008	1661.4Km to 1748.57	87.17	SM	2	FC	2	HC	2
						Pointsman	2			FC	4
						Cabinman	1				
						Gangman	22				
8	Rawalpindi	Malakwal - Bhera	2006	72km to 100km	28	Gangman	6	ASI	1	SI	1
								FC	10	ASI	3
										HC	3
										PC	20
9	Rawalpindi	Pind Dadan Khan - Khushab	2003	91km to 167km	76	Gangman	10			ASI	1
										HC	1
										PC	6



Sr. No.	Division	Section	Date of closure	Area	KM	Staff of PR		Sanctioned PRP Staff		Demand of additional Police staff	
						Category	No.	Category	No.	Category	No.
10	Rawalpindi	Hiranpur Junction - Gharibwal	2006	82km to 105km	23	ASM	1				
						Tokenman	2				
						Keyman	2				
						Gangman	6				
11	Rawalpindi	Chalisia - Danddot	2006	85km to 99km	14	ASM	1	PC	3		
						Gateman	1				
						Keyman	1				
						Gangman	6				
12	Rawalpindi	Malakwal-Pind Dadan Khan	2003	72km to 91km	19	ASM	1				
						Gateman	2				
						Gangman	5				
13	Rawalpindi	Mandra - Bhowan	1991	01km to 74.63km	74.63			ASI	1		
								PC	2		

Sr. No.	Division	Section	Date of closure	Area	KM	Staff of PR		Sanctioned PRP Staff		Demand of additional Police staff	
						Category	No.	Category	No.	Category	No.
14	Multan	Samasata - Bhawalnagar	2011	00km to 256.9km	259.9	SM	4	ASI	2	ASI	1
						Pointsman	4	PC	5	PC	3
						Gang Mate	11				
						Gangman	21				
15	Multan	Bhawalnagar-Fort Abbas	1996	00km to 101.54 km	101.54	Gang Mate	5	SI	1	ASI	2
								ASI	2	PC	13
								HC	2		
								PC	18		
16	Quetta	Sibbi - Harnai	2006	00 km to 140.14 km	140.14	Gangman	86	SI	1	DSP-B	1
						Gang Mate	20	ASI	1	IRP	1
						Keyman	20	HC	3	SI	4
						Head Trolleyman	1	PC	15	ASI	14
						Trolleyman	1			HC	25
						Blacksmith	1			PC	69
						Hammer man	1			LPC	6
						Store Chowkidar	1			DC	2

Sr. No.	Division	Section	Date of closure	Area	KM	Staff of PR		Sanctioned PRP Staff		Demand of additional Police staff	
						Category	No.	Category	No.	Category	No.
17	Quetta	Bostan - Zhob	1990	00 km to 295.51 km	295.91	Gangman	14	SI	1		
								ASI	1		
								HC	2		
								PC	20		
18	Sukkur	TandoAdam-MehrabPur	1991	257.58 km	257.58	PWI	3	ASI	1	IRP	1
						Gang Mate	3	HC	1	SI	3
						Gangman	23	PC	1	ASI	9
										HC	10
										PC	120
19	Sukkur	Larkana - Jacobabad	2006	133.50 km	133.5	PWI	4	ASI	1	SI	3
						AWI	2	PC	4	ASI	6
						Gang Mate	13			HC	18
						Gangman	45			PC	86
						Key Man	25				
20	Karachi	Karachi City- Drig Road (Circular)	2001	00 Km to 29 Km	29				16		6

Sr. No.	Division	Section	Date of closure	Area	KM	Staff of PR		Sanctioned PRP Staff		Demand of additional Police staff	
						Category	No.	Category	No.	Category	No.
21	Karachi	Landhi - Korangi	1990	00 km to 3.5km	3.5						
22	Karachi	Jamaro - Pathoro	2005	00 Km to 183.59 Km	183.59		16		14		4
23	Karachi	Mirpur Khas- Nawabshah	2005	00 Km to 128 Km	128		8		3		
24	Lahore	Sheikhupura - Shorkot	2020	00 Km to 220 Km	220	SM	20	SI	2	SI	1
						Pointsman	60	ASI	4	ASI	2
						Khakrob	8	HC	4	HC	5
								PC	32	PC	25
25	Lahore	Chak Amro - Jastar				Gangman	1	ASI	1	ASI	2
								HC	1	HC	2
								PC	4	PC	8
										LPC	2
<b>Total</b>					<b>2527.06</b>		<b>535</b>		<b>233</b>		<b>523</b>

Source: Information provided by the PRP

**Annex-26**  
**(Para No. 4.5.5)**

**Statement showing encroachment of Railway land on closed sections**

<b>Sr. No.</b>	<b>Division</b>	<b>Section</b>	<b>Total Land (Acres)</b>	<b>Soft Encroachment (Acres)</b>	<b>Hard Encroachment (Acres)</b>	<b>Total Encroachment (Acres)</b>
1	Multan	BWU-FPA	991.94	7.77	12.48	20.25
2	Multan	FPA-Marrot	546.91	19	10.93	29.93
3	Multan	MSQJ-Qasim Wala	179.91	0	5.98	5.98
4	Multan	Kat-al-Ammara-Mansora	718.014	15	45.56	57.56
5	Sukkur	LRK-SDKT-JCD				510.37
6	Sukkur	Feeder Line (Nawabshah Sub-Division)				1044.94
<b>Total</b>						<b>1669.03</b>

Source: Joint Reports of PRP and Railway Executive

**Annex-27**  
**(Para No. 4.5.6)**

**Statement showing theft of track material on closed sections**

<b>Sr. No.</b>	<b>Division</b>	<b>PWI</b>	<b>Section</b>	<b>Total length of Track (KM)</b>	<b>Stolen Track (KM)</b>	<b>Track for which FIR lodged (KM)</b>	<b>Track for which FIR not lodged (KM)</b>
1	Sukkur	Sakrand at Shahdadpur	TDM-SKRD	65.09	12.12	4.7	7.42
			NWS-SKRD	19.96			
2	Sukkur	Daulatpur Saffan at Padidan		103.28	9.36	9.36	0
3	Sukkur	Tharushah at Mehrabpur		69.25	24.69	11.69	13
4	Sukkur	Larkana	LRK-KRAK-SDKT-JCD	111.5	24.38	24.38	0
<b>Total</b>				<b>369.08</b>	<b>70.55</b>	<b>50.13</b>	<b>20.42</b>
Percentage stolen track					19%		

Source: Joint Reports of PRP and Railway Executive

Most Immediate

GOVERNMENT OF PAKISTAN  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)  
\*\*\*\*\*

No. C-1/Misc/Complaints

Islamabad, June 03, 2022

The Chief Executive Officer,  
Pakistan Railways,  
HQs Office,  
**Lahore.**

**Subject: Special measures for safety of lady passengers**

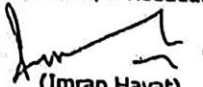
**Reference: Meeting with Special Assistant to Prime Minister on Strategic Reforms Unit**

In the wake of recent unfortunate incident in Zakaria Express and to ensure safety of lady passengers over the Railway system, the Secretary/Chairman Railways is pleased to constitute following committee to ensure effective implementation of the measures as discussed with SAPM on Strategic Reforms Implementation Unit (Annexure-I):

- |                                       |          |
|---------------------------------------|----------|
| i. Additional General Manager/Traffic | (Chair)  |
| ii. Chief Operating Superintendent    | (Member) |
| iii. Chief Commercial Manager         | (Member) |
| iv. DIG/South, PRP                    | (Member) |

2. TORs of the Committee

- i. To implement the immediate measures
- ii. Review short term and long-term measures and ensure timely preparations and its implementation.
- iii. Submit progress report on the action taken with specific KPI's to Ministry of Railways on fortnightly basis.
- iv. Recommend other relevant corrective measures, if needed.

  
(Imran Hayat)  
Director General/Operations

Copy to:

1. SO to SAPM on Strategic Reform Unit, PM Office, Islamabad.
2. Inspector General, Pakistan Railways Police, Lahore.
3. Staff Officer to Secretary/Chairman Railways, Islamabad.

(Annexure-I)

**SUBJECT: REMEDIAL ACTIONS FOR WOMEN SAFETY/SECURITY IN PAKISTAN RAILWAYS**

**Preamble:**

Pakistan Railways (PR) is a public sector national carrier which is providing transportation facilities across the country to almost 50 million passengers per annum, including a large segment of lady passengers. In addition, a number of lady employees are also serving in various administrative branches of PR.

PR has an elaborated system for security / safety of passengers including lady passengers at Railway Stations and in trains. Salient features of PR Passengers Safety / Security regime are as under:

(i) **Statutory Framework:**

In addition to relevant provisions of Criminal Procedure Code 1860, Railway Act 1890 provides a complete mechanism of preventive and punitive mechanism against any injury or perceived threat to life and property of a Railway Passengers. In this connection clauses 127, 128, 129 & 130 of Railway Act 1890 provides the remedy against the culprits posing any threat to life or property of a Railway Passenger. Furthermore, redressal committees under "Protection against Harassment of Women at the work place Act 2010" are also fully operative in Pakistan Railways.

(ii) **Surveillance & Monitoring System:**

Pakistan Railways is governed by a system of mandatory inspections by various tiers of officers/officials to ensure and check the efficiency of the systems in place for passengers' protection. Any discrepancy pointed out by the inspecting officers/official is viewed seriously and all possible corrective measures are taken. Help Centers by Pakistan Railway Police are



also operative at major Railway Stations to provide prompt help to the passengers in case of any untoward happening.

(iii) **Special Quotas of Seats/Berths for Ladies in trains:**

In order to provide safe, secure and comfortable travelling environment to the lady passengers travelling without any male companion, PR has allocated special quotas of seats and berths for ladies in trains.

(iv) **Passenger Alarm Chain System:**

Passenger trains operated by PR are equipped with passenger alarm system which allows a Railway passenger to stop the train from his coach in case of any emergency. Once the train is stopped by adopting Passenger Alarm Chain System, train staff is duty bound to check the nature of emergency and take necessary measures accordingly. In addition attendant call buttons are also provided in Air Condition Cabins to seek the attention of Railway Staff onboard in case of any emergency.

The passenger security mechanism in place over PR has been through the test of time. Therefore, the track record of PR is providing safe and secure services its passengers has been quite satisfactory over the decades.

**Future Passenger Safety Paradigm:**

In wake of technological, advancement and information technology related innovations, it is imperative that PR must go hand in hand with the changing trend in passenger protection paradigm with special focus on the protection of lady passenger travelling by PR. In this backdrop some of the contours of PR passenger protection strategy are as under: -

(i) **Short Term Measures (01 – 04 weeks)**

- (a) Two (02) teams of lady Railway Police Force will be deployed at Stations to provide assistance to the lady passengers in case of any difficulty or perceived harassment.
- (b) "Safar Sahali App" will be launched as a proactive measures to ensure safe and secure travelling environment for women commuters. Lady passengers will be encouraged to download this app at the beginning of their journey. Procedure for downloading this app and the benefits of this application will be printed at the back of Railway Tickets.
- (c) At the beginning of the journey, lady Railway Police Force Staff one (01) Sub Inspector two (02) Lady Constables will brief the lady passengers about the precautions to be taken during the journey and they will also educate them about "Safar Sahali App" and UAN number. in case of any emergency.
- (d) Mass awareness campaign through Pamphlets, Posters, Handbills and Social Media will be made a regular features by Divisional Commercial Officers.
- (e) Private employees of the outsourced trains will submit a Police Clearance Report from Special Branch/Agencies of the areas of their residence at the time of joining any outsource train.
- (f) Short code 04-digit number that can send and receive messages through mobile phones. This high-throughput number will entertain time sensitive messages about location of trains.

(ii) **Medium Term Measures (1 – 12 weeks)**

- (a) Four (04) CCTVs cameras each at the entry and exit points of the Railway Coach will be installed.
- (b) Video Surveillance System (VSS) will be installed at vulnerable location at all Railway Stations. Face recognize system (FRS) will be developed in collaboration with Safe Cities Authority.
- (c) Data of Railway Passengers will be integrated with the criminal database of Punjab Police. After sorting out all legal modalities.