



Pakistan Country Presentation

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Important Facts

- Successor of one of the old civilizations
- Came into being on 14th of August, 1947
- Area: 8 lac square kilometers
- Population: Approximately 180 millions
- Constitution of Pakistan 1973 (Federalism)
- Islamic Republic of Pakistan

Political and Administrative Structure

- Three Tiers of Government (Federal, Provincial and District)
- Five Provinces (Punjab, Sindh, Balochistan, Khyber Pakhtunkhwa, Gilgit Baltistan)
- Karachi is the largest city followed by Lahore

Archaeological Treasure

- Mohenjo Dharo and Harrapa are the most significant archeological sites of Indus Valley Civilization (5000 years old)
- Taxila dates back to Gandhara period and an important center of Hindu and Buddhist's religious tradition
- Mehar Garh and Kot Diji are even ancient than Indus Valley sites according to modern studies

Tourist Attractions

- Beautiful Country with immense cultural and heritage value
- Makran Coast line has dazzling natural sand beaches
- Silk Road carries the tradition of antiquity of connecting the region through trade. Traversing through Hunza and Gilgit Valley with mighty Indus in sight
- Archaeological Wonders of the world

Tourist Attractions

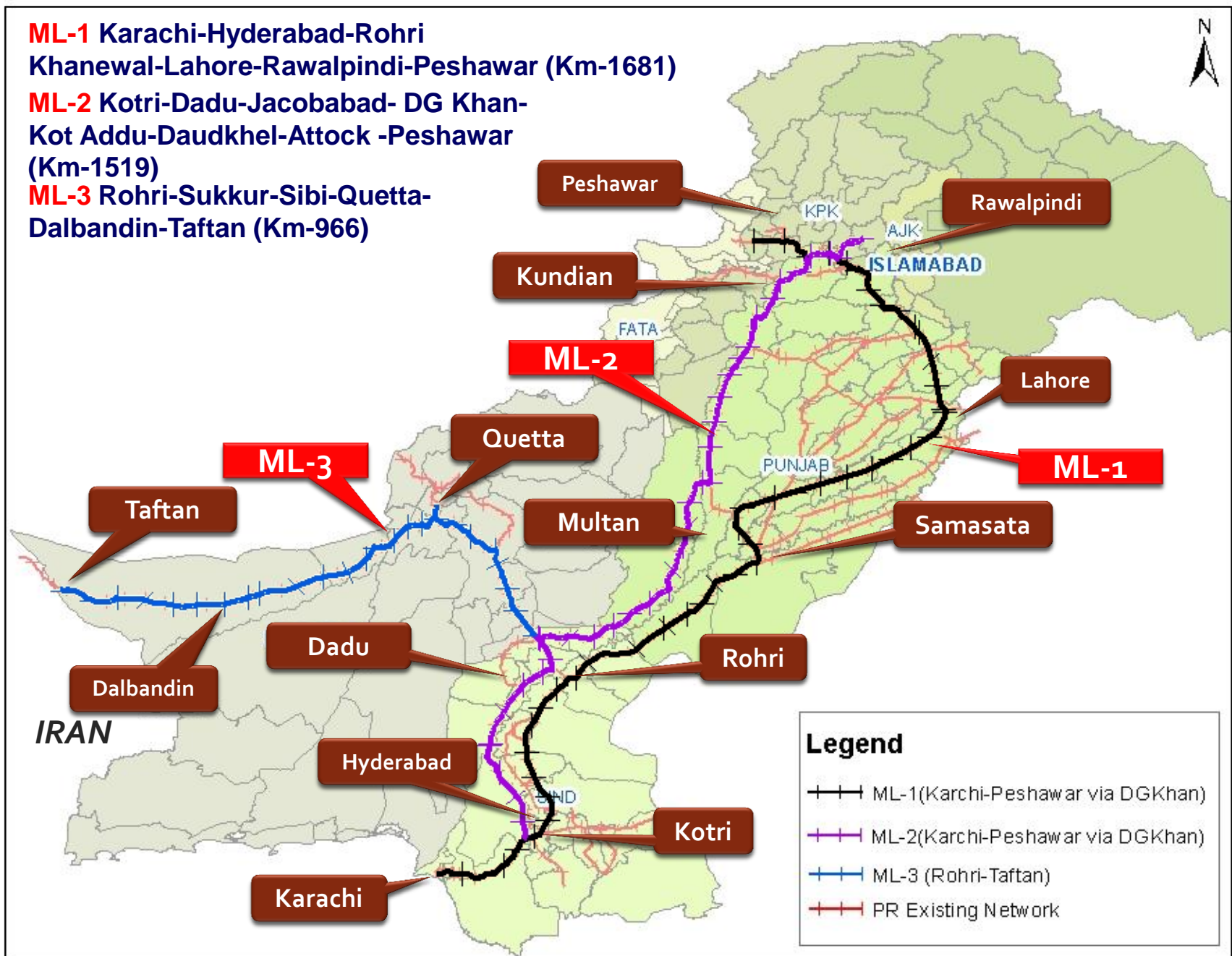
- Historical monument such as Badshahi Mosqu, Shalamar Gardens, Rohtas Fort, Shrines, holy places of Sikhs and Budhists etc
- National Parks representing flora and fauna
- Museums in Lahore, Taxila, Peshawar are extremely valuable treasure
- Northern Areas of Pakistan: One of the most beautiful and sought after tourist destinations
- Paradise for hiking and mountaineering


Economy of Pakistan

STATE BANK OF PAKISTAN

- Pakistan is an important player in the region
- Economy ranked 27th in the world according to PPP
- 53 % of GDP comes from service sector
- Industry accounts for 25 % of GDP
- 22% is agriculture and Livestock
- Average GDP growth rate 5% since 1952

PAKISTAN RAILWAYS EXISTING NETWORK



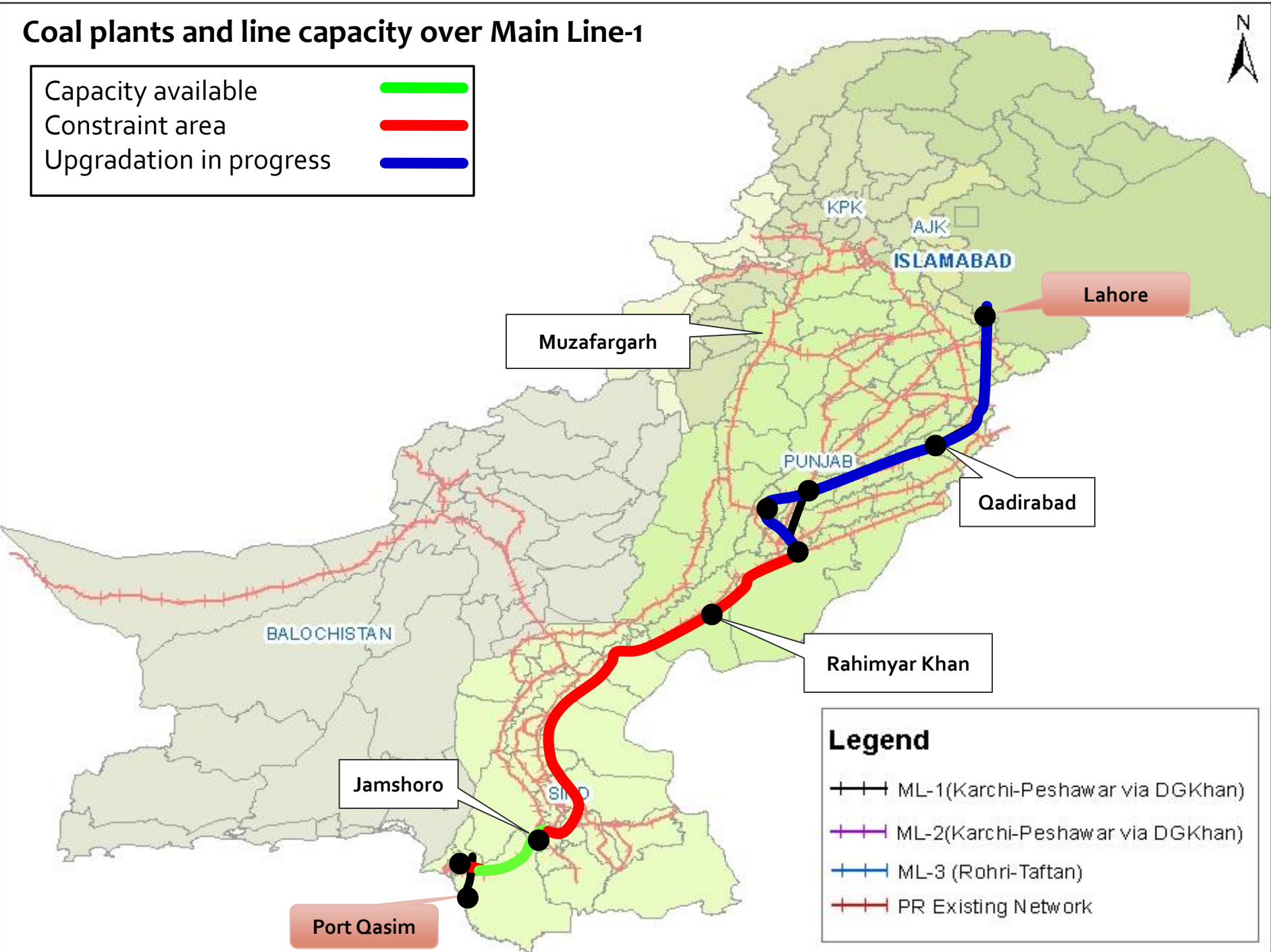
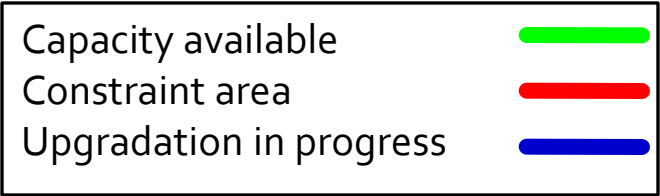


PR's Initiatives for Up-gradation of Network

New Projects

- ▶ Provision of Rail Link between Gawadar and Mastung (901Kms)
- ▶ Up-gradation/realignment & improvement of track SIBI-Spezand (116Kms)
- ▶ GITA Traffic via Taftan to Chaman
- ▶ Rail Link between Havelian to Pak-China Border (662Kms)

Coal plants and line capacity over Main Line-1



High Speed Rail Link Peshawar - Karachi

Route Length : 1681 Km
Total High Speed Track : 2050 Km
Stations : 15
Speed : 250Km/h
Tunnels : 5 (4 Km)
Bridges : 2000 (21 Km)
Gauge : Standard (1435mm)
Approx. Cost : US\$ 68.00 billion

Peshawar

Rawalpindi

Sialkot

Sargodha

Gujranwala

Faisalabad

Lahore

Multan

Rohri

Karachi

Hyderabad

Main Line-1

High Speed

Zone 1

Zone 2

Zone 2A

Zone 3



Up-gradation of Quetta - Taftan

■ Main Line-2
■ Quetta - Taftan

Taftan

Quetta

Jacobabad

Rohri

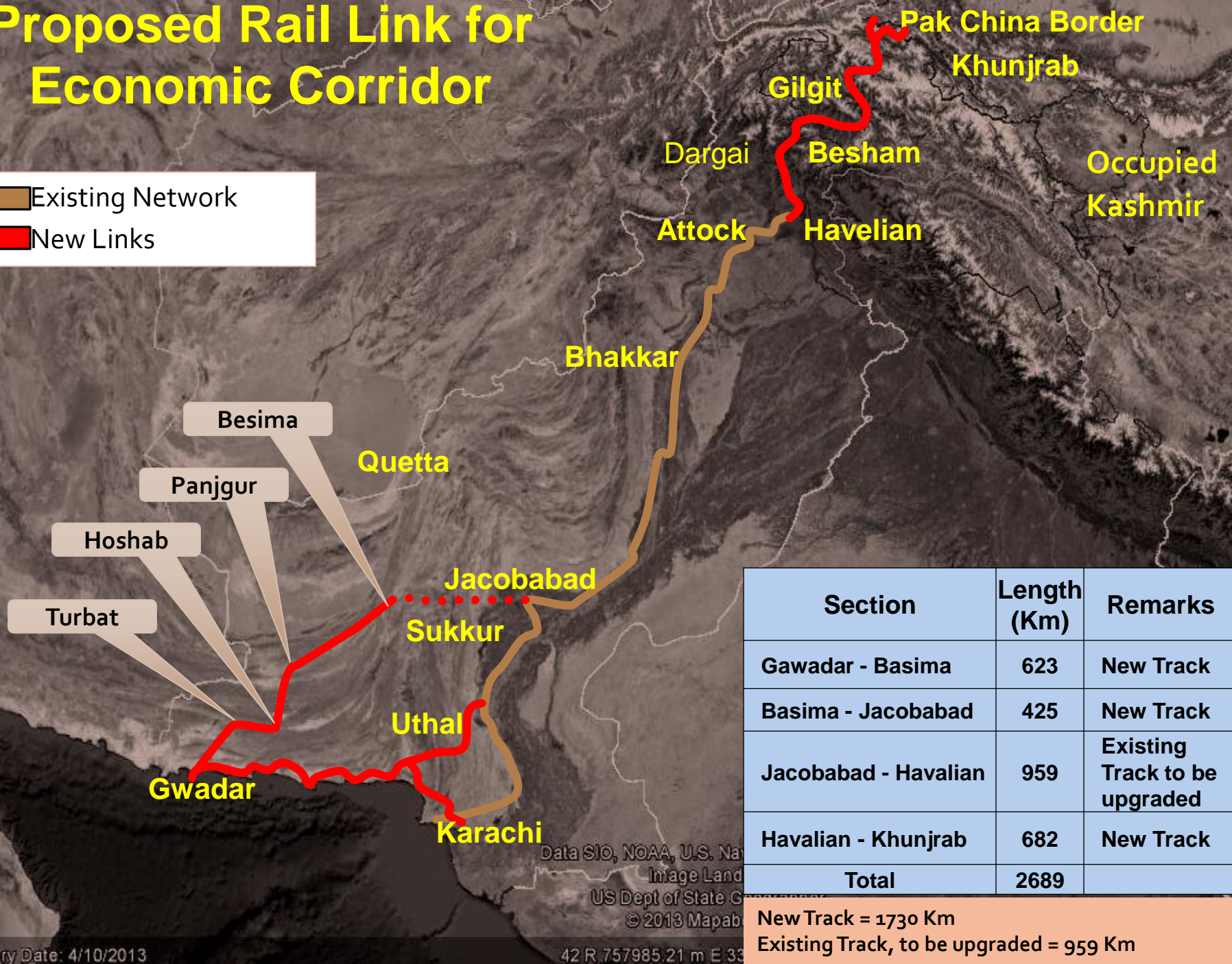
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- Route Length : 680 Km
- Tunnels : 04 (1.1 Km)
- Bridges : 67 (0.8 Km)
- Gauge : Broad (1676mm)
- Completion Time : 04 Years
- Approx. Cost : US \$ 0.6 Billion

Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Image Landsat
US Dept of State CIA
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Proposed Rail Link for Economic Corridor

 Existing Network
 New Links



Up-gradation of Main Line

Speed 120 /140 Km/h

Route Length : 1681 KM
Tunnels : 13 (2 Km)
Bridges : 2312 (18.70Km)
Gauge : Broad (1676mm)
Completion Time : 2 Years
Approx. Cost : US\$ 2.70 billion



Speed 160 Km/h

Route Length : 1681 KM
Tunnels : 11 (1.34 Km)
Bridges : 2340 (19.55 Km)
Gauge : Broad (1676mm)
Completion Time : 4 Years
Approx. Cost : US\$ 8.00 billion

Data SIO, NOAA, U.S.
Image L
US Dept of Stat
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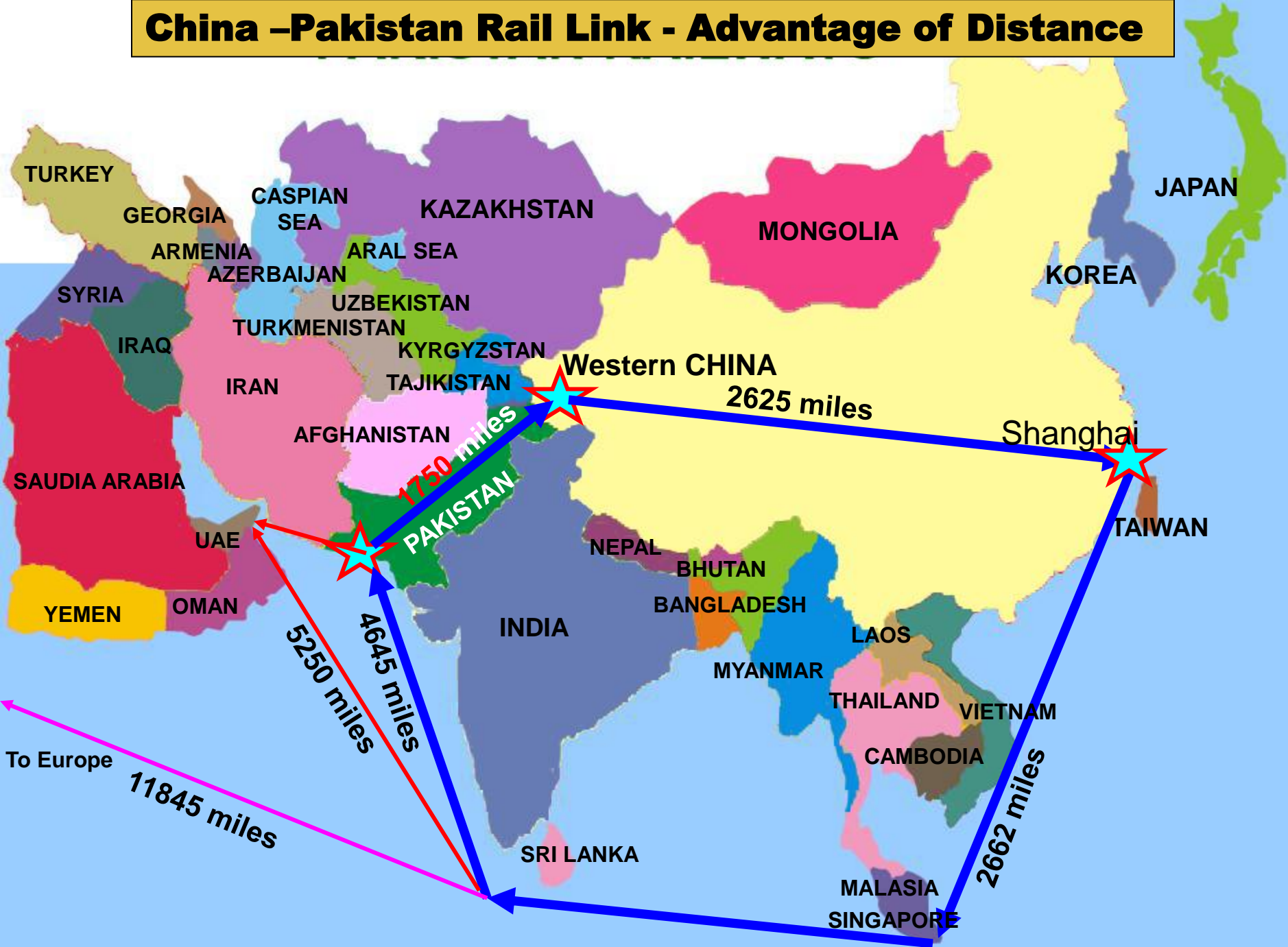


Regional Connectivity & Pakistan



GEO-PHYSICAL LOCATION

China –Pakistan Rail Link - Advantage of Distance

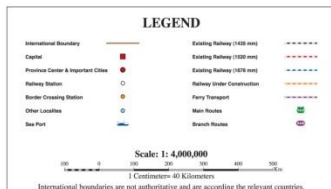


1950 KM
(Turkey)

2409 KM
(Iran)

1990 KM
(Pakistan)

ECO
(ECONOMIC COOPERATION ORGANIZATION)
Map of
ECO Member Countries
Transit Railways



ECO Secretariat

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Web Site: www.economico.org, E-mail: secretary@economico.org

This map does not indicate the projects which are under pre-feasibility study or under the survey and design work.



Pakistan's Trade with Regional Countries

Million US\$				
Country / Region	2012-13		2013-14	
	Exports	Imports	Exports	Imports
China	2,609,381	6,642,275	2,416,987	7,722,418
Afghanistan	2,065,938	287,808	1,872,553	358,478
Azerbaijan	29,960	59	37,087	19
Iran	97,713	167,540	53,064	164,019
Kazakstan	6,025	4,476	5,153	3,556
Tajikistan	6,892	448	8,954	77
Turkmenistan	2,330	13,772	1,781	16,184
Uzbekistan	4,204	482	3,204	546
Bangladesh	709,77	60,759	698,195	55,863
Bhutan	0	0,053	0	0,002
India	327,496	1,809,867	408,365	2,049,382
Maldives	6,711	0,093	8,436	0,022
Nepal	1,113	0,863	0,651	0,738
Sri Lanka	327,141	76,569	259,977	62,033

Source; Pakistan bureau of Statistics



WORKING WINDOWS OF CONNECTIVITY WITH NEIGHBOURS

- **EAST:**
 - **SAARC countries via India at:**
 - Wahga-Attari-Delhi
 - Khokhorapar-Munabao
- **WEST:**
 - **Central Asia via Iran-Afghanistan at:**
 - Chaman-Kandhar
 - Taftan-Zahidan
- **NORTH:**
 - **Central Asia**
 - Tourkham-Kabul

- **NORTH-EAST:**
 - **India via**
 - Amruka-Bhatinda-Delhi
 - Kasur-Ganda Singh- Ferozpur-Delhi
 - Sialkot-Jammu
 - **China via**
 - Gawader-Havalian-Khunjarab

Potential for Future

Interchange of Railway Wagons between Pakistan – India

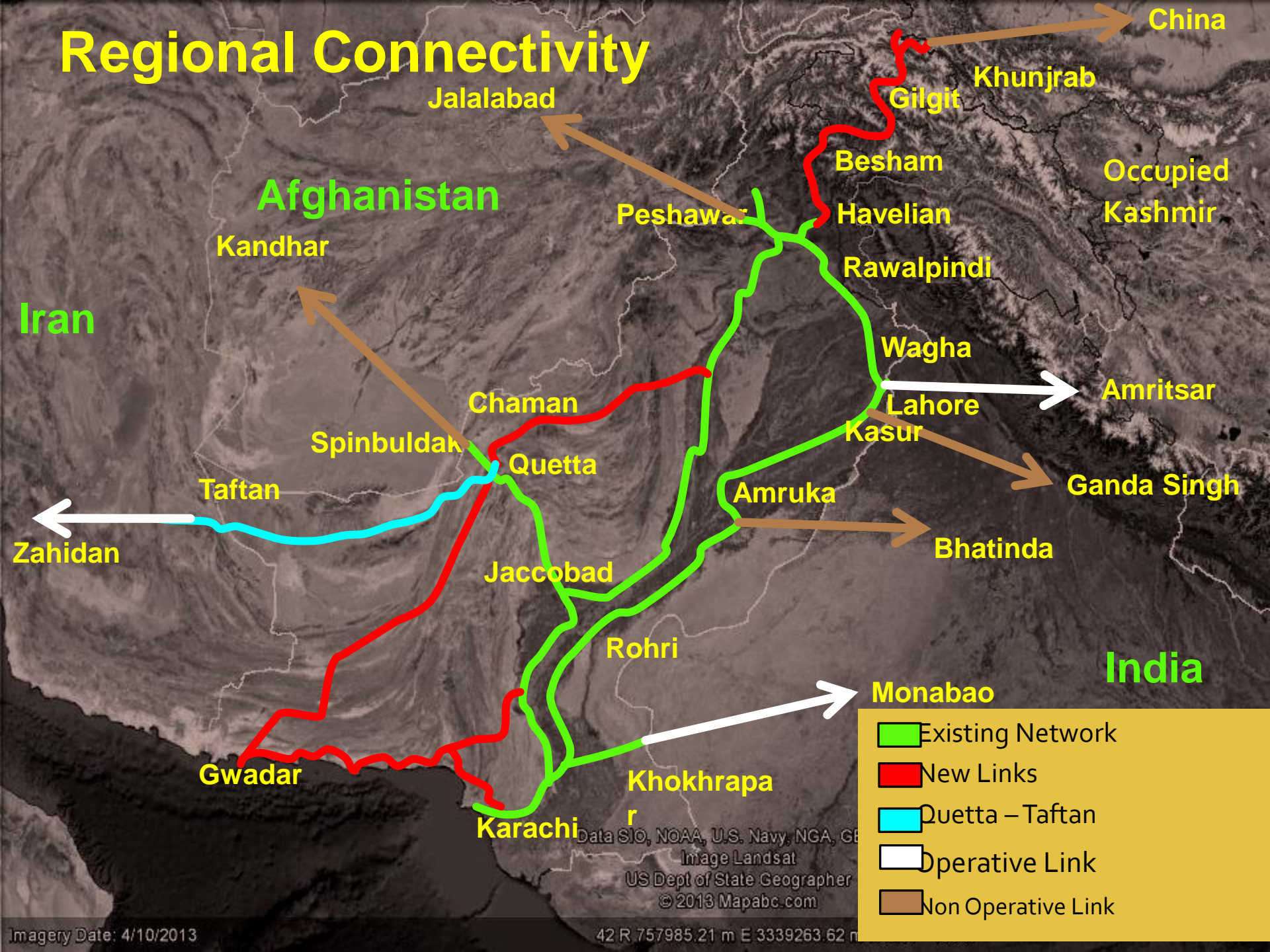
January –10th November, 2014

Commodity	Received by Pakistan Railways	Made Over to Indian Railways
DOC	267	-
Miscellaneous	2937	84
Rock Salt	-	569
Cement	-	1922
Sugar	-	504
Empty	1279	1404
Total	4483	4483

GOODS IN TRANSIT TO AFGHANISTAN(GITA)

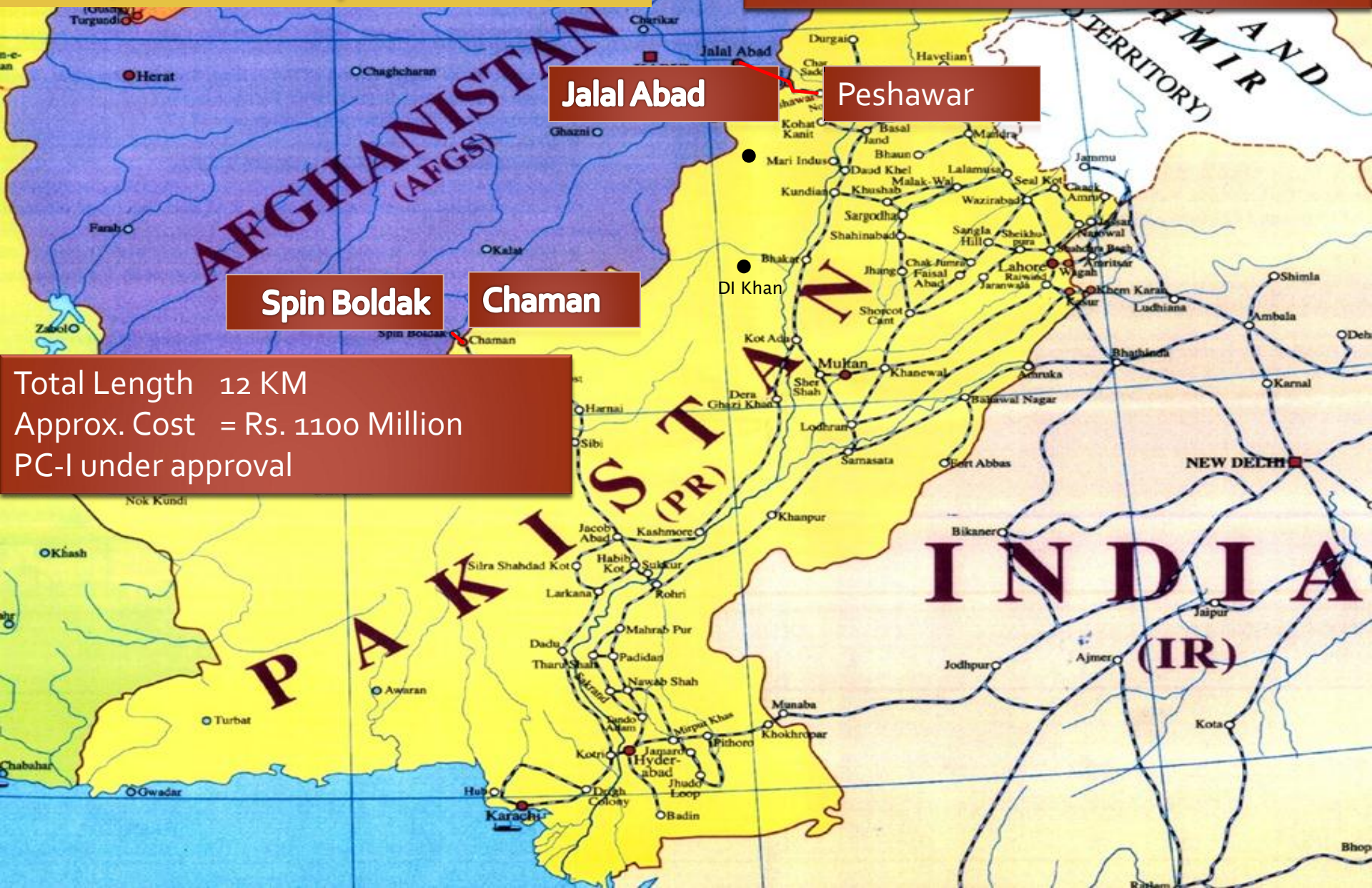
Year	Through Peshawar	Through Chaman	Total (Wagons)
2000-01	10488	2803	13291
2001-02	9506	3858	13364
2002-03	13971	3920	17891
2003-04	21077	7038	28115
2004-05	22597	6065	28662
2005-06	25477	7589	33066
2006-07	19144	5247	24391
2007-08	16669	4024	20693
2008-09	19339	3923	23262
2009-10	15955	624	16579
2010-11	8679	39	8718
2011-12	275	2	277
2012-13	0	0	0

Regional Connectivity



Pakistan – Afghanistan Rail Link (Peshawar – Jalalabad) (Chaman – Spin Boldak)

Total Length 140 KM
Approx. Cost = Rs. 13175 million
PC-II approved



Spin Boldak

Chaman

Total Length 12 KM
Approx. Cost = Rs. 1100 Million
PC-I under approval

Conclusions

- Pakistan Railways is well placed to facilitate international transit
- Deficiencies are being recouped
- Regional connectivity has the potential of bringing economic, social and political dividends to the people
- There is considerable progress with China and ECO countries on establishing rail links
- Integration of transportation network is pre-requisite for progress on economic integration of the region



Thanks